

**PLANNING COMMISSION RESOLUTION 2024-02  
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION  
APPROVING APPLICATION 2023-00000078/AMD  
(VILLAGE AT GRAY'S CROSSING HOTEL AMENDMENT)**

**EXHIBIT "C"**

**FINDINGS**

**DEVELOPMENT PERMIT FINDINGS**

1. The proposed development is allowed by Article II (Zoning Districts and Allowable Land Uses) within the applicable zoning district with the approval of the applicable land use permit and complies with all applicable provisions of this Development Code, the Municipal Code and the Public Improvement and Engineering Standards.

*The project is located within the Gray's Crossing Specific Plan Area, which is the primary regulatory document for the area. The project is located within the Village Center District and Neighborhood Commercial (CN) zoning district of the Gray's Crossing Specific Plan; "hotel" is a permitted use within the Village Center District. The Gray's Crossing Specific Plan does not identify standards for setbacks, site coverage, signage, lighting, or snow storage. For reference, the Development Code standards for the Neighborhood Commercial (CN) zoning district are included in the Planning Commission staff report dated January 16, 2024, as well as in previous Planning Commission staff reports from July 16, 2019, August 20, 2019, November 16, 2021, and December 19, 2023. Where a specific Gray's Crossing standard is provided, the Gray's Crossing standard is the governing standard. In general, when there is no standard identified in a specific plan, the zoning ordinance (Development Code) is the default. The Development Code standards for snow storage, parking, signage, and lighting were used in this review. Overall, with incorporation of the conditions of approval, including mitigation measures from the Gray's Crossing Specific Plan EIR, the project is in compliance with the Development Code, the Municipal Code, and PIES. This finding is further supported by the discussion contained in the "Discussion and Analysis" section of the Planning Commission staff report dated January 16, 2024.*

2. The proposed development is 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.

*The project site is located within the Gray's Crossing Specific Plan Area land use designation of the 2040 General Plan. This designation allows commercial, residential, recreational, and community facilities. The project is located within the Village Center District and Neighborhood Commercial (CN) zoning district of the Gray's Crossing Specific Plan. "Hotel" is a permitted use within the Village Center District of the Gray's Crossing Specific Plan and a "conference center" is a common accessory use to a hotel. The Gray's Crossing Specific Plan does not identify standards for setbacks, site coverage, signage, lighting, or snow storage. For reference, the Development Code standards for the Neighborhood Commercial (CN) zoning district are included in the Planning Commission staff report dated January 16, 2024, as well as in previous Planning Commission staff*

*reports from July 16, 2019, August 20, 2019, November 16, 2021, and December 19, 2023. Where a specific Gray's Crossing standard is provided, the Gray's Crossing standard is the governing standard. In general, when there is no standard identified in a specific plan, the zoning ordinance (Development Code) is the default. Overall, with incorporation of the conditions of approval, including mitigation measures from the Gray's Crossing Specific Plan EIR, the project is in compliance with the General Plan and the Gray's Crossing Specific Plan. The site is located outside of the Truckee Tahoe Airport Land Use Compatibility Plan area and no trails are identified on the project site in the Trails and Bikeways Master Plan but a larger trail system is incorporated into the Gray's Crossing subdivision and along the eastern side of the Village at Gray's Crossing. Conditions of approval and mitigation measures have also been incorporated related to air quality and dust emissions to ensure compliance with the Particulate Matter Air Quality Management Plan. This finding is further supported by the discussion contained in the "Discussion and Analysis" section of the Planning Commission staff report dated January 16, 2024.*

3. 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.

*The purpose of this amendment is to modify the architecture and site design of the hotel and conference center to be more consistent with the proposed building architecture, the Gray's Crossing Specific Plan and Town's design guidelines. The revised design is more compatible with the rest of the Village at Gray's Crossing and incorporates vertical roof articulation, larger roof overhangs, a one-story entry feature at the entry of the building, and material variation that helps break up the massing. With this amendment, the materials are more consistent with the rest of the Village at Gray's Crossing and primarily includes wood siding, standing seam metal roofing, metal siding, box rib siding, and board formed concrete, which are consistent with the Gray's Crossing Specific Plan and the rest of the Village at Gray's Crossing. This finding is further supported by the discussion contained in the "Discussion and Analysis" section of the Planning Commission staff report dated January 16, 2024.*

4. The land 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 Town certified the Gray's Crossing Specific Plan Final Environmental Impact Report (SCH #2002072115) in February 2004 based on a finding that the Gray's Crossing Specific Plan will not result in significant environmental impacts with the incorporation of mitigation measures with the exception of Impact 4.4.6 (Cumulative Air Quality) and Impact 4.2.12 (Cumulative Traffic on I-80) for which the impacts are identified as significant and unavoidable and overriding considerations were adopted. It is staff's opinion that the mitigation measures developed for the project are adequate in meeting the requirements of the California Environmental Quality Act (CEQA) as well as the goals and policies of the General Plan. The project is determined to be exempt from additional environmental review pursuant to Public Resources Code Section 21083.3 and State Section 15183, Project Consistent with a Community Plan or Zoning of the California Environmental Quality Act. This determination is based on the following findings:*

- a) *There are no environmental effects of the Project that are peculiar to the parcel(s) on which the Project would be located, because: (i) there is nothing unique or peculiar about the parcel(s) which would distinguish such impacts from other parcels in Truckee upon which similar uses are located; and (ii) all effects of the Project on the environment will be substantially mitigated by uniformly applied development policies or standards previously adopted by the Town, including but not limited to Air Emissions in accordance with Section 18.30.030; drainage and stormwater runoff in accordance with Section 18.30.050; exterior lighting and night sky in accordance with Section 18.30.060; fences, walls, and hedges in accordance with Section 18.30.070, etc.;*
  - b) *All environmental effects of the Project were analyzed as in the EIR because the EIR analyzed the full effects of development on the Project site, and the proposed Project is substantially similar to, and no more intense than, the development previously approved and analyzed in the EIR. A traffic analysis, noise study, and emissions study were conducted specifically for the Project and impacts were found to be similar to or less than those analyzed in the EIR;*
  - c) *There are no potentially significant offsite or cumulative impacts that were not adequately discussed in the EIR because the EIR addressed all reasonably foreseeable, potentially significant offsite and cumulative impacts, including without limitation traffic impacts. Since the certification of the Gray's Crossing EIR, the California Highway Patrol (CHP) facility was constructed by the State of California. This project was not initially envisioned during certification of the Gray's Crossing EIR. However, the EIR for the CHP facility assigned 28 PM peak trips to the project, which is lower than a typical industrial or service commercial project that would have been otherwise developed at the site. Further, a traffic analysis conducted specifically for the Project determined that there were no impacts to traffic even with the constructed CHP facility; and*
  - d) *There are no new significant effects or previously identified significant effects that will be substantially more severe than discussed in the EIR as a result of substantial new information which was not known at the time the EIR was certified.*
5. 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.
- There are adequate provisions for public and emergency vehicle access, fire protection, sanitation, water, and public utilities and services. The parcel is served by public water and sewer. Additionally, the site is adjacent to parcels that are currently under construction with access from Edwin Way, a privately maintained road with public access. All utility agencies have reviewed the project and no objections were filed and all conditions of approval have been incorporated.*
6. The subject site is physically suitable for the type and density/intensity of development being proposed, adequate in size and shape to accommodate the use and all fences and

walls, landscaping, loading, parking, yards and other features required by this Development Code, and served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development.

*The site is physically suitable for the type and density that is being proposed. The project meets the standards of the Gray's Crossing Specific Plan and Development Code. All parking, landscaping, and snow storage for the site remain on-site. All roadways to serve the project site are existing and in compliance with Town roadway requirements.*

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

*The project does not propose to transport, use or dispose of hazardous materials.*

### **SIGN PLAN FINDINGS**

8. The proposed sign is for a use that is allowed by Article II (Zoning Districts) and complies with all applicable provisions of this Chapter, the Development Code, the Municipal Code, the Public Improvements and Engineering Standards, any applicable Specific Plan or Master Plan, and any applicable Comprehensive Sign Program.

*The Sign Plan is for a hotel and associated conference center, which are allowed uses in the Village Center District of the Gray's Crossing Specific Plan. Deviations to sign quantity and location are requested as further detailed below. This finding is further supported by the discussion contained in the "Discussion and Analysis" section of the Planning Commission staff report dated January 16, 2024.*

9. The proposed sign is consistent with the design guidelines and historic design guidelines (for signs in the -HP district), achieves the overall design objectives of the guidelines, and would not impair the design and architectural integrity and character of the surrounding neighborhood.

*Overall, the signage is appropriate for the size and scale of the building and is oriented toward directing visitors to the main entrance of the building. Additionally, all signs for the hotel are oriented toward the interior of the Village at Gray's Crossing along Edwin Way and are not visible from State Route 89N. The signs comply with the Town's requirements for lighting, size, materials, and incorporation of a three-dimensional component. Findings for the deviations to sign quantity and height are provided below.*

10. Deviations. The review authority will approve deviations to the sign standards of this Chapter, including sign area, number of signs, location, height, and/or material, only if all of the following findings below are made in addition to the two findings above:
  - a. The Sign Plan application is for a single sign or single business.

*The Sign Plan is only for the Village at Gray's Crossing Hotel. The larger Village at Gray's Crossing project is under its own Comprehensive Sign Program.*

- b. The requested deviation is based on site-specific conditions or design features, including business entry location, site visibility, architectural style, building mass and/or historic resource compatibility, that are unique to the applicable property.

*The applicant is proposing one ground-mounted sign, two wall-mounted signs at the entrance of the hotel, one wall-mounted sign located approximately 39 feet from the pedestrian travel way, one canopy sign on the porte cochere, and one sign on the conference center canopy. The strict application of the Development Code does not allow more than one wall sign per customer entrance or a wall sign above eaves or greater than 20 feet from the sidewalk surface, whichever is lower. With the three wall-mounted signs and the canopy sign on the porte cochere, which is also considered a wall sign, the quantity of signage is inconsistent with the Development Code. Additionally the wall-mounted sign that is 39 feet from the sidewalk surface is also inconsistent with the standards. Overall, the signage is appropriate for the size and scale of the building and is oriented toward directing visitors to the main entrance of the building. While the quantity of signage is more than is allowed under the strict application of the standards, the overall square footage of the signage is under the allowed size area. Additionally, all signs for the hotel are oriented toward the interior of the Village at Gray's Crossing along Edwin Way and are not visible from State Route 89N.*

- c. The requested deviation is the minimum necessary to create a superior Sign Plan with the highest quality signs that are well-integrated with the overall building/project and are compatible with existing and future land uses in the vicinity; and

*Overall, the signage is appropriate for the size and scale of the building and is oriented toward directing visitors to the main entrance of the building. While the quantity of signage is more than is allowed under the strict application of the standards, the overall square footage of the signage is under the allowed size area. Additionally, all signs for the hotel are oriented toward the interior of the Village at Gray's Crossing along Edwin Way and are not visible from State Route 89N. The design of the signs, which are individually mounted non-reflective metal, is compatible with the design of the building and the Gray's Crossing Specific Plan design guidelines.*

- d. If the property is located within the Historic Preservation (-HP) overlay district, deviations to the sign standards of this Chapter shall be subject to Historic Design Review in accordance with Chapter 18.77.

*The property is not located within the -HP overlay district.*