

**Town of Truckee
California**

**PLANNING COMMISSION RESOLUTION 2026-06
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION
APPROVING APPLICATION NO. 2025-00000150
(THE VILLAGE AT GRAY'S CROSSING PROJECT AMENDMENT #3)**

WHEREAS, in February 2004, the Town Council certified the Gray's Crossing Environmental Impact Report (SCH #2002072115) (EIR) and the Gray's Crossing Specific Plan that envisioned a comprehensive development with a mix of uses including a diversity of housing types, commercial uses, lodging, recreation, and open space components; and

WHEREAS, a Tentative Map for the Village Center was approved as part of the Gray's Crossing Specific Plan identified as the commercial core of the Gray's Crossing area, and included commercial with residential above, attached residential units, gas station, lodging, and community amenities; and

WHEREAS, in 2006 a revised Tentative Map was approved by the Planning Commission with subsequent Development Permit which was approved in 2007 for the Village at Gray's Crossing which included commercial uses with residential units above, attached residential units, gas station, lodging, and community amenities; and

WHEREAS, the 2007 Development Permit expired; and

WHEREAS, the Town received an application (Application 2017-00000160) requesting approval of the following: a Development Permit for new non-residential structures that contains 7,500 s.f. or more of total gross floor area for a 129-unit hotel (83,371 s.f.) with 4,989 s.f. conference center and pool, 17,192 s.f. of commercial space, 21 residential units above the commercial spaces, one residential fourplex, 24 townhomes, and disturbance of 26,000 s.f. or more of the site including realignment of the 10-foot wide Class I trail on the eastern portion of the property, a transit shelter, and landscape berming, and establishing a "Hotel," "Live/work quarters," and "parks and playgrounds;" "convenience store," and "gas station/car wash"; Tentative Map to redescribe the existing 15 parcels and easements (Lots D through R of Final Map No. 02-007, called the Village at Gray's Crossing Phase 1 Subdivision Map, Book 8, Map 182) into seven commercial lots, three common space/open space lots, one right-of-way lot, 24 townhome lots, 21 condominiumized lofts, one fourplex lot with four condominiumized units, associated easements and public improvements including realignment of the Class I trail, bus shelter on Edwin Way; and a Comprehensive Sign Program approval for signage in the mixed-use development on then-assigned Assessor's Parcel Numbers 043-050-021, 043-060-001, 043-060-002, 043-060-004 to 043-060-008, and 043-070-001 to 043-070-003, -005, and -007 (collectively, "the Village at Gray's Crossing Project"); and

WHEREAS, the Planning Commission is the review authority for Development Permits, Tentative Maps and Sign Plan and all associated Project Amendments and Time Extensions; and

WHEREAS, the Planning Commission held public hearings on July 16, 2019 and August 20, 2019, on the proposed Village at Gray's Crossing Project, accepted and considered all public comments, and approved the Village at Gray's Crossing Project (Resolution 2019-17), finding the Village at Gray's Crossing Project to be exempt from CEQA pursuant to Section 21083.3 and State CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning), and, at the applicant's request, removing the convenience store and gas/station car

wash from consideration in the project proposal, and adding, with the applicant's support, an offsite bus turnout on Henness Road, and approving the Village at Gray's Crossing Project subject to conditions of approval; and

WHEREAS, on August 22, 2021, the applicant submitted a Time Extension application (Application 2021-00000096) for the Village at Gray's Crossing Project prior to the expiration date of Resolution 2019-17 requesting a two-year time extension for the Development Permits, Tentative Map for the condominiumization of the fourplex and five mixed-use buildings, and Comprehensive Sign Program, which would not be exercised prior to the September 2, 2021 expiration date; and

WHEREAS, the Planning Commission held a public hearing on November 16, 2021 and adopted Resolution 2021-12, approving the two-year Time Extension for the Village at Gray's Crossing Project, incorporating a new condition regarding construction during the "wet season" and amending the bicycle parking condition to meet the requirements of the Development Code in effect of the Time Extension application, and extending the approval to September 2, 2023; and

WHEREAS, on September 1, 2023, the applicant submitted a second Time Extension application (Application 2023-00000121) for the Village at Gray's Crossing Project prior to the expiration date of Resolution 2021-12 requesting another two-year time extension for the Development Permits, Tentative Map for the condominiumization of the fourplex and five mixed-use buildings, and Comprehensive Sign Program; and

WHEREAS, the Planning Commission held a public hearing on December 19, 2023 and approved Resolution 2023-20, approving the two-year Time Extension for the Village at Gray's Crossing Project, incorporating a new condition regarding use of easements for required parking, required landscaping, and required site improvements, and extending the approval to September 2, 2025; and

WHEREAS, the Planning Division received an application (Application 2023-00000078) for a Development Permit Project Amendment for the Village at Gray's Crossing Project and Sign Plan to amend the design of the 129-unit 89,654 s.f. hotel and 4,820 s.f. conference center (Project Amendment #1), on Assessor's Parcel Number 043-070-010 (10162 Edwin Way); and

WHEREAS, the Planning Commission held a public hearing on January 16, 2024 on the requested Development Permit Project Amendment and accepted and considered all public comments and approved Resolution 2024-02, finding the Village at Gray's Crossing Project with changes to the hotel and conference center 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 approving a Project Amendment to the Development Permit for architecture and site changes to a 129-unit 89,654 s.f. hotel and 4,820 s.f. conference center building, including changes to conditions related to the landscaping and exterior lighting plans on Assessor's Parcel Number 043-060-011 (10162 Edwin Way), subject to conditions of approval; and

WHEREAS, the Planning Division received an application (Application 2022-00000034) for a Development Permit Amendment to the Village at Gray's Crossing Project for a 3,883 s.f., 100-foot self-service automated car wash, 13 parking stalls and nine vacuum stations, small customer service area with restroom, employee break room, manager's office, and vending area (Project Amendment #2), on Assessor's Parcel Number 043-070-010 (10012 Edwin Way); and

WHEREAS, the Planning Commission held a public hearing on January 16, 2024 on the requested Development Permit Amendment and accepted and considered all public comments and approved Resolution 2023-11, finding the Village at Gray's Crossing Project with Car Wash to be exempt from CEQA pursuant to Section 21083.3 and State CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning) and approving the car wash and 13 parking stalls with nine vacuum stations, small customer service area with restroom, employee break room, manager's office, and vending area, on Assessor's Parcel Number 043-070-010 (10012 Edwin Way), subject to conditions of approval; and

WHEREAS, on January 26, 2024, a member of the public (appellant) submitted a timely appeal of the Planning Commission's approval (Application 2024-00000011) requesting denial of the Village at Gray's Crossing Project with Car Wash Development Permit Project Amendment until further environmental review is completed; and

WHEREAS, the Town Council is responsible for the review and consideration of appeals of Planning Commission's determinations; and

WHEREAS, the Town Council held a public hearing on the matter at its regularly scheduled Town Council meeting beginning and ending on March 12, 2024, and considered all information and public comment related thereto and adopted Town Council Resolution 2024-12, finding the Village at Gray's Crossing with Car Wash 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 upholding the decision of the Planning Commission approving the Village at Gray's Crossing Car Wash Development Permit Project Amendment, denying the appeal of the Planning Commission's decision to approve the Village at Gray's Crossing Car Wash, and approving a Development Permit Project Amendment to the Village at Gray's Crossing to include a 3,883 s.f., 100-foot automated car wash, 13 parking stalls with nine vacuum stations, small customer service area with restroom, employee break room, manager's office, and vending area, on Assessor's Parcel Number 043-070-010 (10012 Edwin Way), subject to the conditions of approval; and

WHEREAS, the Village at Gray's Crossing Project with Car Wash amendment extended the approval dates for the entire Village at Gray's Crossing Project, including hotel and car wash, to March 12, 2026; and

WHEREAS, on August 6, 2025, the applicant submitted a Time Extension application (Application 2025-00000097) for the Village at Gray's Crossing Project with hotel and car wash prior to the expiration date of Town Council Resolution 2024-12 (March 12, 2026) requesting a two-year time extension for the Development Permits, Tentative Map for the condominiumization of the fourplex and five mixed-use buildings, and Comprehensive Sign Program; and

WHEREAS, Condition of Approval No. 5 of Town Council Resolution 2024-12 designates the Planning Commission as the review authority for all subsequent project amendments and time extensions for the Village at Gray's Crossing Car Wash; and

WHEREAS, the Planning Commission held a public hearing on October 21, 2025 on the Village at Gray's Crossing Project Amendment #2 Time Extension at its regularly scheduled Planning Commission meeting and considered all public comment and approved Resolution 2025-14, determining the Time Extension to be exempt from the California Environmental Quality Act pursuant to Section 15061(b)(3) and approving the two-year Time Extension for the Village at

Gray's Crossing, extending the project approvals to March 12, 2028; and

WHEREAS, the Planning Division received an application (Application 2025-00000150) requesting a third Project Amendment to modify the materials and façade of the hotel, incorporate a parking management plan, modify the Tentative Map, and create a phasing plan for the remaining development (hotel, conference center, five mixed-use buildings with 21 residential lofts, and the remaining 12 townhomes), located at APNs 043-050-025 to -027, 043-060-009 to -012, 043-060-014 to -027, 043-070-008 to -021 (10222, 10202, 10204, 10151, 10105, 10162, 10073, 10036, 10020, 10012, 10003 Edwin Way; 10131, 10125, 10117, 10109, 10097, 10089, 10085, 10077, 10069, 10061, 10076, 10084, 10096, 10102, 10053, 10047, 10041, 10033, 10027, 10019, 10026, 10038, 10046, 10054 Jake's Way); and

WHEREAS, a public notice was published in the *Sierra Sun* and mailed to property owners within 500 feet of the Village at Gray's Crossing Project site on March 6, 2026, informing the public of the date, time, and location of the public hearing for consideration of the approval or denial of the Project Amendment; and

WHEREAS, a 10-day public review period was provided to allow Federal, State, and local agencies, interested persons and organization, and other members of the public to review and comment on the Project; and

WHEREAS, the Planning Commission held a public hearing on the matter at its regularly scheduled Planning Commission meeting beginning and ending on March 17, 2026, and considered all public comment, testimony, evidence, and information related thereto.

THEREFORE BE IT RESOLVED, the Planning Commission hereby takes the following actions on Application 2025-00000150 (The Village at Gray's Crossing Project Amendment #3):

1. Determines the Village at Gray's Crossing Project, including hotel, conference center, and car wash, as well as the requested Project Amendment #3, to be exempt from CEQA pursuant to Section 21083.3 and State CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning), based upon 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;

- 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 approved by the State of California and is under construction. 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; 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; and
 - e) The Village at Gray's Crossing Project shall be subject to the Gray's Crossing Specific Plan EIR mitigation measures, as set forth in Exhibit "C" (Gray's Crossing Specific Plan EIR Mitigation Measures); and
2. Approves the following land use entitlements on Assessor Parcel Numbers 043-050-025 to -027, 043-060-009 to -012, 043-060-014 to -027, 043-070-008 to -021 (10222, 10202, 10204, 10151, 10105, 10162, 10073, 10036, 10020, 10012, 10003 Edwin Way; 10131, 10125, 10117, 10109, 10097, 10089, 10085, 10077, 10069, 10061, 10076, 10084, 10096, 10102, 10053, 10047, 10041, 10033, 10027, 10019, 10026, 10038, 10046, 10054 Jake's Way) subject to the conditions of approval set forth in Exhibit "A" (Village at Gray's Crossing Conditions of Approval), and as shown in Exhibit "E" (Village at Gray's Crossing Plans), Exhibit "F" (Village at Gray's Crossing Hotel and Conference Center Plans), Exhibit "G" (Village at Gray's Crossing Car Wash), and Exhibit "H" (Current Tentative Map), attached hereto and incorporated herein:
- a. Development Permits for new non-residential structures that contains 7,500 s.f. or more of total gross floor area for the following:
 - i. A 129-unit hotel (89,654 s.f.) with 4,820 s.f. conference center and spas;
 - ii. Five mixed-use buildings with a total of 17,192 s.f. of ground floor commercial space and 21 residential lofts (live/work quarters above);
 - iii. One residential fourplex;
 - iv. Twenty-four (24) townhomes;
 - v. A 3,883 s.f., 100-foot automated car wash, 13 parking stalls with nine vacuum stations, and small customer service area with restroom .
 - b. Approves a Development Permit for disturbance of 26,000 s.f. or more of the site including realignment of the Class I trail on the eastern portion of the property, transit shelter, park and playground, and landscape berming;
3. Approves a Tentative Map to redescribe/resubdivide the existing 15 parcels and easements (Lots D through R of Final Map No. 02-007, called the Village at Gray's Crossing Phase 1 Subdivision Map) into seven commercial lots, three common space/open space lots, one right-of-way lot, 24 townhome lots, 21 condominiumized lofts, one fourplex lot, and associated easements and public improvements including realignment of the Class I trail, bus shelter on Edwin Way, and an offsite bus turnout on the south side of Henness Road. With the recordation of the Village at Gray's Crossing

Final Map (Final map 2020-00000029; Nevada County Book 9 of Subdivisions, Page 26), only subdivision of the five commercial ground floors and 21 residential lofts are proposed, as shown in Exhibit “H” (Current Tentative Map); and

4. Approves a Comprehensive Sign Program for two center identification signs, five mixed-use buildings, and one wall sign and one monument sign for the hotel and conference center.

BE IT FURTHER RESOLVED, the Planning Commission hereby adopts the findings set forth in Exhibit “B” (Findings), attached hereto and incorporated herein, in support of approval of these actions.

The foregoing Resolution was introduced by Commission member _____ and seconded by Commission member _____ at a scheduled meeting of the Truckee Planning Commission held on the 17th day of March 2026 and adopted by the following vote:

AYES:

NOES:

ABSENT:

, Chair
Town of Truckee Planning Commission

ATTEST:

Kayley Metroka, Administrative Technician

Attachments:

- Exhibit A Village at Gray’s Crossing Conditions of Approval
- Exhibit B Findings
- Exhibit C Gray’s Crossing Specific Plan Environmental Impact Report Mitigation Measures
- Exhibit D Overall Site Plan
- Exhibit E Village at Gray’s Crossing Plans (Townhomes, fourplex, five mixed-use buildings, original Tentative Map)
- Exhibit F Village at Gray’s Crossing Hotel and Conference Center Plans
- Exhibit G Village at Gray’s Crossing Car Wash Plans
- Exhibit H Current Tentative Map (with recorded items removed)

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EXHIBIT "A"

VILLAGE AT GRAY'S CROSSING CONDITIONS OF APPROVAL

Conditions of Approval are carried over Planning Commission Resolutions 2019-17, 2021-12, 2023-20, 2024-02, and 2025-12 and Town Council Resolution 2024-12. The numbering for conditions of approval have been reorganized and changed since the previous resolutions. Wording has changed and conditions have been consolidated or deleted to remove duplication. This resolution will serve as the comprehensive approval for all components of the Village at Gray's Crossing project, including the hotel and car wash, moving forward, unless amended.

1. The following land use entitlements are approved as shown on the site plans, elevations, floor plans, and civil drawings as approved by the Planning Commission on August 20, 2019, January 16, 2024, March 17, 2026 and by the Town Council on March 12, 2024, on file in the Community Development Department on Assessor Parcel Numbers 043-050-025 to -027, 043-060-009 to -012, 043-060-014 to -027, 043-070-008 to -021 (10222, 10202, 10204, 10151, 10105, 10162, 10073, 10036, 10020, 10012, 10003 Edwin Way; 10131, 10125, 10117, 10109, 10097, 10089, 10085, 10077, 10069, 10061, 10076, 10084, 10096, 10102, 10053, 10047, 10041, 10033, 10027, 10019, 10026, 10038, 10046, 10054 Jake's Way):
 - a. Development Permits for new non-residential structures that contains 7,500 s.f. or more of total gross floor area for the following:
 - 1) A 129-unit hotel (89,654 s.f.) with 4,820 s.f. conference center and spas;
 - 2) Five mixed-use buildings with a total of 17,192 s.f. of ground floor commercial space and 21 residential lofts (live/work quarters above);
 - 3) One residential fourplex;
 - 4) Twenty-four (24) townhomes;
 - 5) A 3,883 s.f., 100-foot automated car wash, 13 parking stalls with nine vacuum stations, and small customer service area with restroom.
 - b. A Development Permit for disturbance of 26,000 s.f. or more of the site including realignment of the Class I trail on the eastern portion of the property, transit shelter, park and playground, and landscape berming;
 - c. A Tentative Map to redescribe/resubdivide the existing 15 parcels and easements (Lots D through R of Final Map No. 02-007, called the Village at Gray's Crossing Phase 1 Subdivision Map) into seven commercial lots, three common space/open space lots, one right-of-way lot, 24 townhome lots, 21 condominiumized lofts, one fourplex lot, and associated easements and public improvements including realignment of the Class I trail, bus shelter on Edwin Way, and an offsite bus turnout on the south side of Henness Road. With the recordation of the Village at Gray's Crossing Final Map (Final map 2020-00000029; Nevada County Book 9 of Subdivisions, Page 26), only subdivision of the five commercial ground floors and 21 residential lofts are proposed, as shown in Exhibit "G" (Current Tentative Map); and

- d. A Comprehensive Sign Program for two center identification signs and the five mixed-use buildings. The hotel and conference center sign plan is as described in the March 17, 2026 staff report and on file in Building Permits 2024-00000738 and 2024-00000739. **(Planning Division)**
2. The applicant is responsible for complying with all conditions of approval and providing evidence to the Community Development Director of compliance with the conditions. A meeting with the Planning and Engineering Divisions is required prior to each building permit submittal of a grading or building permit application to review the conditions of approval and identify any changes in the project from the approved plan set. The applicant shall pay the hourly rate of staff time for this meeting and review of any proposed changes. An Administrative Review fee based on three hours of staff time (currently \$195 for the Planning Division and \$211 for the Engineering Division) shall be submitted as an initial deposit prior to scheduling the meeting. The staff time rates shall be based on the current Town of Truckee fee schedule in effect at the time the meeting is scheduled. **(Planning Division)**
3. A matrix or letter shall be submitted as part of any grading or building permit application indicating how each condition has been met. Review of building permits will not commence until an itemized list of conditions of approval and status is provided. As part of the matrix or letter, the applicant shall identify any changes made to the approved plan set design. **(Planning Division)**
4. The effective date of approval shall be March 30, 2026, unless the approval is appealed to the Town Council by 5:00 p.m. on March 27, 2026. The following phasing plan is approved for the project (Lot numbers are referenced from the Village at Gray's Crossing Final Map; Final Map 2020-00000029; Nevada County Subdivision Book 9, Page 26):
 - a. Phase 1 – Exercise permit (foundations installed for all structures) by March 30, 2028 with construction completed by March 30, 2030.
 - Hotel/Conference Center Lot F, as shown on the Village at Gray's Crossing Final Map (Map Number 2020-00000029)
 - Townhomes Lots 13-16, as shown on the Village at Gray's Crossing Final Map (Map Number 2020-00000029)
 - Mixed Use Studio Lofts Lots A and C, as shown on Sheet 3 of the Village at Gray's Crossing Final Map (Map Number 2020-00000029)
 - b. Phase 2 – Exercise permit (foundations installed for all structures) by March 30, 2030; construction completed March 30, 2031
 - Townhomes Lots 21-24, as shown on the Village at Gray's Crossing Final Map (Map Number 2020-00000029)
 - Townhomes Lots 17-20, as shown on the Village at Gray's Crossing Final Map (Map Number 2020-00000029)
 - Car Wash, Lot T, as shown on the Village at Gray's Crossing Final Map (Map Number 2020-00000029)
 - c. Phase 3 – Exercise permit (foundations installed for all structures) by March 30, 2031; construction completed March 30, 2032
 - Mixed Use Studio Lofts Lot B, as shown on Sheet 3 of the Village at Gray's Crossing Final Map (Map Number 2020-00000029)
 - Both Mixed Use Live Work Lofts Lots D and E, as shown on the Village at Gray's Crossing Final Map (Map Number 2020-00000029)

If the timelines are not met for any phase, the approval shall expire and become null and void unless the time limits of the Development Permits, Comprehensive Sign Program, and Tentative Map are further extended per Development Code Section 18.96.150. **(Planning Division Recommendation)**

5. The Community Development Director may authorize minor alterations to the approved plans and conditions of approval in accordance with Section 18.84.070.B.1 of the Development Code only if the Community Development Director finds such changes and alterations to be in substantial compliance with the approved project. For minor project modifications and design elements not addressed by the Planning Commission in their design approval of the project, the Community Development Director may impose additional requirements on the site to ensure consistency with the Town Design Guidelines and Town Development Code. Major changes and alterations to the approved plans and conditions of approval shall be reviewed and approved by the Planning Commission in accordance with Section 18.84.070.B.2 of the Development Code. **(Planning Division)**

6. The project shall comply with all applicable provisions and standards of the Gray's Crossing Specific Plan and the Development Code in effect on June 12, 2025 except where specifically modified by these conditions of approval. It is the applicant's responsibility to demonstrate compliance to the Planning Division prior to issuance of any grading or building permits. The provisions and standards include, but are not limited to, the following:
 - 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;
 - Grading and Vegetation Removal in accordance with Section 18.30.080;
 - Building Height in accordance with Section 18.30.090;
 - Property Maintenance in accordance with Section 18.30.100;
 - Snow Storage in accordance with Section 18.30.130;
 - Solid Waste/Recyclable Materials in accordance with Section 18.30.150;
 - Tree Preservation in accordance with Section 18.30.155;
 - Undergrounding of Utilities in accordance with Section 18.30.160;
 - Landscaping in accordance with Chapters 18.40 and 18.42;
 - Wetlands in accordance with Section 18.46.040;
 - Open Space in accordance with Section 18.46.060;
 - Parking in accordance with Chapters 18.48 and 18.50, unless modified;
 - Bicycle Parking in accordance with Section 18.48.090;
 - Signs in accordance with Section 18.54 and 18.56;
 - Multi-Family Residential Projects in accordance with Section 18.58.180
 - Outdoor Display and Sales Standards in accordance with Section 18.58.190.**(Planning Division)**

7. Any fees due to the Town of Truckee for processing this project shall be paid to the Town within thirty (30) calendar days of final action by the approval authority. Failure to pay such outstanding fees within the time specified shall invalidate any approval or conditional approval granted by this action. No permits, site work, or other actions authorized by this determination shall be permitted, authorized, or commenced until all outstanding fees are paid to the Town. **(Planning Division)**

8. The applicant shall defend, indemnify, and hold harmless the Town and its agents, officers, and employees from any claim, action, or proceeding against the Town to attack, set aside, void, or annul the approval of the Town Council, which action is brought within the time period provided for by State law. **(Planning Division, Town Attorney)**
9. Prior to issuance of any grading or building permits, the applicant shall provide performance guarantees with sufficient legal commitments and financial sureties to guarantee the faithful performance of any and all conditions of approval and completion of the project or to guarantee the restoration of the site if the project is not completed. The form, manner, and amount of the guarantee shall comply with the requirements of the Community Development Director and the Town Attorney and shall be reviewed and approved by the Community Development Director prior to issuance of permits. **(Development Code Section 18.84.070)**
10. Prior to commencement of any work on the site, the applicant shall obtain building permit(s) for all work on the building. Complete building plans and engineering in accordance with the Town Building Code will be required for all structures. The building plans shall include details and elevations for all State of California, Title 24, and accessibility regulations.
11. Prior to grading or building permit issuance, the applicant shall demonstrate compliance with all conditions and requirements of the following agencies, including, but not limited to:
 - Town of Truckee Engineering Division
 - Town of Truckee Building Division
 - Truckee Donner Public Utility District
 - Truckee Sanitary District
 - Truckee Fire Protection District
 - Nevada County Department of Environmental Health
 - Southwest Gas **(Planning Division)**
12. Cultural Resources: In the event that archaeological or cultural resources are discovered during any construction, all construction activities shall cease within 200 feet of the find unless a lesser distance is approved by the Community Development Director, and the Community Development Department shall be notified so that the extent and location of discovered materials may be recorded in a written report prepared by a qualified archaeologist, and disposition of discovered materials may occur in compliance with State and Federal law. Construction shall not recommence until the Director authorizes construction to begin. This note shall be on the plan set prior to building permit issuance. **(Development Code Section 18.30.040)**
13. Cultural Resources: If human remains are encountered during construction, the County Coroner shall be notified. If the remains are determined to be Native American, the Coroner has 24 hours to notify the Native American Heritage Commission of the findings. This note shall be on the plan set prior to building permit issuance. **(Development Code Section 18.30.040)**
14. **Construction Hours:** Hours of operation of construction activities shall be limited to Monday through Saturday from 7:00 AM and 9:00 PM and Sunday and any federally designated

holidays from 9:00 AM and 6:00 PM, unless the Community Development Director authorizes an extension of the time limitations based on the finding that the noise levels from the construction activities will not negatively affect the residential uses in the surrounding area. If a noise complaint is received after the construction time limits are extended, the Community Development Director has the ability to render the extended time limits null and void and the applicant shall revert to the aforementioned hours of operation time limitations. Interior construction activities may occur after these hours if such activities will not result in exterior noise audible at property lines. Improvement, grading, and building plans shall note these limited hours of construction. Notice of the hours of construction shall be on the plan set prior to building permit issuance. **(Planning Division)**

15. Prior to the issuance of building permits or improvement plans, the applicant shall submit payment for a construction mitigation monitoring fee. The fee amount is established by the Town Fee Schedule in effect at the time of building permit submittal. **(Planning Division)**
16. Survey: Prior to building permit issuance, a survey shall be submitted that shows topography and easements on the property. **(Planning Division)**
17. All graded areas shall be protected from wind and water erosion. Interim erosion control plans shall be required, certified by the project engineer, and reviewed and approved by the Town Engineer prior to building permit issuance. Permanent erosion control measures in accordance with Best Management Practices of the "Project Guidelines for Erosion Control for the Truckee River Hydrologic Unit" as adopted by the Lahontan Regional Water Quality Control Board shall be reviewed by the Town Engineer prior to building permit issuance. Prior to building permit final, the permanent erosion control shall be reviewed and approved by the Building Division. **(Development Code Section 18.30.030)**
18. Prior to building permit issuance, the applicant shall provide a tree protection plan in compliance with Development Code Section 18.30.155 (Tree Preservation). **(Development Code Section 18.30.155)**
19. No trees shall be removed unless a grading permit or building permit is issued by the Town of Truckee Building Division. **(Development Code Section 18.30.080)**
20. Noise: The project shall be consistent with the Noise Ordinance of the Development Code. A noise study shall be conducted prior to building permit final to ensure operations of the use is consistent with the Noise Ordinance and the findings of the Noise Study. **(Planning Division)**

Engineering Division Conditions

21. Prior to building (grading) permit issuance, the project proponents shall submit improvement plans stamped by a licensed civil engineer to the satisfaction of the Town Engineer for all work both in and out of the proposed public right-of way, easements and private roadways.

The plans shall be prepared in accordance with the Town of Truckee Public Improvement and Engineering Standards dated May 2003; shall comply with the design standards identified in Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004, such as hydro-modification requirements, or the most current Phase 2

Municipal Separate Storm Sewer System (MS4) Permit; and shall comply with the Statewide Construction General Permit No. 2009-009-DWQ or most current permit. The plans at a minimum shall incorporate proposed grades, drainage, driveway design and erosion control; and incorporate cost estimates for all work to be performed.

Said improvement plans shall be accompanied by appropriate plan check fees to be calculated by the Town Engineer at the time of plan approval. Public improvement plan check fees and inspection fees are calculated using the estimated construction costs. The plan check fee is equal to the following formula based upon the estimated construction costs:

5% of valuation from \$0 to \$50,000
3% of valuation from \$50,000 to \$250,000
1% of valuation above \$250,000

The inspection fee, due prior to start of construction, is equal to the following formula based upon the estimated construction costs:

6% of valuation from \$0 to \$50,000
4% of valuation from \$50,000 to \$250,000
1.5% of valuation above \$250,000
(Engineering Division)

22. Prior to Parcel Map Recordation, Lot Line Adjustment, Subdivision Map Recordation, or building (grading) permit issuance, the project proponents shall provide identification of all existing drainage on the property and adjacent properties, which may affect this project. This identification shall show discharge points on all downstream properties as well as drainage courses before and after the proposed development for the 10-year and 100-year flows (post-construction flows must be less than or equal to pre-project flows). **(Engineering Division)**
23. Prior to building (grading) permit issuance, the applicant shall provide an erosion control plan and stormwater quality plan, per the requirements of the Town of Truckee for review and approval that shows temporary construction BMPs and permanent on-site treatment of the 85th percentile, 24-hour storm. The plan shall provide details for the proposed project stormwater collection and treatment including the safe release of overflow. **(Engineering Division)**
24. Prior to building (grading) permit issuance, the applicant shall provide the WDID number issued by the State Water Resources Control Board. The project shall comply with the Statewide Construction General Permit No. 2009-009-DWQ or most current permit. **(Engineering Division)**
25. Hydromodification Requirement: If project creates or replaces one acre or more of impervious surface, post-project storm water flows shall be equal to or less than pre-project flows for the design year event (2-year, 24-hour storm or current standard), unless additional mitigations are proposed to provide for the increase in flows. **(Engineering Division)**
26. Prior to building permit issuance, the applicant shall submit a Best Management Practice (BMP) operation and maintenance plan to the Town Engineer for review and approval.

Recordation of the operation and maintenance plan for permanent structural treatment control BMPs installed by the project may be required depending on the type of permanent BMP proposed. The property owner shall submit yearly BMP operation and maintenance certifications to the Engineering Division according to the Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004 or the most current Phase 2 Municipal Separate Storm Sewer System (MS4) Permit. **(Engineering Division)**

27. Prior to building permit issuance, the applicant shall pay traffic impact fees applicable at the time of building permit issuance. The actual traffic impact fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit application.
 - a. As of December 22, 2023, based on a 129-unit Hotel, the estimated traffic impact fees for the proposed project are **\$793,350**. Please note that additional traffic impact fees may be due for the "Conference Center" square footage based on typical traffic generation of that use. The actual traffic impact fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit issuance. See Resolution No. 2023-07 for more information on the Town's AB1600 Fee Program.
 - b. Based on the comparison between Convenience Market and Automated Car Washes within the ITE Land Use Manual, Automated Car Washes produce 26.9% (14.12 trips versus 52.4 trips) of the trips generated by Convenience Markets. The Town Fee Schedule includes Convenience Market as a use with a traffic impact fee of \$110.09 per SF. Therefore, as of 3/28/2023, the estimated traffic impact fees for the proposed 3,825 SF automated car wash are **\$113,258.25** (3,825 SF X \$29.61 per SF = \$113,258.25).
28. Prior to building permit issuance, the applicant shall pay facilities impact fees applicable at the time of building permit application. The actual facility impact fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit application.
 - a. As of December 22, 2023, based on a 129-unit Hotel, the estimated facilities impact fees for the proposed project are **\$31,476**. Please note that additional facilities impact fees may be due for the "Conference Center" square footage based on typical traffic generation of that use. The actual facilities impact fees will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit issuance.
 - b. The estimated facility impact fees for the Car Wash are **\$6,426.00** (3,825 SF X \$1.68 per SF = \$6,426).
(Engineering Division)
29. Prior to building permit issuance, structures shall be designed such that snow will not shed into pedestrian areas, onto parked vehicles, or into drive aisles. **(Engineering Division)**
30. Prior to building permit issuance, provide a snow removal/storage plan for approval by Town Engineer that shows snow storage calculations (50% of impervious area except in areas with a snow load of 200 pounds per square foot or greater, where the required snow storage area shall equal to at least 75% of the paved area), locations, and how snow will be put in those locations. Snow storage locations should be easily accessible (i.e. no curbs) and should be designed and located to limit nighttime noise impacts to nearby

residential areas. Provide snow storage as close to the source as possible with a means of containment (typically an earthen berm) to prevent contaminants from leaving the project site (if applicable based on topography/proximity to sensitive areas). If the proposed project is located in proximity to municipal snow removal disposal locations (refer to Engineering Division for exact locations) residential structures on the project site shall be designed to mitigate nighttime operational noise impacts (i.e. noise barriers, increased wall thicknesses, window types, etc.) from the nighttime snow removal operations noise. **(Engineering Division)**

31. Prior to building (grading) permit issuance, frontage improvements will be required to be designed for the project and the frontage improvements shall be constructed prior to certificate of occupancy. A minimum six-foot-wide ADA compliant sidewalk will be required along the west side of Edwin Way (entire project frontage) from Henness Road to Prosser Dam Road, which shall coordinate with the previously approved/constructed Village at Gray's Crossing Infrastructure Plans. Pedestrian connections between the proposed buildings and the public way (sidewalk) will be required. The limits and scope of the proposed frontage improvements will be reviewed and approved by the Town Engineer as a part of the improvement plan review prior to building (grading) permit issuance. **(Engineering Division)**
32. Prior to building (grading) permit issuance, a transit/bus pullout and transit shelter will be required to be designed for the project and the transit improvements shall be constructed prior to certificate of occupancy. The transit/bus pullout shall be constructed in the vicinity of the originally approved location shown in the Village at Gray's Crossing approved site plan. The transit shelter is recommended to be incorporated into the building design (northeast corner of the building in the proximity of the transit pull out of Edwin Way). Alternatively, a standalone transit shelter may be constructed adjacent to the transit pullout, design of which must match Town standard for transit shelters (work with Engineering Division to obtain design). The limits and scope of the proposed transit improvements will be reviewed and approved by the Town Engineer as a part of the improvement plan review prior to building (grading) permit issuance. **(Engineering Division)**
33. Prior to building permit issuance, the applicant will be required to enter into a Hold Harmless and Maintenance Agreement (HHMA) for any and all frontage improvements. There is a fee associated with the development of the HHMA, which as of December 22, 2023 is estimated to be \$808.00. The actual HHMA fee will be based upon the latest fee schedule adopted by the Town Council in effect at the time of building permit issuance. **(Engineering Division)**
34. Prior to Parcel Map Recordation, Lot Line Adjustment, Subdivision Map Recordation, or building (grading) permit issuance, the applicant is required to offer for dedication to the Town an easement for any portions of the frontage improvements that are outside of the Edwin Way right-of-way. **(Engineering Division)**
35. Prior to building (grading) permit issuance, the applicant is required to offer for dedication to the Town an easement for any portions of the frontage improvements that are outside of the Edwin Way right-of-way. **(Engineering Division)**

36. Prior to building (grading) permit issuance, the applicant is to offer for dedication to the Town of Truckee 20' wide drainage easement centered along all drainage paths that cross the applicant property. **(Engineering Division)**
37. Prior to Parcel Map Recordation, Lot Line Adjustment, Subdivision Map Recordation, or building (grading) permit issuance, all proposed private improvements for the project shall be located on the subject private property and outside of the Edwin Way right-of-way. The Edwin Way right-of-way limits may need to be adjusted to accommodate the design or the design will need to be modified to account for the right-of-way limits. In addition, any portions of the private improvements that are located on adjacent parcels will need to be encompassed within an appropriate access easement to provide legal use of the adjacent parcel(s). **(Engineering Division)**
38. Prior to Parcel Map Recordation, Lot Line Adjustment, Subdivision Map Recordation, or building (grading) permit issuance, the canopy over the entry drive aisle, including all foundations, must be located entirely on private property and outside of any easements (snow storage easement, public utility easement, access easement, drainage easement, etc.). **(Engineering Division)**
39. Prior to Parcel Map Recordation, Lot Line Adjustment, Subdivision Map Recordation, or building (grading) permit issuance, the applicant is to offer for dedication to the Town of Truckee 20' wide drainage easement centered along all drainage paths that cross the applicant property. **(Engineering Division)**
40. Prior to Parcel Map Recordation, Lot Line Adjustment, Final Map Recordation, or certificate of occupancy, all roadway, drainage, frontage and utility improvements shall be constructed and approved by the respective responsible agencies or a financial surety in the following amounts consistent with section 18.108 of the Development Code and to the satisfaction of the Town Engineer:
 - If provided as a cash deposit, 125% of the costs of the remaining improvements.
 - If provided as a bond or letter of credit, a guarantee for Faithful Performance equal to 100% of the costs of the remaining improvements and a guarantee for Materials and Labor equal to 100% of the costs of the remaining improvements.

“Cost of remaining improvements” includes construction management costs. The limits of the remaining improvements will be reviewed and approved by the Town Engineer. **(Engineering Division)**
41. Prior to building (grading) permit issuance, approvals from individual utility providers impacted by the development shall be obtained and copies of approvals shall be provided to the Town Engineer to ensure there are no objections by affected utilities and that the project proponents are coordinating improvements. All utilities shall be placed underground, including any existing aboveground utility lines. Any existing utility poles shall be removed following utility undergrounding. **(Engineering Division)**
42. Prior to building (grading) permit issuance or certificate of occupancy (whichever is specified), the applicant shall conform to all Engineering mitigation measures that are outlined in the adopted Gray's Crossing Specific Plan/Tentative Map Environmental Impact Report, February 5, 2004. **(Engineering Division)**

43. Prior to Certificate of Occupancy, the applicant shall provide to the Town As-Builts for all public improvements required by the project, including, but not limited to: sidewalks, trails, transit shelters, drainage facilities, etc. The as-built drawings shall be completed by the Contractor, and submitted to the Engineer in electronic format upon completion of construction and prior to the acceptance of the improvements by the Town Engineer. As-built drawings shall include all changes made during construction and shall be signed by the engineer of record and the contractor. In addition, a digital copy of the plans and survey control shall be submitted for the Town's use.

Electronic files shall be submitted to the Town of Truckee in PDF format and in one or more of the following formats:

- i. AutoCAD 2018 (or older) format *.dwg CAD files to generate all final drawings and maps, with any associated images as geo-referenced 8-bit PC format TIFF files, with coordinate system defined.
- ii. ArcGIS-compatible shapefiles or coverages, with images as geo-referenced 8-bit PC format TIFF files, and any raster data in ESRI GRID format, with coordinate system defined.

The CAD or GIS system must have a defined coordinate system. The Town prefers that all submitted data be in Lambert Conformal Conic NAD 1983 CA State Plane II FIPS project, to match the existing Town of Truckee GIS data. **(Engineering Division)**

44. Prior to building permit issuance, the applicant shall work with the Engineering and Planning Divisions to remove the landscaping bulb at the access of the snow storage ramping area and find an alternative location for the bulb and/or landscaping. Access to the snow storage ramping area shall be reviewed by the Town Engineer. The landscaping shall be reviewed and approved by the Community Development Director. **(Engineering and Planning Divisions)**
45. New ground disturbance on any parcel shall be prohibited between October 15th and April 30th ("wet season") during each year of construction. If ground disturbance has commenced on a site as part of an issued grading permit prior to the wet season, the site must be completely winterized to the satisfaction of the Town Engineer prior to October 15th. In the event that ground disturbance activities are requested by the owner to continue after October 15th, the Community Development Director may, at their discretion, provide 10-day extensions, as allowed by the Municipal Code, for minor ground disturbing and winterization activities. If an applicant does not comply with any requirements imposed by the Community Development Director during an authorized 10-day extension, the 10-day extension may be revoked at any time. **(Planning Division and Engineering Division Recommendation)**

Other Conditions of Approval

46. Two hundred seventy-five (275) shared parking spaces are required. With a four-space credit for each van accessible EV parking space as required per Vehicle Code Section 22511.2, a total of 271 physical parking spaces, with the standard dimensions identified in Development Code Chapter 18.48 (Parking and Loading Standards), is approved. The 275 parking spaces constitute a 25% reduction, as allowed by the Gray's Crossing Village Center shared parking reduction and is based on the expectation that the use of the restaurant and outdoor dining will be used primarily by hotel guests (hotel guests will be 74% of the restaurant business, as identified by the applicants). Of the 275 spaces, 265

of the spaces shall be shared among the hotel, conference center, and mixed-use commercial units and the residential units above and managed as one comprehensive project. Ten parking spaces in close proximity to the residential fourplex shall be designated for the fourplex.

In addition to the 275 required shared parking spaces, prior to occupancy of the hotel, the applicant shall submit a valet parking management plan for employees during peak hours for the hotel, restaurant, and bar (5 PM to 10 PM). The parking plan is required to include, at the minimum, locations for valet parking areas, a net increase of 10 parking spaces, proposed stacking, training for valet employees, thresholds for when the valet parking program is triggered, how the valet program would be staffed, and how the parking area will be signed and managed to ensure no unauthorized parking. At the minimum, the parking management plan shall be triggered when the hotel is at 75% occupancy and during all peak holiday periods, including the Thanksgiving and winter holidays, Martin Luther King Jr. weekend, Presidents Day weekend, Memorial Day weekend, July 4th week, and Labor Day weekend. The parking management plan shall also be required to ensure that the trash enclosure areas shall clear and accessible to the hauler when service is scheduled, Monday-Friday 6 AM to 5 PM. No vehicles can be parked in front of trash enclosure access to the ensure access during this time. The parking management plan is required to be reviewed annually, at the minimum, by the property owners and will be required to be reviewed periodically by the Community Development Department if/when complaints are received. Modifications may be required to ensure the parking is adequately managed. The cost of staff time for the review will be paid by the property owner. The shared parking agreement between the hotel and mixed-use buildings shall be reviewed and amended as necessary to provide allowances for the valet parking plan. The parking management plan shall require review and approval by the Community Development Director prior to building permit occupancy. ***(Planning Division and Solid Waste and Recycling Division)***

47. Parking Requirements: The parking and circulation dimensions shall be in compliance with Development Code Chapter 18.48 (Parking and Loading Standards). All parking spaces and walkways shall be kept clear of snow so they are useable year-round. Snow must be kept on the confines of the property as approved, and may not be moved onto or stored on the Town maintained right-of-way or Town snow storage easements, unless specifically approved by the Town Engineer. Snow storage areas are not permitted in water detention/treatment facilities. Designated snow storage areas shall be utilized for the storage of snow as designed. Any future modifications shall be reviewed and approved by the Town Engineer and Community Development Director prior to implementation. ***(Planning Division Recommendation)***
48. The applicant team shall work with staff to reduce the symmetry of the commercial buildings. The architecture shall be consistent with the Gray's Crossing Specific Plan design guidelines including the requirement that any roofline shall not run in continuous plane for more than 60 feet without offsetting or joggging the roof plane and articulation through the use of full roofs, projecting wing walls, wall offsets, recessed entries, awnings, roof overhangs, second floor setbacks and/or covered arcades. The materials shall be reviewed and approved by the Community Development Director. The Community Development Director will review any design changes to determine if the changes enhance the "village feel" and provide greater consistency with the Gray's Crossing Specific Plan. ***(Planning Division, modified by the Planning Commission at the August 20, 2019 meeting)***

49. The hotel shall be setback from the western property line at least 20 feet (currently, the closest location is 14' from the western property line) to allow for ample area for screening and landscaping. ***(Planning Division Recommendation)***
50. Live/Work: The residential units above the commercial units are "live/work." The commercial units and the residential units are not required to be linked or "coupled" in any way. The residential units may be occupied independent of the commercial units below. ***(Planning Division, modified by the Planning Commission at the August 20, 2019 meeting)***
51. Loading for back-of-house deliveries shall occur during off-peak hours. ***(Planning Division Recommendation)***
52. Exterior Building Materials: The use of cultured stone shall be prohibited. Natural stone and/or natural stone veneer may be used. All materials and colors shall be reviewed and approved by the Community Development Director and shall be consistent with the renderings and plans provided in the July 16, 2019 Planning Commission staff report, modifications presented at the August 20, 2019 meeting, and in the January 16, 2024 Planning Commission staff report. No white, beige or reflective materials shall be used. ***(Planning Division Recommendation)***
53. The maximum height from finished grade to the bottom of the parking lot light fixtures shall be 14 feet, unless the photometric study shows that increased height, up to 20 feet, will reduce the total amount of light fixtures required. ***(Planning Division Recommendation)***
54. Prior to building permit issuance, a lighting plan identifying locations, types, and lumens for all lights on site, including building, site, and sign lighting, shall be submitted. All lights are required to be fully shielded and shall not trespass onto adjacent properties. The fixture design(s) shall be reviewed and approved by the Community Development Director for compliance with the Development Code and compatibility with the architecture. If the photometric study shows that light will trespass onto adjacent properties, the lighting plan shall be modified and/or light fixtures shall be removed. Timers and sensors are required to be used to ensure that excessive lighting is avoided. The lighting for the project, including light posts, building lighting, and sign lighting shall not exceed 100,000 lumens per net acre and shall be limited to the minimum necessary to address building code or safety concerns as identified by the Chief Building Official or lighting specialist. Lights shall be color corrected with warm color temperatures, 3,000K or less, shall be used for all lights. ***(Planning Division Recommendation)***
55. No lighting is permitted on the Edwin Way right-of-way. ***(Planning Division Recommendation)***
56. Any future parking lot and landscaping lighting, beyond the lighting approved as part of the building permit based on the lighting plan and photometric study, shall be reviewed and approved by the Community Development Director. Future parking lot and landscape lighting shall be limited to the minimum necessary to address building code or safety concerns as identified by the Chief Building official or lighting specialist. ***(Planning Division Recommendation)***

57. Easements: No structures, required landscaping, and required site improvements shall be located in an easement dedicated to the Town or County of Nevada, unless the requirements of Development Code Section 18.30.056.B are met. Prior to building permit issuance, the 20-foot Public Utility Easement that is being encroached by the development shall be abandoned or additional land use entitlements obtained. Any relocation of an easement shall be coordinated with the applicable public utilities and shall avoid all structures, required landscaping, and required site improvements. **(Development Code Section 18.30.056)**
58. Prior to building permit issuance, required parking, required landscaping, and required site improvements shall be prohibited within easements unless either: (i) the easement is amended, with the consent of all entities with an interest in the easement, to clarify that the parking, landscaping, and/or other improvements can remain in place in perpetuity notwithstanding any other provision of the easement; or (ii) all entities with an interest in the easement provide written consent for the parking, landscaping and/or other improvements to remain in place in perpetuity, which such consent is absolute, irrevocable, permanent, supersedes the easement to the extent it is inconsistent with the easement, and is recorded in the official records of Nevada County.

The language of the agreement is required to be reviewed and approved by the Community Development Director and Town Attorney. The recorded written consent shall be required prior to building permit issuance. **(Planning Division)**

59. A split rail fence shall be required to be located along the rear (north) property lines of Lots 11 to 16 as shown on Final Map No. 2020-00000029 (Nevada County Subdivision Book 9 Page 26) along with signage indicating a sensitive biological area. The fence and sign design and placement shall be reviewed and approved by the Community Development Director prior to installation. **(Planning Division Recommendation)**
60. The existing split rail fence along the west property line shall remain. The applicants shall maintain the fence and repair any damages as soon as identified. **(Planning Division Recommendation)**
61. No disturbance of the floodplain and floodplain setback shall be allowed, including snow storage, BMPs, paving, utility infrastructure, and native landscaping as shown on the plans as reviewed by the Planning Commission on July 16, 2019. Only the paved trail shall be allowed within the floodplain setback. **(Planning Division Recommendation)**
62. All new utilities to serve the subject property shall be undergrounded in accordance with the requirements of the Development Code and the Town Engineer. The entirety of this work shall be completed in conjunction with the grading plans for the development and shall be included in the engineered improvement plans prepared for this project. **(Development Code Section 18.30.160)**
63. Prior to temporary or final certificate of occupancy, nine residential units shall be income restricted. The residential fourplex (four units) and five of the lofts (two two-bedroom units and three one-bedroom units or three two-bedroom units and two one-bedroom units) shall be deed restricted for moderate-income family households (120% of the area median income) in perpetuity, based on Nevada County income limits. The owner or renter (if the units are not condominiumized) who purchases an affordable unit shall occupy that unit

as his or her principal residence. Prior to issuance of the first building permit, the applicants shall identify which units will be identified as the affordable housing units.

Affordability criteria shall be in compliance with Development Code Section 18.210 (Affordable Housing Controls). The applicants shall be responsible for demonstrating compliance with this condition of approval and the Community Development Director shall verify that the units are being rented or sold to qualified tenants. Prior to building permit final, the applicants shall submit language for the deed restriction for review and approval by the Community Development Director and Town Attorney and the deed restriction shall be recorded on the properties.

The owner of the deed-restricted units shall be required to meet monitoring requirements by the Community Development Director, which may include, but is not limited to, review and verification for the qualified buyer or annual review of renters submitted to the Community Development Director for review and approval. The terms of the monitoring shall be finalized prior to building permit final and recordation of the deed restriction.

Lot "H" (APN 043-070-003) indicated on the proposed Tentative Map is identified as offered for dedication to the Town of Truckee for Affordable Housing. This is not part of the applicant's proposal. ***(Planning Division, as modified by the Planning Commission at the August 20, 2019 meeting)***

64. The affordable housing units shall be completed in proportion to the construction of the market rate residential and non-residential projects. A timing plan for the construction of these units in relation to the market rate and non-residential projects shall be submitted prior to building permit issuance of the first building permit. At the minimum, prior to Temporary or Final Certificate of Occupancy for the hotel, Final Certificate of Occupancy for the fourplex is required. Additionally, a 20% affordable housing ratio shall be maintained with construction of the market rate residential units. ***(Planning Division Recommendation)***
65. The number of bike parking spaces shall comply with Development Code Section 18.48.090 (Bicycle Parking and Support Facilities). The minimum number of bicycle parking spaces required for the nonresidential uses is 15% of the parking demand for the project, before any parking reduction is required. Based on the parking demand calculations for the nonresidential square footage a minimum of 47 bicycle parking spaces are required. 12 short-term bicycle parking spaces may be incorporated within the hotel building as an amenity to hotel guests and shall be counted toward the total required bicycle parking requirements. Additionally, for the 21 lofts and fourplex, one long-term bicycle parking space shall be required for each unit, for a total of 25 long-term bicycle parking spaces. No guest bicycle parking shall be required for the mixed-use components of the project. The 24 townhomes are exempt from long-term bicycle parking requirements. Long-term bicycle parking shall be located at ground level and covered from the elements and may be located in a locked enclosure or secure area internal to a building. The Planning Division shall verify that the project provides the required number of secure bicycle parking spaces or storage prior to building permit issuance. The dimensions, location, and design of the bicycle parking shall be in compliance with Development Code Section 18.48.090 (Bicycle Parking and Support Facilities). The design and materials for the bicycle parking shall be consistent with the architecture and materials for the overall project. The design and materials for the short-term and long-term bicycle parking shall be reviewed and approved by the Community Development Director.

(Planning Division Recommendation, amended as part of the Time Extension Request to ensure consistency with the original Development Code)

66. Prior to final certificate of occupancy, the bicycle parking spaces shall be installed. Each bicycle parking space shall include a stationary parking device, mounted to the ground to adequately support the bicycle. Each bicycle space shall be a minimum of two feet in width and six feet in length and have a minimum of seven feet of overhead clearance; shall be conveniently located and generally within proximity to the main entrance of a structure; and be separated from motor vehicle parking spaces or aisles by a fence, wall or curb, or by at least five feet of open area, marked to prohibit motor vehicle parking. ***(Planning Division)***
67. Prior to building permit final, the applicant shall contact the Town to coordinate transit schedules and routes. The maintenance of the transit shelter shall be the responsibility of the applicant. The project shall maintain membership with the Truckee North Tahoe Transportation Management Association. ***(Planning Division Recommendation)***
68. Prior to building permit issuance, any/all roof-mounted and ground-mounted equipment shall be shown on the plans for review and approval. Any mechanical equipment, including individual air conditioning units, and trash enclosures shall be screened from public view and designed to complement the adjacent building design. Roof-mounted equipment shall comply with the height requirements of the applicable zoning district. Screening shall be compatible in color and materials of adjacent buildings. All flashing, vents, and gutters shall be painted in a color to blend with adjacent building colors. The trash enclosures shall be use the same finish materials and colors as the approved buildings. The design of the enclosure shall consistent with the requirements of Development Code Section 18.30.150 (Solid Waste/Recyclable Materials Storage), including the following:
 - a. The design shall be compatible with the project and surrounding structures;
 - b. The enclosures shall be properly secured to prevent access by unauthorized persons, while allowing authorized persons access for disposal of materials;
 - c. A concrete pad shall be installed within the fenced/walled areas and a concrete apron which facilitates the handling of the individual bins or contains;
 - d. The enclosures shall be screened from view from the public right-of-way with appropriate site location and landscaping.

The project shall comply with all applicable Truckee Tahoe Sierra Disposal (TTSD) requirements for the location, dimensions, and maintenance of the trash enclosure and shall be reviewed and approved by TTSD prior to building permit issuance. The applicant shall be in compliance with state regulation for storage of organic materials. The dumpsters and enclosures shall be maintained and monitored to ensure that the project is being adequately serviced.

All screening shall be reviewed prior to building permit final. ***(Planning Division Recommendation)***

69. Any utility meters or transformers shall be screened from public view and designed to complement the adjacent building design. Screening shall be compatible in color and materials of adjacent buildings and shall be shown on the plans prior to building permit issuance. ***(Development Code Section 18.30.110)***

70. Solid Waste and Recycling: Prior to building permit issuance, a final solid waste plan shall be approved by the Planning Division to verify that the project is in compliance with Development Code Section 18.30.150 (Solid Waste/Recyclable Material Storage), including but not limited to minimum solid waste and recyclable material storage area requirements, and in compliance with State of California requirements for food waste. The applicant shall provide a copy of a "will-serve" letter or equivalent from Tahoe Truckee Sierra Disposal (TTSD) to ensure that the final solid waste and recycling collection plan will be serviced by TTSD. The proposed storage areas are required to be located within 250 feet of an access doorway to the commercial units which they are intended to serve and should accommodate storage of all mixed waste, recyclables and cardboard. The storage areas shall be properly screened and resistant to wildlife. Storage areas are required to be compatible with the project and surrounding structures and land uses. The applicant shall pay to have the project site serviced as frequently as necessary to ensure there is no stockpiling of food byproducts, garbage, packaging materials, etc. and to reduce potential impacts on adjacent properties in terms of odors, wildlife nuisances, etc. The solid waste and recyclables storage areas shall be kept tidy and free from loose debris at all times. If an alternative organic recycling plan is requested, approval from the Town's Solid Waste and Recycling Division and Tahoe-Truckee Sanitation Agency and any other applicable agencies is required. The solid waste and recycling receptacle area(s) shall be designed to divert drainage from adjoining roofs and pavement around the receptacle. The solid waste and recycling container shall be screened or walled to prevent off-site transport of trash, including transport by wind. The solid waste and recycling receptacle(s) shall also be covered when not in use or during storm events. (Development Code Section 18.30.150)
71. Solid waste, recycling, and organics requirements shall comply with state and local requirements. The residential fourplex shall include the following:
 - a. 2 x 96-gallon MSW carts
 - b. 2 recycling carts
 - c. Bear boxes that accommodate carts may be installed, or an enclosure that is 6' x 6' **(Planning Division Recommendation)**
72. Bear boxes are not approved for the townhomes. Trash rooms integrated into the home are required. **(Planning Division Recommendation)**
73. Prior to final occupancy, any/all roof-mounted and ground-mounted equipment shall be screened with an architectural compatible design, in accordance with Development Code Section 18.30.110.D. All flashing, vents, and gutters shall be painted in a color to blend with adjacent building colors. **(Planning Division Recommendation)**
74. All of the initial tenants of the five smaller commercial buildings (identified as three neighborhood commercial and two live/work commercial on the site plan) shall be required to submit Zoning Clearance or Use Permit applications to the Town of Truckee Planning Division for review and approval to establish a use consistent with the Gray's Crossing Specific Plan. Any future changes of use shall require review and approval by the Town. **(Planning Division Recommendation)**
75. Up to two center identification signs are approved. The center identification sign(s) shall be redesigned and relocated to be consistent with the Development Code standards of ground-mounted signs (Section 18.54080 (Standards for Specific Types of Permanent

Signs) and shall be consistent in design with the architecture of the Village. No signage shall be allowed within 30' of the western property line and at least two feet from any other property line. The applicants shall submit a revised design and proposed location(s) for review and approval by the Community Development Director prior to building permit issuance of the center identification sign(s). **(Planning Division Recommendation)**

76. Each small commercial tenant (up to five in each of the three neighborhood commercial units and up to three in each of the two live/work lofts) shall be allowed to have signage as described in the July 16, 2019 Planning Commission staff report and in compliance with the following:
 - a. Hanging signs, projecting signs, and wall signs shall be located in close proximity to a business entrance where customers have access.
 - b. Only two types of signs are allowed per business (one hanging sign and one projecting sign; wall sign and hanging sign; wall sign and projecting sign)
 - c. For hanging signs: The maximum square footage for the sign shall be one square foot for each lineal foot of business frontage.
 - d. Hanging signs and projecting signs are allowed under awning only with an eight-foot clearance under the pathway
 - e. Other shapes and logo placements can be approved provided the signs meet the size, location, and material requirements. **(Planning Division Recommendation)**
77. No temporary signage is approved with this project. Any future temporary signage shall be required to apply for a Temporary Sign Permit for review and approval. **(Planning Division Recommendation)**
78. For all signs, the following conditions apply:
 - a. No reflective material
 - b. Only natural materials
 - c. A three-dimensional component is required. **(Planning Division Recommendation)**
79. Prior to building permit issuance, the applicant shall submit an overlay that shows that the project is in compliance with the Gray's Crossing Open Space district shown in the Gray's Crossing Specific Plan Zoning Exhibit. **(Planning Division Recommendation)**
80. **Final Landscaping Plan:** The project shall provide landscaping in accordance with Chapters 18.40 and 18.42 and Section 18.30.155 of the Development Code, and as follows:
 - Prior to building permit issuance, the applicants shall submit a final landscaping plan that is consistent with the preliminary landscape plan. All plants shall be drought tolerant and appropriate for the Truckee climate. Native plants are preferred. Only native riparian vegetation is allowed within the setback to the floodplain. No disturbance or vegetation is allowed within the floodplain. Low level and midlevel shrubs and trees shall be incorporated to screen the project site to and from SR 89N. The applicant shall work with staff onsite prior to and during landscape installation to ensure there is adequate screening along State Route 89N. The final landscape plan shall include the irrigation design plan.
 - Prior to issuance of a temporary or final certificate of occupancy, the applicant shall submit documentation of compliance with Development Code Section 18.40.060 (Water Efficient Landscape Ordinance), including all required Water Efficient

Landscape Worksheets including Worksheet A (Maximum Allowed Water Allowance) and Worksheet B (Certificate of Completion) for review and approval by the Community Development Director.

- Prior to issuance of a temporary or final certificate of occupancy, the applicant shall submit to the Planning Division a complete maintenance plan and contract, ensuring proper maintenance of all landscaping and irrigation, to be approved by the Community Development Director. The property owner shall be responsible for maintaining all plantings and irrigation, and in any case where required plantings have not survived, the property owner shall be responsible for replacement with equal or better plant materials.
- At least one week prior to issuance of a temporary or final certificate of occupancy, the applicant shall request an on-site inspection from the Planning Division for all landscaping and irrigation, and the applicant shall submit a landscape inspection fee in the amount established by the Town Fee Schedule at the time of the request (currently \$321). All landscaping shall be installed in accordance with the final landscape plan and these landscape conditions prior to issuance of a temporary certificate of occupancy OR installation of the landscaping shall be guaranteed by a performance guarantee or other acceptable security prior to issuance of a temporary certificate of occupancy and installation shall be completed prior to issuance of a final certificate of occupancy. **(Planning Division Recommendation)**

81. The project shall comply with all applicable Truckee Fire Protection District (TFPD) ordinances and requirements as determined by the District Fire Marshal. These ordinances and requirements may include, but are not limited to, roads and driveways, installation of fire hydrants and extinguishers, minimum fire flow, fire department access and safety, automatic sprinkler and alarm system for the building, driveway and width, and paving specifications, wildland fire protection, and payment of fire mitigation fees.

- The Fire District routinely adopts and amends the California Fire Code. New developments are required to comply with the locally adopted and amended Fire Code that is in effect at the time the project is permitted. Complete plans must be submitted to the Fire District for review and approval (<https://www.truckeefire.org/plan-review>). The developer will be responsible for plan review fees for both in-house plan reviews as well as third party plan reviews conducted to ensure compliance with the locally adopted fire code. The developer is required to comply with the Fire District's interpretation of the Fire Code as the authority having jurisdiction. Some typical interpretations include: providing Knox key box access for building control rooms and gates, providing markers, snow removal, and vehicle impact protection for fire hydrants, providing and maintaining pre-fire safety plans for Fire District use and, limiting vertical combustible construction prior to completion of an emergency water supply.
- The Fire District has adopted a capital facilities mitigation program that applies to new developments. The developer will be required to pay fire mitigation fees at the appropriate rate when the project is permitted.
- The developer is required to comply with the Fire District's currently adopted defensible space ordinance throughout the life of the project. The Zone 0 "ignition resistant zone" will be in effect after January 1st 2023 for new construction and January 1st 2024 for existing construction. A vegetation management plan that addresses the creation and continued maintenance of defensible space around the project area will be required.

- Inspections can be scheduled at Inspections — Truckee Fire Protection District (<https://www.truckeefire.org/inspections-2>)
- Sprinkler plans (for the structures) can be submitted as a deferred submittal to EFS Engineered Fire Systems, Inc. (<https://engineeredfiresystems.com/>)
- The development is located inside the Town of Truckee's boundaries which have been identified as a very high fire hazard severity zone. As such Title 14 requirements apply and would have additional requirements for ingress and egress requirements. Cal Fire would be the subject matter expert on this interpretation and implementation. **(TFPD)**

82. The applicant shall comply with all requirements of the Truckee Donner Public Utility District Water Department including, but not limited to, the following:

- Submittal of a complete set of detailed utility plans submitted to the District for review and approval, installation of new valves and abandonment of some existing valves, fees and charges associated with new construction.
- The Preliminary Grading, Drainage and Utility Plan of the revised hotel drawings (Drawing C3.0) included with the routing indicates connection to an existing lateral to the north of the proposed hotel structure. The Water Department has reviewed and approved improvement plans for this adjoining property to the north. However, the property to the north is currently undeveloped and lateral in question does not exist.
- The proposed project is subject to the requirements of AB 1881 and installation of a separate dedicated irrigation meter will be required if the project has 5,000 square feet or more of irrigated landscape.
- A Development Agreement with the District.

For mixed-use development that consists of both residential and non-residential units, the residential units must be metered separately from the non-residential units. For mixed-use development where all units are under single ownership and are rented to more than one party, a minimum of one master meter serving all residential units and a second master meter serving all non-residential units is required. Separate meters serving each individual unit may be installed at the option of the owner. For mixed-use development consisting of both residential and non-residential condominium units, a separate meter is required for each residential unit. The non-residential units may be served by either a master meter serving all non-residential units, or separate meters serving individual units may be installed. **(TDPUD)**

83. The applicant shall comply with all requirements of the Truckee Donner Public Utility District Electric Department, entering into a Development Agreement with the District during the design process to coordinate the electrical improvements for this project. An agreement for the modification of facilities will be necessary. The detailed scope of work and the associated costs will be determined based on the District's review of the completed development application and supporting documentation. **(TDPUD)**

84. The applicant shall comply with all requirements of the Truckee Sanitary District. **(TSD)**

85. As determined by the Community Development Director in coordination with the District Fire Marshal, the project shall comply with all applicable Truckee Fire Protection District ordinances and requirements related to the construction or installation of physical infrastructure, facilities, and improvements and the payment of mitigation fees for the construction of facilities and the purchase of equipment. These ordinances and requirements may include, but not be limited to, installation of fire hydrants, minimum fire

flow, automatic sprinkler systems for buildings, access to buildings, driveway and turnaround specifications, and fuel clearance. These requirements are outlined in the District's letter on the project dated January 28, 2019. The hydrant system shall be installed and serviceable prior to construction. Other physical infrastructure, facilities, and improvements shall be installed at the time of development and completed prior to temporary occupancy of buildings and the land, and the mitigation fees shall be paid in accordance with adopted Council rules for administration of the mitigation fee program. **(TFPD)**

86. Prior to building permit issuance: The proposed commercial Food Facility, Bar, Pool, and Spa will require an annual permit from NCDEH. Prior to permitting applications for a Major Food Facility plan review and Major Pool plan review must be submitted and applicable fees paid. The plan review submittals must contain digital copies of the design/plans for the construction (If submitted in paper form please include 2 sets of the plans), along with equipment specifications, any proposed retail area, storage areas, janitorial areas, restrooms, plumbing, electrical, etc. This plan check submittal must be approved before any construction of the food facility or pool/spa can begin. Prior to occupancy: The facility shall pass a final construction inspection with Environmental Health, apply for an annual Certificate of Operation for a Restaurant/Bar/Pool/Spa, and pay applicable fees prior to opening. **(NCDEH)**
87. Prior to the issuance of building permits or improvement plans, the applicant shall submit payment for construction mitigation monitoring. The fee amount is established by the Town Fee Schedule at time of building permit submittal. **(Planning Division Recommendation)**
88. The project is identified as a "Large Project" within the Particulate Matter Air Quality Plan, adopted in July 1999. Prior to grading or building permit issuance, whichever is first, air quality mitigation fees are required to offset project contributions to air quality degradation in the area, in compliance with the Town's Particulate Matter Air Quality Management Plan. The amount is primarily based on trip generations for with the project, determined through a traffic study. The trip generation identified in the Gray's Crossing Specific Plan shall be used unless the applicant requests and funds a new study by the Town. The fee is based on the Town Council resolution in effect at the time of grading/building permit issuance. **(Planning Division Recommendation)**
89. The project shall comply with all requirements of CalFire, including, but not limited to, filing a Timber Harvesting Conversion and Timber Harvest Plan or Notice of Conversion Exemption Timber Operations with the California Department of Forestry and Fire Protection. **(CalFire)**
90. Prior to building permit final, the applicants shall record a reciprocal access and maintenance easements for each of the shared driveways for the townhomes. **(Planning Division Recommendation)**
91. The applicant shall pay their fair share of the fee to participate in and fund a transit plan, per Mitigation Measure 4.2.9 of the EIR. The applicant shall either enter into an agreement with the Gray's Crossing Master Association or with the Town to pay their fair share based on the Northeast Truckee Transit Plan, dated February 20, 2007 and the "Agreement Regarding Implementation of Permit Conditions Regarding Gray's Crossing Transit Plan" and any subsequent amendment. An updated study may be used with Town of Truckee

approval. If an agreement is pursued with the Gray's Crossing Master Association, the agreement shall be provided to the Town of Truckee for documentation. If an agreement with the Town is pursued, the agreement shall be reviewed and approved by the Town Attorney. The agreement shall be recorded prior to temporary or final occupancy of any building in the Village. **(Planning Division Recommendation)**

92. The design and location of the bus turnout shall be reviewed and approved by the Town Engineer in collaboration with the Tahoe Truckee Unified School District as part of the frontage improvements. **(Planning Division Recommendation)**

Hotel and Conference Center Conditions of Approval

93. A portion of the private parking for the hotel is located in the 20-foot snow storage easement. Prior to building permit issuance, a snow storage easement abandonment will be required to be completed. **(Development Code Section 18.30.056)**

94. Noise: The hotel and conference center shall be consistent with the Noise Ordinance of the Development Code and Chapter 9.20 of the Town of Truckee Municipal Code. Only low-level background music is proposed and allowed in the outdoor dining and conference areas of the hotel. If additional outdoor music is desired or if verifiable complaints are received that any indoor sound can be heard outdoors at sensitive noise receptors, a noise study by an acoustical expert shall be conducted to test the indoor and outdoor sound systems to determine appropriate noise types and/or appropriate levels and configurations to comply with the Town's Noise Ordinance. The analysis should include review of the noise at or around the nearest residences (i.e., the fourplex and mixed-use residential lofts, with property owner approval related to access) under varying conditions such as with the windows/doors opened and closed, varying levels of volume and bass, etc. The acoustical expert shall inform the Planning Division of the time/day of any testing to allow attendance and observance of the testing. The acoustical expert shall create a report and recommendation list (including, but not limited to, requiring no outdoor music, window/door openings, volume levels, orientation/modification of speakers, hours of operation) to ensure compliance with the Noise Ordinance to be reviewed by the Community Development Director. The Community Development Director may require implementation of all or a portion of the recommendations to ensure compatibility with the neighborhood. Additional requirements may be applied to ensure consistency with the Noise Ordinance. **(Development Code Chapter 18.44)**

95. The materials for the hotel and conference center shall be consistent with the materials described in the March 17, 2026 staff report, with the following requirements:
- a. The fiber cement board shall be smooth.
 - b. The applicant shall work with staff to explore alternative options to the ginger/cordovan (beige) brown color to avoid mimicking a wood tone.
 - c. The applicant shall review the ghost town gray (lighter gray color) to ensure the siding color does not read as white when installed in the field. The applicant shall work with staff to determine if a warmer, darker tone should be considered. Material boards installed and reviewed in the field may be required to review the proposed material color. The applicant shall work with staff in the field to determine if the proposed material is appropriate or if an alternative color would be more appropriate.
 - d. The applicant shall explore alternative dimensional shapes (e.g., panels) to the siding to ensure the product does not mimic wood.

- e. Board formed tile is prohibited. The applicant shall work with staff on an alternative authentic material for the building facades.

The Community Development Director shall review and approve the final colors, siding dimensions, and materials. ***(Planning Division Recommendation)***

- 96. Hotel and Conference Center Signs: One wall (canopy sign) on the conference center, one wall sign on the hotel, and one ground-mounted sign on site are approved. The sign plan shall be in compliance with the requirements of the Development Code, including requirements for quantity, size, sign height, materials, and lighting. No deviations to the standards required by the sign ordinance shall be allowed. The final sign plan shall be reviewed and approved by the Community Development Director. ***(Planning Division Recommendation, as modified by the Planning Commission at its January 16, 2024 meeting)***
- 97. Use of the hotel outdoor dining and conference area shall cease by 10 PM and may be further restricted by the findings of the noise study. Set-up and breakdown of the outdoor events may start at 7:00 AM and is required to end by 11:00 PM. ***(Development Code Chapter 18.44)***
- 98. Hours for hotel events are limited to 8:00 AM to 10:00 PM. ***(Planning Division Recommendation)***
- 99. All hotel and conference center events shall be located in the conference center building, associated outdoor plaza, and adjacent walkways. Use of the park or any other common area in the Village at Gray's Crossing for events is prohibited. ***(Planning Division Recommendation)***
- 100. A Certificate of Map Correction is required to be recorded prior to building permit issuance of the hotel to modify the right-of-way boundary on the west side of Edwin Way, directly north of the roundabout to ensure all private improvements are located on private property. ***(Planning Division Recommendation)***

Car Wash-Specific Conditions of Approval

- 101. Parking Requirements: Parking requirements for the car wash were calculated per Development Code Chapter 18.48 (Parking and Loading Standards):

Self-service vehicle washing: 2.5 spaces per washing stall

Five car stall: 5 x 2.5 = 12.5 parking spaces required

13 parking spaces are required on site for the car wash. ***(Development Code Chapter 18.48)***

- 102. Easements: Prior to building permit issuance, the 20-foot Public Utility Easement that is being encroached by the car wash development shall be abandoned or additional land use entitlements obtained. Any relocation of an easement shall be coordinated with the applicable public utilities and shall avoid all structures, required landscaping, and required site improvements. Prior to building permit issuance, the trash enclosure shall be relocated outside of the 25-foot snow storage easement. ***(Development Code Section 18.30.056)***

103. The polycarbonate tunnel doors shall be upgraded in design and material. Options include, but are not limited to, using a black frame and reducing transparency. The design (material, color, windows) of the door shall be reviewed by the Community Development Director. 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. ***(Development Code Chapter 18.44, with modifications by the Planning Commission at its January 16, 2024 meeting)***
104. The number of bike parking spaces for the car wash shall comply with Development Code Section 18.48.090 (Bicycle Parking and Support Facilities). For non-residential projects, the minimum number of bicycle parking spaces required is 15% of the parking demand for the project or three bicycle parking spaces, whichever is greater. Based on the parking demand calculations for the project of 13 parking spaces, two bicycle parking spaces are required, therefore, three bicycle parking spaces are required. Three bicycle parking spaces are required. Prior to building permit issuance, the plans shall provide the required number of secure bicycle parking spaces or storage prior to building permit issuance. The dimensions, location, and design of the bicycle parking shall be in compliance with Development Code Section 18.48.090 (Bicycle Parking and Support Facilities). ***(Development Code Section 18.48.090)***
105. Noise: The project shall be consistent with the Noise Ordinance of the Development Code. A noise study shall be conducted prior to building permit final to ensure operations of the use is consistent with the Noise Ordinance and the findings of the Noise Study. ***(Planning Division)***
106. Hours of operation: Hours of operations for the car wash shall be limited to 7:00 AM to 7:00 PM or sunset, whichever is earlier, seven days a week,. ***(Planning Division, as modified by the Town Council at its March 12, 2024 hearing)***
107. All building materials and colors for the car wash shall be consistent with the approved plan set, and as described in the January 16, 2023 Planning Commission staff report. The use of cultured stone shall be prohibited. Natural stone and/or natural stone veneer may be used. ***(Planning Division)***
108. Architecture: Prior to building permit issuance, the car wash architecture of the northeast corner shall be modified to either lower the height of the roof or extend the glazing, with awning, upward to reduce the blank expanse of siding on the south elevation of the customer area. The final design of this corner shall be reviewed and approved by the Community Development Director. ***(Planning Division)***
109. Vacuum Stations: Prior to building permit issuance, the following modifications shall be made to the vacuum stations for the car wash project:
 - a. The shade structure shall be removed from the five parking spaces closest to the building to allow taller vehicles to use the vacuum stations.
 - b. For the four vacuum stations located closest to Edwin Way, a carport structure that is architecturally compatible with the main structure is required. The structure is

required to be a maximum of 10 feet tall and the vacuum stations shall be tucked under the structure to reduce visual clutter and light impacts. The design of the structure shall be compatible with the design of the main structure and shall use the same materials found on the main structure. Use of structural posts shall be minimized, and the roof type and materials shall be similar to those found on the main structure. The design shall be reviewed and approved by the Community Development Director prior to building permit issuance. The structure shall not impede the use of the snow storage area.

- c. The design of the animal resistant containers shall be reviewed and approved by the Community Development Director prior to building permit issuance.
 - d. The vacuum light fixtures shall only be allowed to be on when the vacuum is in use. The customer will be required to specifically activate the light with a switch or turn on 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. ***(Planning Division, with modifications made by the Planning Commission at its January 16, 2024 hearing)***
110. Payment Kiosk: Prior to building permit issuance, the following modifications shall be made to the payment kiosk for the car wash to ensure that it is as minimally visually obtrusive as possible:
- a. Up to two kiosks are allowed for the site as shown on the approved plans.
 - b. The design, materials, and colors of the kiosk are required to be consistent 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. The relocation and materials shall be reviewed and approved by the Community Development Director.
 - c. The kiosk face shall be less than four s.f. and shall not include any reflective surfaces.
 - d. The kiosk height shall be a maximum of five feet tall.
 - e. The screen(s) meets all of the following criteria:
 - Less than 20 square inches, in total;
 - The contents are minimal; only two colors are used on the screen; and the background shall not be white;
 - 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 and outside of business hours; and
 - No sound is allowed. ***(Planning Division, with modifications made by the Planning Commission at its January 16, 2024 hearing)***
111. The vending machine design for the car wash shall be fully integrated into the building.

The design and materials of the vending machine shall be reviewed and approved by the Community Development Director. 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. An inspection shall be required prior to building permit final to ensure consistency with this requirement. **(Planning Division)**

112. Interior lights in the car wash tunnel shall be shut off when the car wash is not in operation and outside normal business hours. **(Planning Division)**
113. The car wash shall comply with all requirements of Nevada County Department of Environmental Health, including:
 - a. Prior to building permit issuance of any food facilities, underground fuel storage tanks, bulk hazardous material storage facilities or any hazardous waste generators, the applicant shall submit plans and permit applications to the Nevada County Department of Environmental Health. Submitted plans shall be in accordance with the California Retail Food Facility Law, California Health and Safety Code Chapters 6.5 through 6.95 and the related State and County regulations as applicable. Applicants that qualify for these types of permits are strongly advised to contact Environmental Health early in the project design.
 - b. Prior to occupancy, any food facilities, underground fuel storage tanks, bulk hazardous material storage facilities or any hazardous waste generators, shall secure an annual certificate of operation (Health Permit) as applicable. **(NCDEH)**.
114. For the car wash portion of the project, the applicant shall comply with all requirements of the Truckee Donner Public Utility District Water Department including, but not limited to, the following:
 - a. There are existing large diameter water pipelines located at the project site. Significant modifications to and/or relocation of these existing facilities will be required to allow construction of the proposed project. The owner/developer has been informed of this issue and the District is working with the project engineer (SCO) to identify potential options.
 - b. The dedication of new easements will be required for any new or relocated water system facilities that are not located within existing easements.
 - c. There is not an existing service lateral and meter box intended to serve this property. Construction of a new service lateral and meter box by the owner/developer will be required. Additional information is needed to determine the size, configuration and location of these new facilities.
 - d. The proposed project is subject to the requirements of AB 1881 and installation of a separate dedicated irrigation meter will be required if the project has 5,000 square feet or more of irrigated landscape.
 - e. The developer will be required to enter into a development agreement with the District and fulfill the requirements thereof regarding construction of the necessary water system infrastructure. **(TDPUD)**

115. For the car wash portion of the project, the project shall comply with all requirements of the Tahoe-Truckee Sanitation Agency, including the following:

The applicant will be required to complete and submit in units and terms appropriate for evaluation, the attached Industrial Wastewater Discharge Permit Application (Application). The information collected on the Application will be used to determine the following:

- a. The impacts the Project might have on T-TSA's facilities and operations
- b. Whether pretreatment will be required,
- c. If discharge conforms to T-TSA's Ordinance No. 1-2015, and Ordinance No. 2-2015.
- d. T-TSA's ability to serve the Project,
- e. If the proposed facility meets the definition of a Significant Industrial User.
- f. The process EDUs charge for the proposed facility (Ordinance No.1-2019, Table A-2).

The Application must be signed by the Project's responsible officer or manager, or any other duly Authorized Representative designated by the applicant. The applicant will need to submit plans to T-TSA in order to confirm process details concerning process wastewater discharges. These plans will also be used to tabulate fixture unit counts and other billing factor counts. **(TTSA)**

Tentative Map

116. The applicant shall submit Final Map and condominium map check prints, all required information, and applicable fees to the Planning Division for review and approval with the Final Map application. The Final Map shall be prepared by a licensed land surveyor or engineer in accordance with the Subdivision Map Act and Town Subdivision Ordinance. **(Planning Division Recommendation)**
117. The applicant shall submit a certified copy of the tax certificate executed by the Nevada County Tax Collector prior to Final Map and/or condo map recordation. **(Planning Division Recommendation)**
118. The applicant shall pay the park and recreational fee (Quimby fee) prior to map recordation. The fee that shall be paid is the latest fee that was adopted by Town Council resolution at the time of payment. The applicant may pay the Quimby fee at any time after tentative map approval but is required to be paid prior to map recordation. **(Truckee Donner Recreation and Park District)**
119. Prior to the recordation of any final map for residential lots, the Landowner shall grant an aircraft overflight easement to the Truckee Tahoe Airport District. The easement shall include the language shown in the "Typical Overflight Easement" sample provided in the Airport Land Use Planning Handbook. **(Planning Division Recommendation)**
120. To offset project contributions to cumulative air quality degradation in the area, woodstoves and other wood-burning devices shall be prohibited within the project. A restriction shall be applied to the Final Map. **(Planning Division Recommendation)**
121. The Common Space and Open Space parcels shall be identified on the Final Map. Other

than the approved trail Improvements to the common space areas shall be reviewed and approved by the Community Development Director. Only the "Allowed Uses" under Development Code Section 18.46.050.G are allowed. The Community Development Director may approve additional trails, small picnic areas, or small playground structures, if it maintains the overall project open space requirements. Other than the approved trail, no other improvements are approved to the Open Space parcels. **(Planning Division Recommendation)**

122. The applicant shall submit to the Community Development Director a proposed street name for the private road accessing the townhomes. The street name shall not be identical or similar to existing street names in the Town of Truckee or the surrounding area. The street names shall be approved by the Community Development Director prior to issuance of any certificates of occupancy for structures served by the street. **(Planning Division Recommendation)**
123. The two southern parcels, APNs 043-070-003 and 043-070-004 (Lots H and I of the Village at Gray's Crossing Final Map 02-007; Nevada County Subdivision Book 8, Page 182) are approved for snow storage. No snow storage shall occur in the floodplain or the floodplain setback identified in the recorded Final Map No. 02-007 Gray's Crossing Village Phase 1 Map (Subdivision Map 8 182). The recorded floodplain and floodplain setback shall be recorded on the new map. If future development of these APNs are proposed, a revised snow storage plan shall be reviewed and approved by the Community Development Director. **(Planning Division Recommendation)**
124. As part of the Final Map application, please indicate if and where a cluster mailbox is proposed. The location and design shall be reviewed and approved by the Community Development Director and Town Engineer. **(Planning Division Recommendation)**
125. Prior to recordation of the subdivision map, a maintenance agreement and/or property owners association shall be required for the buildings, roads, parking lots, trails (including offsite trails built by the project), drainage areas, landscaping, irrigation, snow removal and common space. The maintenance agreement shall be reviewed and approved by the Town Engineer. **(Planning Division Recommendation, as modified by the Planning Commission at the August 20, 2019 meeting)**
126. The proposed water utility line on Lot 9 of the Tentative Map shall be relocated outside of the floodplain setback. The easement shall not be located in the floodplain setback. **(Planning Division Recommendation, as modified by the Planning Commission at the August 20, 2019 meeting)**
127. The 60' Drainage easement in the northeast area of the site shall be reconfigured to avoid the proposed bicycle and pedestrian easement but to maintain the same area size. The existing drainage basin may be required to be reconfigured to accommodate the realigned trail. **(Planning Division Recommendation)**
128. Concurrent with the recordation of the condominium plan, CC&Rs are required to be recorded to address maintenance and responsibility of the commercial and residential units. The CC&Rs shall include, but not be limited to, provisions for common maintenance of all shared spaces between the nonresidential and residential uses, parking, landscaping, balconies, and buildings. The plan shall comply with all applicable requirements of the Development Permits and shall be reviewed and approved by the

Community Development Director prior to recordation of the Condominium Plan.
(Planning Division Recommendation)

Mitigation Measures/Implementation Measures

129. The applicant shall comply with the adopted Gray's Crossing Specific Plan Mitigation Measures as shown in Exhibit "C" of this resolution, including all applicable mitigation measures. The applicant shall provide documentation of compliance. ***(Planning Division Recommendation)***

**PLANNING COMMISSION RESOLUTION 2026-06
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION
APPROVING APPLICATION NO. 2025-00000150
(THE VILLAGE AT GRAY'S CROSSING PROJECT AMENDMENT #3)**

EXHIBIT "B"

FINDINGS

All findings for the Village at Gray's Crossing are supported by the July 16, 2019, August 20, 2019, November 16, 2021, December 19, 2023, January 16, 2024 and October 21, 2025 Planning Commission staff reports, the March 12, 2024 Town Council staff report, and the corresponding meeting minutes.

Development Permit

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

The proposed development is for the uses listed below, which are all identified as permitted uses under the Gray's Crossing Specific Plan in the Village District (Gray's Crossing CN zoning district), with approval of a Development Permit:

- a. A 129-unit hotel (89,654 s.f.) with 4,820 s.f. conference center and spas;
- b. Five mixed-use buildings with a total of 17,192 s.f. of ground floor commercial space and 21 residential lofts (live/work quarters above);
- c. One residential fourplex;
- d. Twenty-four (24) townhomes;
- e. A 3,883 s.f., 100-foot automated car wash, 13 parking stalls with nine vacuum stations, and small customer service area with restroom.

The development is consistent with the Development Code, Town Municipal Code, and the Public Improvements and Engineering Standards, as modified by the conditions of approval and mitigation measures. This finding is supported in the "Discussion/Analysis" section of the July 16, 2019, August 20, 2019, November 16, 2021, December 19, 2023, January 16, 2024 and October 21, 2025 Planning Commission staff reports, the March 12, 2024 Town Council staff report, and the corresponding meeting minutes.

2. The proposed development is consistent with the General Plan, any applicable Specific Plan, the Trails Master Plan, the Truckee Tahoe Airport Land Use Compatibility Plan, and the Particulate Matter Air Quality Management Plan.

The proposed development is for the following uses, which are all identified as permitted uses under the Gray's Crossing Specific Plan in the Village District (Gray's Crossing CN zoning district), with approval of a Development Permit:

- a. A 129-unit hotel (89,654 s.f.) with 4,820 s.f. conference center and spas;
- b. Five mixed-use buildings with a total of 17,192 s.f. of ground floor commercial space and 21 residential lofts (live/work quarters above);

- c. *One residential fourplex;*
- d. *Twenty-four (24) townhomes;*
- e. *A 3,883 s.f., 100-foot automated car wash, 13 parking stalls with nine vacuum stations, and small customer service area with restroom.*

The 2040 General Plan supports continued implementation of the Gray's Crossing Specific Plan. The development is consistent with the Particulate Matter Air Quality Management Plan and the Truckee Tahoe Airport Land Use Compatibility Plan, as modified by the recommended conditions of approval and mitigation measures. This finding is supported in the "Discussion/Analysis" section of the July 16, 2019, August 20, 2019, November 16, 2021, December 19, 2023, January 16, 2024 and October 21, 2025 Planning Commission staff reports, the March 12, 2024 Town Council staff report, and the corresponding meeting minutes.

- 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.

With incorporation of the conditions of approval to work on the articulation, roof planes, architecture, and materials for the hotel and commercial buildings, the project is consistent with the design objectives of the design guidelines. This finding is further supported in the "Discussion/Analysis" section of the July 16, 2019, August 20, 2019, November 16, 2021, December 19, 2023, January 16, 2024 and October 21, 2025 Planning Commission staff reports, the March 12, 2024 Town Council staff report, and the corresponding meeting minutes.

- 4. The Development Permit approvals are 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 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;*
 - 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 approved by the State of California and is under construction. 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; 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. The site for the proposed use is physically suitable for the type and density/intensity of development being proposed, and is 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. The subject site is served by streets adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed development.

With the incorporated conditions of approval, the project use is physically suitable for the development proposed. All existing roadways that serve the project site are in compliance with the Town Development Code and Public Improvement Engineering Standards. This finding is further supported in the "Discussion/Analysis" section of the July 16, 2019, August 20, 2019, November 16, 2021, December 19, 2023, January 16, 2024 and October 21, 2025 Planning Commission staff reports, the March 12, 2024 Town Council staff report, and the corresponding meeting minutes.

6. 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 Nevada County Environmental Health Department and Truckee Fire Protection District has submitted comments stating that they do not object to the project as proposed provided that the project proponent complies with their standard conditions and regulations. NCEHD's conditions of approval that require the applicant to apply for a plan review for the retail/restaurant areas, spa, car wash, and hotel.

Tentative Map

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

The Tentative Map includes a redescription/resubdivision of an existing map with a redescription bike and pedestrian easement which was recorded on September 21, 2021 (Final Map 2020-0000029; Nevada County Subdivision Book 9, Page 26). A 40' access easement that provides access to existing lots to the east and a 20' east/west easement along current Lot "O," "P" and "Q" were removed. However, the Final Map included a new east/west private road and public utility easement to access the eastern property where the proposed townhomes are located that was not previously recorded. All other easements were maintained and all agencies and utilities have reviewed the Tentative Map and Final Map and no objections were filed. The remaining condominium plan to create five ground floor commercial spaces and 21 individual residential lofts is an airspace subdivision and would not conflict with any existing easements or access.

2. There is available capacity in community sewer and/or water systems serving the subdivision or the subdivision will be served by on-site septic systems and/or private wells that comply with Nevada County Department of Environmental Health regulations;

Public sewer and water are proposed for this project. The Truckee Donner Public Utility District (TDPUD) is the water supplier within Truckee. The TDPUD, Truckee Sanitary Agency, and Tahoe-Truckee Sanitation Agency have reviewed the project and no objections were filed. The Gray's Crossing Specific Plan and General Plan has envisioned a mixed-use development at this location since 2004. Conditions of Approval from the utility districts have been incorporated within this Resolution that include installation of new or upgraded utilities and infrastructure, payment of fees, dedication of facilities, and Development Agreements.

3. Distribution and collection facilities for sewer and water and other infrastructure are installed to lot boundaries; and

Conditions of Approval from the utility districts have been incorporated within this Resolution that include installation of new or upgraded utilities and infrastructure, payment of fees, dedication of facilities, and Development Agreements. As part of the Final Map, all distribution and collection facilities for sewer and water and other infrastructure was installed or a financial surety in the amount of 125% of the remaining improvements shall be provided to the satisfaction of the Town Engineer.

4. Recreation development fees are paid prior to map recordation.

New residential parcels paid the applicable subdivision park and recreational fees (Quimby Fees) prior to recordation of the Final Map. Any future new residential parcels will be required to pay the applicable subdivision park and recreational fees (Quimby Fees) prior to recordation of the Final Map. Recreation facility mitigation fees shall be paid at the time of building permit submittal.

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

Sewage from the proposed development will be discharged into the Truckee Sanitary District collection system and the Tahoe-Truckee Sanitation Agency treatment facility. The treatment facility has sufficient capacity to accommodate sewage flows from the development, thereby not negatively affecting TTSA's ability to comply with RWQCB requirements.

Comprehensive Sign Program

6. The Comprehensive Sign Program complies with the standards of this Chapter, except that flexibility is allowed with regard to sign area, number, location, and/or height to the extent that the Comprehensive Sign Program will enhance the overall development and will more fully accomplish the intent of this Chapter.

The Comprehensive Sign Program is for the two center monument signs, five mixed-use buildings, and hotel with conference center. No flexibility was requested for the number of signs, locations, and height of the signs. The Planning Commission, as part of its January 16, 2024 review, specifically required that the signs for the hotel and conference comply with the requirements of the sign code. All signs are required to be consistent with the standards of the Development Code, without deviation. With the incorporation of the conditions of approval, this finding is supported in the "Discussion/Analysis" section of the July 16, 2019, August 20, 2019, and January 16, 2024 Planning Commission staff reports and the corresponding meeting minutes.

7. The signs enhance the overall development, are in harmony with, and are visually related to other signs included in the Comprehensive Sign Program and to the structure and/or developments they identify, and to surrounding development.

All signs are required to be consistent with the standards of the Development Code, without deviation. The sign code requires business signage to be located in close proximity to customer entrances and in proportion to the frontage lengths of the buildings and businesses. With the incorporation of the conditions of approval, this finding is supported in the "Discussion/Analysis" section of the July 16, 2019, August 20, 2019, and January 16, 2024 Planning Commission staff reports and the corresponding meeting minutes.

8. The Comprehensive Sign Program discourages uniformity and monotony in design and placement of signs and encourages individual business expression.

All signs are required to be consistent with the standards of the Development Code, without deviation. The sign code requires business signage to be located in close proximity to customer entrances and in proportion to the frontage lengths of the buildings and businesses. While the dimensions and material of the signs for the mixed use buildings are uniform, the content of each sign can be unique for each business.

9. The Comprehensive Sign Program accommodates future revisions which may be required due to changes in use of tenants.

All signs are required to be consistent with the standards of the Development Code, without deviation. Future signage will be required to comply with the existing sign code standards in effect at the time of the application. With the incorporation of the conditions of approval, this finding is supported in the "Discussion/Analysis" section of the July 16, 2019, August 20, 2019, and January 16, 2024 Planning Commission staff reports and the corresponding meeting minutes.

**PLANNING COMMISSION RESOLUTION 2026-06
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION
APPROVING APPLICATION NO. 2025-00000150
(THE VILLAGE AT GRAY'S CROSSING PROJECT AMENDMENT #3)**

EXHIBIT "C"

**GRAY'S CROSSING SPECIFIC PLAN EIR
MITIGATION MEASURES**

This project is subject to the mitigation measures identified in the Gray's Crossing Specific Plan EIR, which was certified by the Town Council in 2004. Therefore, the below mitigation measures are required in addition to the project conditions of approval identified in Exhibit "B"

For access to the EIR, please use this link:

<http://laserfiche.townoftruckee.com/weblink/0/doc/4759648/Page1.aspx>

LAND USE

Mitigation Measure 4.1.1a The project applicant shall locate construction staging areas as far as feasibly possible from existing residential areas. Construction staging areas shall be identified on the project site improvement plans and shall be included as part of the submittal package for subsequent site plans / final maps for each phase of the PC-2 Specific Plan.

Mitigation Measure 4.1.1b Included as part of the submittal package for subsequent site plans / final maps, project applicants shall demonstrate to the Town and the Northern Sierra Air Quality Management District (NSAQMD) compliance with the Implementation Guidelines of the Town of Truckee Particulate Matter Air Quality Management Plan (AQMP). Compliance shall be documented in a Fugitive Dust Prevention and Control Plan, and shall extract key information from the AQMP and list all Best Management Practices (BMP's) to be implemented for the control of fugitive dust emissions throughout construction phases.

Mitigation Measure 4.1.1c Prior to commencement of any construction activities requiring complete or partial closure of existing roadways surrounding the project site, the project applicant shall perform the following tasks to the satisfaction of the Town of Truckee Public Works Department and Community Development Department, Planning Division:

- Provide written notice to property owners along affected roadways one week prior to roadway closures.
- To ensure public safety, clearly mark and secure roadway construction areas.
- Steel plates shall be placed over open trenches at the end of each work day to restore vehicle access to all residents.

Mitigation Measure 4.1.1d During construction activities, the project applicant shall limit the amount of daily construction equipment traffic by staging construction equipment and vehicles on the project site at the end of each workday rather than removing them.

Mitigation Measure 4.1.1e Locate fixed construction equipment such as compressors and generators as far as feasibly possible from sensitive receptors. Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power construction equipment.

Mitigation Measure 4.1.3 The proposed Gray's Crossing service station shall be reduced in capacity to a four station 8-pump station, which is more reflective of a neighborhood fueling station.

Mitigation Measure 4.1.4 As opposed to a membership only golf course, the Gray's Crossing golf course shall be operated to provide limited use to lodge guests, as well as the public. This is known as a semi-private golf course, meaning that the course has members, but is also open to the public and allows outside play by visitors at special times. An example would be that public tee times would be available two-and-one-half days per week: Wednesdays and Thursdays all day and Saturday from noon to 2 pm. Further, the Lodge will offer stay-and-play packages guaranteeing special tee times daily for its guests. At all other times, the course would remain a private course reserved exclusively for its members. The specific details regarding public and lodge guest use shall be worked out between the applicant and the Town of Truckee.

Mitigation Measure 4.1.5 The project applicant shall modify the proposed Gray's Crossing Trails Plan to provide connection between the 4' soft surface trail adjacent to SR 89 with the proposed Class I bike trail adjacent to Alder Drive. The Town of Truckee will make a final determination of the project's trails plan's consistency with the intent of the adopted Town of Truckee Trails Master Plan.

Mitigation Measure 4.1.8 All subsequent site plans and final maps shall conform to the provisions of the Tahoe Truckee Airport District Comprehensive Land Use Plan (CLUP) to include, but not be limited to, land use and height restrictions of the CLUP.

TRANSPORTATION AND CIRCULATION

Mitigation Measure 4.2.1 Prior to the issuance of the first building permit for the project or the recordation of final subdivision maps (whichever comes first), the project applicant shall pay its fair share cost of improvements at the SR 267 / Northstar Drive and Donner Pass Road / Bridge Street intersections as described in Table 4.2-15. Prior to issuance of the first Certificate of Occupancy or recordation of the Phase I Final Subdivision Map (whichever comes first), the project applicant shall conduct a signal warrant analysis at the SR 89 / Donner Pass Road intersection. If found by Caltrans to warrant improvement, the project applicant shall construct a signal or roundabout at this location as described in Table 4.2-15. If a signal warrant is not met prior to Phase 1 construction, at the Town's discretion, the project applicant shall be responsible for preparing a roundabout or signal design acceptable to Caltrans, posting a bond with the Town of Truckee equal to 125 percent of the construction cost of the improvement, conducting a signal warrant analysis on an annual basis, as well as for construction of a signal or roundabout when warrants are determined by Caltrans to be met. These signal warrant analyses will need to consider construction traffic impacts. Finally, if a signal or roundabout is not warranted prior to Phase 2 construction, the applicant will be required to provide traffic management at the intersection during those construction traffic periods at which average delay exceeds 50 seconds per vehicle, or provide a construction traffic management plan that avoids this level of delay.

In addition, prior to issuance of the first Certificate of Occupancy or recordation of the Phase I Final Subdivision Map for Grays Crossing Phase 1, the applicant shall construct a northbound left-turn lane at the SR 89 / Alder Drive / Prosser Dam Road intersection. The applicant can alternatively construct a signal or roundabout at this location prior to recordation of subdivision maps or building permits for Phase I, if identified as appropriate by Caltrans based upon a signal warrant analysis. If approval of a signal or roundabout is not granted by Caltrans, the project applicant shall be responsible for preparing a roundabout or signal design acceptable to Caltrans, posting a bond with the Town of Truckee equal to 125 percent of the construction cost of the

improvement, conducting a signal warrant analysis on an annual basis, as well as for construction of a signal or roundabout when warrants are determined by Caltrans to be met.

The applicant would have the opportunity to recover a portion of costs from fees collected in the future from projects also contributing to future traffic growth at this intersection, as required by the Town of Truckee. Finally, all construction traffic shall be prohibited from entering SR 89 from Prosser Dam Road when exiting the Phase II construction areas (exiting via the Donner Pass Road access point), unless a signal or roundabout is in place.

Please note that the SR 89 North / Prosser Dam Road intersection and SR 89 / Alder Drive / Prosser Dam Road intersection were analyzed as both signalized intersections and as roundabouts, as shown in the site plan. In 2005 with a roundabout, both intersections are expected to operate at a LOS B or better for both the weekend and weekday plus project conditions.

For the purposes of determining the project's fair share cost, the percentage the Gray's Crossing project contributes to the total future growth in PM peak-hour total intersection volume at each intersection requiring mitigation is presented in Table 4.2-16. None of the improvements identified above are included in the existing Placer County or Town of Truckee Traffic Fee Programs. The fair share cost to improvements within the Town of Truckee shall be paid to the Town of Truckee. Similarly, the fair share cost to improvements within Placer County shall be paid to Placer County.

However, please note that the Town of Truckee and Placer County are currently conducting a joint study of a potential joint regional traffic impact mitigation program, which could mitigate the impact of planned growth on these regional facilities. The timing of this project may provide an opportunity to mitigate identified impacts to regional transportation facilities through a larger coordinated program. Therefore, if a regional traffic impact fee program is implemented by the Town of Truckee and Placer County and all the intersections identified as requiring mitigation in this EIR are contained in this fee program, the project applicant shall pay the appropriate amount into this fee program prior to the issuance of the first building permit for the project or the recordation of final subdivision maps. The project applicant's fee will be determined by the methodologies adopted as a part of the regional fee program. If some of the roadways or intersections identified above are not contained in the fee program, the project applicant shall pay its fair share to the additional improvements.

Mitigation Measure 4.2.7 As shown in Table 4.2-19, a draft calculation of the Town of Truckee traffic mitigation fee estimates the project applicant will be required to pay approximately \$1,926,821 to the Town of Truckee in the form of a Traffic Mitigation Fee prior to the completion of the project. However, this fee is subject to change and shall be collected prior to or in conjunction with the issuance of building permits or the recordation of final subdivision maps. Therefore, these fees will be incrementally applied to the phases of development when building permits are issued.

Mitigation Measure 4.2.8 The Town of Truckee and Placer County are currently conducting a joint study of a potential joint regional traffic impact mitigation program, which could mitigate the impact of planned growth on these regional facilities. The timing of this project may provide an opportunity to mitigate identified impacts to regional transportation facilities through a larger coordinated program. Therefore, if a regional traffic impact fee program is implemented by the Town of Truckee and Placer County and all the intersections and roadway identified as requiring mitigation in this EIR are contained in this fee program, the project applicant shall pay the appropriate amount into this fee program prior to the issuance of the first building permit for the project or the recordation of final subdivision maps. The project applicant's fee will be determined

by the methodologies adopted as a part of the regional fee program. If some of the roadways or intersections identified above are not contained in the fee program, the project applicant shall pay its fair share to the additional improvements.

If such a fee program is not in place, prior to the issuance of building permits or the recordation of final subdivision maps, the project applicant shall pay its fair share cost of improvements at the SR 267 / I-80 Westbound Ramp, SR 267 / I-80 Eastbound Ramp, SR 267 / Brockway Road, SR 267 / Airport Road / Schaffer Mill Road, SR 267 / Northstar Drive, Donner Pass Road / Pioneer Trail, Donner Pass Road / I-80 Eastbound Off Ramp, Donner Pass Road / Glenshire Road, Donner / Pass Road / Bridge Street, and Donner Pass Road / West River Street intersections, as well as its fair share to the cost of widening SR 267 and Schaffer Mill Road. The cost of these improvements will be determined by the Placer County and Town of Truckee Public Works Departments.

However, the project applicant must construct either a signal or roundabout at the SR 89 / Alder Drive and SR 89 / Donner Pass Road intersections, as identified in Mitigation Measure 4.2.1. The project applicant may request reimbursement from other developments for these improvements. The specific improvements needed at each intersection are described in Tables 4.2-33 to 4.2-34.

Please note that the SR 89 North / Prosser Dam Road and SR 89 North / Alder Drive / Prosser Dam Road intersections were analyzed assuming the provision of both signalized intersections and roundabouts (as shown in the site plan). In 2023, the roundabouts would operate at a LOS B or better under all scenarios. An analysis of the LOS of roundabouts if they were placed at the accesses along Prosser Dam Road was also conducted. It was determined that a single-lane roundabout with an inscribed circle diameter of 100 feet and a 16-foot circulating width would operate at a LOS A in 2023.

Please note that the SR 89 North / Prosser Dam Road and SR 89 North / Alder Drive / Prosser Dam Road intersections were analyzed assuming the provision of both signalized intersections and roundabouts (as shown in the site plan). In 2023, the roundabouts would operate at a LOS B or better under all scenarios. An analysis of the LOS of roundabouts if they were placed at the accesses along Prosser Dam Road was also conducted. It was determined that a single-lane roundabout with an inscribed circle diameter of 100 feet and a 16-foot circulating width would operate at a LOS A in 2023.

Mitigation Measure 4.2.9 Prior to the first building permit or recordation of Final Subdivision Map under Phase II, the project applicant shall prepare a transit plan identifying methods and equipment necessary to provide transit services for project residents, guests and employees. The plan shall also identify onsite improvements required to facilitate efficient transit operations. Transit services shall provide transportation to downtown Truckee and provide connections to private and public transit providers. The transit plan shall be reviewed and approved by the Town of Truckee Public Works Director, and may consider programs that serve other existing and planned developments in the northeast portion of Truckee. In addition, the plan shall accomplish the following:

- a) Identify the future transit demand that will result along the SR 89 North corridor upon build out of the area and determine whether transit service is warranted based upon the level of demand.
- b) Identify the level of service (frequency, days and hours of service) needed to meet the warranted demand.

- c) Identify the project's fair share cost of providing the required transit service. This shall include both capital and operating costs of the service.
- d) Identify the period (number of years) that the project will be required to partially fund the transit service operation, which shall be used to calculate the present value.

NOISE

Mitigation Measure 4.3.2a It is Truckee Tahoe Airport District policy to obtain an aviation easement over any land proposed for development that lies within 10,000 feet of a runway - referred to as Safety Area 3 in the CLUP. Such an easement should be obtained from all future noise-sensitive land uses within Gray's Crossing which would be affected by the Airport District Policy.

Mitigation Measure 4.3.2b Policy 1.3 of the Town of Truckee General Plan Noise Element and Section 18.44.050 of the Truckee Draft Development Code require proponents of new residential developments within the 55 CNEL contour of Truckee Tahoe Airport to evaluate aircraft noise and incorporate mitigation that is sufficient to bring interior levels to 45 CNEL. Such evaluations should be conducted for all noise-sensitive development located within the future 55 dB CNEL contour of the Truckee Tahoe Airport.

Mitigation Measure 4.3.4 Construction activities shall adhere to the requirements of the Town of Truckee with respect to hours of operation, muffling of internal combustion engines, and other factors which affect construction noise generation and its effects on noise-sensitive land uses.

AIR QUALITY

Mitigation Measure 4.4.1a Place dust control mitigation requirements in all construction contracts. All construction contracts will require the following:

- All construction activities would be subject to the requirements of the NSAQMD's Regulation 2, Rule 226 regarding dust control.
- Alternatives to open burning of vegetative material on the project site shall be used unless deemed infeasible by the NSAQMD. Suitable alternatives are chipping, mulching, or conversion to biomass fuel.
- Contractors shall be responsible for ensuring that adequate dust control measures are implemented in a timely manner during all phases of project development and construction.
- All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.
- All areas (including unpaved roads) with vehicle traffic shall be watered or have a dust palliative applied as necessary for stabilization of dust emissions.
- All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.
- All land clearing, grading, earth moving or excavation activities shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
- All inactive portions of the construction site shall be covered, seeded, or watered until a suitable cover is established. Alternatively, apply County--approved non-toxic soil stabilizers (according to manufacturers specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance. Acceptable materials that may be used for chemical soil stabilization include petroleum resins, asphaltic emulsions, acrylics, and

- adhesives which do not violate Regional Water Quality Control Board or California Air Resources Board standards.
- Paved streets adjacent construction sites shall be swept or washed at the end of each day, or as required to remove excess accumulations of silt and / or mud which may have resulted from activities at the construction site.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance.
- Re-establish ground cover on the site through seeding and watering in accordance with the local grading ordinance.

Mitigation Measure 4.4.1b Place equipment and vehicle mitigation requirements in all construction contracts. All construction contracts will require the following:

- Contactors shall provide a plan for approval by the NSAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and / or other options as they become available.
- Properly maintain all mobile and stationary equipment.

Mitigation Measure 4.4.3 Incorporate the following measures as a condition of approval for subsequent site plans and / or final maps:

- Require that all golf carts, either privately owned or within a rental fleet, be electrically powered.
- Provision for onsite and offsite bus turnouts, passenger benches and shelters as demand and service routes warrant, subject to review and approval by local transportation planning agencies.
- Require the installation of secure bicycle parking facilities at project commercial areas, apartments and multifamily housing units.
- Require that residential garages have electrical service that would allow installation of electrical car recharge outlets at a later date.
- Require outdoor outlets at residences to allow use of electrical lawn and landscape maintenance equipment.
- Require that natural gas be available in residential backyards to allow use of natural gas-fired barbecues.
- Electrical or alternatively fueled equipment should be used at the golf course and by any Community Services District for maintenance of the area under its jurisdiction.
- Increase wall and attic insulation beyond Title 24 requirements.

Mitigation Measure 4.4.4a The Conditions of Approval and CC&R's for the project shall either explicitly forbid the installation or use of wood-burning devices within any portion of the project (natural gas fired decorative fireplaces would be allowed).

OR

As an alternative, the applicant may coordinate with the Town of Truckee and the NSAQMD for opportunities to reduce wood-burning emissions created elsewhere in the air basin to off-set new

emissions generated by the use of individual wood-burning devices within the project. Under this option, the Conditions of Approval and CC&R's for the project would still forbid the installation of open-hearth fireplaces or multiple wood-burning devices. However, a single wood-burning device would be acceptable in the event that an equal reduction has been achieved elsewhere in the basin, and the device would also need to meet EPA Phase II standards or better. Further, wood-burning devices must be installed in accordance with Town of Truckee regulations. Each residential unit and occupied commercial building shall not emit more than 7.5 grams per hour of particulate matter.

Mitigation Measure 4.4.4b The project applicant and Town of Truckee shall negotiate a mitigation fee, as outlined in Strategy 3 of the PM Air Quality Management Plan, to be paid as a means of off-setting project road dust impacts. The off-set shall be proportional to the fine and coarse particulate matter emissions generated by the project. As an example, collected funds may be used for improvement or expansion of street-sweeping programs in Truckee.

Mitigation Measure 4.4.5 Prior to construction of the service station, the project applicant shall obtain a permit from the NSAQMD. Prior to commencing construction of the fueling station, the NSAQMD will calculate risk assessment based on throughput and proximity to receptors. The applicant shall provide documentation of the permit to the Town of Truckee.

GEOLOGY, SOILS AND HAZARDOUS MATERIALS

Mitigation Measure 4.5.2 During construction activity, the project applicant shall adhere to the recommendations provided by Holdrege & Kull for mitigating seismic hazards, including:

- Buildings should be constructed in accordance with requirements in the Uniform Building Code for Seismic Zone 3.
- In general, design of cut or fill slopes shall be no steeper than 2:1 (H:V). Steeper slope inclinations should be evaluated on a case-by-case basis. All fill should be observed and tested by a qualified geotechnical engineering firm.

In the unlikely event a liquefaction potential is identified during construction activity, the developer shall take appropriate mitigative steps, including consultation with a qualified geotechnical engineer for the use of appropriate foundation types, compaction of fill under controlled conditions in accordance with specifications of a site-specific geotechnical investigation, and subdrains installed in high groundwater areas.

Mitigation Measure 4.5.4 The applicant shall have a site-specific geotechnical engineering report prepared by a licensed engineer. Subsurface investigations shall be conducted and appropriate geotechnical analytical work performed in order to define characteristics of underlying earth materials and conditions, including groundwater. The report shall provide a comprehensive list of geotechnical engineering recommendations for grading activity, including clearing and grubbing, preparation of fill placement, fill placement, differential fill depth, cut / fill slope grading, underground utility trenches, construction dewatering, surface water drainage, and construction monitoring. In addition, the geotechnical investigation shall provide recommendations for structural improvement design criteria, including foundations, seismic design criteria, slab-on-grade floor systems, retaining wall design criteria, and pavement design. All grading and structural improvement design criteria recommendations shall be incorporated into the final proposed grading plan and structural improvement designs for the Gray's Crossing project.

Mitigation Measure 4.5.7 Prior to approval of subsequent site plans and / or tentative maps, the project applicant shall prepare a Phase 1 Environmental Site Assessment for the project. The

Assessment shall be conducted in accordance with the American Society for Testing and Materials (ASTM) Practice E-1527-97 guidelines. If in the course of the Assessment substances are detected at concentrations that could pose a health hazard, remediation of the affected area shall be undertaken in accordance with the requirements of the California Department of Toxic Substances Control and State of California, Regional Water Quality Control Board, Lahontan Region (Lahontan).

HYDROLOGY AND WATER QUALITY

Mitigation Measure 4.6.3a Prior to grading plan approval, the applicant shall submit a Notice of Intent (NOI) or Coverage to the State Water Resources Control Board (SWRCB) under the State General Construction Activity Storm Water Permit.

Mitigation Measure 4.6.3b In compliance with the requirements of the State General Construction Activity Storm Water Permit, as well as the Water Quality Control Plan for the Lahontan Region (Basin Plan), the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) which describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-storm water management controls. This plan shall cover the entire Gray's Crossing Specific Plan site. The SWPPP shall also be submitted to Town of Truckee Department of Public Works and the Lahontan for review and approval.

The applicant shall require all construction contractors to retain a copy of the approved SWPPP on each construction site. Water quality controls shall be consistent with the Town's Grading Ordinance and the Lahontan Board's North Lahontan Region Project Guidelines for Erosion Control and will demonstrate that the water quality controls will ensure no increase in turbidity, sediment or other pollutant loads in Prosser Creek and the Truckee River and that storm water discharges are in compliance with all current requirements of the Lahontan. Water quality controls may include, but are not limited to, the following:

- Prohibit placement of surplus or waste materials within the 100-year floodplain of onsite intermittent drainages.
- Stabilize all disturbed areas by October 15th of each year.
- Install temporary gravel dikes, earthen dikes or sand bag dikes to prevent the discharge of pollutants.
- Install infiltration trenches or other protection facilities.
- Revegetate disturbed areas and maintain vegetation.
- Compliance with Lahontan NPDES No. CAG996001 (National Pollutant Discharge Elimination System General Permit for Limited Threat Discharges to Surface Waters) for construction dewatering activities.

Mitigation Measure 4.6.3c During the long-term operational phase of the project, a permanent erosion and water quality control plan consisting of BMP's (attached as Appendix E3 in the technical appendices) shall be built into the infrastructure of the project's improvements and operational activities. It shall conform to requirements of the Lahontan and the Truckee Development Code.

Mitigation Measure 4.6.4 The project applicant shall develop a Chemical Application and Management Plan (CHAMP) that includes a Water Quality Monitoring Plan for the proposed golf course to minimize the effects of fertilizers and pesticides. The management plan shall be reviewed and approved by the Lahontan, Nevada County, and Town of Truckee. If the program does not meet the Town's, County's, or Lahontan's requirements, they may require changes and re-submittal of the CHAMP.

The golf course shall be designed to require minimal amounts of chemicals and fertilizers and to provide protection of surface water and water quality. Thus, the specifications for the maintenance products selected for use and the mode of application detailed in the management plan are intended to be flexible. This allows the management plan to incorporate the latest products and advances in turf management science. The CHAMP shall incorporate the following:

- A description of golf course design features that prevent direct discharges of surface runoff into stream channels.
- A description of chemicals authorized for use that are approved within the State of California, along with guidelines for their application. Guidelines shall include restrictions on their use near drainage systems. The list of chemicals shall include fertilizers, herbicides, fungicides, insecticides and rodenticides.
- Guidelines on the application of fertilizers and soil amendments that take into consideration the physical characteristics and nutrient content of the soil on the golf course site.
- Guidelines for the irrigation of the golf course that take into consideration the field capacity of soil types and the timing with chemical applications and varying weather.
- Utilization of a computer-controlled irrigation system to ensure proper application of irrigation water.
- A comprehensive Water Quality Monitoring Plan shall be developed. Water quality constituents for analyses will be those identified in the Lahontan's Water Quality Control Plan as objectives for the area of the Truckee River watershed that may be impacted by the proposed project. In addition, the CHAMP, or similar program, will reflect the water quality objective for pesticides as specified in the Lahontan Basin Plan. Components of a water quality sampling program would include: constituents for analysis and review, sampling locations for both surface and ground water, sample frequency and protocol, sample collection method, choice of laboratories, data collection format and reporting format, and coordination with the RWQCB and appropriate consultants.
- Chemical storage requirements and chemical spill response and chemical inventory response plans.

Mitigation Measure 4.6.7 The applicant shall develop a Master Drainage Plan in accordance with the requirements of Section 18.30.050 of the Town of Truckee Development Code and the Truckee Public Improvement and Engineering Standards (except as modified by this mitigation measure), which demonstrates how the proposed drainage improvements shall accommodate the additional runoff and limit the cumulative effects of runoff from development areas. The Plan shall contain an estimate of the amount of surface runoff that will be generated by the proposed development. The applicant shall calculate flows, size culverts, and size ditches consistent with surface runoff estimations. Detention ponds shall be designed and sized to a 20-year, 1-hour storm event prior to implementation of proposed construction activities. The applicant shall ensure that existing drainage systems are utilized to their fullest extent possible when designing storm water drainage systems. The plan shall be consistent with standards and guidelines established by the Lahontan and Caltrans. Both Lahontan and Caltrans shall be given an opportunity to review the final design and make a determination of the effectiveness of the proposed drainage facilities. If the facilities do not meet Lahontan or Caltrans requirements, they may require changes and re-submittal of the drainage documentation.

Mitigation Measure 4.6.9a Application of de-icers, including salt and sand on private streets and roads in the project area shall be in accordance with the Lahontan Basin Plan. Application shall

take place in a careful, well-planned manner, by competent, trained crews. If an environmentally safe and economically feasible deicer is available it is recommended and encouraged to be used in lieu of salt.

Mitigation Measure 4.6.9b Snow removed from roads, driveways and parking lots shall be stockpiled in a designated area designed to direct all stockpiled snow melt to a proper treatment facility prior to release to overland or concentrated flow. Acceptable facilities include retention basins, retention galleries, and mechanical facilities, and each facility shall be designed using Best Available Technology (BAT) or Best Control Technology (BCT). Facilities shall be regularly maintained to ensure their effectiveness in containing sediments is unimpaired.

BIOLOGICAL RESOURCES

Mitigation Measure 4.7.2 The project applicant shall obtain the following two designations: 1) Audubon International (AI) Approved Land Plan and 2) the Gold Seal of Sustainability, or the equivalent. Only after successful completion of final AI audits will the golf course receive a Gold Signature designation. The applicant must successfully complete and implement a Natural Resource Management Plan to AI specifications, host site visits during the construction of the project, and successfully pass an on-site environmental audit after the project is completed. The Natural Resource Management Plan will achieve natural resource sustainability through incorporation of Integrated Pest Management, BMP's, an assessment of environmentally sensitive areas, and a monitoring program for the golf course. The golf course must retain the Gold Seal designation through submission of annual reports, documentation of environmental issues, hosting of annual audits by AI scientist, and maintenance of annual membership dues.

The project applicant shall provide annually to the Town proof of certification of the project's golf course with the Gold Seal of Sustainability, or the equivalent, designation.

Mitigation Measure 4.7.4 Prior to issuance of a grading permit, a focused plant survey for *Plumas ivesia*, Donner Pass buckwheat, and Oregon fireweed shall be required to determine the presence / absence of these species on the project. The survey area shall include all areas proposed for grading or disturbance. The survey shall be completed by a qualified botanist during the blooming season for each species.

If these species are not found onsite then no further measures are required. However, if any of these species are found, each population shall be mapped and consultation with and technical assistance from CNPS and the California Department of Fish and Game shall be initiated. To the maximum extent possible, the project shall be designed to protect and preserve the plant populations in a manner in which the populations shall not be harmed. If the populations may be harmed by the activities of the project, a mitigation / conservation plan (e.g., transplant to an undisturbed site, or collect seeds and replant on other suitable habitat), preserve management, and monitoring strategies shall be developed in consultation with CDFG.

Mitigation Measure 4.7.5 As construction activity would occur during the raptor breeding season (April to early September), a focused annual survey for raptors and the above-listed special-status species shall be conducted within 30 days prior to the beginning of construction or grading activity by a qualified biologist in order to identify active nests onsite. If no nests are found during the survey no further measures are required. However, if an active nest is found during the survey, or at any time during project construction, no construction activities shall occur within 500 feet of the nest until the young have fledged from the nest and the nest is determined by a qualified biologist to be inactive. Trees containing nests, or burrows that must be removed as a result of

project implementation shall be removed during the non-breeding season (late September to March).

Mitigation Measure 4.7.6 Prior to grading or construction activity on an annual basis, a focused survey shall be conducted by a qualified biologist to determine the presence / absence of special status bat species roosts on the project. If no special status bat species are found roosting onsite, then no further actions are required. However, if special status bat species are determined to roost onsite, technical assistance from the California Department of Fish and Game and / or U.S. Fish and Wildlife Service shall be requested to determine measures to avoid disturbance during construction. If an active maternity roost is identified, at a minimum, no construction activities shall occur within 500 feet until the young are able to fly from the roost. If active day or night roosts are found onsite, measures shall be implemented to safely flush bats from the roost prior to the onset of construction activities. Such measures may include removal of the roosting site during the time of day the roost is unoccupied or the installation of one-way doors, allowing the bats to leave the roost but prohibiting them from re-entering.

Mitigation Measure 4.7.7 Prior to grading or construction activity, on an annual basis, a focused survey for Sierra Nevada snowshoe hare shall be conducted to determine if this species is breeding on site. A qualified biologist shall conduct the survey during the breeding season at the time of day that this species is most active. Technical assistance from the CDFG and / or USFWS shall be requested to determine appropriate survey techniques. If no evidence of this species is found during the field survey, then no further measures are required. However, if active Sierra Nevada snowshoe hare nests are determined to occur on the site, technical assistance shall be requested from the appropriate regulatory agency to determine further action. At a minimum, construction activities shall not occur within 500 feet of an active nest.

Mitigation Measure 4.7.8a While the floodplain boundaries developed by the applicant in consultation with the Lahontan are generally conservative, an additional study of areas proposed for stream crossings will be necessary to show the exact limits of the floodplain. Upon verification by the Lahontan of the project applicant's delineation of the site's 100-year floodplain boundaries, this area will not be altered by project design utilizing the following two methodologies:

- Structures and earth disturbance shall not occur within the delineated zones.
- Design techniques, including free-span bridges and utility borings, shall be used where roadway, fairways, cart paths, and utilities cross these features.

Mitigation Measure 4.7.8b Prior to the issuance of a grading permit, the wetland delineation study and map prepared by EcoSynthesis, and relied upon by the project applicant for project design, shall be submitted to the U.S. Army Corps of Engineers for review and verification. The appropriate Section 404 CWA permit shall be acquired if impacts to waters of the U.S. cannot be avoided. Any wetlands that would be lost or disturbed shall be replaced or rehabilitated on a "no net loss" basis in accordance with the Corps mitigation guidelines.

Mitigation Measure 4.7.8c Prior to the issuance of a grading permit, a water quality certification / waiver shall be obtained from the Lahontan prior to issuance of a grading permits.

Mitigation Measure 4.7.8d Prior to issuance of a grading permit, a Streambed Alteration Agreement shall be obtained from the California Department of Fish and Game pursuant to Section 1600 of the California Fish and Game Code, for stream crossings and any other activities potentially affecting the bed, bank, or associated riparian vegetation of the stream. If required,

the project applicant shall coordinate with CDFG in developing appropriate mitigation, and shall abide by the conditions of any executed permits.

Mitigation Measure 4.7.10 The project applicant shall implement the following measures to minimize disturbance to migratory wildlife on the project site:

- Contiguous stands of trees within development areas shall be preserved and incorporated into the project design.
- Landscaping on the project site shall, to the greatest extent possible, consist of native Sierra Nevada flora.
- In addition, any security fencing for golf course or commercial buildings shall meet CDFG requirements in mountainous areas (this does not apply to individual homeowner privacy fencing).

CULTURAL RESOURCES

Mitigation Measure 4.8.1a Where feasible, the project shall be redesigned to avoid any direct impacts from ground-disturbing activities within all prehistoric site areas. Prior to commencement of construction activities, the developer shall prepare and implement a program to prevent and monitor potential indirect impacts resulting from the removal or disturbance of artifacts by unauthorized personnel. This mitigation shall be monitored by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric and historical archaeology.

If project redesign around a prehistoric site is not feasible, then additional archaeological investigation to evaluate the research, interpretive and cultural value of the site shall be completed. The investigation shall be conducted in accordance with the recommendations set forth in the Heritage Resources Inventory previously prepared for the project site by Susan Lindstrom in October 1999 as part of the Boca Sierra Estates environmental review (see Appendix H). Upon completion of the investigation, recommendations on the final disposition of the site shall be made and implemented. This mitigation shall be monitored by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric and historical archaeology.

Mitigation Measure 4.8.1b In the event that project / construction personnel encounter previously undiscovered prehistoric or historic archaeological deposits or human bone in an area subject to development activity, work in the immediate vicinity of the find should be halted and a professional archaeologist consulted. In the case of human burials, the County Coroner and the appropriate Native American most likely descendants should be contacted.

Mitigation Measure 4.8.2 Where feasible, the project shall be redesigned to avoid any direct impacts from ground-disturbing activities within all potentially significant historic site areas. Prior to commencement of construction activities, the developer shall prepare and implement a program to prevent and monitor potential indirect impacts resulting from the removal or disturbance of artifacts by unauthorized personnel. This mitigation shall be monitored by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric and historical archaeology.

If project redesign around a potentially significant historic site is not feasible, research to mitigate impacts to these sites shall be conducted. This research shall be conducted in accordance with the recommendations set forth in the Heritage Resources Inventory previously prepared for the project site by Susan Lindstrom in October 1999 as part of the Boca Sierra Estates environmental

review (see Appendix H). Upon completion of the research, recommendations on the final disposition of the site shall be made and implemented. This mitigation shall be monitored by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric and historical archaeology.

Mitigation Measure 4.8.2b In the event that project / construction personnel encounter previously undiscovered prehistoric or historic archaeological deposits or human bone in an area subject to development activity, work in the immediate vicinity of the find should be halted and a professional archaeologist consulted. In the case of human burials, the County Coroner and the appropriate Native American most likely descendants should be contacted.

VISUAL RESOURCES/LIGHT AND GLARE

Mitigation Measure 4.9.2a Based on the changed visual character of the SR 89 corridor south of Alder Drive due to construction of the SR 267 Bypass and the new middle school, the Town Council may make a policy decision allowing development within the 300-foot setback area, especially as the Village Center is intended to be a commercial area welcoming passing motorists.

OR

Require the project applicant to pursue a variance to allow an encroachment within the 300-foot setback area based on a Town policy decision allowing portions of the development within the setback.

OR

Require the project applicant to modify the tentative map based on direction from the Town Council as it relates to the SR 89 corridor adjacent to the Village Center.

Mitigation Measure 4.9.2b Regardless of the mitigation option chosen above under Mitigation Measure 4.9.2a, special design guidelines as detailed below shall also be applied. In order to screen views of the proposed Village Center and employee / affordable housing complex from motorists traveling along SR 89, the applicant shall prepare special design guidelines for the two eastern entryways into the project site specifically, and for the entire roadway length in general. Per the Town's Scenic Corridor Standards, a major component of the design guidelines shall be a landscape enhancement plan for the setback area, which would include identification of all trees to be removed and retained, proposed native vegetation for replanting, and a planned irrigation system designed to temporarily provide water through the plant establishment period. Further, the design guidelines shall require the construction of planted berms (not to exceed 10 feet in height) to the north and south of the two Village Center entrances along SR 89. The planted berms shall be designed to avoid existing mature trees and to connect to existing vegetated areas where denser tree coverage exists, ensuring that views of the project site are filtered by vegetation and topography. Planted trees and other landscaping material associated with the entryway berms shall reflect the plant community in which construction takes place. The design guidelines are to be reflected in subsequent site or grading plans and shall be submitted as part of the land use permit application for the project.

Mitigation Measure 4.9.3 Within the natural open space setback area along SR 89, activity shall be limited to preservation forestry practices only, including:

- Thinning for establishment of a healthy stand of trees and wildland fire protection.
- Removal of dead, diseased or dangerous trees; and
- Clearing of debris for fire prevention.

Mitigation Measure 4.9.6 The Town of Truckee shall incorporate and adopt the Gray's Crossing Lighting Master Plan, as well as the Lighting Program found in the Specific Plan, in conjunction with final project submittals, to include final maps and site plans. The Lighting Master Plan shall require that project lighting be designed to meet the Leadership in Energy and Environmental Design (LEED) recommendations for light pollution reduction, as well as adhere to the design criteria of the International Dark Sky Association (IDA).

COMMUNITY SERVICES

Mitigation Measure 4.10.2a Prior to approval of the final map, the project applicant shall provide verification to the satisfaction of the Town that all fire safe standards and conditions have been met as required by the Truckee Fire Protection District.

Mitigation Measure 4.10.2b Prior to approval of the final map, the project applicant shall prepare and submit a project site fuel modification plan to the Truckee Fire Protection District (TFPD) for review and approval. The plan shall include measures to reduce natural fire hazards, annual maintenance plans for minimum defensible space / fuel modification zones, and conformance with TFPD and State standards.

UTILITIES AND SERVICE SYSTEMS

Mitigation Measure 4.11.1 Prior to approval of the first phase of development, the project applicant shall prepare, for review and approval by the Truckee Donner Public Utilities District (TDPUD), a Water Distribution System Facilities Report for the proposed project. The report shall address the expansion of the water supply facilities and the specific requirements for all phases of the project. Further, the report shall incorporate the general guidelines for the water distribution system identified in the Gray's Crossing Specific Plan, Chapter VII, Programs, in addition to those identified below.

- The water distribution system for the Specific Plan area shall be designed in conformance with the provisions of the TDPUD Water System Master Plan.
- The water distribution system for the project area will be designed to be compatible with the future regional distribution facilities as depicted within the Town's General Plan for the project area. Each phase of development within the project area shall size and construct that portion of the system as determined by the TDPUD. Reimbursement agreements may be considered subject to TDPUD Standards.
- To supply water service to the Specific Plan area will require approximately 400,000 gallons of storage capacity. A combination of on- and / or off-site wells as determined by the TDPUD will provide the water source. Service to the individual development components within the project area will be via water distribution lines in various sizes located within the roadway right-of-ways.
- Water hook-up fees established by TDPUD for the purpose of capital improvements shall be paid. These fees shall be used for the purpose of making capital improvements (e.g., developing groundwater supply wells, increasing storage capacity) to serve the project and other projected development within TDPUD's service area. In accordance with TDPUD requirements, these fees shall be paid as a condition of issuance of building permits, and shall be based on the project's fair share for the cost of such improvements.

**PLANNING COMMISSION RESOLUTION 2026-06
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION
APPROVING APPLICATION NO. 2025-00000150
(THE VILLAGE AT GRAY'S CROSSING PROJECT AMENDMENT #3)**

EXHIBIT "D"

OVERALL SITE PLAN

**PLANNING COMMISSION RESOLUTION 2026-06
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION
APPROVING APPLICATION NO. 2025-00000150
(THE VILLAGE AT GRAY'S CROSSING PROJECT AMENDMENT #3)**

EXHIBIT "E"

**VILLAGE AT GRAY'S CROSSING PLANS
(TOWNHOMES, FOURPLEX, FIVE MIXED-USE BUILDINGS, ORIGINAL TENTATIVE MAP)**

**PLANNING COMMISSION RESOLUTION 2026-06
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION
APPROVING APPLICATION NO. 2025-00000150
(THE VILLAGE AT GRAY'S CROSSING PROJECT AMENDMENT #3)**

EXHIBIT "F"

VILLAGE AT GRAY'S CROSSING HOTEL AND CONFERENCE CENTER PLANS

**PLANNING COMMISSION RESOLUTION 2026-06
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION
APPROVING APPLICATION NO. 2025-00000150
(THE VILLAGE AT GRAY'S CROSSING PROJECT AMENDMENT #3)**

EXHIBIT "G"

VILLAGE AT GRAY'S CROSSING CAR WASH PLANS

**PLANNING COMMISSION RESOLUTION 2026-06
A RESOLUTION OF THE TOWN OF TRUCKEE PLANNING COMMISSION
APPROVING APPLICATION NO. 2025-00000150
(THE VILLAGE AT GRAY'S CROSSING PROJECT AMENDMENT #3)**

EXHIBIT "H"

TENTATIVE MAP (WITH RECORDED ITEMS REMOVED)