

**PLANNING COMMISSION STAFF REPORT**  
Meeting Date: January 16, 2024

To: Town of Truckee Planning Commission

From: Yumie Dahn, Principal Planner

RE: The Village at Gray's Crossing Car Wash (Planning Application 2022-00000034; 10012 Edwin Way; APN 043-070-010; Owner: Gray's Crossing Investments, LLC, Applicant: Matthew Abbate; Agent: Martin Wood, SCO Planning & Engineering)

Approved by: Jenna Gatto, Town Planner

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**Recommended Action:** That the Planning Commission adopt Resolution 2023-11 taking the following actions based on the recommended findings and subject to the recommended conditions of approval:

- 1) Determine the project to be exempt from CEQA pursuant to Public Resources Code Section 21083.3 and State CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning); and
- 2) Approve the Project Amendment to the Development Permit.

This item was continued from July 18, 2023 at the applicant's request.

**Project Summary:** The applicant is requesting approval to construct the Village at Gray's Crossing Car Wash located at 10012 Edwin Way (APN 043-070-010). The applicant is proposing a 3,883 s.f., 100-foot-long automated car wash and 13 parking stalls with eight vacuum stations. The proposed building is approximately 122 feet long and approximately 24.5 feet in height. In addition to the car wash tunnel, the building includes a small customer service area with restroom, employee break room, manager's office, and vending area. The proposal also includes a 127.5 s.f. vacuum pump enclosure and a one-way loop access into the car with wash is proposed off Edwin Way.

The applicants are requesting a **Project Amendment to the Development Permit** for the Village at Gray's Crossing to allow construction of the car wash in the Gray's Crossing Specific Plan area and cumulative disturbance of more than 26,000 s.f. and cumulative square footage of more than 7,500 s.f. in the Village at Gray's Crossing. The Village at Gray's Crossing was originally approved in August 2019 and two-year time extensions were approved in November 2021 and December 2023.

This project was originally scheduled for review at the July 18, 2023 hearing but the applicant requested a continuance to make design changes to the project.

**Planning Commission's Role:** The Planning Commission's role is to review the site layout and design of the building to ensure the project is consistent with the Gray's Crossing Specific Plan and the Development Code. A car wash is an allowed use (i.e., permitted by-right) within the Gray's Crossing Specific Plan so it is not the Commission's role to deliberate on the appropriateness of a car wash use at this location. This decision was previously made during deliberations on the Specific Plan when it went through the adoption process and a car wash was determined to be an allowed use in the Neighborhood Commercial zone district where the Village at Gray's Crossing is located.

**Location/Setting:** The project site is located in the Prosser area, east of State Route 89N between Prosser Dam Road and Henness Road along Edwin Way. The project is part of the Village at Gray's Crossing in the Gray's Crossing Specific Plan Area, which includes a fourplex, 129-unit hotel, 24 townhomes, five commercial buildings with 21 lofts above. (10012 Edwin Way; APN 043-070-010)

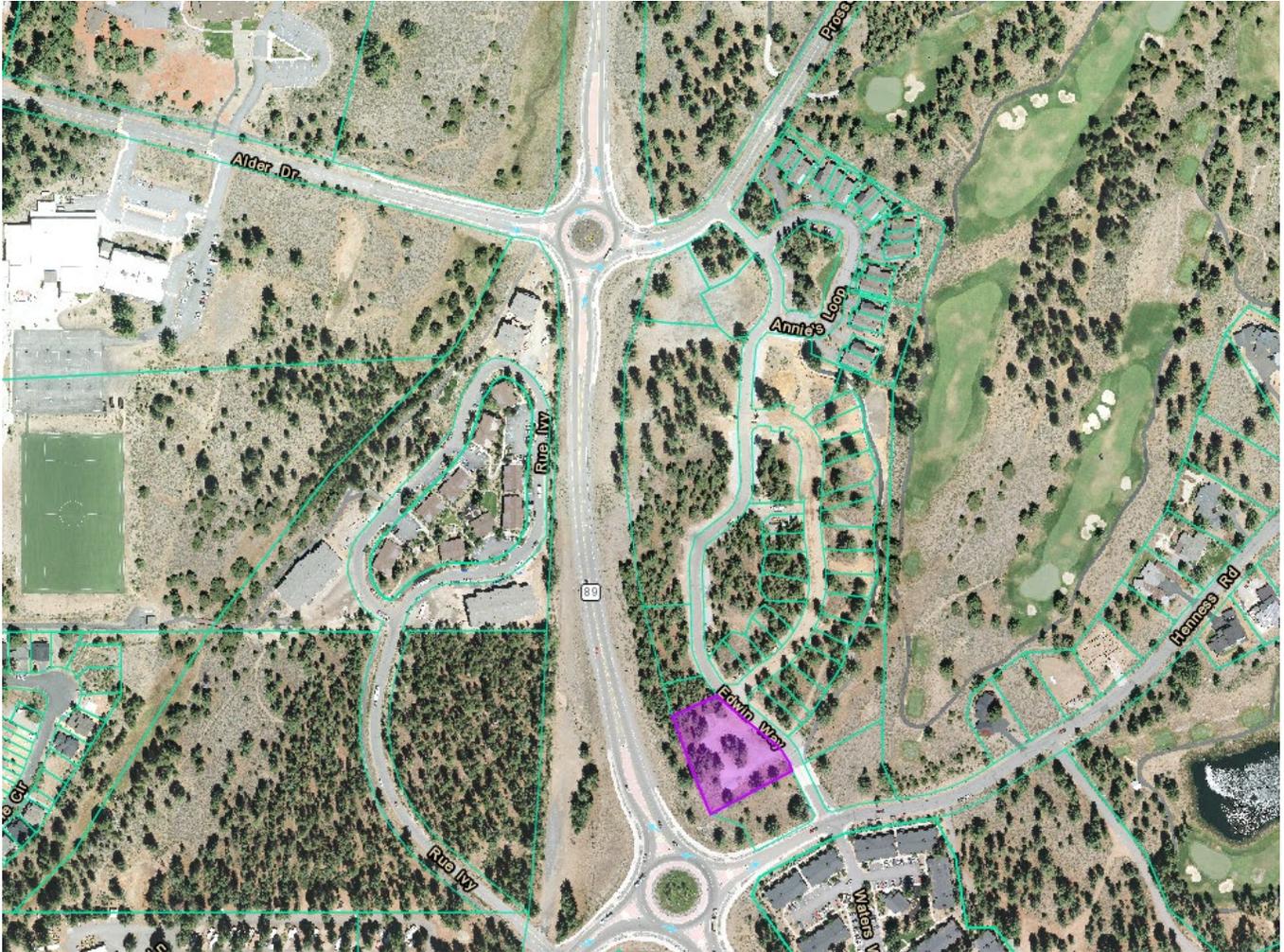


Figure 1: Vicinity Map

**Project Site Information:**

General Plan Designation:	Gray's Crossing Specific Plan Area
Zoning District:	Neighborhood Commercial (CN)
Project Site Size:	0.99 acres

**Discussion/Analysis:**

**Background**

In February 2004, the Town Council adopted the Gray's Crossing Specific Plan, certified the Environmental Impact Report (EIR), and approved Zoning Map Amendments, a Development Agreement, and Tentative Maps for future development of the Gray's Crossing area. The Gray's Crossing Specific Plan was adopted to create a comprehensive development that included a mix of uses such as a diversity of housing types, commercial uses, lodging, and recreational and open space components. The Gray's Crossing development is based around an 18-hole golf course and recreation amenities packages. East-West Partners, the developers, was envisioned to manage the implementation of the Specific Plan. For this reason, the Specific Plan was written assuming the continued oversight of a single master developer.

With the 2008 recession, portions of the plan area fell into foreclosure and were sold resulting in fragmented ownership. The market rate single-family lots, 92 affordable housing units (Hennessey Flats), golf course with clubhouse, restaurant, and fitness facility, and the church were constructed. The Truckee Donner Recreation and Park District Community Recreation Center and Aquatic Center and Frishman Hollow were also constructed on land provided by the original Gray's Crossing developers as part of a community benefits package and the prior Development Agreement.

The Gray's Crossing Specific Plan (see Attachment #4 for link) is the controlling regulatory document for establishing land uses, density and intensity of use, and the specific development standards identified in the plan for the Gray's Crossing Specific Plan area. The Gray's Crossing Specific Plan includes design guidelines and standards for off-street parking, lighting, grading and drainage, and signage. Where the Specific Plan does not address specific standards, the Town defers to the Development Code. The Gray's Crossing Specific Plan included the following development for a Village and Lodge:

- Office and Retail - 38,900 square feet of office and retail floor space. This area would also accommodate 21 live-work lofts above the retail floor.
- Lodge - 120 rooms with 5,000 square feet of conference facilities and limited food service. The Lodge would be constructed over a ten-year period. Each unit within the Lodge will be designated to allow for flexible use such as commercial condominiums, time-share or fractional ownership.
- Community Cultural Center - A 7,200 square foot multi-use building that can accommodate worship services, community gatherings, cultural events and theater.
- Gas Station - A 1,800 square foot service station and convenience store.
- Attached Housing
- Church Site - a one-acre site that could provide a future worship center and multi-use facility for the local Truckee Ecumenical Partnership.

Since 2004, the Town reviewed iterations of the Village at Gray's Crossing in 2004, 2006, and 2007. The history of these approvals can be found in Attachment #5. Seventeen townhomes in the Village at Gray's Crossing were constructed as part of the 2007 Village at Gray's Crossing approval. The 2007 approval expired in 2011.

In 2019, the Planning Commission reviewed a new iteration of the Village at Gray's Crossing, which included the following:

- An 83,371 s.f. 129-room hotel with 4,989 s.f. conference center, pool, and outdoor lounge area
- One eight-pump gas station with 2,788 s.f. convenience store (later modified to 1,800 s.f.) and 756 s.f. car wash
- Three Commercial buildings with five residential units above (Neighborhood Commercial or Studio Lofts)
  - o Commercial square footage (retail assumed) for each building: 2,460 s.f.
  - o Five residential units in each building: One building with two one-bedroom units and three one bedroom units and two buildings with four one-bedroom units and one two-bedroom unit.
- Two Commercial Buildings with three residential units above. (Live/Work Units)
  - o Commercial square footage (retail assumed) for each building: 4,906 s.f.
  - o Three residential units in each building: Three 1,569 s.f. two bedroom units
- 24 attached single-family residential units:
  - o Four Townhome A buildings (Two units within each building) – Two four-bedroom 2,738 s.f. attached units with 615 s.f. garages
  - o Four Townhome B buildings (Two units within each building) – One 2,738 s.f. four-bedroom attached unit with 575 s.f. garage and one four-bedroom 2,802 s.f. with 615 s.f. garage

- Five Townhome C buildings (Two units within each building) – Two three-bedroom 1,984 s.f. with 575 s.f. garages
- One fourplex:
  - Two two-bedroom 1,435 s.f. units
  - Two two-bedroom 1,461 s.f. units
- 250 parking spaces

Ultimately, the project was approved by the Planning Commission (Resolution 2019-17) with the removal of the eight-pump gas station with convenience store and car wash based on neighborhood concern. Neighbors were concerned about traffic generation as well as the impact to the character to the neighborhood. Thus far, building permits have been issued for the 24 townhomes and fourplex and building permits are in review and close to issuance for the mixed-use commercial buildings with lofts. Two two-year Time Extensions for the Village at Gray's Crossing were approved in November 2021 (Resolution 2021-12) and December 2023 (Resolution 2023-20). Additionally, a project amendment application has been submitted for the hotel to review modifications to the architectural design, which will be discussed on the same agenda.

**Project Description**

The applicant is requesting approval to construct the Village at Gray's Crossing Car Wash at the southwest corner of the Village at Gray's Crossing. This was the previously proposed location for the gas station/convenience store/car wash that was reviewed as part of the 2019 Village at Gray's Crossing application (Application #2017-00000160). The applicant withdrew the gas station/convenience store/car wash component of the Village at Gray's Crossing application in 2019. The remainder of the project, which included townhomes, a fourplex, a hotel, and mixed-use commercial buildings was approved.



Figure 2: Site Plan

The applicant is proposing a 3,883 s.f., 24.5-foot tall, 100-foot long automated car wash, and 13 parking stalls with eight vacuum stations. The applicant has stated that the car wash can service five cars at one time, on average. The applicant has submitted information that states that, on average, 45 cars (or one car every 90 seconds) can be serviced by the car wash per hour. The application also indicates that each car wash cycle can take approximately five minutes. In addition to the car wash tunnel, the building includes a small customer service area with restroom, employee break room, manager's office, and vending area. A vacuum building is located adjacent to the southeastern corner of the tunnel building with two digital payment kiosks proposed along the queuing lanes. Additionally, a landscape berm is proposed along the western property line of the project site. See Figures 3-6 for renderings of the proposed building.

Proposed hours of operation are from 7 AM to 9 PM daily and could vary dependent upon daylight hours and upon the season and weather conditions. The applicant anticipates approximately three employees on site at one time with one employee guiding vehicles into the tunnel while another assists with the payment and the other is inside the customer service area.

A mapped floodplain and floodplain setback are located to the south of the project site, but all improvements are proposed outside of these areas.



Figure 3: Southeast perspective



Figure 4: Northeast perspective



Figure 5: Northwest perspective



Figure 6: Southwest perspective

### ***Land Use Approval***

One land use permit is being requested by the applicant, which has mandatory findings that must be made to support approval of the project. Recommended findings for the project are provided in the draft resolution (Attachment #1).

### **Development Permit (Project Amendment to the Underlying Development Permit)**

The applicant is requesting approval of an amendment to the Village at Gray's Crossing Development Permit, which was approved in 2019 and extended in 2021 and 2023. Since the overall Village at Gray's Crossing, including the already approved hotel, townhomes, fourplex, and mixed-use buildings and the currently proposed car wash, contains non-residential floor area over 7,500 s.f. and disturbance greater than 26,000 s.f., a Development Permit Amendment is required. Additionally, the project is considered as part of the larger Village at Gray's Crossing project since the project was reviewed recently and by the same applicant team and such changes are required to be considered cumulatively. A Project Amendment is reviewed under the criteria of the land use entitlement that is being amended, which, for this project, is the Development Permit. For a Development Permit, the review process begins with the recognition that the proposed use/construction is allowed in the zoning district and focuses on site layout and building design to ensure the best utilization of a site as well as compatibility with surrounding properties. The Planning Commission's role is to consider how the proposed building design, site design, and materials reflect the Truckee architectural design principles and guidelines. The review of this project should be comprehensively considered with the rest of the Village at Gray's Crossing; however, the applicant has taken care to consider all of the needs of the car wash on this site independent of the rest of the Village.

### ***2025 General Plan Consistency***

Since this project was deemed complete on June 16, 2022, prior to the May 9, 2023 adoption of the 2040 General Plan, and the Town Council did not impose a moratorium on processing of land use entitlements while the update was underway, this project application is required to be reviewed under the 2025 General

Plan. The project site is located within the Gray's Crossing Specific Plan Area land use designation of the 2025 General Plan. This designation allows commercial, residential, recreational, and community facilities.

There are Gray's Crossing-specific goals and policies identified in the General Plan which include the following:

- GC-P1. Preserve existing natural features and wildlife habitat.
- GC-P2. To protect wildlife habitat, preserve open space corridors connecting to adjacent open space lands.
- GC-P3. The planned community shall be sited, oriented and massed to provide for maximum exposure to winter sun and protection from wind and temperature extremes.
- GC-P4. Landscaping shall complement and be a component of the existing native ecosystem.
- GC-P5. Maintain the undeveloped open space character of the viewsheds along Highway 89 and Interstate 80.
- GC-P10. Architecture shall be consistent with the Town of Truckee Design Guidelines.
- GC-P11. Parking areas shall be screened. Parking shall be provided in scattered small lots or located to the rear of buildings.
- GC-P14 Development under the Gray's Crossing Specific Plan shall provide a reasonable balance of residential, retail, office, and recreational land uses in each development phase.

Several General Plan goals and policies are relevant to this project, including requirements for the desired visual character and design quality for development in the Town. The General Plan seeks to maintain high quality and visually interesting design that fits in with the Town's unique mountain character. This includes screening along major corridors, quality site planning, and unique/non-corporate architectural design:

- Land Use Goal 1: Manage growth so as to maintain the unique qualities and character of the Town as a small mountain community.
- Land Use Policy 1.1: All new development shall meet important community goals for design quality, open space preservation, and promotion of a livable, sustainable community. Development that does not fulfill these goals shall not be allowed.
- Land Use Goal 5: Encourage a mix of land uses in the Town to promote a vibrant community and to reduce traffic, while addressing the need to minimize land use conflicts.
- Land Use Policy 5.3: Support development of neighborhood centers through establishment of uses and facilities that provide a direct benefit to the neighborhood, such as educational and recreation facilities, day care services, places of worship, community meeting centers, fire stations, small parks, libraries and other public facilities, telecenters, and neighborhood commercial uses.
- Community Character Goal 3: Protect and enhance public view within and from Truckee's designated scenic corridors.
- Community Character Policy 3.1: Regulate the visual appearance and location of development within identified buffer areas along Interstate 80 and Highway 89 North in order to protect the visual quality of these corridors and the view that are available to them.
- Community Character Goal 5: Maintain the town's unique community character, including a high standard of town design in all development in Truckee.
- Community Character Policy 5.1: Ensure that planning and development decisions are oriented towards the maintenance of Truckee's unique character, reflecting the following considerations:
  - o Identification of specific types of centers, residential neighborhoods, employment districts, corridors and gateways;
  - o Ensuring that new development enhances the desired character of each of these areas.
  - o Consideration of the relationship of the built environment to the qualities and context of the landscape and natural environment in which it is situated.
- Community Character Policy 5.2: Require all new development to incorporate high quality site design, architecture, and planning so as to enhance the overall quality of the built environment in Truckee and create a visually interesting and aesthetically pleasing town environment.

- Community Character Goal 13: Ensure that Truckee’s commercial and industrial districts are safe, well-designed and accessible areas that are positively integrated with other parts of the town.
- Community Character Policy 13.1: Sustain high design standards for new commercial development in employment districts, particularly where development is visible from along major arterial and roadways.

Much of staff’s work with the applicant centered around ensuring that the project is consistent with the high-quality design required by the General Plan. Staff believes that the applicant has made strides in improving the design of a challenging use, as described in more detail in the “Design” portion of the *Gray’s Crossing Specific Plan/Development Code Consistency* section. Overall, the car wash use proposed is similar to the mix of uses that was anticipated by the Gray’s Crossing Specific Plan and the 2025 General Plan. As stated earlier, a car wash use is allowed by-right in the Village.

**Gray’s Crossing Specific Plan/Development Code Consistency**

The project site is designated as Neighborhood Commercial within the Village Center in the Gray’s Crossing Specific Plan. The Gray’s Crossing Specific Plan states that “a mixed-use Village Center is intended to provide land areas for a range of retail, office, lodging services and business activity relating to the needs of the recreational activities and surrounding neighborhoods. The project includes lodging units, community or church facilities, and residential loft units above the retail shops.” The Gray’s Crossing Specific Plan identifies a 1,800 s.f. gas station and convenience store as an anticipated development in the Village Center. Additionally, “gas stations/car washes” are identified permitted uses within the Village Center.

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 Gray’s Crossing Specific Plan does not have identified setbacks, site coverage, or snow storage standards. Therefore, the Development Code standards for the Neighborhood Commercial (CN) zoning district are provided below in Table 1.

Table 1: Development Standards Comparison

Standard	Gray’s Crossing Specific Plan Requirement	Development Code for CN zoning district (For Reference)	Proposed	Notes
Setbacks	None specified	None, except as may be required through land use permit conditions of approval	~23’ front/east side (trash enclosure) ~63’ south side ~40’ north side ~46’ west side	N/A
Site Coverage	None specified	70%	39%*	Consistent
Height	50 feet or 3½ stories	Same	24’6”	Consistent
Parking	None specified	2.5 spaces per washing stall, for queuing and drying (5-car car wash = 13 spaces)	13 spaces, with 8 vacuum stations	Consistent
Bike Parking	5% of the number of vehicle parking spaces required, with a minimum of	15% of the number of vehicle parking spaces required, with a minimum of	3 spaces	Consistent

	three spaces in all cases	three spaces in all cases		
	13 x 5% = 0.65 bicycle spaces			

\*Based on staff's measurements

The Gray's Crossing Specific Plan does not require workforce housing; however, affordable housing units equal to 20% of the market rate residential units in the Gray's Crossing Specific Plan area are required. With the nine affordable housing units approved within the remainder of the Village at Gray's Crossing, the Village at Gray's Crossing is consistent with the affordable housing requirements of the Specific Plan. Staff has determined that the project is consistent with the Gray's Crossing Specific Plan as well as the CN zoning district standards of the Development Code. Staff has identified the following topics for Planning Commission's discussion and has recommended a few conditions of approval in Draft Resolution 2023-11:

Design

The architecture of a car wash has challenges due to the nature of the use. While a shorter tunnel could reduce the visual challenges of the tunnel, the applicant has stated that the 100-foot tunnel is considered small in the industry and the size was selected to balance providing the best customer experience and the constraints and configuration of the site. Wall articulation and fenestration are generally not necessary to accommodate the 100-foot car wash tunnel. The applicant has worked with staff on modifying the design to be more consistent with the Village at Gray's Crossing and the design guidelines of the Specific Plan, including reducing the "box-like" design and adding roof articulation, where possible. Figure 7 shows the initial design that includes a singular roof plane and Figure 8 shows the current submittal with incorporation of roofs of different heights. The new design also flipped the tunnel direction and removed a queuing lane that ran north/south along the west side of the building. Staff believes that the applicant has made improvements to the overall design of the building. Further, it is staff's opinion that the applicant's landscape plan is appropriate and will help achieve screening along State Route 89N and along the frontage of Edwin Way (Figure 9). The proposed materials are primarily metal batten siding and vertical and horizontal wood siding in a darker gray palette. These materials are consistent with those proposed on the portion of the Village at Gray's Crossing that was previously approved. There are a few items that the Planning Commission may wish to consider, as described in more detail below.



Figure 7: Initial design



Figure 8: Current submittal design

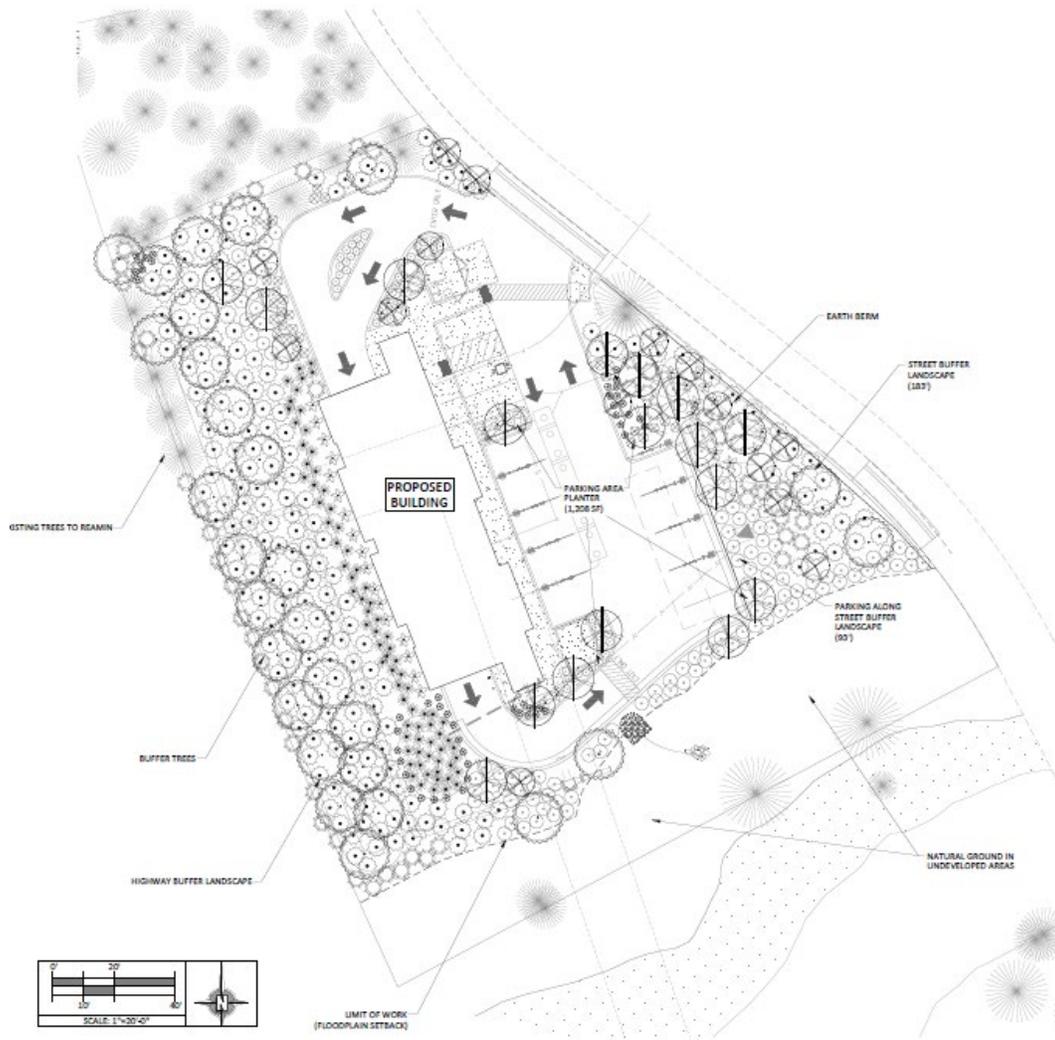


Figure 9: Current Landscape Design

**Northeast Corner**

One area of consideration that the Planning Commission may wish to discuss is the height of the “foreheads” of the buildings on the north and south sides of the building. The applicant has made some changes in the current design to address this comment; however, staff believes that the roof height of the northeast corner of the building, where the customer area is located (shown in Figure 10), could be lowered or the glazing and awning can be extended upward to create a more proportionate “forehead.” Staff recommends Condition of Approval No. 56 requiring that the applicant revise the southeast corner of the building to lower the roof height or extend the glazing, with awning, upward to reduce the blank expanse of siding on the north elevation of the customer area.



Figure 10: Northeast Corner Forehead location

### Vacuum Stations

The applicant is also proposing eight vacuum station parking spaces with animal resistant trash stations and factory-provided white awnings over the vacuum stations (see Figure 11). The applicant included the awnings on the vacuum stations based on a comment from staff that requested exploration of a covered vacuum station that is integrated into the building architecture. Staff's opinion was that a covered structure that matches the architecture of the building, with the vacuums tucked underneath, would reduce the visual clutter of the vacuums, hoses, trash enclosures, and lighting (see Figure 12 for an example) and create a more cohesive architectural design. The Planning Commission may wish to consider if covered vacuum stations are desired for all or part of the vacuum station parking spaces and, if so, what design would be appropriate. Would the factory-provided white shade structure shown on the renderings be appropriate or should a darker colored structure that is more durable and consistent with the architecture be appropriate? Should the covered vacuum units only be provided on the vacuum stations closest to the building? Currently, staff is recommending Condition of Approval No. 57 requiring the following:



Figure 11: View of the proposed vacuum stations



Figure 12: Example of vacuum structure

- 1) Removal of the shade structure from the four spaces along the frontage of Edwin Way to allow taller vehicles to use those vacuum stations;
- 2) For the four vacuum stations located closest to the main building, require incorporation of an architecturally compatible structure that is a maximum of 10 feet tall, with the vacuum stations tucked under the structure to reduce visual clutter; and
- 3) The design of the vacuum stations and animal resistant containers shall be reviewed and approved by the Community Development Director

If the Planning Commission supports the use of the factory-provided shade structure, staff recommends that the Planning Commission require the use of an earthtone color or a color that is consistent with the exterior materials of the main structure.

### Vacuum Enclosure Building

The site design includes a 127.5 s.f., 11-foot tall shed roof vacuum enclosure building located on the southeast side of the building. The structure includes siding and roof material that matches the car wash tunnel building. Originally, the building was proposed along Edwin Way; however, because the Town's design guidelines encourage locating utility equipment away from public view when possible staff suggested that the applicant find ways to incorporate the enclosure building into the car wash tunnel building or as an addition to the building. The applicant is proposing relocation of the structure closer to the building. Though integration with the building would be preferred, staff supports the relocation off of Edwin Way; however staff has concerns about the blank eastern façade of the shed. The landscape plan

includes a maple tree and low level buckwheat plants to help screen this building. Within the landscaping recommended condition of approval, staff has recommended Condition of Approval No. 53 to require mid-level evergreen shrubs to screen the blank façade year-round. In addition, the Planning Commission may wish to discuss if an alternative location of the vacuum enclosure is more appropriate, such as clustered with the trash enclosure or if the design is consistent with the design guidelines.

### Payment Kiosk

The applicant is proposing two electronic payment kiosks along the driver's side queuing lanes enclosed in CMU brick (Figure 13). The applicant has stated that the external materials will be customized to match the rest of the site architecture but has not provided details on the intended exterior material or design. Additionally, the applicant has stated that the screen is very small and audio can be muted, as necessary.

The Town's Development Code does not have specific standards for payment kiosks but does have specific signage requirements for Drive-In and Drive-Through Facilities (Section 18.58.110) and includes the allowance for small directional signs at the entrance and exit of the drive through and one sign, 24 square feet in area or less, with a maximum height of six feet, is allowed along the drive aisle. The 24 s.f. sign is intended to serve as a menu sign and is required to face away from the public right-of-way and shall not use reflective material. The Development Code also prohibits electronic reader board signs, animated or moving signs, and signs emitting audible sounds. Staff believes that these sign standards can be applied to the review of this kiosk.

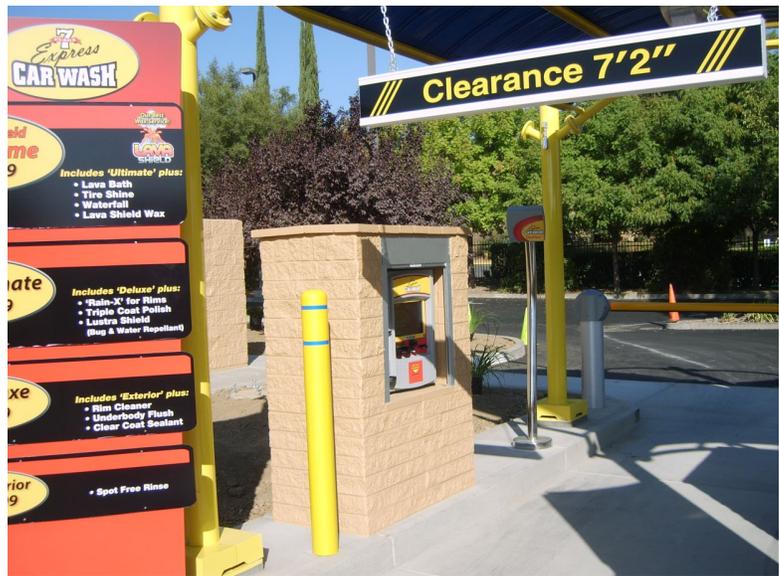


Figure 13: Applicant Provided Example of Payment Kiosk

The proposed kiosk designs includes an electronic sign that faces northwest toward State Route 89N. Staff believes that the only way to approve a kiosk is to reduce the quantity to one, in order to be consistent with the “menu” sign quantity requirements for drive-throughs and to locate it closer to the building entrance and design it so that it is incorporated into the building (See Figure 14 for the applicant's proposed location and staff's recommended location). Locating the kiosk closer to the building would ensure that the impact to any public right-of-way is minimized and associated with the building. With specific conditions, staff believes that the kiosk could be supported if the size of the kiosk face is less than four s.f., the height of the kiosk is a maximum of five feet tall, and the screen meets all of the following criteria:

- The total area of all of the screens on the face is less than 20 square inches;
- The contents are minimal and no color is used on the screen;
- Only low lighting is used;
- The screen only changes and lights up when a customer is operating it;
- The screen sleeps when it is not being operated for a certain short amount of time;
- The screen shuts down when the car wash is not in operation;
- No sound is allowed.

Staff has included these criteria into Condition of Approval No. 58 along with a requirement that the Community Development Director review the design, color, and materials of the enclosure to ensure consistency with the architecture and materials of the main structure. CMU may be used as the structure of the kiosk, but the kiosk is required to be clad in materials that are consistent with the main structure.





Figure 15: Examples of kiosk types that would fit the standards of the recommended condition

### Polycarbonate Door

As discussed in the “Noise” section below, the applicant is proposing installation of a polycarbonate roll-up door on the exit of the tunnel to reduce noise impacts to the neighboring residents (See Figure 15). Polycarbonate is a transparent thermoplastic that is useful when impact resistance and/or transparency are necessary. Typically, plastic, vinyl or any similar materials are considered inconsistent with the Town’s design guidelines. The Gray’s Crossing Specific Plan prohibits highly reflective surfaces and plastic siding. Staff believes that a non-transparent roll-up door with materials that are more consistent with the Town design guidelines could be used, but may create an uncomfortable user experience. Staff is not currently recommending prohibiting the use of plastic or vinyl or similar material, such as polycarbonate, but the Planning Commission may wish to consider if this is an appropriate material. If a different material is required, the applicant would have to ensure that any alternative door type would reduce the noise impacts the same or greater amount to the proposed polycarbonate door.



Figure 15: Exit showing polycarbonate door

### Exterior Lighting

The Development Code seeks to balance the need to minimize light pollution while also providing for safe lighting practices. All light fixtures are required to be night sky compliant, meaning that light fixtures are required to be shielded in a manner that light rays emitted by fixture, either directly from the lamp or indirectly from the fixture, are projected below the horizontal plane running through the lowest point on the fixture where light is emitted. The specifications provided for the parking lot lighting and building lighting meet the standards of the Development Code.

Staff has concerns about the potential glare and excessive lighting proposed from the vacuum stations and the light that may be proposed within the vending machine area on the east side of the building. The vending machine is expected to provide car wash items such as towels, wax, wipes, and other cleaning supplies. Like all light fixtures, the vacuum station light fixtures are required to be fully shielded. Staff is also recommending addition of Condition of Approval No. 57.d that requires specific requirements for the vacuum light fixtures to ensure the lights will only be on when in use. The customer will be required to

specifically activate the light with a switch or when the vacuum is being used. The light is required to be turned off when no motion is detected. The lights would be required to be shut down at the end of business hours.

Additionally, staff recommends Condition of Approval No. 59, which requires that the vending machine be designed to be fully integrated into the building. The lighting in the vending machine area shall be low lit and only activated when a customer is operating it. The vending machine door shall be closed when the car wash business is not in operation. The design and materials of the vending machine shall be reviewed and approved by the Community Development Director. This condition will ensure that the light impacts from the vending machine are constrained only to when the vending machines are needed.

Further, due to the use of the polycarbonate door, staff also recommends Condition of Approval No. 60 that requires the interior lights to be turned off in the tunnel when the car wash is not in operation and outside normal business hours.

Staff also notes that, as described further in the “Noise” section below, the applicants have agreed to reduce the hours of operation of the car wash 7:00 AM to sunset (which is prior to 9:00 PM in Truckee), which would reduce the need for lighting.

### Noise

Due to the proximity of the proposed project near residential units to the north (fourplex under construction), east (townhomes under construction), and south (Henness Flats apartment) (see Figure 16), which are considered noise-sensitive uses, the applicant was required to obtain a noise study to analyze potential impacts associated with noise and compliance with the Town’s Noise Ordinance (see Attachment #3 for Noise Study). Bollard Acoustical Consultants (BAC) noted that the “purposes of this assessment are to quantify noise levels associated with proposed car wash and vacuum system operations, to assess the state of compliance of those noise levels with applicable Town of Truckee noise criteria, and if necessary, to recommend measures to reduce those noise levels to acceptable limits at the nearest noise-sensitive uses.” Additionally, BAC compared the potential noise impacts of the gas station that was analyzed in the Gray’s Crossing Specific Plan Environmental Impact Report (EIR) and the proposed car wash.

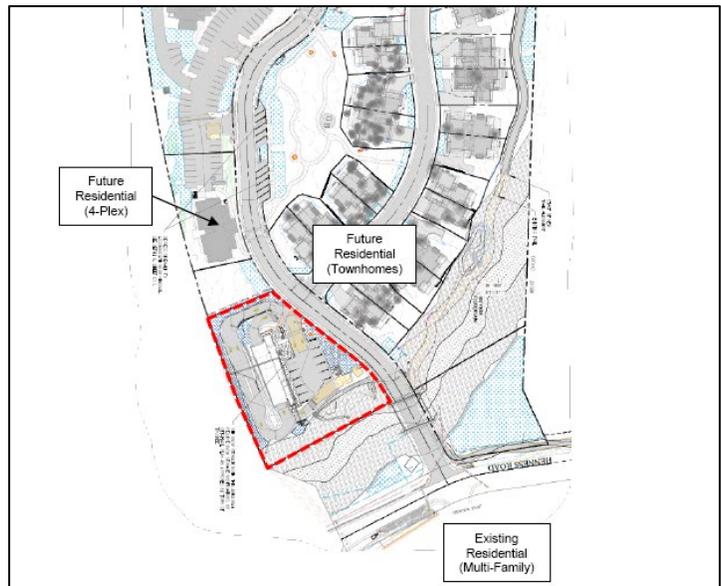


Figure 16: Location of sensitive uses

BAC reviewed manufacturer’s specifications for noise level data for the car wash and the vacuum station. Evaluation included consideration for orientation of buildings and proximity of sensitive receiver sites (residential uses). BAC found that each blower arch assembly, which generates a maximum noise level of 79 dB L<sub>max</sub> at 50 feet (combined, 85 dB) and typically operates in the last minute of each car wash cycle, is the most significant noise source associated with the project. The applicant is proposing a polycarbonate roll-up door at the exit of the tunnel to reduce the potential noise impacts of the dryer by at least 14 dB. BAC found that with incorporation of this door, the car wash would be consistent with the Town’s requirements for maximum daytime noise of 55 dB (See Table 2).

Table 2  
**Predicted Combined Equipment Noise Levels at Nearest Residential Uses**

Receiver	Predicted Noise Levels, L <sub>50</sub> (dB) <sup>1</sup>			Calculated Combined, L <sub>50</sub> <sup>2</sup>
	Car Wash Dryers	Vacuums	HVAC	
Future Residential (Townhome)	38	44	41	46
Future Residential (4-Plex)	52	40	40	52
Existing Residential (Multi-Family)	51	38	36	51
<b>Municipal Code Daytime Noise Level Standard, L<sub>50</sub> (dB)</b>				<b>55</b>
<sup>1</sup> Predicted equipment noise levels from Tables 3-5.				
<sup>2</sup> Calculated combined equipment noise level exposure.				

Source: BAC 2023.

Although the original project description included language that the car wash would be open until 9:00 PM, the applicant has agreed to limit the hours of operations from 7:00 AM to sunset to reduce potential impacts to the residents in the Village. Staff recommends the following conditions of approval to ensure the applicant’s proposed methods of reducing noise impacts are incorporated into the project.

- Condition of Approval No. 54: Hours of operation: Hours of operations for the car wash shall be limited to 7:00 AM to sunset, seven days a week.
- Condition of Approval No. 40: The door shall be installed in perpetuity at the tunnel exit and may only be replaced with a like-for-like replacement. The doors shall be shut when the business is not in operation. The car wash shall not be allowed to be in operation if the exit door is malfunctioning or out-of-order. The exit door shall be required to reduce the noise of the car wash use by at least 14 dB as specified by the manufacturer and shall be closed during all drying functions of the car wash. The design (material, color, windows) of the door shall be reviewed by the Community Development Director.

Additionally, BAC compared the noise impacts of a gas station/convenience store use, which was previously contemplated in the Gray’s Crossing Specific Plan EIR, to that of a car wash. BAC found that the noise levels associated with the car wash are higher than those associated with a convenience store/gas station. However, BAC determined that the noise exposure for the sensitive residential uses from the car wash would still comply with the Town’s noise standards, which requires a maximum 55 dB daytime noise level standard for sensitive residential uses. (Table 3 shows the potential noise impacts from the convenience store/car wash use, which can be compared with Table 2, which shows the predicted noise impacts from the currently proposed car wash use).

Table 3  
**Combined C-Store / Gas Station Component Noise Exposure at Nearest Residential Uses**

Receiver	Predicted Noise Levels, L <sub>50</sub> (dB)				Calculated Combined
	HVAC	Parking	Truck Deliveries	Truck Circ.	
Future Residential (Townhome)	38	41	37	43	46
Future Residential (4-Plex)	38	41	35	38	44
Existing Residential (Multi-Family)	35	37	34	33	41

Source: Bollard Acoustical Consultants, Inc. 2023.

**Special Districts and Utilities**

All applicable special districts, utility companies, and Town departments with an interest in this application have been notified. No objections were filed and all conditions of approval that were imposed by other

agencies have been incorporated into Resolution 2023-10. The project will be required to be in compliance with all utility and special agency requirements.

**Environmental Review:** Staff is proposing to determine the project to be exempt from additional environmental review pursuant to Public Resources Code Section 21083.3 and State CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning). 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. The project will be subject to the mitigation measures identified in the Gray's Crossing Specific Plan. A "car wash" use is an identified allowed use within the Village Center District of the Gray's Crossing Specific Plan. Through noise, traffic, and emissions analysis, staff has determined that the proposed project is similar to and no more intense than the gas station/convenience store use identified in the Gray's Crossing Specific Plan EIR.

Based on the Bollard Acoustical Consultant's noise comparison, while the noise generated from a car wash would be greater than the noise generated from the convenience store/gas station use that was contemplated in the Gray's Crossing Specific Plan EIR, the noise would still be in compliance with the requirements of the Town's Noise Ordinance. Additionally, as with all uses in Truckee, the project would be required to comply with the Town's Noise Ordinance, as specifically identified in Condition of Approval No. 6.

A traffic analysis of the project was completed to determine if the proposed car wash would impact intersection level of service at Henness Road/Edwin Way or Prosser Dam Road/Edwin Way. LSC Transportation Consultants used the estimated traffic volumes and the worst-case scenario trip generation and determined that all resulting intersection LOS were acceptable with LOS B or better for the worst movement on both Henness Road/Edwin Way and Prosser Dam Road/Edwin Way. LSC expects that there will be no LOS issues at either Henness Road/Edwin Way and Prosser Dam Road/Edwin Way with the addition of the proposed car wash.

Additionally, the applicant has completed an emission comparison based on average daily trips for the proposed car wash. The applicant found that a full-service car wash has some additional attributed idling time as compared to a gas station/convenience store; however, the volume of overall emissions/air quality impact is approximately 14.3% of a gas station which is the use that was evaluated with the EIR.

**Public Communication:** The public hearing notice was published in the *Sierra Sun* on January 5, 2024 and mailed on January 3, 2024 to all property owners within 500 feet of the project site, as shown on the latest current tax roll of Nevada County. Staff also sent an email notice of this hearing on January 4, 2024 to community members that have specifically requested updates on the project. The applicant posted an onsite sign on July 5, 2022 indicating a notice of application and information about the current public hearing was added to the sign on January 4, 2024. All public comment received for the project can be found at the following links:

<https://portal.laserfiche.com/Portal/Browse.aspx?id=59657019&repo=r-6a91ddbc>

<https://portal.laserfiche.com/Portal/Browse.aspx?id=59684606&repo=r-6a91ddbc>

**Staff Summary and Recommendation:** The applicant is proposing a car wash, a permitted use, in the Village Center District of the Gray's Crossing Specific Plan. The project is consistent with the 2025 General Plan and the development standards associated with the Gray's Crossing Specific Plan's Village Center District and, where applicable, the CN (Neighborhood Commercial) zoning district of the Development Code. Originally, the Village at Gray's Crossing was envisioned as a mixed-use development with

residential, retail, office, gas station, and lodging. A gas station is no longer anticipated in the Village at Gray's Crossing, but the car wash provides a similar service use for the community. The applicant has taken steps to reduce the visual impacts of the building through additional architectural features and landscaping. Environmental analysis comparing the potential impacts of the car wash to the previously analyzed gas station was conducted and the impacts of the car wash were found to be equal to or less than that of a gas station. With incorporation of the recommended conditions of approval, staff recommends that the Planning Commission adopt Resolution 2023-11, approving the Development Permit for the Village at Gray's Crossing car wash.

**Alternative Actions:** Actions that the Planning Commission may take as an alternative to the recommended action include:

1. Continue the public hearing to a date and time certain.
  - a. The Planning Commission may request additional information from the applicant and/or staff (if new information is presented at the next meeting, the public portion of the hearing must be reopened on the new information submitted).
2. Land Use Permits
  - a. Add, delete or modify the proposed conditions of approval
  - b. Deny the project on the basis that all of the required findings cannot be made.
3. Require additional environmental review.

**Attachments:**

Attachment 1: Resolution 2023-11

- Exhibit A: Plans
- Exhibit B: Conditions of Approval
- Exhibit C: Draft Findings

Attachment 2: Applicant submittal

Attachment 3: Drainage Report, Noise Study, Traffic Study, and Emissions Study

Attachment 4:

- Gray's Crossing Specific Plan:  
<https://www.townoftruckee.com/home/showpublisheddocument/18061/637124440809130000>
- Gray's Crossing Specific Plan EIR:  
<https://portal.laserfiche.com/Portal/Browse.aspx?id=4758919&repo=r-6a91ddbc>

Attachment 5: History of the Village at Gray's Crossing from 2004-2007