

Town of Truckee
Community Development Department, Planning Division
10183 Truckee Airport Road
Truckee, California 96161

August 30, 2024

RE: Lamperti Mixed-Use Industrial Project – 11093 Trails End Road (APN 19-920-05)

Hello Planning Staff,

Attached is a Development Permit and Minor Use Permit application package for a proposed mixed-use industrial project located within the Pioneer Commerce Center Phase III (also known as the Pioneer Industrial Park) at 11093 Trails End Road. The parcel is owned by Mr. Joe Lamperti, Lamperti Construction, Inc., whom is also both the applicant and the primary occupant of this new mixed-use industrial project as further described below.

Following is a comprehensive summary and detailed information in support of the proposed project. We also now provide an explanation of the broader project intent, its design objectives and its planned operation in providing needed industrial space, with supporting and incidental office space, for both the Lamperti Construction, Inc. business and the range of industrial uses/tenants allowed per the applicable Manufacturing/Industrial zoning district.

As referenced, this is a mixed-use industrial project as it also proposes two residential units located on the upper floor of proposed Building A. As such, this proposal utilizes portions of the mixed-use development incentives provided by way of Town Development Code Section 18.58.140, *Mixed Use Development*, as explained in detail within the following text. Related, as an application necessarily to be reviewed by the Town Planning Commission, we request a waiver of the enclosed garage requirement for non-restricted residential units per the Development Code as further described below.

Two Application Types – DP & MUP

Development Permit

As a function of the 2005 approval of the Pioneer Commerce Center Phase III, and more specifically that of the associated Pioneer Industrial Park Design Guidelines, this Development Permit application is required to be reviewed by the Planning Commission. This level of project review is seemingly in response to the project location relative to Interstate 80 and also jives with both the disturbance and building square footage thresholds requiring this Development Permit application and the associated Planning Commission review and decision.

Minor Use Permit

A Minor Use Permit application is required for proposed landscaping and snow storage area to be located within an existing easement(s) as mapped by way of the Pioneer Commerce Center Phase III approved in 2005 by the Town Planning Commission. Please see the attached and corresponding property survey, recorded subdivision map and project plans for these locations. Further discussion and explanation of this easement(s) area is also included within the below *Pioneer Commerce Center Phase III – Easement & Design Guidelines* discussion.

Proposed Project – Summary

Building Area Statistical Summary

The proposed project includes a total of 9,703 square feet of building area, equating to the maximum allowed .25 FAR allowance per both the 2040 General Plan land use designation and mixed-use development allowances of the Town Development Code (DC, see further below). A total of 5,623 square feet of building area is dedicated for industrial use, including shared restroom and mechanical area, with an additional 1,821 square feet of area dedicated for accessory and incidental office use as further described below.

Two, one-bedroom residential units are proposed as a second floor to Building A, totaling 1,580 square feet of area. Additionally, two single-vehicle residential garages are detailed within the ground floor of Building A totaling 679 square feet of area, although arguably necessary for this project and the basis for our request for the Planning Commission to waive this ‘enclosed garage’ requirement as further described below.

The 1,821 square feet of office area is proposed as both accessory and incidental to the primary industrial use, equating to the maximum-allowed 25% of the non-residential floor area (e.g. the industrial use as the ‘main use’) per DC Section 18.58.040, *Accessory Uses – General Standards* (e.g. 5,623 square feet + 1,821 square feet = 7,444 square feet x 25% = 1,861 square feet maximum accessory office area). This office area is proposed as both accessory office to the Lamperti Construction, Inc. industrial area of Building A (two individual spaces) and incidental office area to the industrial tenants of Building B (three individual spaces) in providing shared administrative, reception and conference area to these Building B tenants. The intended result is both shared and efficient use of this office area for both Lamperti Construction, Inc. and all other industrial tenants if/as needed or beneficial, but also to maximize the useable and needed industrial floor area.

Beyond the allowed accessory office use of DC Section 18.58.040, *Accessory Uses – General Standards*, referenced above, the maximum 25% accessory office use proposed is also allowed by way of DC Section 18.58.140, *Mixed-Use Development*, particularly recognizing the shared

and mutually-beneficial (to the Lamperti Construction, Inc. business and other industrial tenants) office use as previously described above. Additional use of the *Mixed-Use Development* code section is discussed below.

Site Area Statistical Summary

The project site includes 38,867 square feet of area. The proposed project results in 33,500 square feet of disturbed area and 13,370 square feet of paved area. The 50% (of paved area) requirement for snow storage area equates to a need for 6,685 square feet of on-site snow storage area. Factoring the 2:1 allowance for ‘ramping’ as detailed within the attached civil plans, a total of 7,290 square feet of snow storage is provided (equivalent to 54% of the paved area). 12,042 square feet of open space is proposed, well exceeding the minimum 20% open space requirement for this zoning district.

Parking Statistical Summary

Parking for the proposed project is calculated as follows, including an individual breakdown of the industrial area, accessory and incidental office area (calculated separately as shown) and the residential parking requirements. Two code-compliant parking calculations are provided as further explained below.

The parking calculations for the submitted project are outlined below. Total non-residential area (and excluding the two garages) is 7,444 square feet. Of this total non-residential square footage, a maximum of 25% of this total for combined incidental and accessory office equates to a maximum office area of 1,861 square feet (1,821 square feet of office area is proposed).

- 5,623 square feet of industrial (including mechanical and restrooms) and 1,125 square feet of incidental (20% maximum of industrial area per DC Table 3-8) office (6,748 square feet total) at $1/500 = 13.5$ spaces
- 696 square feet of accessory office (beyond the 20% incidental to industrial) at $1/250 = 2.8$ spaces
- 2 residential units at $1/\text{unit} = 2$ spaces
- **Total required = 18 spaces** (rounded down from 18.3)
- **Total provided = 19 spaces** provided (including 2 enclosed garage spaces)

As previously referenced and further described below, we are requesting a waiver to the staff interpreted enclosed garage requirement for the two proposed residential units. If approved by the Planning Commission, parking for this resultant project is similarly calculated as follows:

- 6,302 square feet of industrial (including mechanical and restrooms) and 1,260 square feet of incidental (20% maximum of industrial area) office (7,562 square feet total) at $1/500 = 15.1$ spaces
- 561 square feet of accessory office (beyond the 20% incidental to industrial area per DC Table 3-8) at $1/250 = 2.2$ spaces
- 2 residential units at $1/\text{unit} = 2$ spaces
- **Sub-total required = 19 spaces** (rounded down from 19.3)
- 10% reduction for mixed-use = -1.93 spaces
- **Total required = 17 spaces** ($19.3 - 1.93 = 17.37$ spaces)
- **Total provided = 17 spaces**

Both parking calculations utilize the applicable ‘1 space per residential unit’ allowance of the Town’s mixed-use development code section, but only the latter parking calculation, proposing elimination of the enclosed residential parking, utilizes the allowable 10% net parking reduction of these same provisions. The result is twofold: (i) maximization of the resultant and community-needed industrial area (by 679 square feet) by removing the two enclosed garage spaces from Building A, and (ii) maintaining the same number of exterior parking spaces for use by all, including the predominant evening hour parking use by the residential tenants.

Mixed-Use Development – Use of Incentives

Beyond use of the reduced parking and .25 FAR incentives of the mixed-use development code section of the Town Development Code described above, we also request a waiver of the multi-family residential standards as allowed per Section 18.58.140.D.5.d factoring the appropriateness, and actual encouragement, of second-story residential units as proposed and supporting General Plan policy.

No other mixed-use development standards or incentives are proposed or necessary with this project proposal (e.g. reduced coverage, reduced open space, etc).

Pioneer Commerce Center Phase III – Easements & Design Guidelines

Easements – MUP

This project site, known as Lot 4 by way of the attached recorded subdivision map, is encumbered by a slew of perimeter easements, including those for drainage, pedestrian access, utilities, etc. Reference is also made on the recorded map to a 50’ building restriction line. The ‘CL 12’ easement to USA (TP&T)’ referenced on Sheet 4 transecting the project site has been formally abandoned. Similarly, the 60’ public utility easement detailed along the south (adjacent to I80) and east (adjacent to Lot 3) parcel boundary has been abandoned in favor of the same

easement rights granted to the TDPUD by way of the attached *Non-Exclusive Access Easement Agreements* document.

DC Section 18.30.56, *Easements*, requires the consent of all entities having interest into any given easement when any given required improvement is located within said easement. This project proposes both landscaping and (ramped) snow storage within a dedicated drainage easement located along the south property line adjacent to I80. This area of the 50' deep drainage easement is neither occupied, utilized or necessary in support of the existing engineered drainage system constructed in support of the approved Pioneer Commerce Center Phase III project. This, and all, drainage easements within the project have been dedicated and accepted for public use (but not maintenance) by the Town of Truckee. As such, it is our request to enter into any necessary agreement with the Town for use of this area for landscaping and snow storage.

Additional landscaping area, specifically for the purpose of screening to/from Interstate 80, is located within various utility, pedestrian and (the same as above) drainage easements along both the south and east property boundaries as created by way of the same subdivision map. Similarly, it is our intent to work with each respective easement interest holder, if other than the Town of Truckee, to obtain authorization for this screening landscaping as a supplement to the existing vegetation existing in these areas.

Design Guidelines

The design guidelines specific to this industrial park provide guidance for building design, open space, building setbacks and tree removal. Many specific design guidelines are applicable to Lots 4-9 (this project is located on Lot 4) as a matter of these six lots having a shared (rear) property line with the adjacent Interstate 80 right-of-way. The proposed project has factored, and is consistent with, all of the applicable design guidelines, including:

- A maximum single wall section or plane length of 24'
- A maximum building height of 25' (within 100' of the I80 right-of-way boundary)
- No development or disturbance within 50' of the I80 right-of-way boundary
- Screening of parking area with no outdoor material storage, retail activity or use area proposed
- Limited and appropriately located and designed exterior lighting
- Conformance with the 20% open space requirement
- Conformance with the 50' building setback (from the I80 right-of-way boundary)
- Tree removal only with the guidance and directive of an arborist or forester (see landscape plans, Sheet LS-1.0)

This project proposes the use of existing and supplemented landscaping to screen any visible parking area from the I80 travelled way in lieu of fencing. This is both a function of the lack of any outdoor storage or use area and the limited, and limited visibility, parking area (9 spaces) located along this shared boundary resulting from the low line-of-site from the interstate at this location.

Waiver Request – Enclosed Garages

If approved by the Planning Commission, eliminating the two residential garage spaces located within the interior of Building A would result in increasing and maximizing the true and needed industrial floor space. This is a town-wide goal and need, reflected in the increased .25 (beyond the previous .20) floor-to-area ratio for the Industrial land use designation of the 2040 General Plan. As such, we request a waiver of this enclosed garage requirement as outlined below.

This same waiver request, albeit for a different and smaller project, was rejected by the staff earlier this year. In this instance, the staff had applied the ‘multi-family dwelling’ (and both the fully enclosed garage requirement and the multi-family residential code definition it relies upon) land use category versus the more-applicable ‘mixed use development’ land use category of Table 3-8 (see DC Page III-141). True, the ‘multi-family residential’ definition has been more-recently modified to include ‘one or more dwelling units in a non-residential project’, however the clearly applicable ‘mixed use development’ land use category of Table 3-8 cannot simply be ignored.

The staff point to a more-recent Planning Commission approved mixed-use (industrial / residential) project at the end of Industrial Way as the basis, citing a Planning Commission ‘interpretation’ of the related parking rules, for applying this enclosed garage requirement to all mixed-use projects. Again, and in addition to ignoring the clearly more-applicable ‘mixed use development’ land use category of Table 3-8, reference to this past Planning Commission project approval and their related interpretation of the rules has two fundamental flaws: (i) this deliberation most certainly did not involve focused consideration for all related rules nor the internal conflict within the Development Code, only deliberation within the context of the project being considered at the time and (ii) the project being considered at the time included a detached stand-alone nine-unit residential building. This is an apples-to-oranges project comparison to the project now proposed.

Reasonably, any given project proponent would search-out and utilize the ‘mixed-use development’ land use category of Table 3-8 in lieu of the questionably applicable to this and any other mixed-use project (particularly lacking a detached stand-alone residential structure as discussed above) ‘multi-family residential’ land use category of Table 3-8. As such, and based upon the additional information provide below, we request use of the ‘determined by use permit’

discretion provided by way of the appropriate and applicable ‘mixed-use development’ land use category of Table 3-8.

The basis and reasoning for this request are many:

- Broadly speaking, a requirement for an enclosed garage subtracts from the net industrial square footage that we want and need as a community, be it from a physical design standpoint or FAR standpoint. The physical design limitations for a relatively small parcel are significant in addressing all truly-necessary on-site improvements to make a project function, including accessible snow storage area and shared parking. Enclosed residential garages are not a functionally-necessary component of this industrial project;
- A requirement for an enclosed garage(s) is a disincentive, by way of increased construction costs and the design/FAR impacts above, and inconsistent with the encouragement for commercial and industrial project proponents to include residential units within their projects as clearly the intent of the *Mixed-Use Development* code section. The encouragement approach (particularly for projects in and where mixed-use is not a mandate) is far superior in creating small residential units within these types of projects;
- True, the enclosed garage requirement disappears if the project proponent elects to income-restrict this unit. This is a mischaracterized approach to creating more income-restricted units through providing ‘incentives’ to provide income-restricted housing. In other words, the town will ‘incentivize’ you to income-restrict housing by eliminating other requirements (e.g. an enclosed garage). This is not the same as providing an incentive for needed improvements and requirements such as a parking reduction or increased coverage – it is more of a penalty to the owner if they don’t income-restrict the unit. That’s leveraging one thing (income-restricted units) for an unrelated thing (enclosed garage);
- An enclosed garage requirement is counter to the fundamental mixed-use idea of sharing parking amongst different types of uses with different peak hour parking demands. An enclosed garage is available to only a single user at all times, the residential tenant, and counter to the true incentive of having to provide only a single parking space for residential units within mixed-use projects. The lack of available, shared parking for all users is exhaserbated for smaller projects as now proposed;
- Neither single family residential, accessory dwelling units or income-restricted units require enclosed parking. Then why would a residential unit within a mixed-use project, having the same residential needs and wants, be viewed and treated differently? This relates to the ‘leveraging’ idea above and treating residential uses and their needs differently dependent upon their incomes;
- The staff has previously confirmed support for mixed-use projects, but wanting these units to ‘be available to the workforce’ and that incentives are provided to ‘drive the creation of restricted housing.’ Beyond this confirmation of the mischaracterized

‘incentive’ approach mentioned above, the sole incentive utilized for this and most projects is the ‘one parking space per residential unit’ incentive. As referenced above, this incentive is intended to promote and recognize mixed-use development and the shared parking idea that it provides. Mixed use projects are less effective for their intended purpose lacking truly available shared parking;

- By virtue of the location, size and proximity of the residential unit(s) to the dominant industrial component of this project and proximity to I80, these residential units are available to the local workforce. That’s the purpose, allowing the business owner to utilize these residential units as part of the employment compensation package to attract and retain needed employees. In this way, the residential units benefit both the owner and employee(s) outside of any income restriction and outside of any unnecessary enclosed garage(s).

This is a relatively small project on a relatively small parcel within a local environment of high cost-of-construction and low workforce housing supply. Beyond the mis-application of the parking requirements for mixed-use projects and the physical limitations of this relatively small parcel, this owner is simply wanting to provide two, small residential units to help solve his, and the larger community’s, clear and obvious shortage of available workforce housing. Neither a requirement for enclosed garages nor income-restricting these units furthers these goals, thus our request to waive any enclosed garage requirement.

Workforce & Inclusionary Housing Plan

The proposed project generates a FTEE of 9.2 (1,821 square feet of office = 3.6; 5,623 square feet of industrial = 5.6) per the Town’s workforce housing requirements. This 9.2 FTEE translates to a ‘small’ industrial project and the 3.5% applicable multiplier to identify the number of workforce housing units required for the project, resulting in .32 workforce housing units required. Because the inclusionary housing requirements are cumulative to the workforce housing units, the proposed two residential units equates to an additional .3 inclusionary units for a net housing requirement for this project of .62 units.

Both the workforce and inclusionary housing requirements of the Town allow for the fractional payment of the applicable in-lieu fee for this project. The project proposal is pay the in-lieu fee.

Additional Project Details & Clarities

Civil Plans

The project civil plans include the project site, grading, BMP, tree protection and drainage plans. The civil plans include all of the necessary resultant project site information, including impervious coverage, net site disturbance snow storage, open space and earthwork calculations.

The civil plans include the location and detail for a 10'x10' trash enclosure to house a four-yard dumpster. This complies with the staff-computed 3.21 cubic yards of waste disposal necessary for this project. The location of the dumpster and its enclosure provides for a minimum 50' straight line approach as confirmed to be adequate by the Tahoe Truckee Sierra Disposal staff upon review of both the proposed site plan and confirmed maneuvering of their equipment in support of this 50' approach.

The civil plans also detail a 'trash container storage' area near the project entry to allow for two one individual recycle cart per industrial tenant to be wheeled to this location for weekly pick-up. Each recycle cart would be 96-gallons in size, stored within each individual tenant space and the net recycle volume consist with the staff-computed volume needs for recycling disposal for this project.

Architectural Plans

In addition to the building elevations, the project architectural plans include floor, roof, exterior lighting and sign plans. The architectural plans also include an architectural site plan (jiving with the civil site plan), building elevations, building perspective with color/material call-outs and a solar diagram. The building elevation plan sheets are supplemented by way of the attached *Architectural Finish Materials & Colors* specification sheet prepared by the project architect.

Sheet A2.1 also includes the same (as the civil plans) location and dimensions of the trash enclosure and bicycle parking, although it is recognized and accepted that a minimum of three bicycle parking spaces will be necessary for this project (only two shown).

Architectural plan sheet A2.4, *Signage Plan*, outlines the proposed project signage. The building elevations of architectural plan sheets A3.1, A3.2 and A3.3 detail the locations of each individual tenant signs, including that of only the interior (e.g. not facing I80) signage for tenants of Building B. Two types of signage are proposed:

- Primary (main) tenant signage for the Lamperti Construction, Inc. business associated with both the industrial and office space of Building A
- Individual industrial tenant signage for both Building A and B

Both sign types utilize the same basic design, colors, materials and backlit lighting. The size and area of the primary/main tenant signage differs slightly from that of the individual tenants signs (1 per individual tenant space) as a matter of the different sign location and placement relative to the architecture, but both the individual and net signage areas and dimensions proposed comply with Town code. All tenants, as they change over time, will be required to comply with these sign design, area, dimensions, lighting and location requirements, with the only variable or flexibility being in the font or copy design specific to each individual business.

Preliminary Landscape & Irrigation Plans

Beyond the required and proposed landscape areas and materials, the project preliminary landscape plan also details the proposed irrigation system, the required water efficient landscaping worksheets and related details. These plans also detail, both in plan and by way of supplemental notes, conformance with the State's defensible space requirements and reconciling this to also be in conformance with Town requirements.

Particular attention has been made to landscape screening along the south and east project boundary as a matter of providing, and supplementing the existing, vegetative screening of the limited visible parking area from Interstate 80. This vegetative screening treatment versus fencing factoring the lack of any outdoor use or storage area as previously described.

Development Code Consistency Matrix

Below is the required Development Code consistency matrix.

Development Standard	Required	Proposed	Consistent?
Setbacks	None, save 50' from the I80 right-of-way per the recorded map	Variable, but compliant with the only applicable setback	Yes
FAR	.25 for 2040 General Plan; .25 allowed per DC Mixed-Use Development	.25	Yes
Site Coverage	70%	22,168 s.f. / 57% (33,500 s.f. net disturbed area)	Yes
Open Space	20%	%	Yes
Height	50' or three stories	31, two stories	Yes
Snow Storage	50% of paved area	54%	Yes
Parking	18 spaces	19 spaces, including one accessible	Yes
Bike Parking	3 spaces	3 spaces (only 2 shown on plans fyi)	Yes
Solid Waste	5.21 c.y. for waste; 5, 96-gallon carts for recycling	1, four-yard dumpster for waste; 5, 96-gallon carts for recycling)	Yes

DP & MUP Findings

Much of the information contained within this correspondence supports the *Findings* required for this project and the two distinct applications it requires. Many of these *Findings* have also been addressed by way of the prior subdivision approval and recordation. As such, the below information is intended to sum or fill-in any remaining gaps if/as necessary:

- The proposed industrial, accessory/incidental office and residential uses are allowed within the Manufacturing/Industrial zoning district and the project wholly compliant with all town codes as outlined above and demonstrated within the attached plans;
- The adequacy of the road system was demonstrated with the 2005 subdivision approval;
- The CEQA review, analysis and conclusion of the 2005 subdivision approval addressed and confirmed no potential significant project impact. It is expected that this project would either utilize this applicable CEQA document or found to be categorically exempt from further CEQA review;
- The adequacy of all utility services was demonstrated with the 2005 subdivision approval and the adequacy of sewer and water service again confirmed by way of the attached will-serve letters;
- Specific conformance with both TFPD and NCDEH requirements for fire protection and any hazardous materials use or storage is expected as a condition upon any project approval;
- The information provided by both this correspondence and the plan submittals confirm conformance with all town standards, guidelines and Geneal Plan policy.

Contact, Questions & Additional Information

I will serve as the contact and primary agent for owner/applicant Mr. Joe Lamperti. Please let me know if you need any additional information or clarification on any component of the project proposal and I will communicate and coordinate with our project team and provide you with a timely response.

Sincerely,



Gavin Ball
Consulting Land Use Planner / Lamperti Agent

Attachments:

- Land Use Application, Environmental Application and Submittal Checklist

- \$9,500.00 deposit fee to be subsequently submitted by owner
- TSD Will-Serve Letter
- TDPUD Will-Serve Letter
- Property Survey
- Recorded Pioneer Commerce Center Phase III Subdivision Map
- Pioneer Commerce Center Phase III Design Guidelines
- Non-Exclusive Access Easement Agreements - TDPUD
- Architectural Plans – 10 sheets by Jason Wooley, Architect (includes architectural site plan, floor plans, roof plans, exterior lighting plan, signage plan, building elevations and solar plan)
- Architectural Finish Materials & Colors – 1 page by Jason Wooley, Architect
- Civil Plans – 2 sheets by Bill Quesnel, Civil Engineer (includes preliminary grading and drainage plan, details and BMP's)
- Preliminary Drainage Calcs – by Bill Quesnel, Civil Engineer
- Preliminary Landscape Plan – 7 sheets by Robie Litchfield, Landscape Architect (includes preliminary landscaping and irrigation plan, defensible space plan, notes and details, and Water Efficient Landscape Worksheets A and B)

Cc: Joe Lamperti, Owner/Applicant
Bill Quesnel, Project Civil Engineer
Jason Wooley, Project Architect
Robie Litchfield, Project Landscape Architect

Town of Truckee
Community Development Department, Planning Division
c/o Chelsea Crager, Senior Planner
10183 Truckee Airport Road
Truckee, California 96161

January 17, 2025

RE: Lamperti Mixed-Use Industrial Project – 11093 Trails End Road (APN 19-920-05)

Hello Chelsea,

Please find below responses to your letter dated December 19, 2024 requesting clarity on specific issues relating to our August 30, 2024 formal submittal of the proposed Lamperti Mixed-Use Industrial project.

Parking

Factoring no parking requirement for this project as a matter of the applicability of AB 2097 to this site/project, please disregard our enclosed parking (for the two residential units) waiver request included within our August 30, 2024 formal submittal. Related, the attached, slightly revised, architectural plans have now eliminated the two enclosed parking spaces for the two residential units in favor of an industrial use for these same spaces. Please also see the resultant, slightly revised floor area calculations on the attached architectural Sheet A6.1.

Bicycle Parking

Our initial plan submittal of August 30, 2024 detailed both two exterior and two interior bicycle parking spaces (see architectural Sheet A2.1) as well as recognizing the need for a third exterior bicycle parking space that is easily accommodated on the north end of Building B (see narrative on Page 9 and within the matrix on Page 10 of written submittal). The attached, slightly revised, architectural plans now include this third exterior bicycle parking space as well as two bicycle parking spaces located within the interior stairwell to the two residential units.

Scenic Corridor / Landscaping

The landscape architect, Robie Litchfield, provides the following responses relating to landscaping and the related Scenic Corridor standards:

Scenic Corridor – DC Section 18.46.080.C

Tier One: included here are Jeffrey and Lodgepole Pines and Aspen that were originally planted at the time. Additionally, there are a number of ‘volunteer’ Cottonwoods and Willows and younger evergreens that have taken residency since the original planting occurred. There are a variety of materials that are well established. There is a need to clean-up fallen and errant material and thin

some of the overcrowded evergreens for long term health and vitality of the preferred materials. I have recommended that a certified arborist or registered forester help determine which trees should remain and which should be removed based upon current health and proximity to like materials.

Tier Two: On my plan I have recommended the addition of Redtwig Dogwoods and Willows to fill in the spaces between and around the existing trees, all of which reach approximately 6 to 8' tall.

Tier Three: Because of the width of the space, I have not included a ground cover or "low level" planting as the soil there is flat and quite stable and will be covered by the branches of the Tier Two plants in very little time. My interim measure for managing any bare soils is to cover the ground with approximately 2" of bark mulch. This will not only prevent any potential erosion but as it breaks down over time will contribute to higher soil quality as a growing medium.

Irrigation: I recommend that there be a permanent system installed to one, help new materials get well established, and two, help materials that are native to riparian habitats be able to thrive by implementing a monthly watering schedule to ensure the future vigor of these materials and reduce the need to supplement planting in the future.

Landscaping

Required quantity reductions have not been met for the following reasons:

- Disturbed Areas

A large portion of the undeveloped disturbed area will be used as ramped snow storage. Snow storage in this type of area would be highly detrimental to most plants installed in these, especially trees. This is why I have shown low-growing and non-woody materials in this area. Additionally, shrubs that might have been used in the past along building foundations are no longer allowed to ensure adequate defensible space. Trees and shrubs required for this area are utilized in the southeast I-80 buffer line to bolster the screening quality there.

- Side Property Line

Adequate space to plant the required number of trees and shrubs on the west property line is taken up by an existing drainage swale. Additional materials would constitute overcrowding and reduced plant health.

- Street Buffer

Because of the site configuration and narrow street frontage area, adequate space for the required number of trees is infeasible, again to ensure a healthy growing environment for new planting. Additionally, while I did not express this in my original inventory, there are several smaller volunteer Jeffrey Pines that were not included in the survey because they did

not meet the required size in the surveyor's scope of work, that would serve to fill the requirement over time if not removed during site grading.

The north property line is served by this requirement.

- I-80 Buffers

Existing materials and required materials for Disturbed Areas are applied to these areas as feasible. Please see Scenic corridor discussion above.

- Interior Parking

Limited space is available for the required number of trees and shrubs materials without overcrowding, hence, 1 tree is not included and some shrubs are substituted with herbaceous materials to mitigate potential overcrowding and the likelihood that, while these areas are not designated as snow storage areas on the plans, few plow operators are aware of these plans and/or are strapped for space and time to accomplish snow removal tasks during big storm events to the point they do not heed the plans.

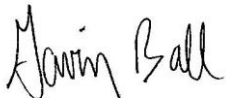
Exterior Lighting

The '100,000 lumens net output per acre' limitation results in a maximum output of 89,000 lumens for this 38,869 square foot parcel. A total of 12 exterior light fixtures are proposed by way of architectural plan Sheet A2.3, each with 15 watts of power and 1031 lumens delivered. This exterior lighting results in a net 12,372 lumens output, well below that of the outdoor lighting standards referenced.

Contact, Questions & Additional Information

Please let me know if you need any additional information or clarification on any component of the project proposal and I will communicate and coordinate with our project team and again provide you with a timely response.

Sincerely,



Gavin Ball
Consulting Land Use Planner / Lamperti Agent

Attachments:

- Revised (slightly) Architectural Plan Set



July 26, 2024

LAMPERTI MATERIALS

to: Town of Truckee

re: 11093 Trails End Road
APN: 019-920-05

The following is a list of proposed materials for 11093 Trails End Road...

Location	Material
EXTERIOR WALLS	- Cedar Siding (Horizontal), 1x8 Channel with ½" reveal, stained Flood "Black Walnut" semi-transparent.
EXTERIOR WALLS	- Metal siding (corrugated), AP1-1653, "Weathered Copper" color (W50)
COLUMNS, BEAMS AND ROOF FASCIA	- Metal, matte black color
EXTERIOR PATIO	- Concrete Pavers, Belgard, Catalina Grana, "Victorian" color
EXTERIOR ROOFING	- Commercial, 3-layer, modified bitumen roofing system (torch down) (4mm minimum), Johns Manville, Dynalastic 250 FR, black color with factory applied granule exposed surface.
WINDOWS AND DOORS	- Sierra Pacific aluminum clad wood windows and doors, matte black color. - Utility doors are flat panel metal door with metal frame, matte black color.
TRASH ENCLOSURE	- Metal siding (vertical), AP1-1653, "Weathered Copper" color (W50) - Utility doors are flat panel metal door with metal frame, matte black color.