# Agenda
# City of Placerville Planning Commission

## Regular Meeting
## Tuesday, January 17, 2017 - 6:00 P.M.
## Town Hall, 549 Main Street, Placerville, California

### INFORMATION FOR COMMISSION MEETINGS

**Information Available**: Materials related to items on this Agenda, submitted to the Planning Commission either with or after distribution of the agenda packet, are available for public review without delay in the Development Services Department at City Hall, 3101 Center Street, 2nd floor, during normal business hours. Agendas and Staff Reports are also made available online at the Planning Commission Agenda webpage.

**Items of Interest to the Public:** This portion of the meeting is reserved for persons wishing to address the Commission on any matter not on the Agenda that is within the subject matter jurisdiction of the Planning Commission. State law prohibits the Commission from acting on items not listed on the Agenda except by special action of the Planning Commission under specified circumstances. The Chair will recognize the speaker. The Chair reserves the right to limit the speaker's time to three minutes. Personal attacks on individuals or comments which are slanderous or which may invade an individual's personal privacy will not be tolerated.

**Consent Calendar:** All matters listed under the Consent Calendar are considered routine and will be enacted by general consent, unless any Commissioner requests a roll call vote, or unless any member of the Commission or Staff or audience wishes to remove an item for discussion.

**Public Hearings**: Applicants (or appellants) are allowed time to present testimony at the beginning of the public hearing, and if needed, an opportunity to present rebuttal at the end of the public hearing. All other speakers may be limited in the length of time speaking, at the discretion of the Chair.

**Matters from Commissioners and Staff:** This item involves Commissioner and Development Services Department staff comments/reports on items not on the agenda.

**Meeting Dates**: The Commission meets regularly on the first and third Tuesday of each month at Town Hall in the City Council Chambers; additional meetings may be scheduled as needed.

**Governing Regulations and Rules**: The Commission conducts all meetings in accordance with the "Ralph M. Brown Act" (California Government Code Sections 54950, et seq.), per the City's Committee, Commissions & Board Policy Manual (City Council Resolution No. 7578), and the Planning Commission Bylaws.

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE TO THE FLAG**

**ROLL CALL:** **Peter Wolfe, Chair**
**Daniel Robey, Vice Chair**
**Michael Frenn, Member**
**John List, Member**
**George Lowry, Member**

**1. CONSENT CALENDAR:**

**1.1 Agenda: Regular Meeting, January 17, 2017**

**1.2 Minutes: Regular Meeting, January 3, 2017**
Minutes of January 3, 2017 will be delivered to Commission Members separately once they are drafted. (Draft Minutes)

**2. ITEMS PULLED FROM CONSENT CALENDAR (IF APPLICABLE)**

**3. ITEMS OF INTEREST TO THE PUBLIC (PUBLIC COMMENT) – ITEMS NOT ON AGENDA**

**4. WRITTEN COMMUNICATIONS**

**5. PUBLIC HEARINGS**

**5.1 3001 JACQUIER ROAD – SITE PLAN REVIEW 16-02 & VARIANCE 16-01**
Site Plan Review for a 112 room hotel (Hampton Inn and Suites) including: meeting facilities, guest dining, parking, landscaping and miscellaneous roadway improvements; and, a variance request to allow an average building height of 55 feet in lieu of 40 feet in a Highway Commercial Zone.
**Environmental Document**: Environmental Documents have been previously adopted for the previously approved hotel project (1996: Mitigated Negative Declaration – North Point Travel Center, and 2004 Addendum to Mitigated Negative Declaration: Holiday Inn Express).
**Staff**: Pierre Rivas, Director

**6. MATTERS FROM PLANNING COMMISSIONERS**

**7. MATTERS FROM STAFF**

**8. ADJOURNMENT**

**MINUTES**
**REGULAR MEETING**
**CITY OF PLACERVILLE PLANNING COMMISSION**
**TUESDAY, JANUARY 3, 2017, 6:00 P.M.**
**TOWN HALL, 549 MAIN STREET, PLACERVILLE, CALIFORNIA**

Call to Order and Pledge of Allegiance to the Flag

Vice Chair Robey called the meeting to order at 6:00 p.m. then led those in attendance in the Pledge of Allegiance.

**Roll Call:**

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|---|---|
| Members Present: | Robey, List, Lowry, Frenn |
| Members Absent: | Wolfe |
| Staff Present: | Executive Secretary and City Planner Painter, Development Services Director Rivas |

**1. CONSENT CALENDAR:**

**1.1 Agenda: Regular Meeting, January 3, 2017**

**1.2 Minutes: Regular Meeting, November 15, 2016**

**1.3 Item pulled from the Consent Calendar**

*The Consent Calendar was Approved by General Consent.*

**2. ITEMS PULLED FROM CONSENT CALENDAR**

**1.3 Temporary Mobilehome Permit (TMP) 01-02 – Marshall Medical Center – 1100 Marshall Way:** An update by Marshall Medical Center regarding the continued use of four commercial coaches authorized by the Planning Commission at the Medical Center. This update by Marshall Medical Center is required under TMP01-02 conditions of approval.

*Vice Chair Robey announced the item. Dana Rice, Director of Construction & Engineering at Marshall Medical Center, answered questions by the Commission regarding the update. APPROVED 4-0 (AYE VOTES FROM COMMISSIONERS FRENN, LIST, LOWRY AND ROBEY); MOTION BY MEMBER FRENN, SECONDED BY MEMBER LOWRY, TO ACCEPT AND FILE THE UPDATE BY MARSHALL MEDICAL CENTER REGARDING TMP 01-02.*

**3. ITEMS OF INTEREST TO THE PUBLIC (PUBLIC COMMENT) – ITEMS NOT ON AGENDA**

*None received.*

**4. WRITTEN COMMUNICATIONS**

*Executive Secretary Painter announced the distribution of a Memorandum to the Commission regarding comments received for Item 5.2.*

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## 5. PUBLIC HEARING

### 5.1 1361 Broadway – Site Plan Review 03-03-R:

Request for Major Change to the 2003 City approved Site Plan Review (SPR) 03-03, to construct one carport shade structure with photovoltaic solar panels on the site of an existing commercial automobile carwash and lube business located at 1361 Broadway, Placerville, CA. APN 002-251-20 and 002-261-11. Environmental Status: This project has been determined to qualify for a Class 3 Categorically Exemption, per Section 15303 (e) of the California Environmental Quality Act (CEQA) Guidelines. Staff: Andrew Painter, City Planner. The Planning Commission is requested to conditionally approve the Major Change.

*City Planner Painter presented staff's report. Applicant and property owner representative Luke Miller of Solar Hut addressed the Commission.*

*APPROVED 4-0 (AYE VOTES FROM COMMISSIONERS FRENN, LIST, LOWRY AND ROBEY); MOTION BY MEMBER LOWRY, SECONDED BY MEMBER LIST, TO:*

*I. Find that the proposed project is exempt from environmental review per Section 15303(e) [New Construction or Conversion of Small Structures] of the Guidelines for Implementation of the California Environmental Quality Act (CEQA). Section 15303 exempts the construction of small structures, including accessory structures such as carports. The project consists of the construction of a carports affixed with solar panels, with electricity generation to serve the existing commercial business onsite and the electric grid, as a result the project is exempt from CEQA.*

*II. Make the following findings regarding the Major Change project (SPR 03-03-R):*

*A. The project's installation and use of solar panels would promote energy conservation and is therefore consistent with Goal F and Policy 2 of Goal F of the Natural, Cultural and Scenic Resources Section of the General Plan.*

*B. Carport base color and kickplate base material would match that used on the onsite carwash/lube building, therefore meeting Site Plan Review Criteria 10-4-9(G)4(c) regarding the use of quality, durable material that is in harmony with surrounding buildings.*

*III. Conditionally approve SPR 03-03-R subject to the Conditions of Approval provided as follows:*

*1. Approval. SPR 03-03-R is approved as shown in Exhibit A of staff's January 3, 2017 staff report, and as conditioned or modified below.*

*2. Project Location. The Project site is located at 1361 Broadway, Placerville; APN 002-251-20, 002-261-1. SPR 03-03-R approval shall apply only to the project location and cannot be transferred to another parcel.*

*3. Substantial Conformance. The use shall be implemented in substantial conformance to the Site Plan Review as approved by the Planning Commission.*

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4. *Expiration. The Project shall expire and become null and void eighteen (18) months after the date of Planning Commission approval unless a building permit has been obtained for the work authorized by the Commission prior to the date of expiration.*

5. *A construction permit by the Development Services Department is required. Applicant shall submit three complete construction copies of the carport along with associated documents to the Building Division for review and processing.*

6. *Revisions: Any proposed future change to the site or modification to the application beyond what is authorized under this permit shall be submitted to the Development Services Department for a determination of appropriate procedures.*

7. *Vehicle parking shall only be permitted where authorized under the approved SPR 03-03, and as amended under SPR 03-03-R.*

8. *Construction Hours. All exterior construction shall be limited to the daylight hours between 7:00 am to 7:00 pm on any weekday, and 8:00 am to 5:00 pm on weekends and state and federal recognized holidays.*

9. *All Conditions of Approval approved by the Planning Commission on September 2, 2003 for SPR 03-03 and CUP 03-01 shall remain in effect and shall be included by reference with the Major Change approval.*

**5.2 2013-2021 Housing Element RHNA Rezone: Program 3. High-Density Development – Unmet Need - General Plan Amendment (GPA 16-03), Zone Change (ZC 16-04) and Environmental Assessment (EA 16-01:**

Proposal by the City of Placerville to change the land use designation and zone classification on Assessor's Parcel Numbers 323-570-01 and 323-570-37, totaling approximately 7.60-acres, from Commercial (C) to Commercial – Housing Opportunity Overlay (C-HO), located at the intersections of Middletown Road and Cold Springs Road and Cold Springs Road and Placerville Drive. A Draft Initial Study - Mitigated Negative Declaration and Mitigation Monitoring Program has been prepared for the proposal.

*Member List announced his dismissal from the proceedings for this item due to the location of where he lives. Member List left the dais and sat in the audience. Vice Chair Robey announced the item. City Planner Painter presented staff's report. Public comment was received from Margaret Muff, Judy Madison, representing residents of the Middletown Oaks Subdivision, and John List.*

*APPROVED 3-0 (AYE VOTES FROM COMMISSIONERS FRENN, LOWRY AND ROBEY); MOTION BY MEMBER FRENN, SECONDED BY MEMBER LOWRY, TO:*

*Recommend that the City Council consider the following City-initiated proposals: (1) GPA 16-03, as described on Page 1 of staff's January 3, 2017 report to the Commission; (2) ZC 16-04, as described on Page 1 of staff's January 3, 2017 report to the Commission; and (3) EA 16-01, recommend that the Council receive, review and consider any and all opportunities and strategies available to the City in development, adoption and filing of the Mitigated Negative Declaration that would minimize any contemplated or potential negative impacts to the community through the adoption of Items (1) and (2)..*

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## 6. MATTERS FROM PLANNING COMMISSIONERS

*Director Rivas responded to inquiry by Member Frenn regarding "parkets."*

## 7. MATTERS FROM STAFF

*Executive Secretary Painter announced upcoming items to be heard by City Council and the Planning Commission; provided Commission Members with copies of two articles regard the roll of planning commissions and planning commissioners, "On Being an Effective – and Satisfied – Planning Commission" and "Credibility, Respect, and Power"; and, provided copies of the January 17, 2017 Regular Meeting Agenda and item information packet.*

## 8. ADJOURNMENT

*Vice Chair Robey adjourned the meeting at 8:00 p.m.*

Andrew Painter, Executive Secretary
Placerville Planning Commission

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Item 5.1

*"Placerville, a Unique Historical Past Forging into a Golden Future"*

City of Placerville Planning Commission
**STAFF REPORT**

| | |
|---|---|
| **APPLICATION NO.:** | **Site Plan Review 16-02 & Variance 16-01** |
| **DATE:** | **January 17, 2017** |
| **REQUEST:** | **Site Plan Review Approval for a 112 room hotel (Hampton Inn and Suites) and Variance request for building height.** |
| **STAFF:** | **Pierre Rivas, Director** |

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|---|---|
| **APPLICANT/OWNER:** | **All Four One, LLC** |
| **AGENT:** | **Brad Whitaker, Wasach Growth Partners – GHD, Inc. (Blake Johnson).** |
| **LOCATION:** | **3001 Jacquier Rd, northeast corner of Point View Drive and Highway 50, APN: 048:290:42** |
| **GENERAL PLAN:** | **Highway Commercial designation** |
| **ZONING:** | **Highway Commercial – Airport Overlay (HWC - AO)** |
| **PARCEL AREA:** | **3.01 acres** |
| **CURRENT USE:** | **Vacant – suspended construction on a 102-117 room hotel (Holiday Inn Express).** |
| **SURROUNDING USES:** | **North – Rural Residential; West – Single & Multi-Family Residential; South – Highway 50; East – Mixed Residential & Commercial (Smith Flat)** |
| **REQUIRED SETBACKS:** | **None** |
| **RECOMMENDATION:** | **Adopt findings and approve Site Plan Review 16-02 for a 112 room hotel (Hampton Inn and Suites); and adopt findings and approve Variance 16-01 for building height allowing for a maximum average height of 55 feet.** |

## BACKGROUND

In 1986, approval was granted for a restaurant and a 100-unit motel on a portion of the subject site. The City also received an Economic Development Block Grant to construct a connecting road between Smith Flat Road and Point View Drive. Approval for both the hotel and grant expired. In 1988, the City Council granted approval for a 104-unit motel, restaurant, coffee shop, banquet facilities, lounge, retail area, gas station and mini-mart on the subject site. Anderson Pea Soup Development Plan approvals expired.

In 1995, the Anderson's Pea Soup project was resubmitted under a different name and design, and was subsequently rejected by staff for design conflicts.

In 1997, a project was resubmitted that included a 108-unit motel with restaurant, lounge and meeting room facilities, a gas station, convenience store, carwash, 15,000 square foot retail commercial building and associated parking and landscaping. This project was approved by the Planning Commission. The project was required to construct the connecting road mentioned above between Smith Flat Road and Highway 50/Point View Drive. This development plan also expired.

In 2004, the City Council conditionally approved a 102 room hotel (Holiday Inn) on the subject site. The environmental document (Mitigated Negative Declaration) that was adopted was successfully challenged by "Save Our Neighborhood." A settlement agreement followed several years later, and construction on the hotel and road commenced. The road improvements that are currently in place are considered 'interim improvements.' The subject site has all of the necessary land use entitlements and building plan approvals that would allow the construction of a hotel with up to 117 rooms without any further discretionary approvals.

The subject Hampton Inn and Suites hotel project proposes certain major building elevation design and site plan modifications from that approved for the Holiday Inn Express hotel project, therefore Planning Commission authorization is required.

## GENERAL PLAN AND ZONING DESIGNATION

Prior to 1990, the subject site had a General Plan Land Use Designation of Tourist Residential and Zoning Designation of Tourist Residential (RT). In 1990, the Land Use and Zoning Designations were changed to Highway Commercial (HWC). The purpose of the HWC designation is to provide for freeway-oriented uses such as fast-food restaurants, gas stations and other uses, which are deemed necessary and convenient to the traveling public. Permitted uses include hotels, motels, retail sales and services, eating, drinking and entertainment establishments and business and professional uses.

Conditional uses include gas stations, fast-food restaurants, and automobile sales and services. The site is also located within the Placerville Airport Overlay (AO) Zone.

## DESCRIPTION OF SITE AND REQUEST

The 3.01 acre site is completely graded with the exception of approximately 0.7 acres of natural landscape located southeast of the existing partially completed retaining wall adjacent thereto. The site also has partially constructed foundation and underground utilities and a temporary detention basin from the previous hotel that will be removed as this request advances.

This request involves the following components (Exhibit A):

- a 4-story 112 room hotel with several meeting rooms, indoor pool, guest dining and fitness facilities;

- a variance request to allow an average building height of 55 feet in lieu of 40 feet in a HWC Zone; and

- complete Jacquier Road improvements to include safety railing, widening, bike lanes, a median turn lane, and sidewalk along the site frontage and easterly to Smith Flat Road.

## BUILDING AND SITE DESIGN

### Building Elevations

The exterior design of the proposed hotel may best be described as "modified corporate" architecture. In contrast to the nearest Hampton Inn & Suites on East Bidwell Avenue in Folsom, the proposed building elevations incorporate design components that enhance local design compatibility elements, which also compliment the overall building mass. These elements include the extensive use of stone, building façade variations, variable roofline forms, exposed timber-enhanced roof, entry dormers, and horizontal siding treatments. The roof material is simulated wood composition material.

The main entrance to the proposed hotel has an inward orientation rather than a street frontage orientation. While this is generally contrary to the City's Design Criteria, the site designer has indicated that they explored many alternatives and offered the following:

"Working with the ownership, the current orientation was the most desirable and efficient location considering the long and narrow nature of the site.

Due to the bend in the site along the south east edge, pushing the building up to this edge (opposite of where it is now) would result in unusable space at this bend. Consequently, this would result in fewer parking spaces than are currently shown on the site plan.

The current orientation allows for the number of parking spaces to be maximized and the 'back' (north) elevation has been designed to mimic the front elevation. This ensures that the view of the hotel from Jacquier Road imparts the same level of design as the front elevation."

Staff discussed the issue of the lack of pedestrian access from the lobby to the street at the north (street) elevation with the applicant's agents. The project agents cited security concerns and therefore do not propose such access. Staff respectfully disagrees in that secured (swipe-card) hardware can provide safe street access. Staff is of the opinion that a defined entrance on the north (street) elevation accessing the lobby is appropriate and will not only enhance the street elevation but also address the street orientation design matter. Appropriately defined access can be achieved with treatments and materials incorporated via timber-enhanced dormers and entry's. A condition of approval regarding this issue is included herein.

Parking

An analysis of proposed and required parking for each project use is shown below.

| **Use** | **Proposed Parking** | **Required Parking (City code)** | **I.T.E. Parking Standards[1]** |
|---|---|---|---|
| Hotel (112 rooms) | 135 | 112 | 100 |

[1] with on-site restaurant/lounge

As the above Table shows, proposed parking for the uses on the site is 135 spaces. The City's parking requirement for hotels is 1 space per room. To assist in determining the adequacy of the proposed parking, staff utilized the Institute of Traffic Engineers (ITE) Parking Generation Manual. This Manual contains comprehensive parking analyses of numerous hotels. Staff used the I.T.E. Land Use Code for the hotel with on-site restaurant (in contrast to serving guest-only meals). The I.T.E. rate suggests 100 spaces are needed. However, staff believes 100 spaces may under park the site given the conference rooms. It is noted that peak parking demand for a hotel is early morning and late evening when meeting facilities are usually idle. Staff also notes that there are

several areas within the parking area that do not meet the parking lot landscaping standard. In light of the above, additional landscaping in the parking area is appropriate and a conditional of approval addressing this is incorporated. The applicant should be afforded the discretion to reduce parking/cost and should consider providing charging stations for electric cars.

Signage

Signage for the proposed hotel is summarized in the table below.

| Sign Type | # | Location | Area s.f. | Height |
|---|---|---|---|---|
| Wall Sign | 1 | South Elevation | 131 | n/a |
| Wall Signs | 2 | West & East Elevation | 47 each | n/a |
| Ground/Monument | 2 | West & East Driveway | 41 each | 10′ |

The three wall signs proposed are individually illuminated pan channel letters. The two ground/monument signs are internally illuminated with opaque background. The proposed wall signs appear appropriate with respect to the context and scale of the hotel elevations and each proposed location. The proposed ground/monument sign at each driveway are considered pole signs by City Code definition. Pole signs are typically permitted in only those circumstances to attract the highway oriented customer. These signs do not satisfy that intent. In this regard staff recommends that the sign at the west entrance be modified to comply with City Code ground sign criteria – not exceed 32 s.f. and 8′ in height – which will also be a more appropriate scale for the purpose it serves. As for the proposed sign at the east driveway it appears more appropriate that a smaller 'corporate' directional sign be utilized. A condition of approval included herein addresses the ground sign matter.

Exterior Lighting

Exterior lighting for the hotel site generally consists of three types of lighting which includes: under-canopy lighting; wall mounted fixture (wal-pak) on the north (street) elevation, and 25′ tall parking lot fixtures. The specifications of each fixture are shown on Sheet E002. Staff has reviewed the exterior lighting plan and accompanying photometric analysis and concludes that the proposed exterior lighting complies with the prescriptive criteria set forth in code in terms of complying with meeting light trespass at property lines, meeting minimum lighting levels for walkways and parking area, and pole light height standards. Staff notes that the "wal-pak" lighting on the north elevation is architecturally inappropriate and should be substituted with the decorative fixture show on sheet E002 as Option 2. A condition of approval to this issue is incorporated herein.

Landscaping

A Preliminary Landscaping Plan accompanies the application. Staff has reviewed the plan and concludes that the plan substantially conforms to the City's landscape criteria. More specifically staff finds that: the street tree variety and spacing is met; the type of and spacing of parking lot trees is substantially met; the type of groundcover and shrub proposed is met and is accented via the use of rock and boulders, and the landscaping is drought tolerant and low in water use. Lastly, the 50% minimum threshold for parking lot shade at 15 years is exceeded. The proposed landscaping around the porte-cochère is more decorative in nature.

There are areas where the Preliminary Landscape Plan is deficient in detail that must be addressed in a Final Plan submittal. First, there are several areas in the parking area that do not meet the threshold for planters at 10 stall intervals. Secondly, the location of ground-mounted electromechanical equipment that supports ground floor services is not shown on the plan. Most of the equipment will be placed in the western half of the hotel given the floor plan. A reconnaissance of the Folsom hotel confirmed this issue. A Condition of Approval addresses this issue that requires a combination of physical and landscape screening subject to approval by staff.

## HIGHWAY IDENTIFICATION

Staff has had several discussions with the project agents regarding the relationship between the site address pronunciation of Jacquier (Jake-way) Road and related Highway 50 identification/signage of Point View Drive. The discussion has resulted in a request to change the street name and address of the site to one of Point View Drive. Staff has analyzed this issue and believes that because Jacquier Road is an arterial and is the dominant road that connects Highway 50 to Carson Road, it should maintain its current name. Instead, staff will petition and coordinate with CalTrans to modify the existing Point View Drive highway signage to include "Jacquier Road" identification. This matter is highlighted for the Commission and public but does not require Planning Commission action as the matter is largely administrative in nature. If there are additional costs to accomplish the signage amendments, then the cost shall be the responsibility of the project proponent.

## VARIANCE

The proposed hotel exceeds the maximum building height of 40' within an HWC Zone. Code defines building height as the vertical distance between finished grade to the average height of the highest roof surface. Staff calculates the average proposed roof height at 55 feet.

In accordance with state laws, when evaluating a variance request, the Commission must consider if there are specific circumstances that distinguish the project site from its surroundings; and, that these circumstances would create an unnecessary hardship for the applicant if the usual zoning standards were imposed. A variance request must also not adversely affect the General Plan.

Staff believes that the Commission can make the necessary legal findings to support the granting of a variance for building height. These include the following:

- The site is narrow and rectangular in shape which constrains site development and the opportunity to develop the site.

- The site was required to dedicate land and the Jacquier Road extension in accordance with the General Plan Master Circulation Plan. This land dedication significantly limited site design options and contributed to the irregular shape of the site.

- A portion of the south side of the site possesses steep topography which by its very nature must remain in an underdeveloped, natural state.

- Development of the site is physically challenged due to the extensive topographical elevation change between HWY 50 to the south and Smith Flat Road to the north.

- While a flat roof on the proposed hotel would still require a variance of approximately 3 feet, it is determined that a flat roof would not only create an architecturally disfavorable appearance on the site and surrounding area in contrast to the City's Design Criteria, but a flat roof would also limit the ability to conceal unsightly roof-top mechanical equipment and attenuate noise therefrom.

Based upon the above circumstances and site issues the granting of a variance would actually create a project more consistent with the General Plan and Development Guide Standards than not.

## ENVIRONMENTAL DOCUMENT

Background:

The Environmental document and review process regarding not only this (Hampton Inn and Suites) project but the two previous hotel projects (North Point Travel Center, 1996 and Holiday Inn Express, 2006) is more involved and complex than most environmental documents and therefore a historical overview and discussion regarding the environmental review and document process is appropriate.

In advance of this discussion, it is important to note that the site has an approved (entitled) hotel that can be built with no additional discretionary approvals. This request is before the Planning Commission because it proposes architectural changes to the hotel and site design components.

In August of 1996, City Staff filed a Mitigated Negative Declaration (MND) for the North Point Travel Center (including a 108 room hotel) on the subject site (Exhibit B). Because the MND reduced potentially significant environmental impacts 'to a less than significant' level an Environmental Impact Report was not legally warranted. The MND was adopted and was not legally challenged within the statutory time frame. The hotel's entitlement subsequently expired.

In 2004, the city staff processed entitlements for another hotel on the subject site known as the Gateway Hotel (later referred to as Holiday Inn Express). After much analysis and consultation with City and outside legal counsel, it was concluded that a new MND was not the appropriate environmental document but rather an 'Addendum' to the original MND. The decision to prepare an Addendum was made because the North Point Travel Center and the Holiday Inn Express hotel projects were substantially similar and no new environmental impacts were identified with the latter hotel project.

Regarding the Addendum, the City did not choose to review the project on the basis of an Addendum simply as a matter of convenience; rather, CEQA provides a high hurdle for triggering a new round of environmental review, either by Negative Declaration or EIR, when there is a previously approved environmental review document for what is essentially the same project. Public Resources Code Section 21166 creates a presumption against preparing another Negative Declaration or EIR unless certain conditions are present – new or more severe impacts than previously studied, changed circumstances surrounding the project that may result in new or more severe impacts, or new information is made available that suggests that new or more sever impacts will result. The public record at that time did not contain any evidence supporting any of these conclusions. In the absence of such evidence, the City is required to prepare an Addendum, not an EIR or new Negative Declaration.

In 2006, the City's use of an Addendum was challenged (*Save Our Neighborhood v. Lishman*). The City's use of the Addendum was upheld by the El Dorado County Superior Court; however, that decision was appealed and overturned by the Third Appellate Court.

There were two general issues that the Appellate Court based its decision to overturn the lower court ruling. The first issue is the standard of judicial review that applies to an agency's decision to perform its environmental analysis using the rules governing supplemental environmental review under Public Resources Code section 21166. The

second issue focuses on the Court of Appeal's application of this newfound standard of review to the facts of this case, even though the Court's application of this standard is contrary to settled law.

Where a project has previously undergone environmental analysis and the lead agency must consider whether subsequently to approve a revised version of that project, the agency's obligations are set forth in Public Resources Code section 21166. Until 2006, the Courts have uniformly held that, where the agency relies on section 21166, judicial review of the agency's efforts is subject to the deferential "substantial evidence" standard.

In this case, the Court of Appeal in deciding *Save our Neighborhood v. Lishman* departed from the "substantial evidence" test. It held that the rules governing supplemental review do not apply where the latter project is an "entirely new" project. It further held that this "threshold" issue – whether the latter project must be treated as a "new" project, or may be regarded as a revised version of the earlier project – is "a question of law for the court." Under this novel formulation, the reviewing Court accords *no* deference to the lead agency's decision to proceed under section 21166. Rather, the reviewing court is to consider the "totality of circumstances" to determine whether the project is entirely new. This 'totality' was a significant departure from prior case laws governing supplemental environmental review of previously approved projects previously under CEQA.

Historically, courts have generally deferred to an agency's decision regarding how to characterize a proposal, and which analytic tool to use to analyze the project's impacts. For example, in *Gentry v. City of Murrieta* (1995), the court defers to the agency's decision whether to treat an application as a new project, or a revision of a previously approved project, and analyzes CEQA compliance using the rules applicable to the approach taken by the agency. Further under section 21166, the agency has discretion to treat new application as modification of earlier project or as new project. In the context of supplemental review under Public Resources Code section 21166, the proper issue for the Court is whether substantial evidence supports the agency's analysis, including the agency's conclusion that the project is a revised version of an earlier project, as opposed to an entirely new project. (*Fund for Environmental Defense v. County of Orange,* 1988).

Despite the fact that legal counsel believed that the Appellate Court erred on the two important "review tests" discussed above, the decision was upheld.

Subsequently, a binding 'Settlement Agreement' was entered into between *Save Our Neighborhood and Lishman* (and hotel developer Mackay) that allowed the hotel and accessory uses to proceed. Although construction of the project commenced, the building permit expired due to lack of building activity.

On September 23, 2016 the California Supreme Court made a significant ruling in *Friends of the College of San Mateo v. San Mateo County Community College District* that essentially overturns the Appellate Courts basis for substituting the City's findings and CEQA procedures for its own relating to the use of the Addendum for the Holiday Inn Project.

Analysis:

In order to establish the proper environmental review tract for the Hampton Inn and Suites project Staff conducted a thorough review of the two previous hotel projects and the environmental documents prepared therefor and the California Supreme Court decision as it relates to *Save Our Neighborhood v. Lishman*, as well as, the 'Settlement Agreement' and Conditions of Approval.

A comparison matrix of the proposed hotel as compared to the two previous hotels to easily compare various hotel projects follows.

**COMPARISON MATRIX**

| YEAR | HOTEL | # ROOMS | # STORIES | MEETING ROOMS S.F. | HOTEL S.F. | PROPOSED PARKING | SITE MASS GRADED | TRAFFIC VOLUME HWY 50 @ PT VIEW VPD[1] |
|---|---|---|---|---|---|---|---|---|
| 1997 | North Point Travel Center | 108 | 4 | Yes – 7,800 sf | 83,400 | 149 | Yes | 27,500 |
| 2005 | Holiday Inn Express | 102 [2] | 4 | Yes | 68,000 | 111 | Yes | 27,500 |
| 2016 | Hampton Inn and Suites | 112 | 4 | Yes – 2,700 sf | 70,600 | 135 | Yes | 28,000 |

**1** Vehicles per day.

**2** Settlement agreement allows up to 117 rooms.

The matrix above clearly shows similarities between the three hotel projects. While it is clear that the three hotel projects are different aesthetically, aesthetics is not generally considered an environmental issue. Based on the discussion above, the Supreme Court

decision regarding 'San Mateo' and the similarities among the three hotel projects on the site, staff, with the advice of legal counsel has concluded that a new environmental document is not appropriate, nor warranted. Instead, the previously prepared and adopted MND and Addendum shall serve as the legally appropriate environmental document for the Hampton Inn and Suites hotel project. This conclusion is not only supported by the discussion above but the fact that there is no evidence in the record as a whole, that the Hampton Inn project will result in new or more sever impacts, nor have there been circumstances that have changed relating to site development, new growth or growth related changes to the general area.

## CONCLUSION AND RECOMMENDATION

For over thirty-five years the site has been assigned Land Use and Zoning designations to accommodate highway tourist uses. The site also has a long history of hotel development proposals. In fact, four hotels have been approved for the site. Previous hotels on the site received strong support from the business and agri-tourism communities. The proposed Hampton Inn and Suites proposal has incorporated architectural elements attempting to promote a foothill theme. Further, this request meets or exceeds landscaping, parking and parking lot shading criteria as conditioned herein. This project will also complete the interim Jacquier Road improvements with the addition of bike lanes, median turn land, safety barriers and fencing and sidewalk completion. Lastly, staff believes that, when completed, this project will have a significant positive impact, catering to tourist needs and long-term economic health of the community and region.

Staff recommends that the Planning Commission take the following actions:

1. Make the following General Plan consistency Findings:

   A. This request is consistent with the Highway Commercial General Plan Land Use Designation that is designed to provide for the highway-oriented uses such as fast-food restaurants, gas stations, hotels and other uses that are convenient for the traveling public, in that a hotel is a highway-oriented use that would cater to travelers along Highway 50.

   B. The project provides for the development of Highway Commercial facilities concentrated in well-defined and well-designated areas and the project differentiates highway and travel-oriented uses from those in the downtown business district and other commercial areas.

   C. This request is consistent with General Plan Land Use Element Goal C that states,

"To protect and provide for the expansion of Placerville's commercial services sector to meet the needs of both Placerville area residents and visitors"; and,

Policy 9 that states,

"The City's planning for commercial areas shall be guided by the following principals: a) Contribute to the City's objective to become a balanced community; b) Have a positive economic impact on the community; c) Provide for adequate parking and vehicular access; and, d) Be designed and landscaped in a manner sensitive to Placerville's character", in that the project has been designed in a foothill theme, has adequate parking and vehicle access, and will have a positive impact on the community through sales and transient occupancy taxes.

D. This request is consistent with Goal A of the Transportation Element that states,

"To provide a circulation system that is correlated and adequate to support existing and proposed land uses, thereby providing for the efficient movement of goods and services within and through Placerville."

E. This project is consistent with General Plan Transportation Element Goal 'E' which states: "To provide a safe and secure bicycle route system", in that the project provides a bicycle route; and,

Policy 3, which states, "The City shall limit on-street bicycle routes to those streets where the available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic"; and,

Policy 5, which states, "The City shall promote the development of bicycle routes in major development areas and along railroad rights-of-way."

F. This project is consistent with the General Plan Transportation Element Goal 'F' which states, "To promote convenient and safe pedestrian circulation"; and,

Policy 3 which states, "In approving development projects, the City shall continue to require the construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers", inasmuch as this project accommodates pedestrian circulation both on- and off-site and provides a connection to the El Dorado Trail.

G. The proposed Jacquier Road extension meets the intent of the General Plan's "Master Street Plan", in that the road's location and alignment is consistent with the Plan.

2. Make the following findings for Site Plan Review 16-02:

A. The project design is consistent, as conditional, with the objectives and criteria set forth in the Site Plan Review Ordinance and supporting design manual in that the building design meets the intent of providing 'Foothill/Mountain' architectural features and is consistent with development features including signage, landscaping and lighting.

3. Make the following findings for Variance 16-01:

A. The project is designated on the General Plan Land Use Map as Highway Commercial.

B. The Project is zoned HWC (Highway Commercial Zone) and AO (Airport Overlay).

C. Due to existing site constraints of topography there are unique physical characteristics specific to the project site, therefore, the granting of the variance requests does not constitute a special privilege not enjoyed by others in the vicinity or in the same zone as the project.

4. Approve SPR 16-02 and VAR 16-01 subject to the Conditions of Approval provided as follows:

A. Development Services Department Conditions of Approval:

1. Submit revised Plans to staff for review and approval to include:
    i. The method of physical materials and landscape screening for all exterior mechanical equipment as discussed herein;
    ii. The Landscape/Site plan shall be modified to include two additional parking lot landscaping strips as discussed herein subject to review and approval by staff.
    iii. The parking lot lighting fixtures shall be located near the parking lot aisles so conflicts with shade trees are avoided.
    iv. Pedestrian access from the lobby to Jacquier Road shall be provided. Further said access shall be enhanced via building elevation architectural elements consistent with those proposed on the remaining elevations, subject to review and approval by staff.

v. Applicant shall submit a Landscape Maintenance Agreement in accordance with Code to staff for recordation prior to issuance of an Occupancy Permit.
vi. The proposed "wall-pack" light fixtures as shown in the lighting plan are not permitted. Applicant shall submit alternative light fixtures to the Planning Division for staff review and approval.
vii. The proposed pole signs at each entrance are not permitted. A code compliant monument sign at the west entrance may be permitted subject to staff review and approval. A "corporate" directional sign at the east entrance not exceeding 10 square feet may be permitted subject to review and approval by staff.

2. Submit three complete construction copies of the proposed building projects. The building should be designed to meet all the 2013 California Codes. Please note; the codes will be changing to the 2016 California codes January 1, 2017. The existing site will need to be reviewed by the project soils engineer in conjunction with the project engineer.

3. The existing foundation will need to be removed or reviewed by project engineer if it is to be used, whole or partial. A demolition permit will be required if removed to include a waste management program for the disposal of the concrete and structural steel.

4. This Site Development project shall comply with all pertinent City Ordinances and City standard street cross-section details available at the office of the City Engineer. All remaining Development Services/Engineering Division items, except for sewer and water, will be designed in accordance with the County of El Dorado Design and Improvement Standards Manual, as revised May 18, 1990; the County of El Dorado Drainage Manual, dated March 14, 1995; and the 2010 State of California Department of Transportation (Caltrans) Standard Plans and Standard Specifications. Sewer service will be provided by the City and shall be designed and constructed in accordance with El Dorado Irrigation District (EID) Design and Construction Standards, dated July 1999, except when otherwise directed by the City Engineer. Water distribution is within the EID service area and shall comply with their standards and conditions of approval.

5. The Applicant shall reimburse the City for associated project costs incurred by the City for any outside consultants, City staff time, and

other expenses for special design needs above and beyond normal items covered by the City's fee schedule.

6. Appropriate land rights shall be obtained from the affected property owners as necessary to allow any required grading and/or facilities to be installed outside the site plan boundaries. A copy of the written authorization(s) shall be included with the final improvement plan submittal.

7. An encroachment permit shall be obtained from the City Engineering Division prior to beginning any work on this development within a public right-of-way or easement.

8. All Capital and Impact Fees are to be calculated and paid at time of Building Permit issuance.

    i. The Traffic Impact Mitigation Fee (TIM) will be based on the minor commercial rate at the time the plan check submittal is deemed complete, less credits for previous payments for this development.
    ii. Sewer connection fees will be calculated using a rate of 0.6 EDU per room for the hotel. City records indicate that $82,750 was paid previously in Sewer Connection Fees.
    iii. Water connection fees will be calculated by and paid directly to EID
    iv. Contact School District and Fire District for submittal review processes and any fees related to their services.

9. Applicant is required to submit for review and pay appropriate fees as required by EID. Water system work must be approved by EID prior to the start of construction.

10. The required water system, including all fire hydrants, shall be installed and accepted by EID and the El Dorado County Fire Protection District prior to any combustible building material being placed on site.

11. Improvements shall comply with Fire District requirements, including locations and spacing of fire hydrants, building sprinkler requirements, fire flows, and traffic and emergency circulation.

12. Compliance with EID project conditions is required.

13. City records indicate that the water system has been installed and is connected to the EID system in Jacquier Road west of approximately Sta. 20+50. There is no indication on plans or city records showing water line work east of that point as required on the original design plans. All work required by EID that requires trenching into existing pavement will require a full pavement overlay and new striping in any areas where a final lift of new pavement was constructed by the City Point View Drive construction project.

14. A meter award letter or similar document from EID shall be provided by the applicant prior to receiving a building permit.

15. A grease interceptor system is required for the sewer system leaving all kitchen or food prep areas; location, type, and installation shall meet City and EID standards or as directed by the City Engineer.

16. Portions of the planned sewer main from its connection to the 10" line in Smith Flat Road (west) upstream to its planned termination at Sta. 17+09 were installed as part of this developments original design and construction. A CCTV survey of this line and an air test are required before this main will be accepted into the City collection system. Any portions of the line that do not pass inspection or have not been completed must be constructed to City standards. The City will accept the sewer main into the City maintained system after this work is completed to the satisfaction of the City Engineer.

17. Perform air test and CCTV survey of the two sewer laterals previously constructed to serve the hotel and the gas station. These are private laterals, but must be constructed (or proven to have been constructed) to City standards prior to being utilized.

18. Provide sewer backwater valve installation per EID standards or protect with other method as approved by the City Engineer.

19. The City's sewer master plan study completed in 2006 identifies potential capacity concerns located downstream between Wiltse Road and the Spanish Ravine/Main Street intersection. This applicant shall fund, or participate with others to fund, the cost of a sewer capacity study through this approximately 2,000 foot section of pipeline to determine what capacity improvements are necessary to adequately serve this project during wet weather flows with excess capacity of 20% to serve future infill projects. The study shall also determine if additional capacity improvements will be needed at ultimate buildout

plus project. If improvements are required, the study shall develop a plan showing how the improvements can be staged to serve project capacity needs as additional levels of development occur within this sewer shed area. This applicant will then be responsible for design and construction of those capacity improvements identified as critical to serving this development. The study will be completed by a consultant selected by the City. The cost of the study and any necessary design and construction of improvements will be reimbursable to the applicant thru credits toward the sewer connection fees as part of this project, and any additional amount would be subject to a reimbursement agreement between the City and the applicant.

20. Prior to final design of Storm Drainage systems for the project, a project Drainage Report shall be prepared and submitted to the City Engineer for approval. The Drainage Report shall include all aspects of drainage as discussed herein. The approved Drainage Report will serve as a design guide for the projects drainage system(s).

21. Drainage facilities shall be designed and included in the final improvement plan submittal. Drainage and detention facilities shall be designed and constructed to keep post-development flows leaving the site at or below pre-development levels, including increased drainage from public roadway construction. Drainage calculations will be required to show that these conditions are being met. Changes to historical and existing drainage patterns will not be allowed without specific City approval. All areas of concentrated drainage flow shall be contained in a pipeline or improved channel to a City-approved discharge point. Plans for the original development, as well as application materials and correspondence with the Army Corps of Engineers indicate the original developer's intent to develop an offsite drainage retention system that would meet the requirement of keeping post-development flows in Hangtown Creek at or below pre-development levels. City records and development plans do not indicate that plans for this system were ever fully calculated or developed. This development's drainage calculations and plan shall account for drainage from the adjacent "gas station/country market" parcel as proposed in the original development plan and environmental document for these parcels.

22. All parking lot and street drainage inlets shall be marked "Do not Dump – Flows to Creek."

23. Interceptor ditches are required at the top of all slopes and retaining walls or as directed by the City Engineer. Water collected by this ditch shall be taken to a drainage system

24. Surface drainage, drainage swales or concentrated lot drainage is not allowed to sheet flow across sidewalks.

25. Storm drain pipes shall be RCP, HDPE, or other materials as approved by the City Engineer.

26. The storm drain system designed in Jacquier Road appears by visual inspection to have been completed to the extent necessary to handle existing site and roadway drainage. Plans, city records, and visual inspection indicate that storm drainage systems shown on the off-site plans have been constructed in the existing full pavement areas west and east of the proposed development (everywhere except between Sta. 12 + 20 and Sta. 21 + 50). As status of the onsite drainage systems is unknown, the applicant shall fully investigate and substantiate the location and quality of the existing on site systems prior to submittal of improvement plans to the City.

27. All existing on site and off site storm drain systems constructed as part of the original project construction and planned to remain in use shall be inspected by CCTV survey to verify acceptability. Any problems identified shall be corrected to the satisfaction of the City Engineer.

28. As a required compliance measure to the City's MS4 permit (§E.12), this development is required to implement the use of Low impact Design Standards. A list of potential measures is provided in the latest update of the City's Development Guide.

29. Electric, telephone, and cable TV shall be placed underground within the project boundary and where connections are made to existing overhead facilities.

30. City records and visual inspection suggest much of the dry utility systems mainline components are in place, and that PG&E power may be available at the large utility box near Sta. 17+00. Utility companies must be contacted to confirm what additional design work needs to be completed prior to submittal of the final improvement plans to the City. A utility composite plan shall identify the utility work necessary to service this development and development of the adjacent parcel (proposed gas station/market site).

31. JACQUIER ROAD: Design and Construct Jacquier Dr. between Sta. 12 + 13 and Sta. 21 + 50 (approximate) to provide curbs and gutters both sides, 4.5′ sidewalk on one side, 4′ HMA bike lanes in each direction , an 11′ travel lane in each direction, and a 12′ two way turn lane paved median area. An additional 12′ right turn lane approximately 200′ long with tapers is required to serve the main driveway into the gas station/store as shown on the original plans. This additional right turn lane may be deferred until the gas station/store property is developed. An HMA berm may be substituted for curb and gutter along the future development area. 4.5′ sidewalk through this area may also be HMA and considered temporary in nature.

32. From Sta. 21 + 50 (approx.) to Smith Flat Road (east) complete the roadway improvements on the south side including curb, gutter, sidewalk, and roadway widening to provide similar 11′ through lanes, 12′ median area, and 4′ bike lanes adjacent to the gutter. A portion of this roadway construction area is under El Dorado County jurisdiction and requires plan submittal and review along with inspection. Similar plans from the previous project were reviewed and approved by El Dorado County DOT.

33. Roadway Improvements west of Sta. 12 + 13 and east of Sta. 24 (approx.) are considered by the City to be complete, and have been approved by Caltrans and El Dorado County.

34. The final structural section of Jacquier Road roadway shall be 4″HMA/13″ AB (existing roadway structural section between Sta. 12 + 75 and Sta. 21 + 50 was constructed at 2″/13″, with the original developer planning to add the final 2″ HMA lift at the end of construction).

35. Between approximately Sta. 19 and Sta. 21 + 50 the south side of the existing structural section is failing and repair will be required. Provide geotechnical engineer review of this failed area with recommendations for repair for review and approval by the City Engineer prior to proceeding with any roadway work in this area.

36. Some Keystone Retaining wall blocks are missing from the top of the Keystone Wall on the north side of Jacquier Road This wall is part of the construction for this development and as such must be maintained throughout construction. The wall is required to be certified by Youngdahl Consulting Group, Inc. that it was constructed in

accordance with their plans and requirements and meets with their approval, otherwise an analysis of the existing structure shall be included in the required geotechnical report as discussed under "Grading" below.

37. A fall protection structure designed by a structural engineer is required at the top of the wall to protect vehicles and bicyclists from going over the top of the wall. This structure has been designed previously. Revising to a different design must take the wall design and its tiebacks into consideration. The final design of this structure will need to be reviewed and approved by the City Engineer.

38. Sidewalks shall be 5' separated sidewalk to the greatest extent possible. Where the sidewalk must be adjacent to street curb and gutter due to site constraints the sidewalk width may be a minimum width of 4.5'. Sidewalks shall provide a continuous walkway between the existing sidewalk on the south side at Point View Drive, down to the Smith Flat Rd. (east) intersection.

39. Parking, Accessible stalls, and Fire District turnaround shall comply with City of Placerville Standard Plans and must have Fire District approval.

40. Install a street light matching nearest adjacent public street lights at the Point View Drive/Jacquier Road intersection on Point View Drive where an existing grey conduit is seen sticking out of the ground. This conduit reportedly runs from a PG&E service box to this location. The intent of this light is to light the Cardinal/Point View Drive intersection area which had lighting prior to earlier phases of this development project.

41. Install street lights at the Smith Flat Road (east) intersection as shown on the existing plans and as required by the County.

42. Submit street lighting plans and details for review and approval. Street lighting plans were originally proposed in the medians, but detailed plans were never provided, and having median lights is not a requirement. Street lighting is required from Point View Drive to Smith Flat Road (east).

43. Install ADA-accessible curb ramps at all driveways and curb returns.

44. Provide signing and striping plans and install signing and striping for the project as required by the City Engineer. Coordinate with Caltrans and El Dorado County regarding signing for Jacquier Road whereby Jacquier Road will be added as an additional street name to Point View Drive exit signs along the freeway, both advance signs and off ramp signs. The applicant will be responsible for all costs. Some city signs may require changing or supplemental signs required also as a result of the off ramp sign modifications. Point View Drive will remain the street name from Broadway up to where Point View Drive turns to the west, at which point the through street becomes Jacquier Road.

45. BUS STOP: A bus stop shall be provided in accordance with EDCTA standards and requirements. Existing plans indicate a specific shelter brand and type to be installed near Sta. 13. Contact City Planning Division and EDCTA for determination of location and type of shelter required.

46. A parcel map shall be filed to document final parcel boundaries that were created with previous lot line adjustments, records of survey, grant deeds, offers of dedication, and possibly other recorded documents that affect property line locations. Most if not all of the details of this required parcel map were contained in a draft Parcel Map submitted to the City dated August, 2007 by Carlton Engineering, and also submitted to El Dorado County Surveyor for plan checking, but final plan checking and filing of the map was not completed. Subsequently, offers of dedication were made and accepted by the City in 2010 as evidenced by City Offers of Dedication numbers 465 through 468 in City Engineering Files.

47. All grading shall conform to the City Grading Ordinance and to all other relevant laws, rules, and regulations governing grading in the City of Placerville. Prior to commencing any grading, which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Engineering Division.

48. All retaining walls shall be reviewed and approved by the City prior to construction, including material types, colors, and surface finishes.

49. Submit final geotechnical report for this development with recommendations for the construction of building pads, retaining walls, sub-drains and roadways.

50. The improvement plans shall include an erosion and sediment control plan, which incorporates standard erosion control practices and best management practices, subject to the approval of the City Engineer and Resource Conservation District. The plan shall be prepared by a Registered Civil Engineer or Certified Professional Hydrologist in accordance with the High Sierra Resource Conservation and Development Council Guidelines for Erosion and Sediment Control, and shall be included in an agreement with the construction contractor prior to the issuance of a grading permit. The following measures shall be included:

    i. Any mass grading shall be restricted to dry weather periods between April 1 and October 31.

    ii. If other grading activity is to be undertaken in wet-weather months, permanent erosion and sediment controls shall be in place by October 15, and construction shall be limited to areas as approved by the City Engineer. A winterization plan must be submitted by September 15 and implemented by October 15.

    iii. In the event construction activity including clearing, grading, disturbances to the ground, such as stockpiling, or excavation result in soil disturbances of at least one acre of total land area, the applicant shall obtain and provide a Notice of Intent (NOI) from the Regional Water Quality Control Board (RWQCB).

    iv. Should a NOI be required, Storm Water Pollution Prevention Plan (SWPPP) shall be provided prior to issuing a construction permit in accordance with requirements set forth by the RWQCB.

    v. Project less than one acre are exempt from obtaining a NOI unless construction activity is expected to create soil disturbances that could cause significant water quality impairment.

    vi. The internet site for information and application on the NOI can be found at http://www.waterboards.ca.gov/stormwtr/docs/finalconstpermit.pdf

vii. Sedimentation basins, traps, or similar BMP controls shall be installed prior to the start of grading.

viii. Mulching, hydro seeding, or other suitable revegetation measures shall be implemented. Planting shall also occur on areas of cut and fill to reduce erosion and stabilize exposed areas of later construction phases. All disturbed areas with a slope greater than 5% shall receive erosion control.

ix. Excavated materials shall not be deposited or stored where the materials could be washed away by storm water runoff.

51. The improvement plans shall include a dust control plan, which takes all necessary measures to control dust. This plan shall be implemented by the Developer during grading as required by the City and the El Dorado County Air Quality Management District (AQMD). A permit from AQMD shall be submitted to the Development Services Department prior to approval of the improvement plans.

52. Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the geotechnical engineer.

53. Obtain proper permits prior to demolition or grading of any hazardous materials, underground storage tanks, mines, tunnels, shafts, septic systems, water wells, graves, or other existing underground utilities or unforeseen features. Requirement to obtain additional permits shall be clearly stated on the grading plans.

54. The proposed grading plan shows an import of fill material. Prior to obtaining a grading permit the applicant shall have obtained approval for the import location (borrow site) from the City Engineer. An Environmental Assessment shall be submitted to the Planning Division for approval and shall include the borrow site information.

55. City restrictions related to noise and work hours shall be clearly stated on the Cover Sheet for the final improvement and/or grading plans.

56. Existing trees to be protected and the protection measures to be installed or observed during site grading and trenching operations shall be clearly delineated on the final improvement plans.

B. Comply with El Dorado Irrigation District's Conditions of Approval as stated in the attached letter dated December 8, 2016 (Exhibit C).

**ATTACHMENTS:**

Exhibit A. Application Submittal Packet
Exhibit B. Environmental Addendum - 2004 and Mitigated Negative Declaration 1996
Exhibit C. El Dorado Irrigation District's Conditions of Approval Letter
Exhibit D. Public Comments Received

Exhibit A

TAAG ARCHITECTS

**Placerville Planning Department** November 21, 2016

## Site Address

The project address shall be 3001 Jacquier Road.

## Property Owner

Successor owner to Placerville Hampton LLC is Apple Hill Hospitality LLC. Mike Brown has previously submitted a line of ownership to the City in which Apple Hill Hospitality LLC is the entity which owns Placerville Hampton LLC, as recorded with the California Secretary of State.

## Site Plan Review Process

The proposed project is a Hilton Hampton Inn and Suites in Placerville, California. The hotel will be constructed on a 3.013 acre site. The hotel foot print will be 72,330 square feet including the indoor pool and outdoor pool deck, and will be 4 floors and 112 guest rooms. The proposed design also includes a 2600 square foot meeting space. The anticipated construction period for this project will be 10 months built in one phase beginning early 2017. Floors 2-4 will be built off site of modular construction built by Guerdon Modular Buildings.

With regard to the bullet points regarding the condition of the site post abandonment below is a summary of an email discussion the current permit holder (The City) has had with the Army Corp.

As requested, I've followed up with the US Army Corps of Engineers regarding the existing permit status (Permit No. 200200319, attached for reference). As a reminder, the original permit was issued to Smith Flat Development (Edward Mackay) on 9/13/07, it was then transferred to the City on 3/23/11 per resolution 7883 (transfer request attached) for the purposes of the Point View Drive Extension project, constructed 2011/2012. Below is a summary of my discussion with Peck Ha regarding the next steps to reengage this permit for the purposes of Hampton Inn (Peck's contact information provided at the end of this email):

ACOE is requesting an email or letter that summarizes the following:

- Summary of the history of the project and the permit (Gateway Hotel, Point View Dr. Extension, new Hampton Inn development, etc.)

- Summary of what has been completed to date as it relates to impacts to the jurisdictional wetlands and conditioned mitigation measures for the 1.52 AC as outlined in the permit.

- If not all of the mitigation measures have been addressed, what remains? If not all the measures have been addressed, there is a potential that the site **may** have to undergo another field review for wetland delineation to see what the impact are since the mitigation measures have been partially completed. ACOE will make that call once we tell them how far along we got in the measures.

- Statement to clarify (from the developer) if additional fill will be needed beyond the 1.52 AC (the answer should be no since its essentially the same footprint).

- Request to transfer the permit with new time frame for completing the work.

Schedule for Review/Response from ACOE:

- Up to +/- 4 months if additional mitigation measures need to be addressed, it all depends on the amount of items.

- If all measures have been addressed, the estimated timeframe to transfer and issue a new date on the permit is approximately 4 weeks.

ACOE Contact:
Peck Ha
Project Manager
US Army Corps of Engineers, Sacramento District
California North Branch
1325 J Street, Room 1350
Sacramento, California 95814
(916) 557-6617 Fax: (916) 557-6877
peck.ha@usace.army.mil

The current plan is to transfer and complete the remaining 1.52 acres mitigation on an additional property the applicant has within the county so that the current permit holder can complete and have inspected the conditional approval from the Army Corp.

Per Cleve Morris the work has been completed for Fish and Game and Regional Water QC.

## Existing Conditions

The existing conditions of the site include grading and partially completed buildings, utilities, retaining walls and asphalt surfaces of the Gateway Holiday Inn Express plans, approved summer of 2008. The construction was halted in 2008 due to the economic recession. The existing foundation, slab and concrete building walls will be demolished and crushed for recycling by the contractor. The existing asphalt surfaces on-site will also be demolished.

## Parking

The proposed site plan has 134 parking spaces. The City of Placerville Development Guide Appendix F Parking Standards item 17, lists that one parking space per rental unit is required for a hotel. Hilton has given approval for a parking reduction of 0.9 spaces/room for this project due to the challenges posed by this site. Thus, with Hilton's parking concession, a 112 room hotel requires 101 spaces. A copy of Hilton's approval will be included in the resubmittal package for the City's records.

Additionally, the City of Placerville's Development Guide Appendix F Parking Standards item 12 states that for an assembly space 1 parking stall per 4 seats of maximum seating capacity is required. The

proposed hotel meeting space has a maximum occupancy of 182 occupant, thus requiring 46 parking spaces.

The total number of parking spaces required (with Hilton's approved .9 spaces/room) would be 147 spaces. The proposed site plan accommodates 134 parking spaces (5 Handicap spaces, 10 compact spaces and 119 full size spaces). Due to the restrictions of this parcel, including the site size and challenging grade changes, the proposed site plan is the best option to maximize parking. Therefore this project will be applying for a parking variance to account for the 13 space deficit.

**Site Landscaping** – Due to the limited site area outside of the hotel footprint as well as the need to maximize parking, the areas available for landscaping are limited. Because of this the trees to be planted will not reach 50% shading of the parking area in 15 years. The trees will reach a 29% shading in 15 years, thus a variance for Site Plan Shading Criterion will be applied for. See attached Landscape Architecture plan.

In an attempt to preserve as many parking spaces as possible there is one run of 13 parking stalls that does not meet the Site Plan Review Criteria 10-4-9 (G)3(h) of a landscape strip per every ten parking stalls. Thus this project will apply for a variance regarding this criterion. The one location is along the South side of the site along the retaining wall where there is a run of 13 parking spaces; adding a landscape strip at this location would result in the loss of a parking stall. See sheet AS1.0.

The use of photovoltaic shading structures have been considered, however this project will not be employing shading structures carrying photovoltaic cells to shade the parking lot. The addition of electric car charger parking stalls with charging stations powered by photovoltaic panels are being investigated.

## Site Work

**Jacquier Road Traffic Barrier** – The previous Carlton Engineering design included a concrete traffic barrier that was directly above the, now existing, Keystone retaining wall along Jacquier Road which was not constructed when the City completed the roadway improvements. The City instead placed concrete k-rail along the road edge which will be removed with the current project. The new hotel project will include offsite improvements which will include any roadway and utility improvements as required by the City and El Dorado Irrigation District (EID) along with a vehicular safety barrier similar to the previous design as shown on sheet C5.0.

**Existing Roadway Overlay** – It is our understanding that when the City completed the Jacquier Road improvements from the previous project, that only one lift of AC was placed (approximately 2-inches) and that a final lift of AC (approximately 2-inches) will be required to be included with the current project. In addition, the City has a concern that some AC areas are failing and will need to be replaced as part of the current project. The City should coordinate the areas of concern with the owner and engineer during the design of construction documents so approximate areas can be shown on the offsite improvement plans.

**Bus Stop** – The bus stop turnout was previously constructed with the adjacent gas station parcel and the current owners do not have permission to complete work on the adjacent parcel. We request that the bus stop improvements be included as a condition for the gas station parcel.

**Tree Preservation** – The previous project graded the site and prepared it for the previous hotel and parking lot improvements. The current project was showing some additional tree removal above the large block retaining wall between the project and Highway 50 but the plans have been revised to remove any additional tree removal and, instead, increase the height of the retaining wall. Since the

area is above the retaining wall on a steep slope and will not be accessible to construction activities, tree protection fencing should not be required. Tree removal is not anticipated to be needed in the current project scope of work.

Preservation of tree over 6" DBH near the project limits will be protected per standard methods, which include tree fencing around the tree dripline. The only trees within the project limit are located above the existing retaining wall along the south side of the project and should not be subject to vehicular construction traffic. The limits of disturbance to complete the construction of the retaining wall will be determined during the construction documents phase and a tree protection detail will be provided in the plan set as required.

**Offsite Detention and Water Quality** – The previous project included agreements with other projects in the vicinity (the old lumber mill site) to include additional detention volumes as needed to offset any detention requirements but included mechanical treatment for water quality. The current project will evaluate the detention volumes needed compared to the volume included with the detention basin as shown on the current plans and coordinate any offsite detention requirements with the owner of the old lumber mill site and the City. Water quality is planned to be provided by utilizing the detention\water quality basin and also utilize a water quality mechanical treatment system if needed. Calculations for detention and water quality will be included in the drainage report that will be prepared during the construction document phase.

**Existing Onsite Drainage System and Other Utilities** – A significant amount of the previously installed wet and dry utilities will need to be removed and replaced with the current project. Coordination during the construction document phase will be required between the design team, the City, and EID to determine final locations of utilities, building points of connection, and the extent of any utilities that can remain.

**Backflow Prevention Devices and Water System** – The previous project located backflow prevention devices on the opposite side of the hotel building from Jacquier Road and the current project does not have the space available to do something similar so the current project proposes to locate the backflow prevention devices between the hotel building and Jacquier Road and will screen from view with materials harmonious with the hotel building and/or landscaping is permitted by the City, EID, and the fire department. Final locations will be coordinated with those agencies during the construction document phase.

**Retaining Walls and Elevations** – The previous project included the construction of 2 separate retaining walls. One wall is along the north side of Jacquier Road and is a keystone block wall. The other wall is along the south side of the hotel parcel and is a large block Redi-Rock block wall. Both walls were partially constructed with the previous project and will be repaired and/or increased in height as needed with the current project. Wall elevations, block details included type and color, and other information will be included in the construction document phase.

**Erosion Control BMP's and SWPPP** – Erosion control BMP's such as straw waddles, silt fences, gravel bags, and soil stabilization will be included in the construction document phase Erosion Control plans. In addition, the project disturbs over one-acre of land so a Stormwater Pollution Prevention Plan (SWPPP) will also be prepared prior to grading activities. The Storm Water Pollution Prevention Plan (SWPPP) will provide additional erosion and sediment controls such as hydraulic mulch, soil binders, straw mulch, geotextiles and mats, and hydroseeding. Exact methods of treatment will be determined during the design phase.

**Survey Mapping** – The project team understands that additional survey mapping will be required and that may require a parcel map, Right-of-Way dedication(s) and vacation(s), easements, and other

items not yet known. During the construction document phase, the project team will coordinate the onsite and offsite improvements with the City and EID and determine any requirements.

**Regulatory Permit Status** – The Owner and the City are currently researching and coordinating with other agencies to determine what fees were previously paid, what the status is of previous permits, and any requirements that the current project will be required to meet.

## Loading Berths

Due to the nature of the deliveries expected at this property, a variance to waive the 2 required loading berths will be applied for. This property has a small food preparation area, which contains limited kitchen equipment, including a microwave and a countertop convection oven. The kitchen equipment will be used to prepare a limited menu hot breakfast that Hampton Inn and Suites offers, thus deliveries will not be significantly smaller in size and nature to those deliveries required by a full service restaurant. The proposed hotel also contains an on-site laundry, so linen deliveries will not be required. Other deliveries expected include cleaning supply deliveries, which will also not be large in nature.

As with all Hilton's brands of this size, food deliveries will be scheduled for early mornings so as not to interfere with the hotel guests. The delivery trucks will park for unloading under the porte cochere. The dimensions of the porte cochere are 43'-11" long and 37'-8" width with a vertical clearance of 14'-0", which is sufficient for the size of delivery trucks that will be delivering to this property.

## Signage

This property will be applying for a signage variance from the 200 square feet of signage the city of Placerville allows. The hotel is proposing signage on the North, South and West elevations and two pylon signs at the Northeast and Northwest entrances. See drawings in submittal package from YESCO for design specifics included in this resubmittal package.

# CITY OF PLACERVILLE
## PLANNING APPLICATION

RECEIVED
APR 14 2016
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Date: 4/14/16
Zoning: HWC GP:
File No: SPR16-02
Filing Fee (PZ) $52,100.00
Filing Fee (EN)
Receipt No: 18259

**REQUEST FOR:**

- ☐ Annexation
- ☐ Conditional Use Permit
- ☐ Final Subdivision Map
- ☐ Historic District Review
- ☐ Planned Development Overlay
- ☒ Site Plan Review
- ☐ Tentative Parcel Map
- ☐ Boundary Line Adjustment
- ☐ Environmental Assessment
- ☐ General Plan Amendment
- ☒ Landscape Plan Review
- ☐ Preliminary Plan Review
- ☐ Temporary Commercial Coach
- ☐ Tentative Subdivision Map
- ☐ Certificate of Compliance
- ☐ Environmental Impact Report
- ☐ General Plan Consistency
- ☐ Minor Deviation
- ☐ Sign Package Review / Amendment
- ☐ Temporary Use Permit
- ☐ Variance
- ☐ Zone Change

**DESCRIPTION:**

ITEMS ABOVE THIS LINE FOR OFFICE USE ONLY

* * * \

I hereby certify that the statements and information contained in this application, including the attached drawings and the required findings of fact, are in all respects true and correct. I understand that all property lines must be shown on the drawings and be visible upon site inspection. In the event that the lines and monuments are not shown or their location found to be incorrect, the owner assumes full responsibility.

I further understand that if this request is subsequently contested, the burden will be on me to establish: that I produced sufficient factual evidence at the hearing to support this request; that the evidence adequately justifies the granting of the request; that the findings of fact furnished by me are adequate, and further that all structures or improvements are properly located on the ground. Failure in this regard may result in the request being set aside, and structures being built in reliance thereon being required to be removed at my expense.

PROPERTY OWNER agrees to and shall hold the CITY, its officers, agents, employees and representatives harmless from liability for damage or claims for damage for personal injury, including death, and claims for property damage which may arise from the direct or indirect operations of the PROPERTY OWNER or those of his contractor, subcontractor, agent, employee or other person acting on his behalf which relate to this project. PROPERTY OWNER agrees to and shall defend the CITY and its officers, agents, employees and representatives from actions for damages caused or alleged to have been caused by reason of the PROPERTY OWNER'S activities in connection with the project. This hold harmless agreement applies to all damages and claims for damages suffered or alleged to have been suffered by reason of the operations referred to in this paragraph, regardless of whether or not the CITY prepared, supplies or approved plans or specifications or both for the project.

PROPERTY OWNER further agrees to indemnify, hold harmless, pay all costs and provide a defense for CITY in any action challenging the validity of PROPERTY OWNER'S project.

| Applicant's Signature | Printed Name of Applicant(s) | Date |
|---|---|---|
| | BRAD WHITAKER | 4.11.2016 |

As owner of the property involved in this request, I have read and understood the complete application and its consequences to me as a property owner.

| Signature of Property Owner | Printed Name of Property Owner | Date |
|---|---|---|
| | Manager of All Four One LLC, the manager of Apple Hill Hospitality LLC Owner | 4/13/16 |
| | | |

NOTICE: Section 10-3-9 of the Placerville Municipal Code prohibits the occupancy of a building or a release of utilities prior to the issuance of a Certificate of Occupancy by the Building Division AND the completion of all zoning requirements and conditions imposed by the Planning Commission or City Council UNLESS a satisfactory performance bond or other acceptable security has been posted to insure completion. VIOLATIONS may result in prosecution and/or disconnection of utilities.

* * * *

# APPLICATION FOR A VARIANCE

Placerville Hampton Inn & Suites

APN 048-290-42

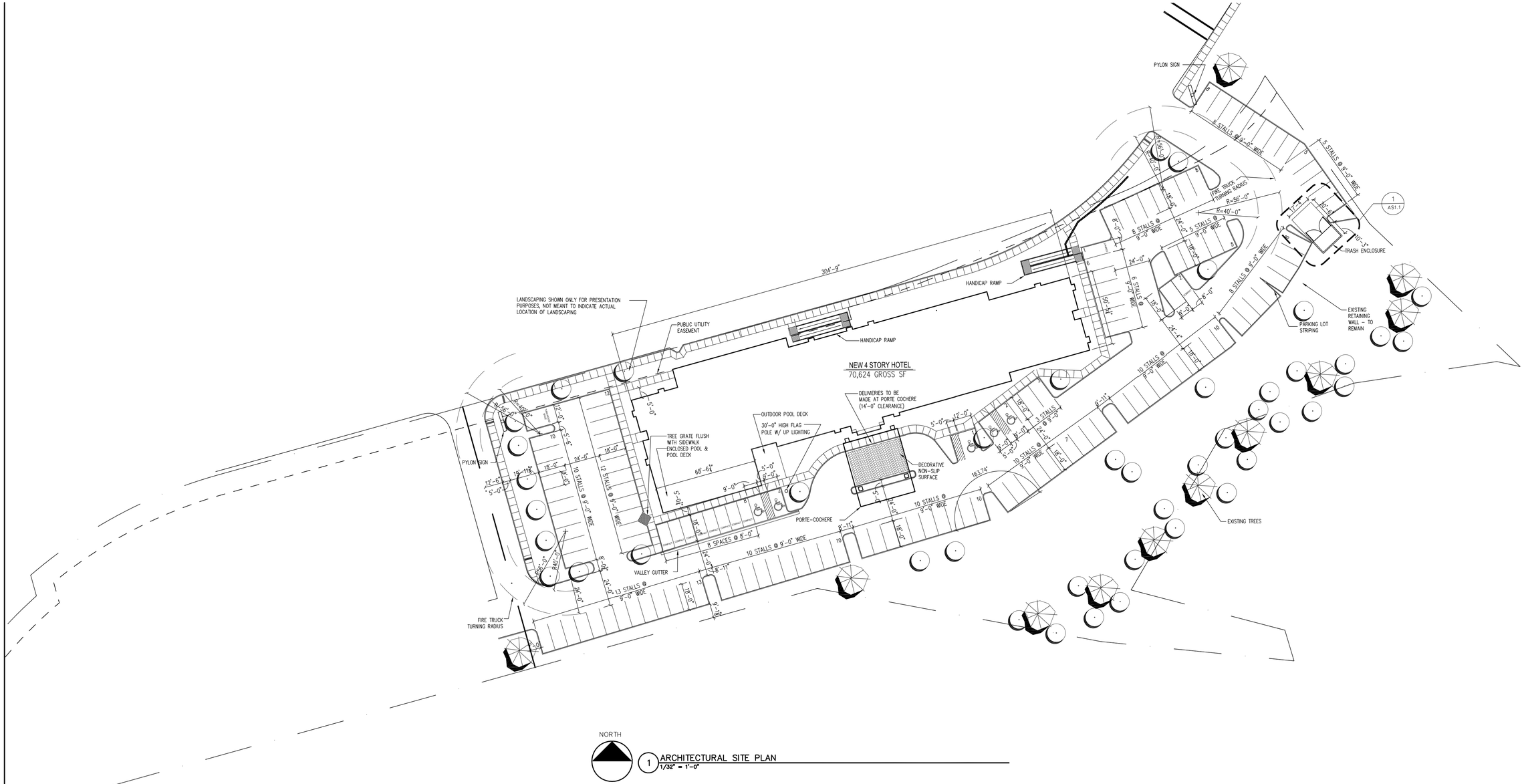
*(A)* REQUEST: The applicant requests a VARIANCE on the property described on the application for the following purposes: The applicant is requesting a variance for ***building height*** for the reasons identified below.

1. That because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, the strict application of the provisions of the City's Municipal Code would deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classifications.
    - Doing four stories was the only way, on this particular site, to get the room count high enough to be financially viable.
    - This is the standard, customer expected, version of Hampton Inn & Suites. At Marriott and Hilton, they have a tremendous following because the consumer expects certain standards from property to property. That is why their loyalty program is so successful.
    - This location is off the highway and down in a "hole" and needs the height to allow at least the top floor to be visible from Highway 50.
    - Other similar projects have been granted variances because they were situated in similar topographic holes.
    -
2. That any Variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is situated.
    - Application understands the indicated limitations of this variance request.

3. That the granting of the Variance will not be materially detrimental to the public health, safety, convenience and welfare or injurious to property and improvements in the same vicinity and zone in which the subject property is situated.
    - The granting of this building height variance will not adversely impact the citizenry nor will there be public safety or health loss through granting it.

4. That the granting of such Variance will not adversely affect the General Plan of the City.
    - The granting of the variance is expected to have zero impact on the General Plan of the City.

# Placerville Hampton Inn and Suites
3001 Jacquier Road
Placerville, California 95667




NORTH

1 ARCHITECTURAL SITE PLAN
1/32" = 1'-0"

## PROJECT TEAM

OWNER:
Apple Hill Hospitality, LLC
Michael R Brown, JD, CPA, MBA
Michael R Brown, A Law Corporation
23041 Mill Creek Drive
Laguna Hills, CA 92653
Contact: Michael Brown
949-452-0415 ext226

DEVELOPER:
Wasatch Growth Partners, LLC
Brad Whitaker
1252 Dogwood Drive
Mapleton, Utah 84664
Contact: Brad Whitaker
435-602-4144

ARCHITECT:
TAAG Architects
36 Steele Street Suite 101
Denver, CO 80206
Contact: Jim Allred
303-824-2745

ARCHITECT OF RECORD:
Lawler Architecture
Jack Lawler
9201 East Mississippi Avenue
Denver, CO 80247
Contact: Jack Lawler
303-322-0808

CIVIL ENGINEER:
GHD
Goldorado Circle Suite B
Cameron Park, CA 95682
Contact: Blake Johnson
530-387-5694

LANDSCAPE ARCHITECT:
R Dale Hadfield Landscape Architect
Dale Hadfield
Laguna Niguel, CA 92677
Contact: Dale Hadfield
949-367-9275

STRUCTURAL ENGINEER:
ES2
1677 Eureka Road, Suite 101
Roseville, CO 95661
Contact: Robert Hatch
916-780-2030

## DRAWING INDEX


| | |
|---|---|
| AS1.0 | COVER & SITE PLAN |
| FIG.01 | AIRPORT OVERLAY EXHIBIT |
| C4.1 | PRELIM. GRADING & DRAINAGE PLAN |
| C4.2 | PRELIM. GRADING & DRAINAGE PLAN |
| C4.3 | PRELIM. GRADING & DRAINAGE PLAN |
| C5.0 | PRELIM. UTILITY/SITE PLAN |
| C5.1 | PRELIM. UTILITY PLAN |
| C5.2 | PRELIM. UTILITY PLAN |
| L1 | PRELIM. PLANTING PLAN |
| L2 | PRELIM. IRRIGATION PLAN |
| L3 | PRELIM. SHADE PLAN |
| AS1.1 | TRASH ENCLOSURE |
| A1.0 | LEVEL 1 FLOOR PLAN |
| A1.1 | LEVEL 2 FLOOR PLAN |
| A1.2 | LEVEL 3 FLOOR PLAN |
| A1.3 | LEVEL 4 FLOOR PLAN |
| A1.4 | ROOF PLAN |
| A3.0 | EXTERIOR ELEVATIONS |
| A3.0A | EXTERIOR PERSPECTIVES |
| E001 | SITE PHOTOMETRIC PLAN |
| E002 | SITE LIGHT FIXTURE CUT SHEETS |


## SITE INFORMATION & MAP

| | |
|---|---|
| PARCEL NUMBER: | 048-290-42-100 |
| GENERAL PLAN DESIGNATION: | TBD |
| SITE TOTAL AREA: | 3.013 ACRES |
| EXISTING STRUCTURES: | 0 |
| PROPOSED STRUCTURES: | 1 |
| ZONING: | HWC-AO |
| LAND USE: | TBD |
| % OF SITE COVERED BY BUILDINGS & PAVED SURFACES: | 65% |

## NOTES

THE MINIMUM REQUIRED FIRE FLOW FOR THIS PROJECT IS 3,635 GALLONS PER MINUTE AT 20 PSIG RESIDUAL FOR DURATION OF 4 HOURS. THIS MINIMUM REQUIRED FIRE FLOW IS BASED UPON A TYPE V-a BUILDING OF APPROXIMATELY 72,330 SF PROTECTED BY A NFPA 13 FULL COVERAGE AUTOMATIC FIRE SPRINKLER SYSTEM. A CHANGE IN ANY OF THESE CONDITIONS MAY RESULT IN A CHANGE IN THE MINIMUM REQUIRED FIRE FLOW DURATION.

THE BUILDING SHALL COMPLY WITH §510, 2013 CALIFORNIA FIRE CODE FOR EMERGENCY RESPONDER RADIO COVERAGE.

1

## PARKING SUMMARY

### CITY REQUIREMENTS

HAMPTON INN & SUITES – REQUIRED PARKING

| | | | |
|---|---|---|---|
| HOTEL ROOMS: | 1 PER ROOM | 112 * 1.0 | 112 SPACES |
| MEETING: | 1 PER 4 SEATS | 182/4 | 46 SPACES |
| | | | 158 SPACES |

HAMPTON INN & SUITES TOTAL PARKING REQUIRED/PROVIDED

| | |
|---|---|
| TOTAL REQUIRED | 158 SPACES |
| TOTAL PROVIDED | 134 SPACES |

ADA PARKING REQUIRED/PROVIDED

| | |
|---|---|
| HAMPTON INN & SUITES | 4 SPACES + VAN |

### HOTEL REQUIREMENTS

HAMPTON INN & SUITES – REQUIRED PARKING

| | | | |
|---|---|---|---|
| HOTEL ROOMS: | 0.9 PER ROOM | 112 * 0.9 | 101 SPACES |
| MEETING: | PER CITY REQUIREMENTS | | 46 SPACES |
| | | | 147 SPACES |

HAMPTON INN & SUITES TOTAL PARKING REQUIRED/PROVIDED

| | |
|---|---|
| TOTAL REQUIRED | 147 SPACES |
| TOTAL PROVIDED | 134 SPACES |

ADA PARKING REQUIRED/PROVIDED

| | |
|---|---|
| HAMPTON INN & SUITES | 4 SPACES + VAN |

1


TAAG
ARCHITECTS

900 S. Broadway
Suite #150
Denver, CO 80209

303-824-2745
www.taagdenver.com


Issue Record

| Issue | Date |
|---|---|
| PLANNING SUBMITTAL 4-12-16 | |
| PLANNING SUBMITTAL 7-21-16 | |
| FIRE DEPT. SUBMITTAL 8-1-16 | |
| 50% HILTON SUB | 8-16-16 |
| OWNER REVISIONS | 11-21-16 |
| - | |

Project No: 15002
Date: 11-21-16
Drawn: AD, JN
Checked: JA, JL, BR, AD
Drawing Title:
SITE PLAN PLANNING SUBMITTAL

Sheet No.
AS1.0

DESIGN DEVELOPMENT DOCUMENTS

PLACERVILLE HAMPTON INN & SUITES

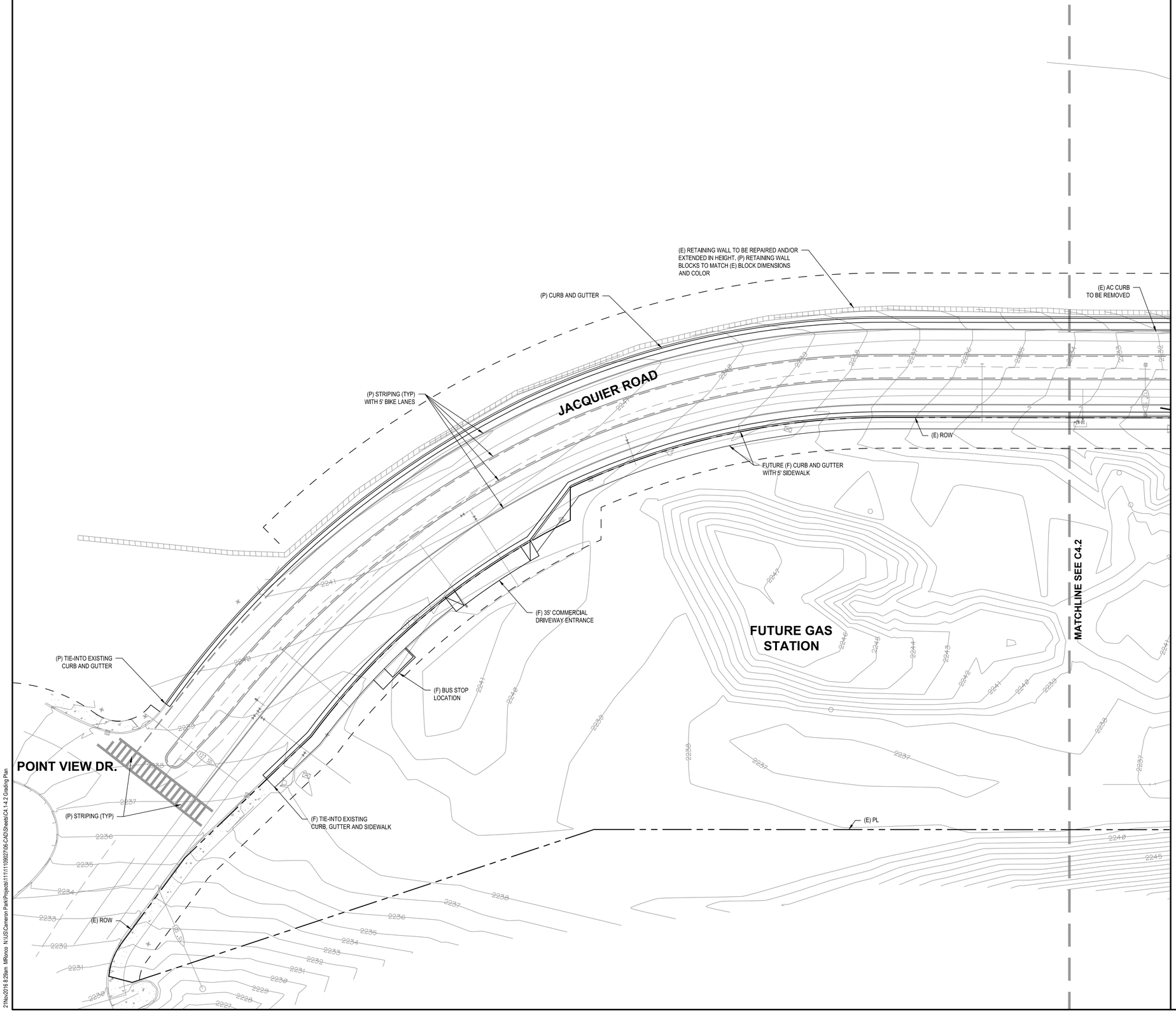
PLACERVILLE AIRPORT
OVERLAY EXHIBIT

| | |
|---|---|
| Job Number | 11109027 |
| Revision | A |
| Date | 11/21/2016 |

Figure 01

4080 Plaza Goldorado Circle, Suite B Cameron Park CA 95682 USA **T** 1 530 677 5515 **E** cameronpark@ghd.com **W** www.ghd.com

Plot Date: 21 November 2016 - 11:36 AM Cad File No: N:\US\Cameron Park\Projects\111\11109027\06-CAD\Figures\Exhibits\SITE VICINITY.dwg

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GHD
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REGISTERED PROFESSIONAL ENGINEER
BRYCE W. JOHNSON
C65158
CIVIL
STATE OF CALIFORNIA
PRELIMINARY

CLIENT:

PRELIMINARY
GRADING AND DRAINAGE PLAN

PLACERVILLE HAMPTON INN & SUITES
JACQUIER RD PLACERVILLE, CA 95667

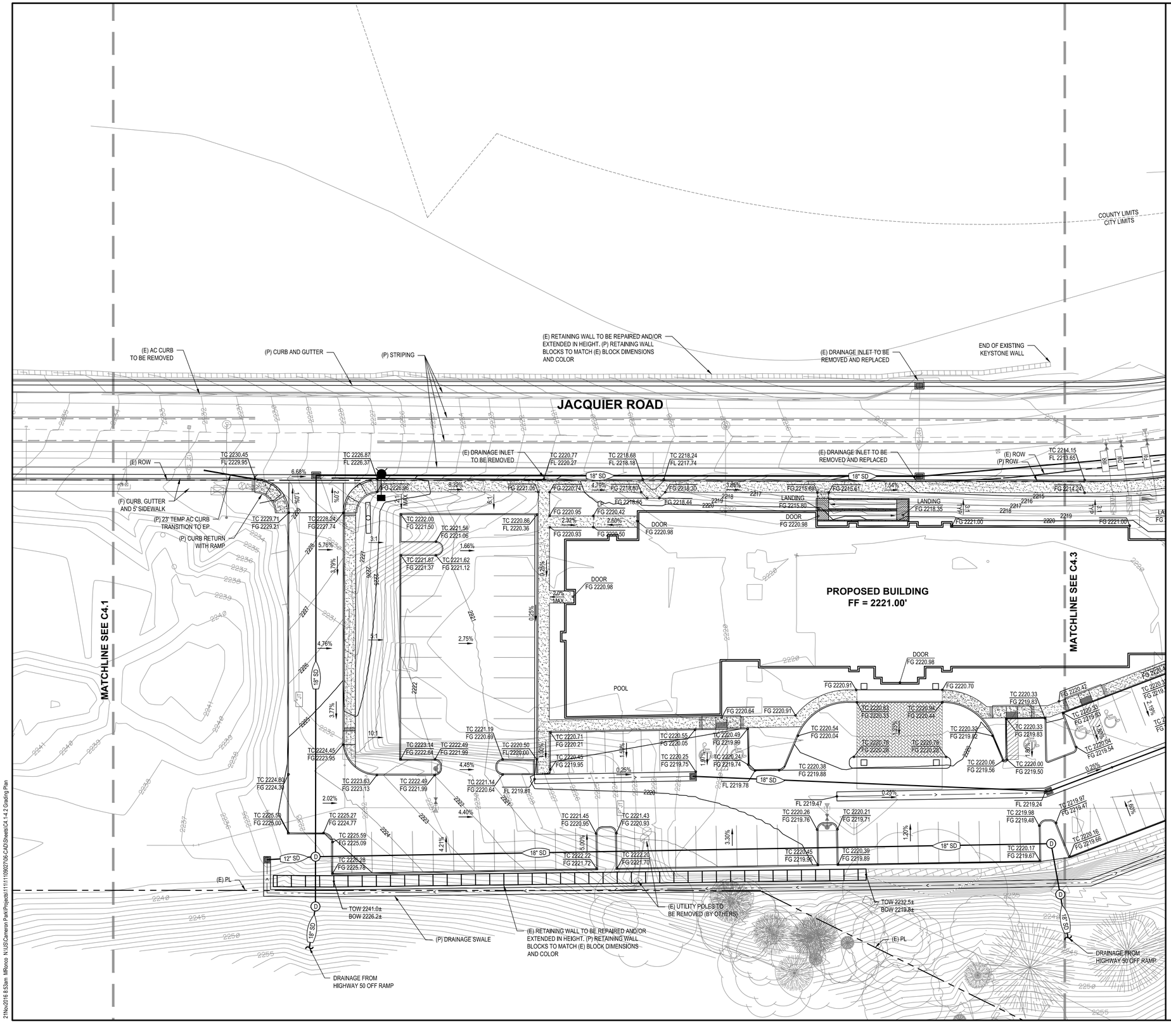
REVISIONS:

| SET ISSUE: | DATE: |
|---|---|

DATE: NOVEMBER 21, 2016

| | |
|---|---|
| PROJECT #: | 11109027 |
| DRAWN BY: | JSB |
| CHECKED BY: | BWJ |
| APPROVED BY: | BWJ |
| FILENAME: | |

C4.1

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REGISTERED PROFESSIONAL ENGINEER
BLAKE W. JOHNSON
C 85158
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STATE OF CALIFORNIA
PRELIMINARY

CLIENT:

# PRELIMINARY GRADING AND DRAINAGE PLAN

## PLACERVILLE HAMPTON INN & SUITES
## JACQUIER RD PLACERVILLE, CA 95667

REVISIONS:

| SET ISSUE: | DATE: |
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DATE: NOVEMBER 21, 2016

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| PROJECT #: | 11109027 |
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| CHECKED BY: | BWJ |
| APPROVED BY: | BWJ |
| FILENAME: | |

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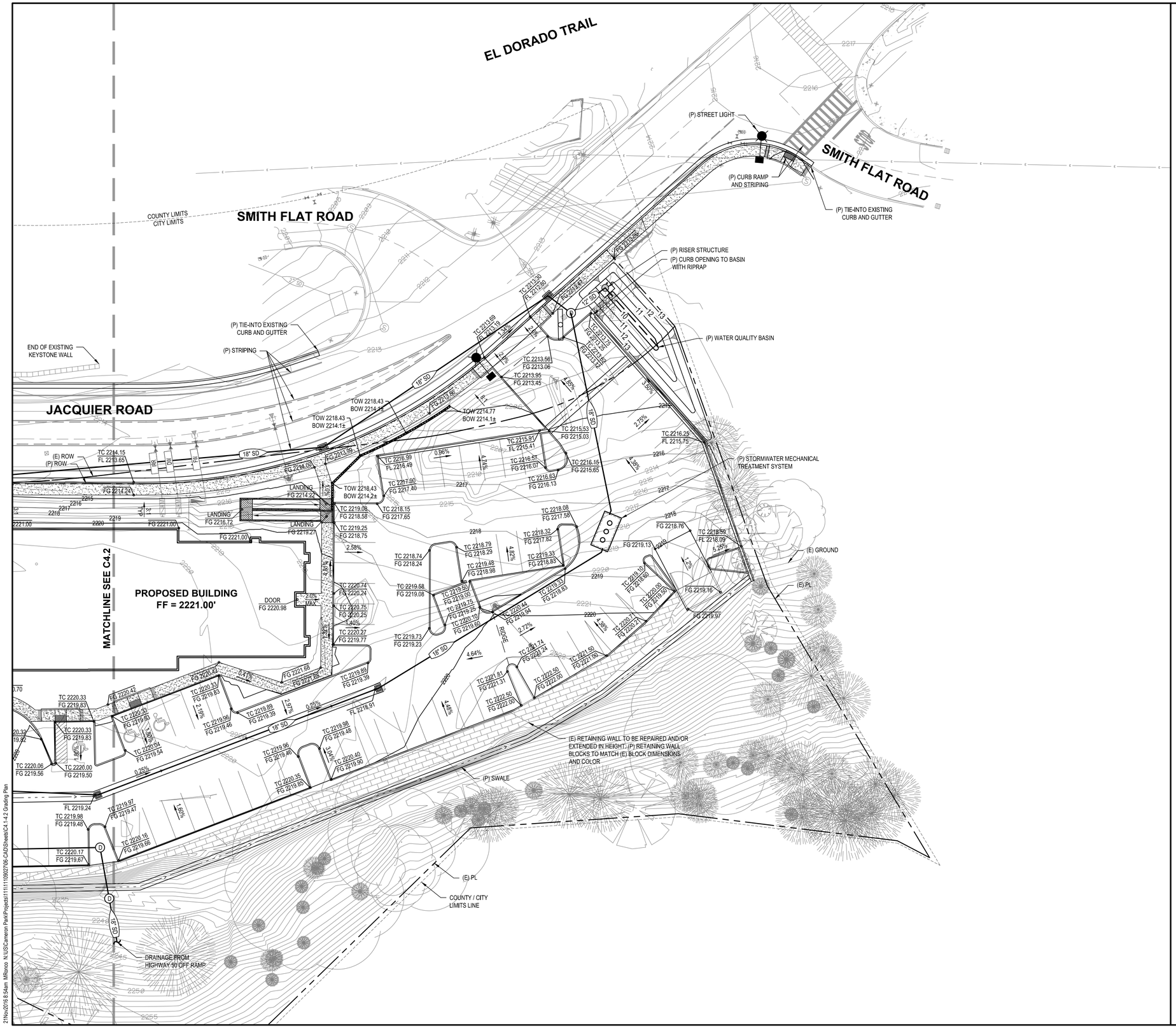


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0 20' 40'
1"=20'

N

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REGISTERED PROFESSIONAL ENGINEER
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C65158
CIVIL
STATE OF CALIFORNIA

PRELIMINARY

CLIENT:

PRELIMINARY
GRADING AND DRAINAGE PLAN

PLACERVILLE HAMPTON INN & SUITES
JACQUIER RD PLACERVILLE, CA 95667

REVISIONS:

| SET ISSUE: | DATE: |
|---|---|

DATE: NOVEMBER 21, 2016

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| CHECKED BY: | BWJ |
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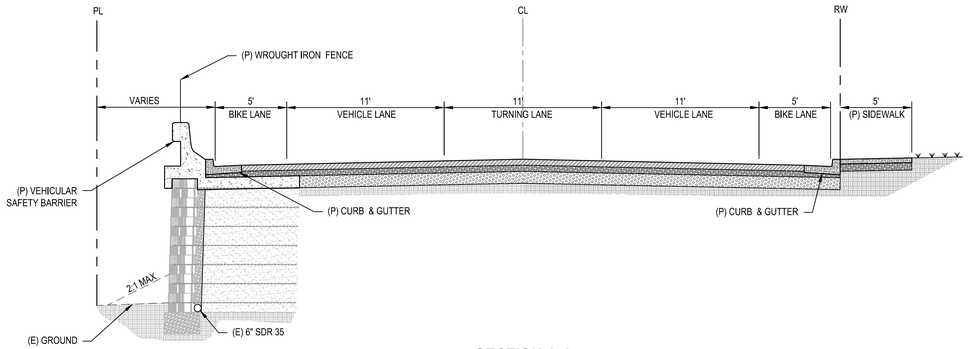
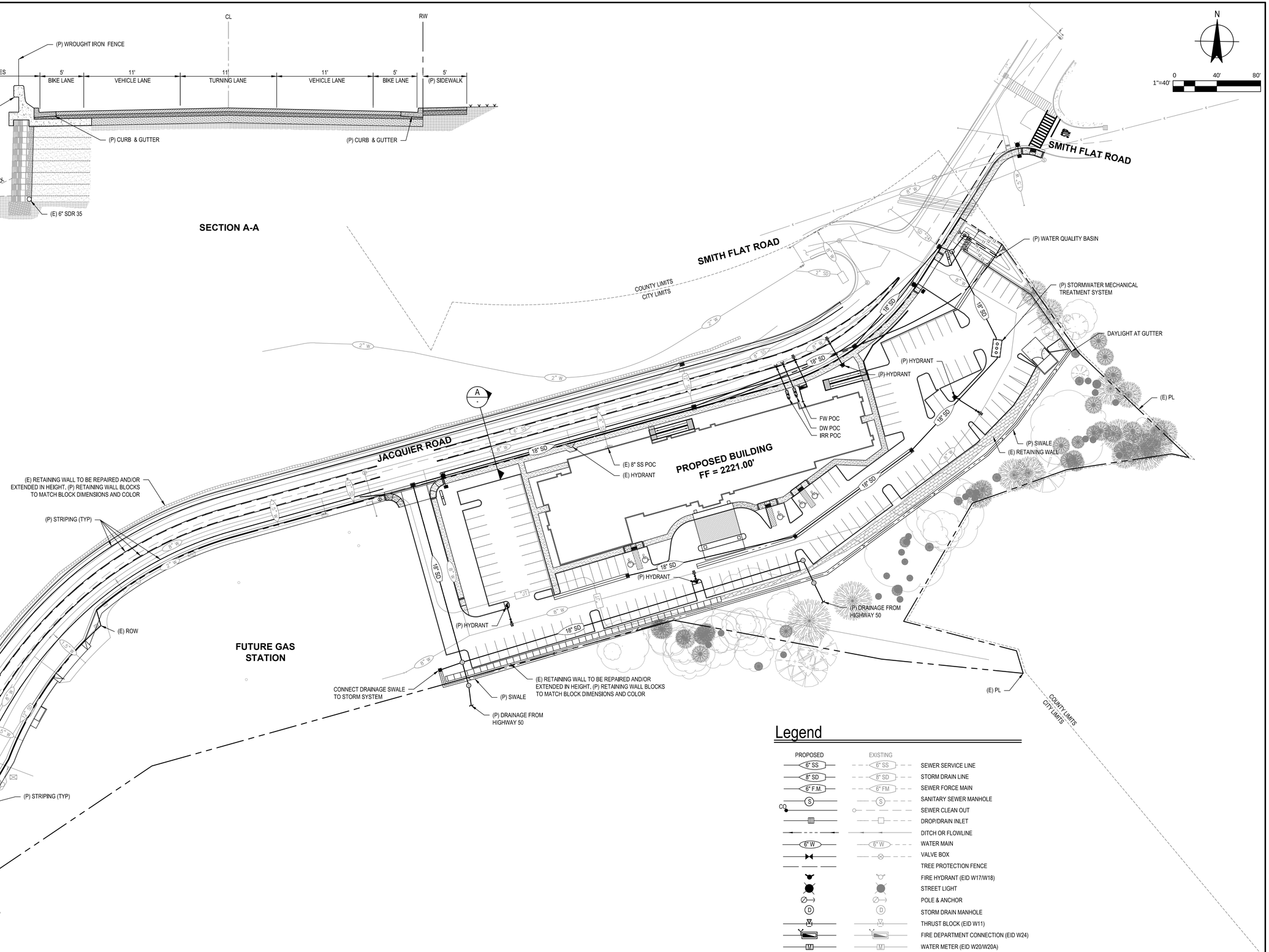



**SECTION A-A**




## Legend

| PROPOSED | EXISTING | |
|---|---|---|
| 6" SS | 6" SS | SEWER SERVICE LINE |
| 8" SD | 8" SD | STORM DRAIN LINE |
| 6" F.M. | 6" FM | SEWER FORCE MAIN |
| S | S | SANITARY SEWER MANHOLE |
| CO | | SEWER CLEAN OUT |
| | | DROP/DRAIN INLET |
| | | DITCH OR FLOWLINE |
| 6" W | 6" W | WATER MAIN |
| | | VALVE BOX |
| | | TREE PROTECTION FENCE |
| | | FIRE HYDRANT (EID W17/W18) |
| | | STREET LIGHT |
| | | POLE & ANCHOR |
| D | D | STORM DRAIN MANHOLE |
| | | THRUST BLOCK (EID W11) |
| | | FIRE DEPARTMENT CONNECTION (EID W24) |
| M | M | WATER METER (EID W20/W20A) |
| | | BACKFLOW PREVENTER (EID W20B) |

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REGISTERED PROFESSIONAL ENGINEER
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C85158
CIVIL
STATE OF CALIFORNIA
PRELIMINARY

CLIENT:

**PRELIMINARY**
**OVERALL UTILITY \ SITE PLAN**

**PLACERVILLE HAMPTON INN & SUITES**
**JACQUIER RD PLACERVILLE, CA 95667**

REVISIONS:

| SET ISSUE: | DATE: |
|---|---|
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DATE: NOVEMBER 21, 2016

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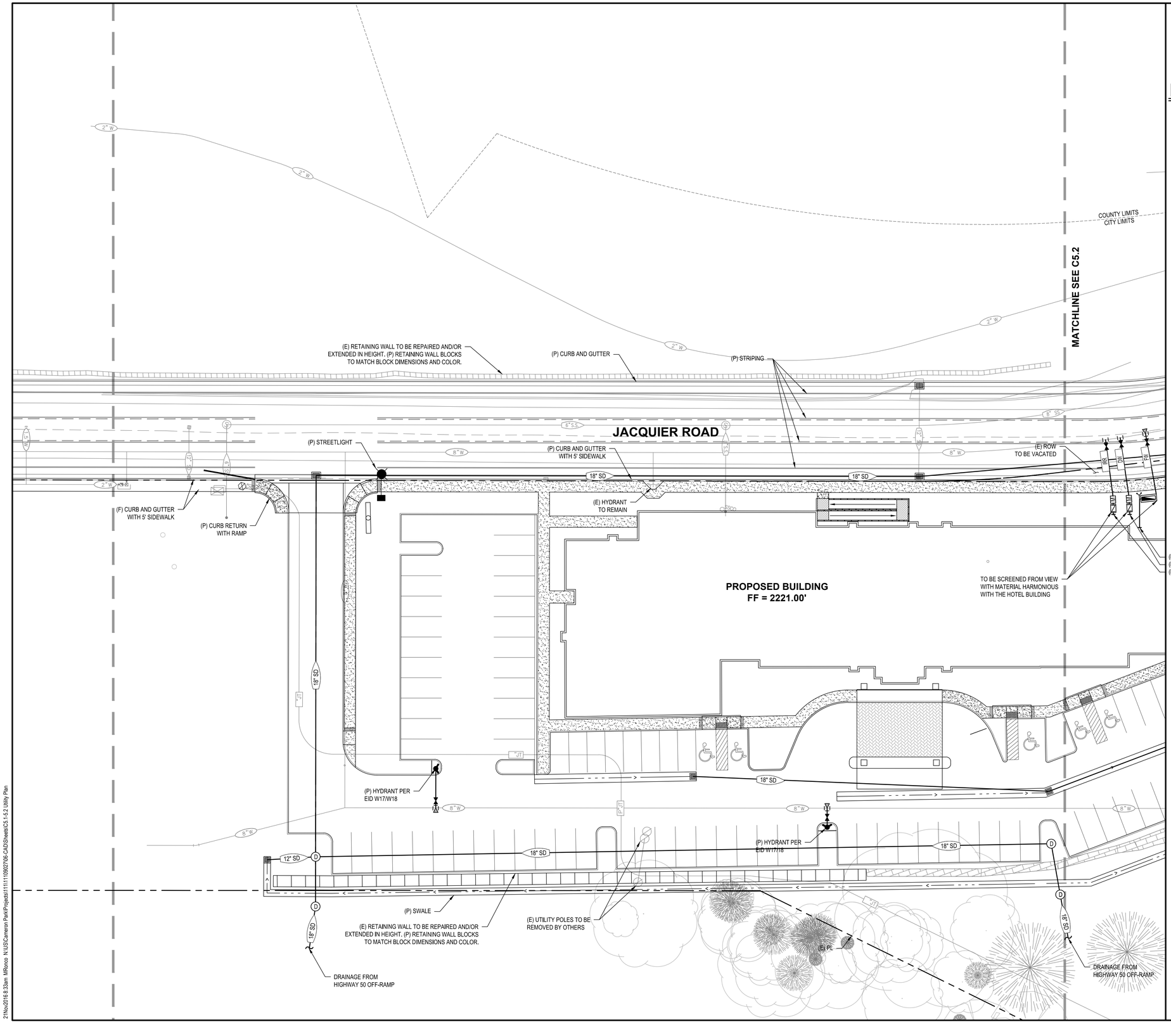
|---|---|
| PROJECT #: | 11109027 |
| DRAWN BY: | JSB |
| CHECKED BY: | BWJ |
| APPROVED BY: | BWJ |
| FILENAME: | |

**C5.0**

21Nov2016 8:22am M:\Ronco N:\US\Cameron Park\Projects\11111109027\06-CAD\Sheets\C5.0 Overall Utility Plan




0 20' 40'
1"=20'

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## Legend

| PROPOSED | EXISTING | |
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| 6" SS | 6" SS | SEWER SERVICE LINE |
| 8" SD | 8" SD | STORM DRAIN LINE |
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| CO | | SEWER CLEAN OUT |
| | | DROP/DRAIN INLET |
| | | DITCH OR FLOWLINE |
| 6" W | 6" W | WATER MAIN |
| | | VALVE BOX |
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| D | D | STORM DRAIN MANHOLE |
| | | THRUST BLOCK (EID W11) |
| | | FIRE DEPARTMENT CONNECTION (EID W24) |
| M | M | WATER METER (EID W20/W20A) |
| | | BACKFLOW PREVENTER (EID W20B) |

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REGISTERED PROFESSIONAL ENGINEER
BLAKE W. JOHNSON
C65158
CIVIL
STATE OF CALIFORNIA
PRELIMINARY

CLIENT:

# PRELIMINARY UTILITY PLAN

# PLACERVILLE HAMPTON INN & SUITES
# JACQUIER RD PLACERVILLE, CA 95667

REVISIONS:

| SET ISSUE: | DATE: |
|---|---|
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DATE: NOVEMBER 21, 2016

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|---|---|
| PROJECT #: | 11109027 |
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| CHECKED BY: | BWJ |
| APPROVED BY: | BWJ |
| FILENAME: | |

C5.1

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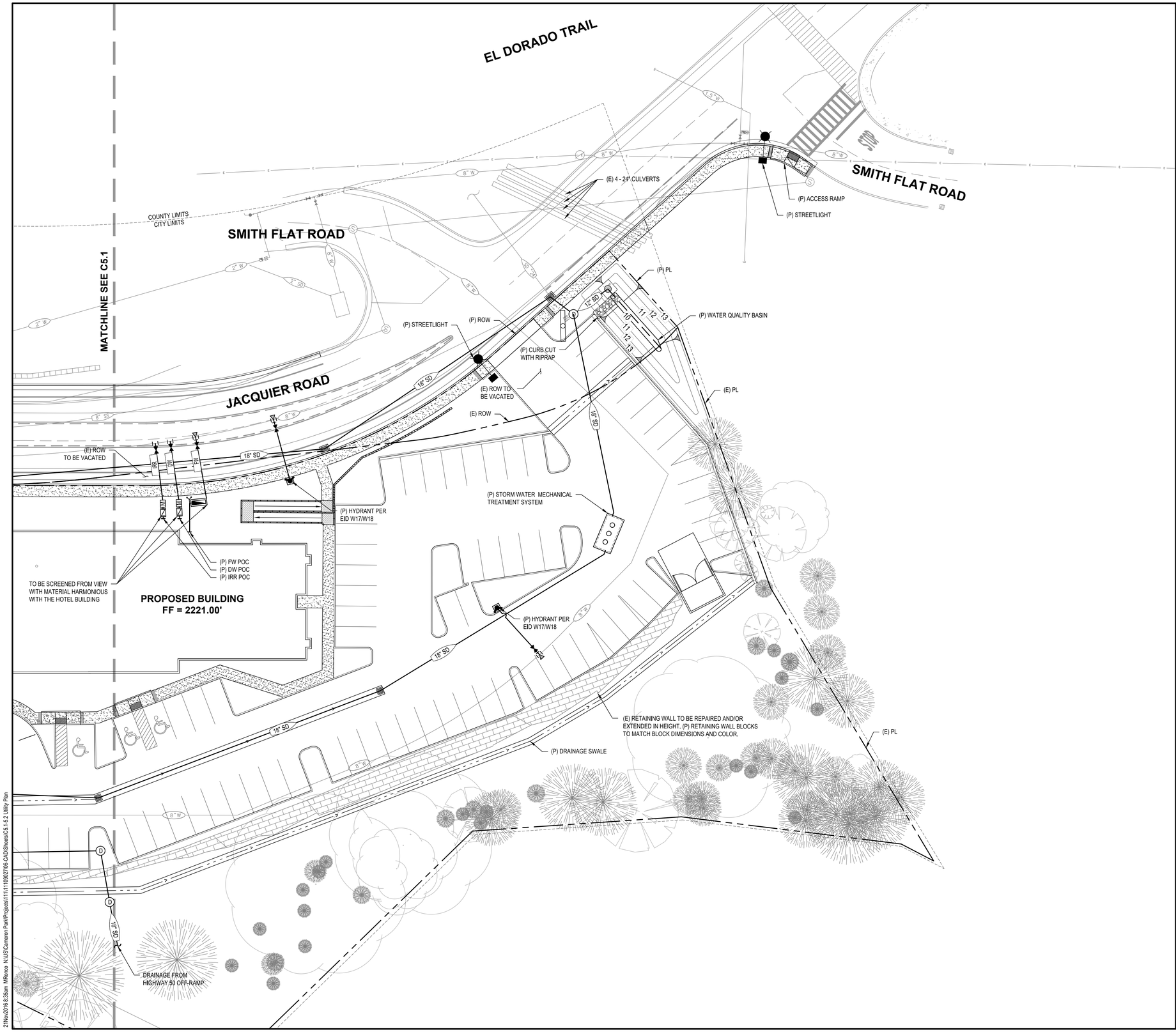


0 20' 40'
1"=20'

N

## Legend

| PROPOSED | EXISTING | |
|---|---|---|
| 8" SS | 8" SS | SEWER SERVICE LINE |
| 8" SD | 8" SD | STORM DRAIN LINE |
| 8" F.M. | 6" FM | SEWER FORCE MAIN |
| S | S | SANITARY SEWER MANHOLE |
| CO | CO | SEWER CLEAN OUT |
| | | DROP/DRAIN INLET |
| | | DITCH OR FLOWLINE |
| 8" W | 8" W | WATER MAIN |
| | | VALVE BOX |
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| M | M | WATER METER (EID W20/W20A) |
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E cameronpark@ghd.com W www.ghd.com

REGISTERED PROFESSIONAL ENGINEER
BLAKE W. JOHNSON
No. 85158
CIVIL
STATE OF CALIFORNIA
PRELIMINARY

CLIENT:

**PRELIMINARY UTILITY PLAN**

**PLACERVILLE HAMPTON INN & SUITES**
**JACQUIER RD PLACERVILLE, CA 95667**

REVISIONS:

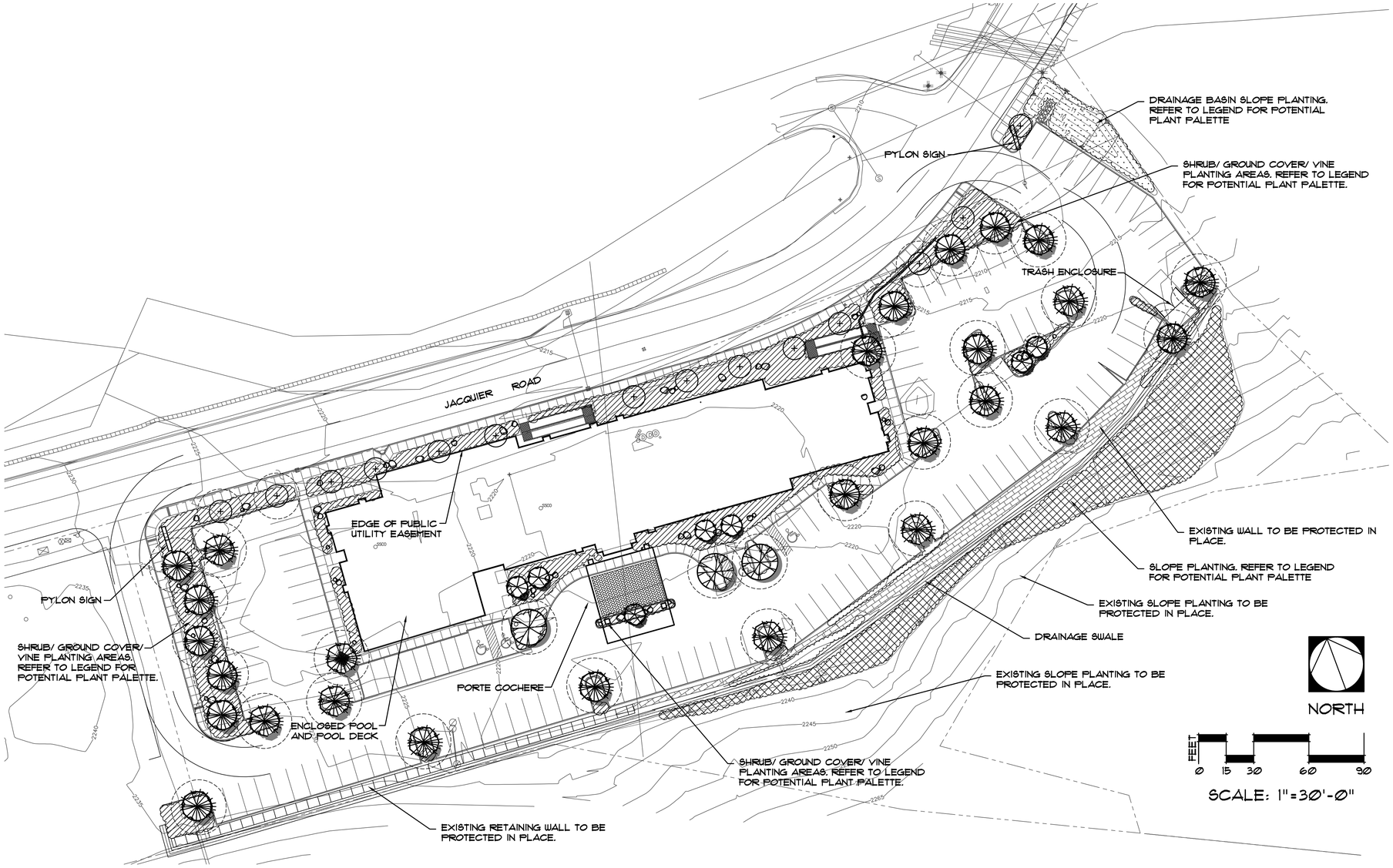
| SET ISSUE: | DATE: |
|---|---|
| | |

DATE: NOVEMBER 21, 2016

| | |
|---|---|
| PROJECT #: | 11109027 |
| DRAWN BY: | JSB |
| CHECKED BY: | BWJ |
| APPROVED BY: | BWJ |
| FILENAME: | |

**C5.2**

21Nov2016 8:33am MRonco N:\US\Cameron Park\Projects\11\11109027\05-CAD\Sheets\C5.1-5.2 Utility Plan




## PLANTING LEGEND

| SYMBOL | BOTANICAL NAME | COMMON NAME | WUCOLS III REGION 2 WATER USAGE | SIZE | REMARKS | MATURE DI. |
|---|---|---|---|---|---|---|
| **SUGGESTED TREE PALETTE** | | | | | | |
| + | CERCIS CANADENSIS | EASTERN REDBUD | LOW | 24" BOX | STANDARD | 25' |
| | LAGERSTROEMIA INDICA 'CHEROKEE RED' | CRAPE MYRTLE | LOW | 24" BOX | MULTI | 15' |
| | PINUS PONDEROSA | PONDEROSA PINE | LOW | 24" BOX | NATURAL | 30' |
| | QUERCUS KELLOGGII | CALIFORNIA BLACK OAK | LOW | 24" BOX | STANDARD | 40' |

**SUGGESTED SHRUBS / GROUNDCOVERS / VINE PALETTE**

PALETTE EXHIBITS PLANTS THAT WILL PROVIDE A CERTAIN APPEARANCE. THE LIST IS NOT FINAL. FINAL PLANT LEGEND IS TO BE DETERMINED. PLANT CONTAINER SIZES TO VARY AND SHALL INCLUDE 15 AND 15 GALLON SIZE. SUGGESTED MIX TO BE 30% 1 GALLON, 60% 5 GALLON AND 10% 15 GALLON.

| GENERAL PLANTERS | | PLNT FACTOR | |
|---|---|---|---|
| ARCTOSTAPHYLOS 'POINT REYES' | POINT REYES MANZANITA | LOW, Ø.2 | 2'-Ø" O.C. |
| BERBERIS THUMBERGII 'CRIMSON PYGMY' | DWARF JAPANESE BARBERRY | LOW, Ø.2 | 3'-Ø" O.C. |
| COTONEASTER DAMMERI 'CORAL BEAUTY' | CORAL BEAUTY COTONEASTER | LOW, Ø.3 | 3'-Ø" O.C. |
| CEANOTHUS 'CENTENNIAL' | CENTENNIAL CEANOTHUS | LOW, Ø.2 | 2'-Ø" O.C. |
| CISTUS 'SUNSET' | ROCKROSE | LOW, Ø.3 | 2'-6" O.C. |
| HEUCHERA MICRANTHA 'PALACE PURPLE' | CORAL BELLS | LOW, Ø.3 | 12" O.C. |
| MAHONIA REPENS | CREEPING MAHONIA | LOW, Ø.3 | 18" O.C. |
| MUHLENBERGIA CAPILLARIS | PINK MUHLY GRASS | LOW, Ø.3 | 2'-6" O.C. |
| MYRTUS COMMUNIS | COMMON MYRTLE | LOW, Ø.3 | 3'-Ø" O.C. |
| PICEA PUNGENS 'GLOBOSA' | DWARF BLUE SPRUCE | LOW, Ø.3 | 4'-Ø" O.C. |
| BOUGAINVILLEA 'JAMES WALKER' AND 'ABEARL' | BOUGAINVILLEA | LOW, Ø.3 | SPLAY ON WALL |

| SLOPE PLANTING | | | |
|---|---|---|---|
| CEANOTHUS SPP. | CALIFORNIA LILAC | LOW, Ø.2 | 4'-8' O.C. |
| ARCTOSTAPHYLOS | MANZANITA | LOW, Ø.2 | 4'-8' O.C. |
| ARTEMISIA SPP | SAGEBRUSH | LOW, Ø.2 | 4'-8' O.C. |
| BACCHARIS PILULARIS 'PIGEON POINT' | COYOTE BRUSH | LOW, Ø.2 | 4'-8' O.C. |
| ERIOGONUM SPP | CALIFORNIA BUCKWHEAT | LOW, Ø.2 | 4'-8' O.C. |
| **DRAINANGE BASIN PLANTING** | | | |
| DIANELLA TASMANICA | LITTLE REV FLAX LILY | LOW, Ø.3 | 2'-3' O.C. |
| JUNCUS 'ELK BLUE' | ELK BLUE RUSH | MED, Ø.5 | 1'-2' O.C. |
| CAREX SPP. | SEDGE | MED, Ø.5 | 2' O.C. |
| BACCHARIS SALICIFOLIA | MULEFAT | MED, Ø.5 | 8'-10' O.C. |

**DECORATIVE DG, RIVER ROCK AND BOULDERS**

LANDSCAPE BOULDERS, MIN. 24" DIA, MAX. 48" DIA. COLOR: 'DESERT TAN' TO MATCH RIVER ROCK INSTALL PER DETAIL SHEET AND PER SCHEDULE BELOW - SIZE NOTED ON PLANS.:

BOULDER 'A' - 24" X 24" X 24" SIZE
BOULDER 'B' - 36" X 36" X 36" SIZE
BOULDER 'C' - 48" X 48" X 48" SIZE

RIVER ROCK AROUND BUILDING AND IN PARKING LOT: 100 % - 2"-4" DIA. COLOR: LEMON COVE NOTE: ALL ROCK AREAS ARE TO HAVE A WEED BARRIER INSTALLED. CONTRACTOR TO PROVIDE ADEQUATE ROCK COVERAGE SO THAT WEED BARRIER IS NOT VISIBLE. TYP. ALLOW FOR 1000 SF COVERAGE OF RIVER ROCK TO BE SITED PER LANDSCAPE ARCHITECT.
ALL MATERIAL IS AVAILABLE FROM TRI-STATE MATERIALS.
CONTACT: JESSE HERNANDEZ, PHONE: (951)-926-5522

## PLANTING NOTES

1. ALL FLAT, SHRUB AND GROUND COVER AREAS TO BE TOP DRESSED WITH MINIMUM 3" THICK LAYER OF SHREDDED BARK MULCH. ALL TOP DRESSING TO BE IN STALLED TO TOP OF WALK.
2. ALL STREET TREES AND ALL TREES WITHIN 5' OF HARDSCAPE ELEMENTS SUCH AS CURBS, WALLS, BUILDINGS, OR WALKS, SHALL BE PROVIDED WITH APPROVED ROOT BARRIER CONTROL DEVICES SUCH AS MODEL NUM UB-18 AVAILABLE FROM DEEPROOT, (800)-458-1668). INSTALLATION TO BE PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS AND BE A MINIMUM OF 10 LINEAL FEET.
3. LANDSCAPE CONTRACTOR TO REPAIR OR REPLACE ANY EXISTING WORK DONE BY OTHERS DAMAGED DUE TO LANDSCAPE CONTRACTOR'S WORK.
4. ALL PLANTING AND IRRIGATION TO COMPLY WITH CITY OF PLACERVILLE LANDSCAPE GUIDELINES.
5. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT PRIOR TO THE START OF ANY CONSTRUCTION SO THAT PROJECT UTILITY LOCATIONS CAN BE REVIEWED AND PLANS CAN BE ADJUSTED AS REQUIRED.
6. CONTRACTOR/ DEVELOPER IS TO CONTACT THE CITY FOR FINAL INSPECTION OR THE LANDSCAPE ONCE ALL OF THE WORK IS COMPLETED.
7. A POST GRADING AGRONOMIC SOILS TEST SHALL BE OBTRAINED BY THE CONTRACTOR TO DETERMINE NECESSARY SOIL AMENDMENTS. THE CONTRACTOR SHALL INSTALL AMENDMENTS AS RECOMMENDED BY THIS TEST. A COPY OF THIS TEST MUST BE FORWARDED TO THE LANDSCAPE ARCHITECT FOR DOCUMENTATION AND REVIEW.
8. CONTRACTOR IS TO PROVIDE COPIES OF ALL SOIL AMENDMENT DELIVERY TICKETS ALONG WITH A COPY OF THE AGRONOMIC SOILS REPORT TO THE CITY INSPECTOR AT THE FINAL INSPECTION.
9. LANDSCAPE ARCHITECT TO VERIFY LOCATION OF ALL PLANT MATERIAL BEFORE INSTALLATION.
10. ALL IRRIGATION WILL COMPLY WITH CITY OF PLACERVILLE LANDSCAPE WATER EFFICIENT LANDSCAPE REGULATIONS.
11. ALL SHRUBS AND GROUND COVER ARE LOW WATER USE PLANTS. TREES ARE CONSIDERED TO BE LOW TO MEDIUM WATER USE PLANTS.
12. CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE CITY OF PLACERVILLE TO NOTIFY START OF CONSTRUCTION AS WELL AS SCHEUDLING ALL SITE INSPECTIONS RELATING TO CONSTRUCTION.
13. ALL SLOPE AREAS 3:1 OR GREATER SHALL RECEIVE JUTE MESH AND BE TOP DRESSED WITH 3" LAYER OF SHREDDED BARK MULCH.
14. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL QUANTITIES.

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LANDSCAPE ARCHITECT
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REGISTERED LANDSCAPE ARCHITECT
R. DALE HADFIELD
Signature
2/29/2017
Renewal Date
1/27/2016
Date
STATE OF CALIFORNIA

# Hampton Inn and Suites, Placerville

**Jacquier Road and Smith Flat Road**
**Placerville, CA95667-5032**

PRELIMINARY PLANTING PLAN

SET DATE:
JULY 12, 2016

REVISIONS:

| | |
|---|---|
| 11/21/16 | Owner's revisions |

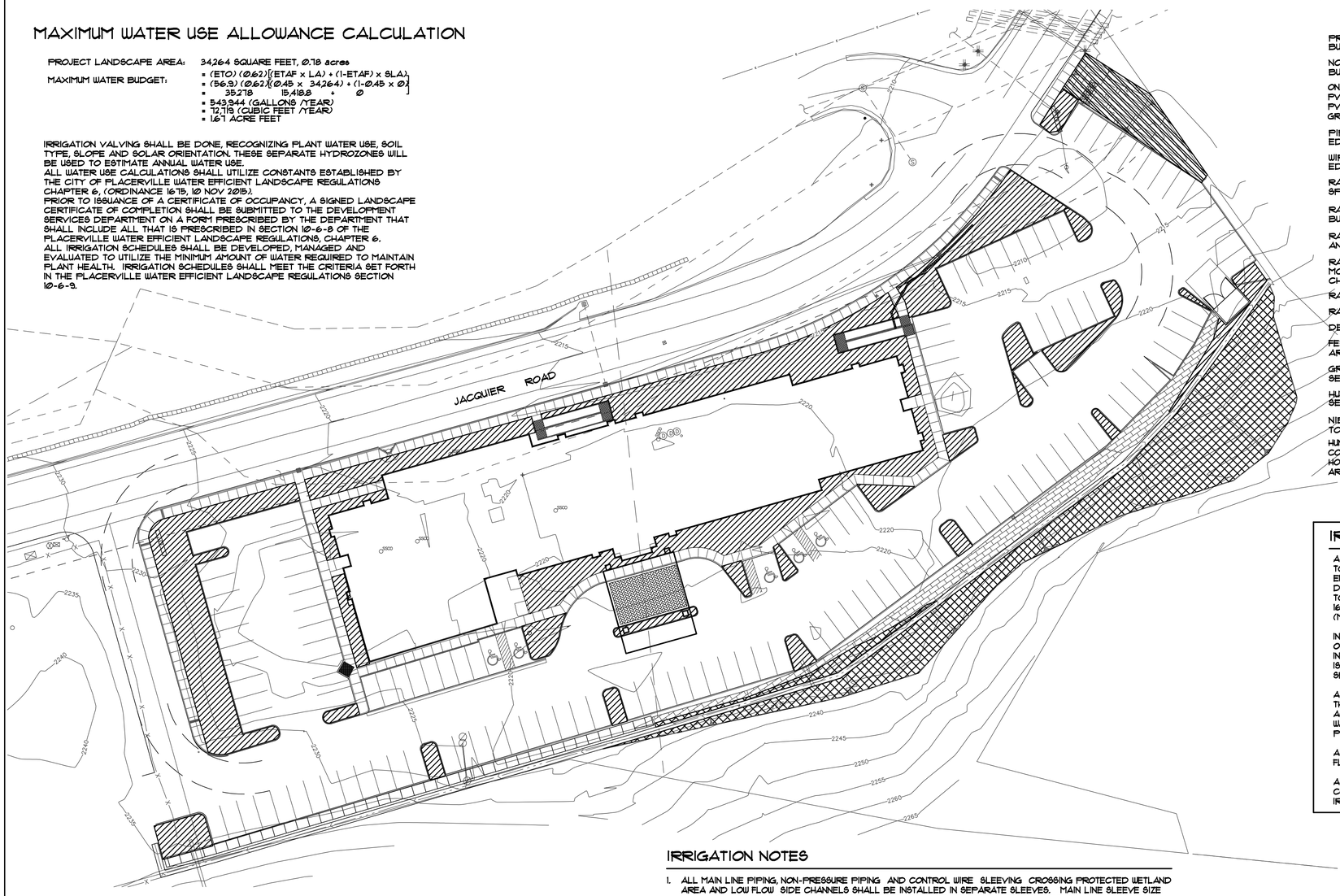
SHEET NUMBER
**L-1**
OF 3 SHEETS IN SERIES

## MAXIMUM WATER USE ALLOWANCE CALCULATION

PROJECT LANDSCAPE AREA: 34,264 SQUARE FEET, 0.78 acres

MAXIMUM WATER BUDGET:
- (ETO) (0.62)[(ETAF x LA) + (1-ETAF) x SLA),
- (56.3) (0.62)[(0.45 x 34,264) + (1-0.45 x 0.)
- \+ 35,218 + 15,418.8 + 0 ]
- 543,944 (GALLONS /YEAR)
- 72,719 (CUBIC FEET /YEAR)
- 1.67 ACRE FEET

IRRIGATION VALVING SHALL BE DONE, RECOGNIZING PLANT WATER USE, SOIL TYPE, SLOPE AND SOLAR ORIENTATION. THESE SEPARATE HYDROZONES WILL BE USED TO ESTIMATE ANNUAL WATER USE.
ALL WATER USE CALCULATIONS SHALL UTILIZE CONSTANTS ESTABLISHED BY THE CITY OF PLACERVILLE WATER EFFICIENT LANDSCAPE REGULATIONS CHAPTER 6, (ORDINANCE 1675, 10 NOV 2015).
PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, A SIGNED LANDSCAPE CERTIFICATE OF COMPLETION SHALL BE SUBMITTED TO THE DEVELOPMENT SERVICES DEPARTMENT ON A FORM PRESCRIBED BY THE DEPARTMENT THAT SHALL INCLUDE ALL THAT IS PRESCRIBED IN SECTION 10-6-8 OF THE PLACERVILLE WATER EFFICIENT LANDSCAPE REGULATIONS, CHAPTER 6.
ALL IRRIGATION SCHEDULES SHALL BE DEVELOPED, MANAGED AND EVALUATED TO UTILIZE THE MINIMUM AMOUNT OF WATER REQUIRED TO MAINTAIN PLANT HEALTH. IRRIGATION SCHEDULES SHALL MEET THE CRITERIA SET FORTH IN THE PLACERVILLE WATER EFFICIENT LANDSCAPE REGULATIONS SECTION 10-6-9.




## REPRESENTATIVE IRRIGATION MATERIALS LIST

| MFG/MODEL NO. | DESCRIPTION | PSI | GPM | RAD | PATTERN | SHEET/DETAIL |
|---|---|---|---|---|---|---|
| RAIN BIRD RWS-B-C-1401 | ROOT WATERING SYSTEM (2) BUBBLERS PER TREE (3) PER PALM TREE | 30 | 0.25 | -- | FLOOD | |

PRESSURE MAINLINE IN PLANTER AREA, 2" AND LARGER, PVC CLASS 315, 1.5" AND SMALLER SCHEDULE 40. BURY MINIMUM 18" BELOW FINISH GRADE.

NON-PRESSURE LATERAL 1.5" AND SMALLER PVC SCH 40. INSTALL PVC CLASS 315 FOR 2" AND LARGER. BURY MINIMUM 12" BELOW FINISH GRADE.

ON-GRADE NON PRESSURE LATERAL LINE TO BE UV RESISTANT PVC, (UVR PVC). 1.5" AND SMALLER TO BE PVC SCH 40. INSTALL CLASS 315 PVC FOR 2" AND LARGER. BURY MINIMUM 12" BELOW FINISH GRADE. UVR PVC LATERAL LINE TO BE USED ONLY ON TEMPORARY IRRIGATION SYSTEMS. PIPE TO BE PINNED TO GRADE PER DETAILS AND SPECIFICATIONS.

PIPE SLEEVING PVC SCH 40. BURY MIN. 18"/ 24" BELOW GRADE, EXTEND MIN. 12" BEYOND EDGE OF PAVING. SLEEVING TO BE 2X THE DIAMETER OF PIPE TO BE SLEEVED.

WIRE SLEEVING PVC SCH 40. BURY MIN. 24" BELOW GRADE, EXTEND MIN. 12" BEYOND EDGE OF PAVING. SIZE AS REQUIRED.

RAIN BIRD MODEL NO. MDCFPCAP FLUSH VALVE. INSTALL PER DETAILS AND MANUFACTURER'S SPECIFICATIONS.

RAIN BIRD XFS-P-06-18 DRIPLINE LATERAL TUBING WITH 6 GPH EMITTERS SPACED AT 18" O.C. BURY 4" BELOW FINISH GRADE. INSTALL PER DETAILS AND MANUFACTURER'S SPECIFICATIONS.

RAIN BIRD SUPPLY EXHAUST HEADER. BURY 4" BELOW FINISH GRADE. INSTALL PER DETAILS AND MANUFACTURER'S SPECIFICATIONS.

RAIN BIRD MEDIUM FLOW COMMERCIAL CONTROL ZONE KIT (DRIP VALVE ASSEMBLY) MODEL XCZ-FRB-100-COM WITH 1" PESB VALVE, BACK FLUSH FILTER, REGULATOR AND CHECK VALVE.

RAIN BIRD PESB SERIES REMOTE CONTROL VALVE. SIZE NOTED

RAIN BIRD 33-DLR QUICK COUPLING VALVE WITH KEY AND RUBBER LOCKING CAP - 3/4"

DEDICATED WATER METER FOR IRRIGATION TO BE PROVIDED PER CIVIL ENGINEER'S PLANS.

FEBCO 825Y REDUCED PRESSURE BACKFLOW PREVENTER. LOCATE IN SHRUB AREA. PROVIDE SS BACKFLOW ENCLOSURE.

GRISWOLD #1230 PRESSURE REGULATING MASTER VALVE. (NORMALLY CLOSED). ADJUST PRESSURE SETTING AS REQUIRED TO ACHIEVE MAXIMUM DOWNSTREAM PERFORMANCE.

HUNTER FLOW CLIK FCT-200 FLOW SENSOR. PROVIDE SEPARATE WIRE SLEEVE FOR FLOW SENSOR TO CONTROLLER.

NIBCO MODEL T-113 ISOLATION VALVE FOR 3" AND SMALLER APPLICATIONS. ISOLATION VALVE TO MATCH PIPE SIZE.

HUNTER ICC-XX-PED-SS SERIES CONTROLLER. QUANTITY OF STATIONS TO BE DETERMINED. IRRIGATION CONTROLLER WITH STAINLESS STEEL PEDESTAL ENCLOSURE. CONTRACTOR TO MAKE FINAL ELECTRICAL HOOKUPS. INSTALL WITH HUNTER SOLAR SYNC. FINAL LOCATION TO BE APPROVED BY LANDSCAPE ARCHITECT.

## IRRIGATION SYSTEM DESIGN STATEMENT:

A PERMANENT AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED TO IRRIGATE ALL PLANTING AREAS. THE DESIGN OF THE IRRIGATION SYSTEM SHALL EMPHASIZE WATER CONSERVATION AND PROVIDE EFFICIENT AND UNIFORM DISTRIBUTION OF IRRIGATION WATER. THE SYSTEM SHALL BE DESIGNED TO CONFORM TO THE CITY OF PLACERVILLE WATER EFFICIENT LANDSCAPE REGULATIONS, (ORD. 1675), AND 2015 DWR UPDATE: MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO).

IN PLANTER AREAS WHERE APPROPRIATE, DRIP AND/OR BUBBLER IRRIGATION, OR OTHER LOW-VOLUME, LOW-PRESSURE MICRO-IRRIGATION SYSTEM MAY BE INSTALLED TO PROVIDE WATER DIRECTLY TO THE ROOT ZONE OF PLANTS. NO TURF IS PROPOSED ON THIS PROJECT. NO PERMANENT IRRIGATION SYSTEMS SHALL USE SPRAY OR ROTOR IRRIGATION.

A REDUCED PRESSURE BACKFLOW PREVENTER SHALL BE INSTALLED AS PART OF THE IRRIGATION SYSTEM TO PROTECT THE POTABLE WATER SUPPLY IN ACCORDANCE WITH STATE OF CALIFORNIA, CITY OF PLACERVILLE, AND LOCAL WATER DISTRICT STANDARDS AND REQUIREMENTS. PRIOR TO TURN OVER, BACKFLOW PREVENTER IS TO BE CERTIFIED.

A MASTER VALVE AND FLOW SENSOR SHALL BE UTILIZED TO MONITOR FOR HIGH FLOW SHUTOFF CAPABILITY.

A WEATHER SENSOR SHALL BE UTILIZED TO MONITOR SITE ENVIRONMENTAL CONDITIONS. SENSOR/ CONTROLLER SHALL BE CAPABLE OF REVISING BASELINE IRRIGATION SCHEDULE TO ACCOMMODATE CURRENT CONDITIONS.

## IRRIGATION SYMBOL LEGEND

- LOW WATER USE. PRIMARILY AROUND BUILDING AND PARKING LOT. REFER TO LEGEND FOR PLANT PALETTE - -------24,813 SF.
- MEDIUM WATER USE. PRIMARILY AROUND DETENTION BASIN. REFER TO LEGEND FOR PLANT PALETTE - ------1,554 SF.
- SHRUB PLANTING TO TRANSITION TO NATIVE AREA. (TEMPORARY IRRIGATION). REFER TO LEGEND FOR PLANT PALETTE - ------1,897 SF.

## IRRIGATION NOTES

1. ALL MAIN LINE PIPING, NON-PRESSURE PIPING AND CONTROL WIRE SLEEVING CROSSING PROTECTED WETLAND AREA AND LOW FLOW SIDE CHANNELS SHALL BE INSTALLED IN SEPARATE SLEEVES. MAIN LINE SLEEVE SIZE SHALL BE A MINIMUM OF TWICE (2X) THE DIAMETER OF THE PIPE TO BE SLEEVED. CONTROL WIRE SLEEVES SHALL BE OF SUFFICIENT SIZE FOR THE REQUIRED NUMBER OF WIRES.
2. ALL LATERAL LINE PIPING UNDER PAVING SHALL BE PVC SCHEDULE 40 PIPE AND SHALL BE INSTALLED PRIOR TO PAVING.
3. PIPE SIZES SHALL ENSURE THAT VELOCITY OF WATER THROUGH PIPE SHALL BE BELOW 5 FEET PER SECOND.
4. FINAL LOCATION OF THE AUTOMATIC CONTROLLER SHALL BE APPROVED BY OWNER'S AUTHORIZED REPRESENTATIVE.
5. ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO FINISH GRADE UNLESS OTHERWISE SPECIFIED.
6. THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS AND VALVES FOR OPTIMUM COVERAGE WITH NO OVER-SPRAY ONTO BUILDINGS, WALKS, STREETS, WALLS, ETC.
7. IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL GRADE DIFFERENCES, LOCATION OF WALLS, RETAINING WALLS, STRUCTURES AND UTILITIES. THE IRRIGATION CONTRACTOR SHALL REPAIR OR REPLACE ALL ITEMS DAMAGED BY HIS WORK. HE SHALL COORDINATE HIS WORK WITH OTHER CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES AND LATERALS THROUGH WALLS, UNDER ROADWAYS AND PAVING, ETC.
8. DO NOT WILLFULLY INSTALL THE SPRINKLER SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.
9. ADV (ANTI-DRAIN VALVES) UNITS AS SHOWN IN THE DETAILS ARE FOR TYPICAL INSTALLATION ONLY, AND MAY NOT BE REQUIRED ON ALL HEADS. PRIOR TO INSTALLATION THE CONTRACTOR SHALL VERIFY WITH THE ON-SITE GRADES. IF THERE IS AN ELEVATION DIFFERENCE OF 24" OR MORE BETWEEN THE HIGHEST HEAD AND LOWEST HEAD ON A SYSTEM, THE ADV'S SHALL BE INSTALLED PER THE DETAIL.
10. NO LOW HEAD DRAINAGE IS ALLOWED.
11. AFTER PROJECT INSTALLATION IS COMPLETE, AND AUDIT SHALL BE CONDUCTED BY A CERTIFIED IRRIGATION AUDITOR AND FINDINGS STATED IN A REPORT AND GIVEN TO COUNTY INSPECTOR AND THE LANDSCAPE ARCHITECT.

NORTH

FEET 0 15 30 60 90

SCALE: 1"=30'-0"

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REGISTERED LANDSCAPE ARCHITECT
R. DALE HADFIELD
Signature
2/29/2017
Renewal Date
1/27/2016
Date
STATE OF CALIFORNIA

# Hampton Inn and Suites, Placerville
**Jacquier Road and Smith Flat Road**
**Placerville, CA95667-5032**

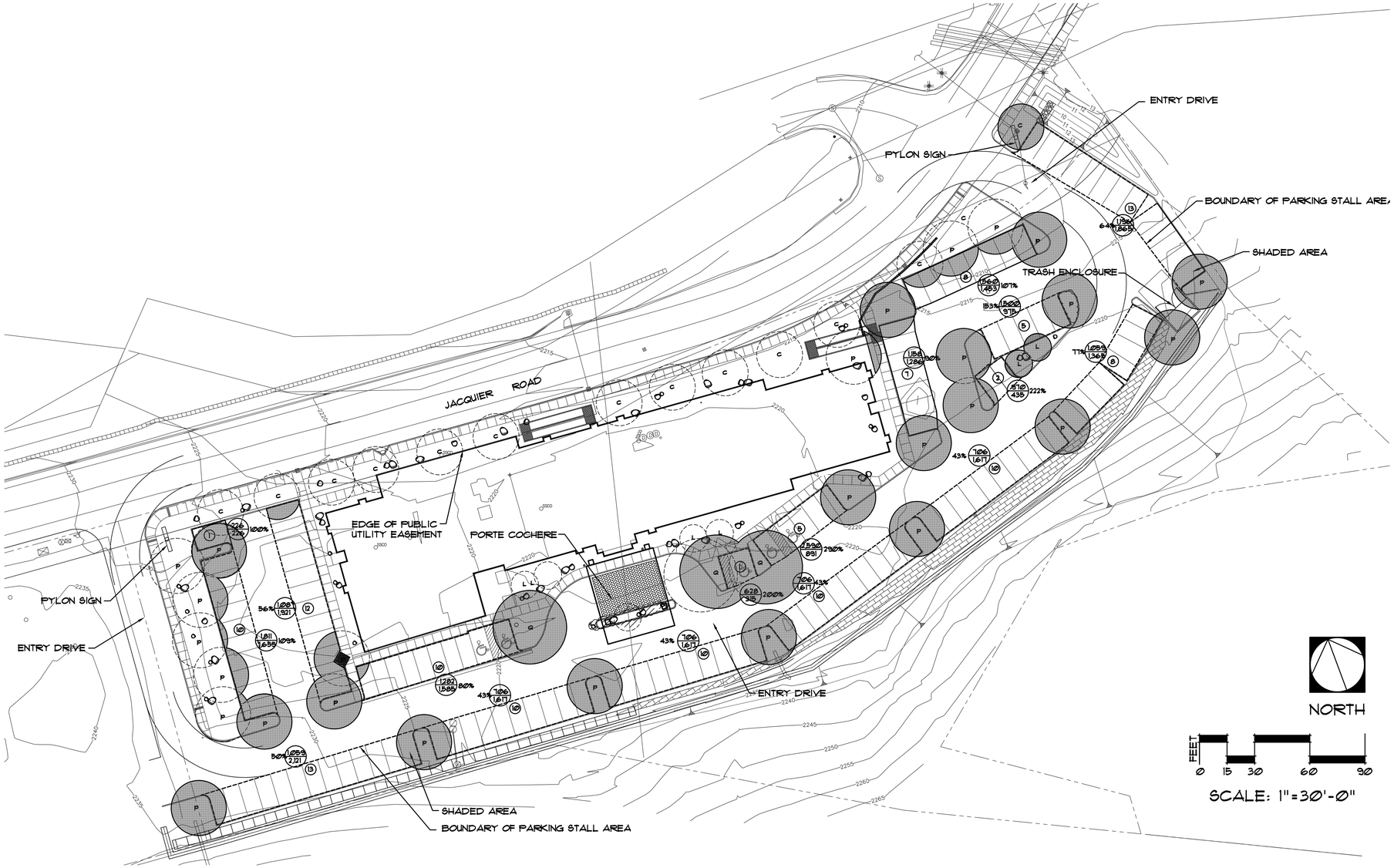
PRELIMINARY IRRIGATION PLAN

SET DATE: JULY 12, 2016

REVISIONS:

| | |
|---|---|
| 11/21/16 | Owner's revisions |

SHEET NUMBER
L-2
OF 3 SHEETS IN SERIES




NORTH

FEET 0 15 30 60 90

SCALE: 1"=30'-0"

## PLANTING LEGEND

| SYMBOL | BOTANICAL NAME | COMMON NAME | WUCOLS III REGION 2 WATER USAGE | SIZE | REMARKS | MATURE D |
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| | SUGGESTED TREE PALETTE | | | | | |
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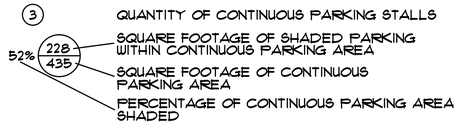
| P | PINUS PONDEROSA | PONDEROSA PINE | LOW | 24" BOX | NATURAL | 30' |
| Q | QUERCUS KELLOGGII | CALIFORNIA BLACK OAK | LOW | 24" BOX | STANDARD | 40' |

## SYMBOL KEY




## SHADING NOTES

1. SHADING STUDY PERFORMED PER CITY OF PLACERVILLE DESIGN CRITERIA FOR SHADE TREES WITHIN PARKING AREAS. TREE DIAMETER SHOWN FOR (15) YEAR PROJECTED MATURE GROWTH AND SHOWING SHADED AREA AT SOLAR NOON, JUNE 21.

## PARKING LOT CALCULATIONS

REQUIRED PERCENTAGE OF AC PARKING STALL AREA TO BE SHADED: 50%

| | |
|---|---|
| TOTAL QUANTITY OF STALLS | 134 |
| TOTAL SQUARE FOOTAGE OF PARKING STALLS | 21,751 |
| TOTAL SQUARE FOOTAGE OF SHADED PARKING STALLS | 6,537 |
| PERCENTAGE OF AREA SHADED: | 30% |

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REGISTERED LANDSCAPE ARCHITECT
R. DALE HADFIELD
Signature
2/29/2017
Renewal Date
1/27/2016
Date
STATE OF CALIFORNIA

# Hampton Inn and Suites, Placerville

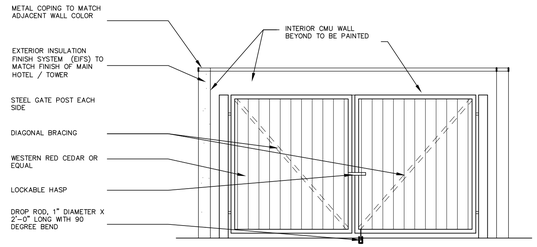
**Jacquier Road and Smith Flat Road**
**Placerville, CA95667-5032**

PRELIMINARY
SHADE STUDY PLAN
SET DATE:
JULY 12, 2016

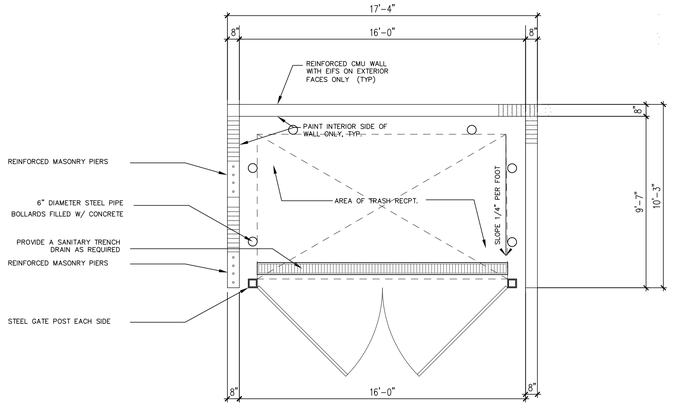
REVISIONS:

| | |
|---|---|
| 11/21/16 | Owner's revisions |

SHEET NUMBER
**L-3**
OF 3 SHEETS IN SERIES




2 TRASH ENCLOSURE ELEVATION
1/4" = 1'-0"




1 TRASH ENCLOSURE PLAN
1/4" = 1'-0"

Placerville Hampton Inn and Suites
3001 Jacquier Road
Placerville, California

TAAG
ARCHITECTS

900 S. Broadway
Suite #150
Denver, CO 80209

303-824-2745
www.taagdenver.com

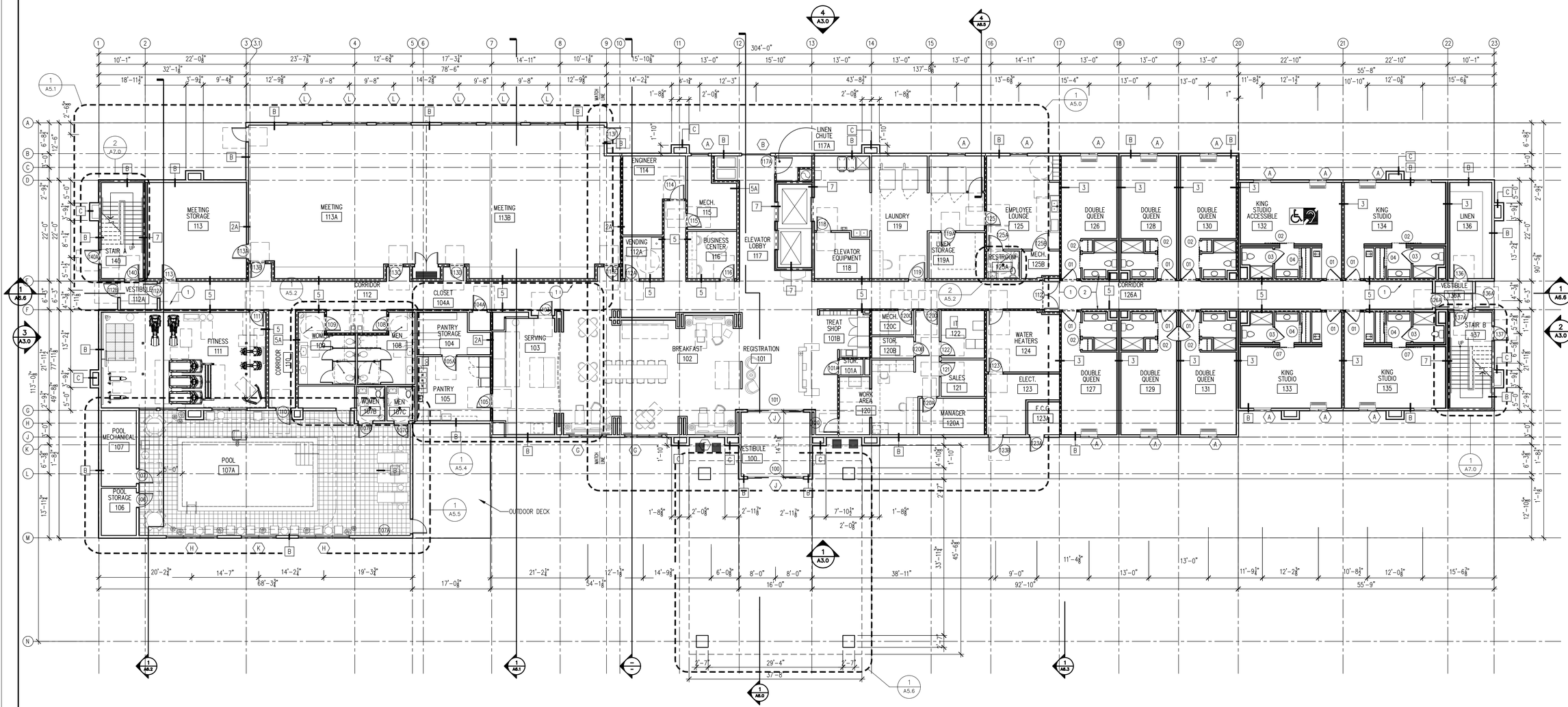
Issue Record

| Issue | Date |
|---|---|
| PLANNING SUBMITTAL | 4-12-16 |
| PLANNING SUBMITTAL | 7-13-16 |
| 50% HILTON SUB | 8-16-16 |
| OWNER CHANGES | 11-21-16 |
| - | |
| - | |

Project No: 15002
Date: 11-21-16
Drawn: AD
Checked: JA, JL, BR, AD
Drawing Title:
TRASH ENCLOSURE AND SITE DETAILS

Sheet No.
AS1.1

DESIGN DEVELOPMENT DOCUMENTS




1 LEVEL 1 FLOOR PLAN
3/32" = 1'-0"

NORTH

## GENERAL NOTES

1. ALL DIMENSIONS ARE FROM GRID LINE TO FACE OF STUD FRAMING
2. ALL OUTSIDE CORNERS @ INTERIOR PARTITIONS OUTSIDE OF GUESTROOMS TO RECEIVE 90 DEGREE CORNERS WITH 3/4" FULL HEIGHT CORNER GUARDS, AS SELECTED BY INTERIOR DESIGNER
3. RATE ALL STEEL BEAMS PER –/A0.2
4. ALL INTERIOR STEEL COLUMNS TO BE RATED ONE HOUR PER –/A0.2.
5. EXTERIOR WALL ONE–HOUR FIRE RESISTIVE RATING MUST BE CONTINUED ONTO AND THRU ALL FLOOR/CEILING ASSEMBLIES. CONTINUE ONE–HOUR FIRE–RESISTIVE RATING TO THE UNDERSIDE OF ROOF SHEATHING, PER CBC 709.3.1
7. SHAFT ENCLOSURES SHALL EXTEND FROM THE LOWEST FLOOR OPENING THROUGH SUCCESSIVE FLOOR OPENINGS AND SHALL BE ENCLOSED AT THE TOP AND BOTTOM. SHAFT ENCLOSURES SHALL BE CONSTRUCTED TO CONTINUOUSLY MAINTAIN THE REQUIRED FIRE–RESISTIVE INTEGRITY, PER CBC 711.2 SHAFTS TO INCLUDE STAIR & ELEVATOR SHAFTS

## KEYED NOTES

1. SEMI–RECESSED FIRE EXTINGUISHER. TO BE MIN. SIZED 2A:10BC, MOUNTED IN AN APPROVED CABINET W/ TOP MOUNTED 36" TO 60" A.F.F. MAX TRAVEL DISTANCE BETWEEN CABINETS NOT TO EXCEED 75 FT.
2. "TO EXIT" SIGN COMPLYING WITH CBC 1003.2.8.6.1 EACH SIDE OF DOOR
3. FULLY AHDERED 60 MIL. EPDM MEMBRANE ROOF ON R–38 PLOY–ISO ROOF ONSULATION ON 3/4" PLYWOOD ROOF DECK ON ROOF JOISTS – RE: STRUCT.
4. FURRED OUT WALLS AS REQ'D TO ALIGN FINISHED FACE OF WALL WITH FINISHED FACE OF RATED COLUMN WRAP– MAINTAIN REQ'D WALL RATING
5. 1 HR RATED CHASE AND ACCESSORY UNIT. RE: –&–/A9.1
6. 2 HR RATED CHASE AND ACCESSORY UNIT RE. 8/A9.1
7. TACTILE EXIT SIGN COMLYING WITH 14/A0.1
8. THE FIRE COMMAND CENTER (ROOM 123A) SHALL CONTAIN THE FIRE SPRINKLER RISER, FIRE ALARM CONTROL PANEL, SPARE SPRINKLER HEAD BOX AND ANY ADDITIONAL EQUIPMENT REQUIRED BY THE CHIEF.

1

## KEY

- WALL TYPE (A2)
- WALL TYPE MODIFIER (REFERENCE A0.2)
- WINDOW TYPE (A) (REFERENCE A5.0)
- ADA ROOM
- DOOR NUMBER (150A) (RE: DOOR SCHEDULE)
- 1 HR. WALL
- 2 HR. WALL

HEARING IMPAIRED ROOM

HEARING IMPAIRED ROOM TO HAVE TEXT TELEPHONE, TTY/TTD, NOTIFICATION SYSTEM, TELEPHONE AMPLIFIER, TV CLOSED CAPTIONED DEVICE & VISUAL SMOKE DETECTOR, AUDIBLE ALARM SHALL COMPLY WITH SECTION 428 OF THE ACCESSIBILITY STANDARDS AND THE AMERICAN NATIONAL STANDARDS INSTITUTE PUBLICATION ANSI 117.1–1992 WITH THE MOST RESTRICTIVE STANDARD APPLIED.

PROVIDE DOOR KNOCKER OR BELL PER CBC 1111B

# Placerville Hampton Inn and Suites
3001 Jacquier Road
Placerville, California


TAAG
ARCHITECTS

900 S. Broadway
Denver, CO 80209

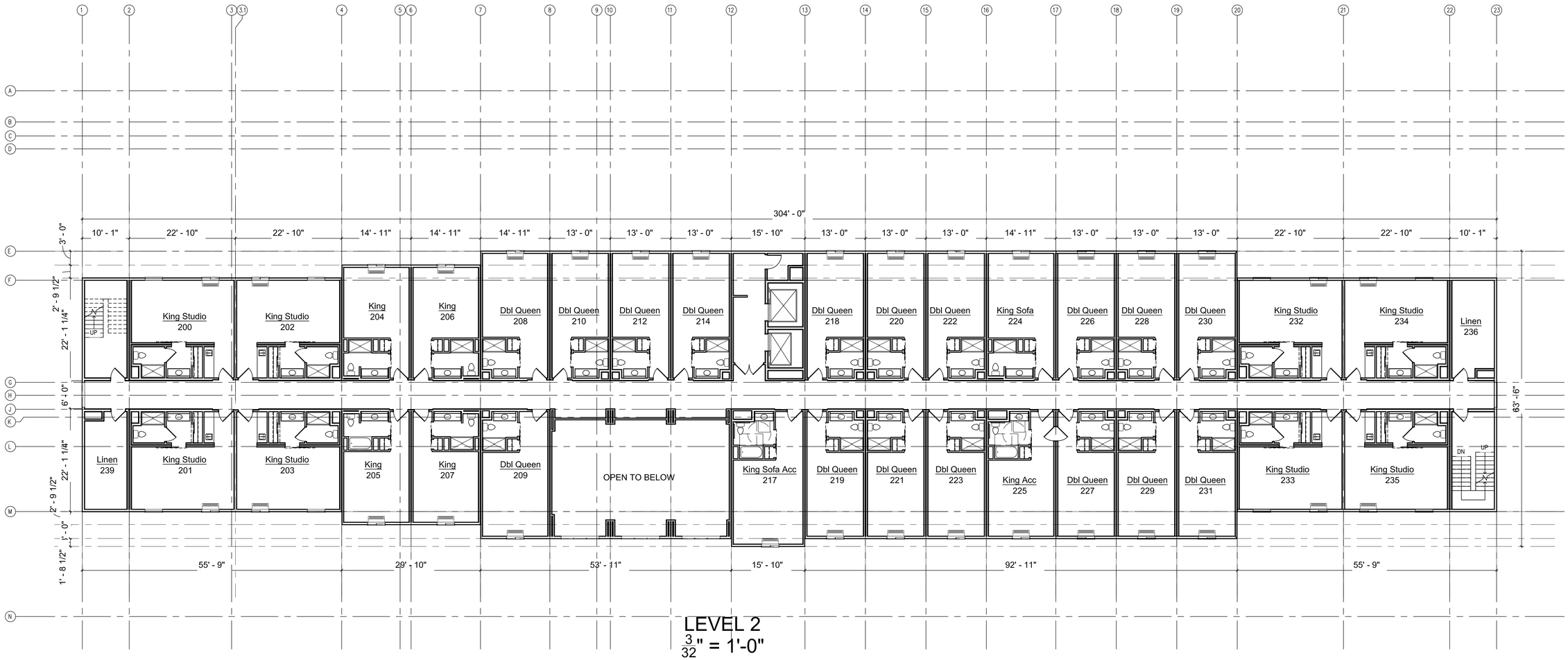
303-824-2745
www.taagdenver.com


Issue Record

| Issue | Date |
|---|---|
| 30% REVIEW SET | 1-8-16 |
| PLANNING SUBMITTAL | 7-13-16 |
| HILTON 50% SUB | 8-16-16 |
| OWNER REVISIONS | 11-21-16 |
| - | |
| - | |

Project No: 15002.01
Date: 11-21-16
Drawn: AD
Checked: JA, JL
Drawing Title:
LEVEL 1 FLOOR PLAN

Sheet No.
A1.0




LEVEL 2

3/32" = 1'-0"

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Suite #150
Denver, CO 80209

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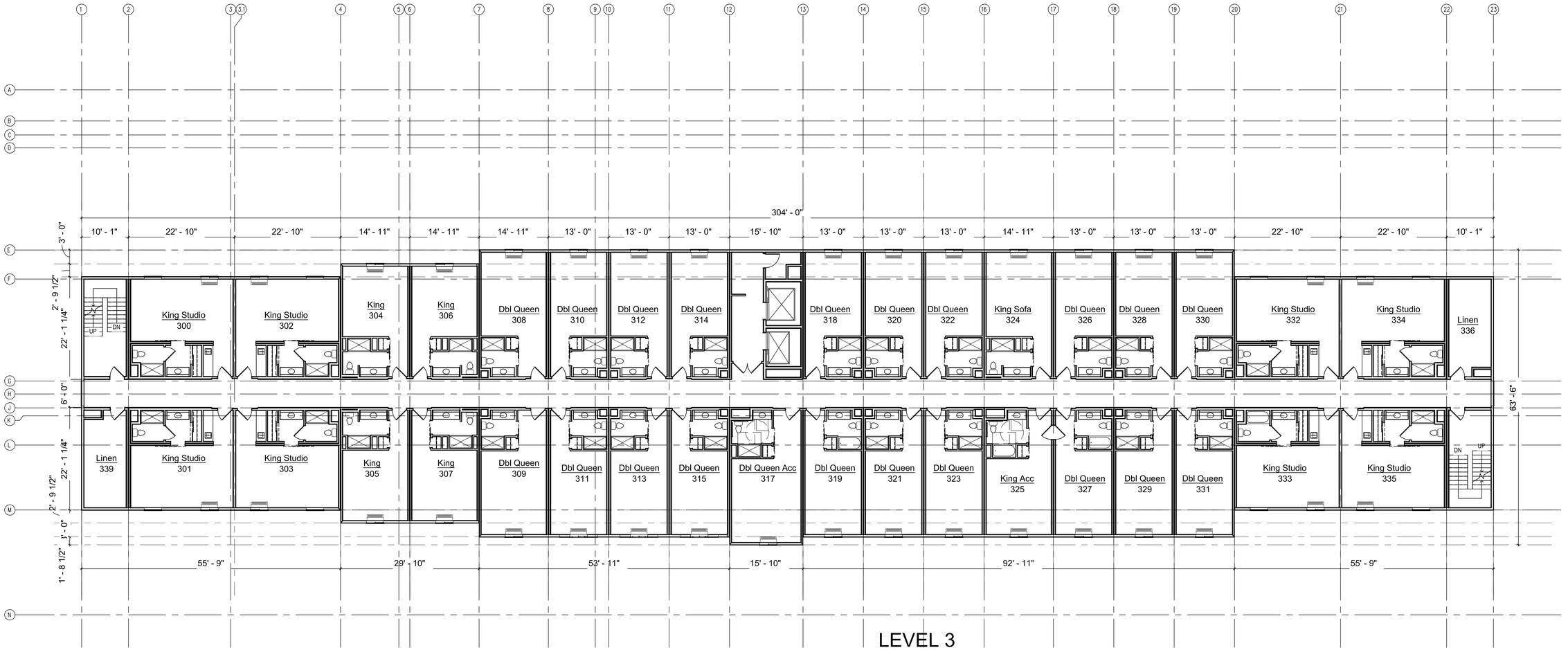
Issue Record

| Issue | Date |
|---|---|
| - | |
| - | |
| - | |
| - | |
| - | |
| - | |

Project No: 15002
Date: 11-21-16
Drawn: GUERDON MOD.
Checked: -
Drawing Title:
LEVEL 2 FLOOR PLAN

Sheet No.
A1.1




LEVEL 3

3/32" = 1'-0"

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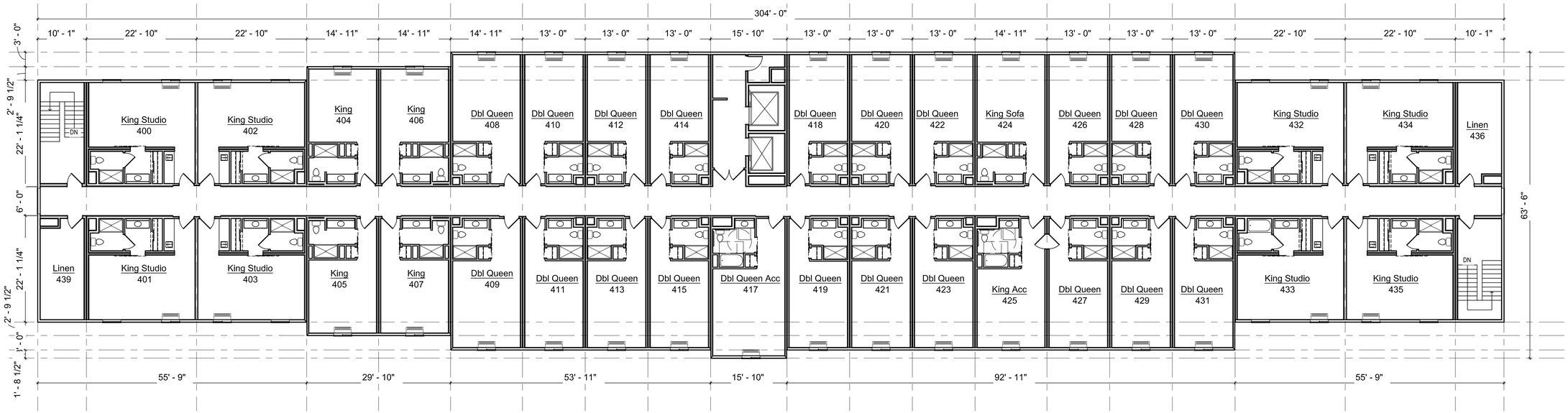
Issue Record

| Issue | Date |
|---|---|
| - | |
| - | |
| - | |
| - | |
| - | |
| - | |

Project No: 15002
Date: 11-21-16
Drawn: GUERDON MOD.
Checked: -
Drawing Title:
LEVEL 3 FLOOR PLAN

Sheet No.
A1.2

DESIGN DEVELOPMENT DOCUMENTS




LEVEL 4

$\frac{3}{32}$" = 1'-0"

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Placerville, California


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ARCHITECTS

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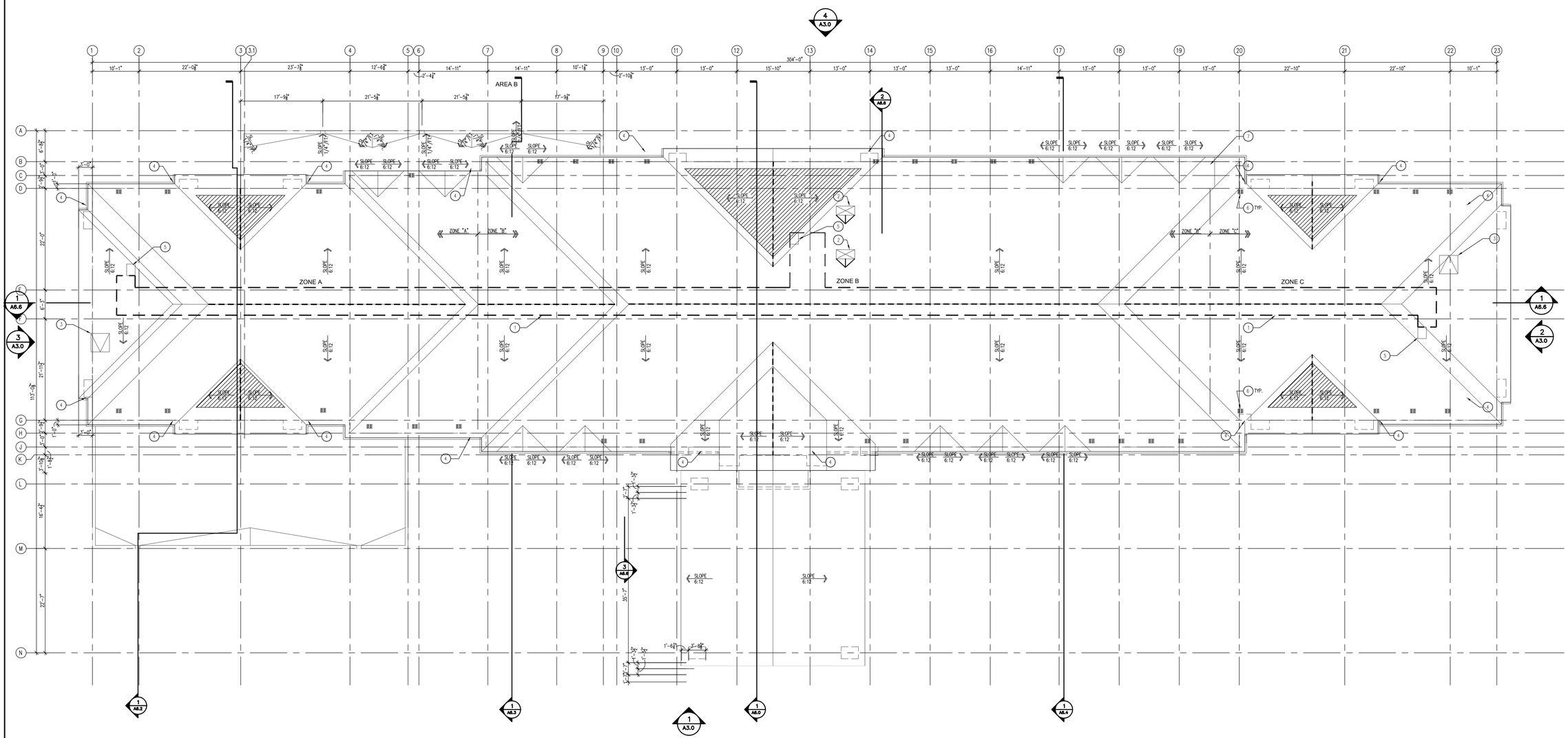
Issue Record

| Issue | Date |
|---|---|
| - | |
| - | |
| - | |
| - | |
| - | |
| - | |

Project No: 15002
Date: 11-21-16
Drawn: GUERDON MOD.
Checked: -
Drawing Title:
LEVEL 4 FLOOR PLAN

Sheet No.
A1.3

DESIGN DEVELOPMENT DOCUMENTS




1 ROOF PLAN
3/32" = 1'-0"

NORTH

## ATTIC VENT CALCULATIONS

ATTIC AREA "A" CALCULATIONS:

ATTIC AREA: 4,676 S.F.

TOTAL VENT AREA REQUIRED:
(4,676) x 1/150 = 4,489 SQ. IN.

ROOF VENT: 54'-0" L.F. OF RIDGE VENT
54 x 8 = 432 SQ. IN.
10 VENTS x 484 SQ. IN. = 4,840 SQ. IN.
TOTAL VENTILATION

ATTIC AREA "B" CALCULATIONS:

ATTIC AREA: 10,295 S.F.

TOTAL VENT AREA REQUIRED:
(10,295) x 1/150 = 9,883 SQ. IN.

ROOF VENT: 194'-0" L.F. OF RIDGE VENT
194 x 8 = 1,552 SQ. IN.
19 VENTS x 484 SQ. IN. = 9,196 SQ. IN.
TOTAL VENTILATION

ATTIC AREA "C" CALCULATIONS:

ATTIC AREA: 1,979 S.F.

TOTAL VENT AREA REQUIRED:
(1,979) x 1/150 = 1,900 SQ. IN.

ROOF VENT: 21'-0" L.F. OF RIDGE VENT
21 x 8" = 168 SQ. IN.
6 VENTS x 484 SQ. IN. = 2,904 SQ. IN.
TOTAL VENTILATION

## KEY NOTES

1. ATTIC CAT-WALK ABOVE FOURTH FLOOR CORRIDOR – RE: 7/A2.0
2. 48"x24" ELEVATOR SHAFT LOUVER EQUAL TO RUSKIN ELF375DX, 4.02 SQFT. FREE AREA WITH MOTORIZED DAMPER INTERLOCKED WITH BUILDING FIRE ALARM SYSTEM PER LOCAL FIRE DEPARTMENT REQUIREMENTS AND CBC SECTION 3004. VENTS SHALL BE CAPABLE OF MANUAL OPERATIONS.
3. 4'-0"x4'-0" ROOF HATCH – RE: 4/A6.8
4. PRE-FINISHED DOWNSPOUT
5. ATTIC ACCESS HATCH – RE:5/A6.8
6. 22"x22" ZEPHER VENT LOCATION
7. LINE OF WALL – BELOW

## ROOFING MATERIAL TYPES

1. FIREFREE, RUSTIC SHAKE, COLOR: CEDAR – TYP. UNLESS OTHERWISE NOTED

## VENTING LEGEND:

RIDGE VENT

Placerville Hampton Inn and Suites
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Placerville, California

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Issue Record

| Issue | Date |
|---|---|
| 30% REVIEW SET | 1-8-16 |
| PLANNING SUBMITTAL | 7-13-16 |
| 50% HILTON SUB | 8-16-16 |
| OWNER REVISIONS | 11-21-16 |
| - | |
| - | |

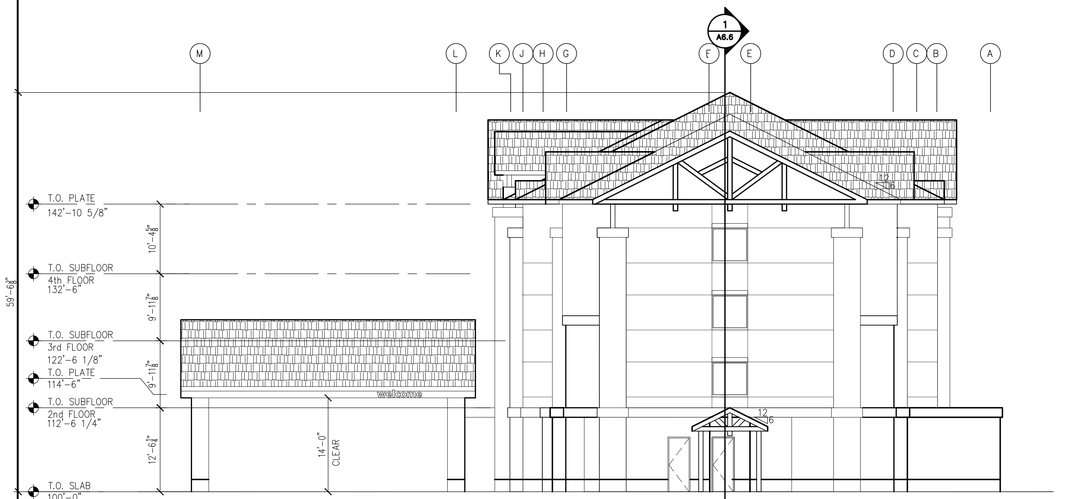
Project No: 15002
Date: 11-21-16
Drawn: JN/AD
Checked: JA, JL
Drawing Title:
ROOF PLAN

Sheet No.
A1.4

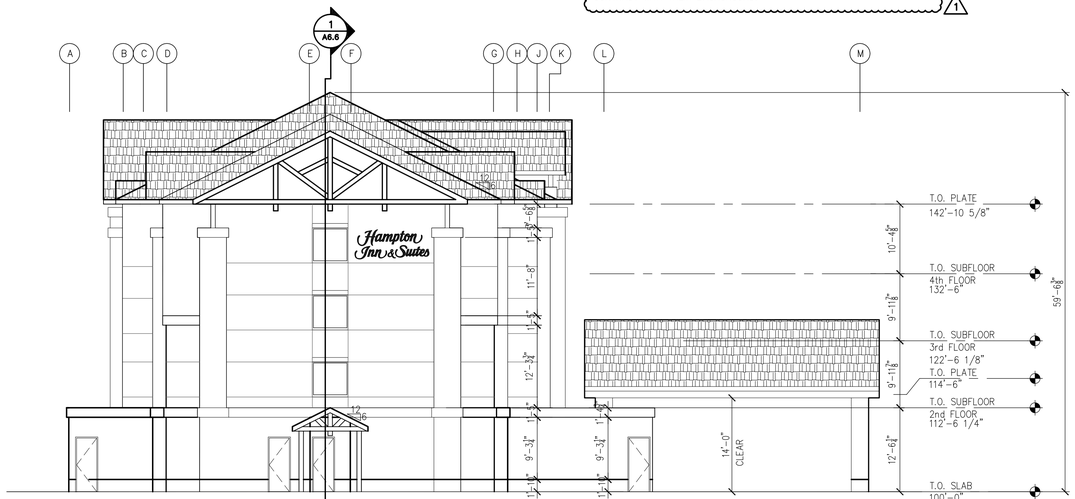
DESIGN DEVELOPMENT DOCUMENTS

4 SOUTH ELEVATION
3/32" = 1'-0"

NOTE: REQUIRED ADDRESS NUMBERS TO BE PLACED ON THE BUILDING AND TO BE VISIBLE FROM JACQUIER ROAD, SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED BY A DEDICATED LIGHT SOURCE, AND SHALL CONTRAST WITH THEIR BACKGROUND. 1




2 EAST ELEVATION
3/32" = 1'-0"




3 WEST ELEVATION
3/32" = 1'-0"

1 NORTH ELEVATION
3/32" = 1'-0"

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Placerville, California


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Issue Record

| Issue | Date |
|---|---|
| 30% REVIEW SET | 1-8-16 |
| PLANNING SUBMITTAL | 7-21-16 |
| 1 FIRE DEPT. SUBMITTAL | 8-1-16 |
| 50% HILTON SUB | 8-16-16 |
| OWNER REVISIONS | 11-21-16 |
| - | |

Project No: 15002
Date: 11-21-16
Drawn: JN, AD
Checked: JA, JL
Drawing Title:
EXTERIOR
ELEVATIONS

Sheet No.
A3.0

DESIGN DEVELOPMENT DOCUMENTS

4 SOUTH ELEVATION
NTS

3 EAST ELEVATION
NTS

2 WEST ELEVATION
NTS

1 NORTH ELEVATION
NTS

Placerville Hampton Inn and Suites
2920 Jacquier Road
Placerville, California 95667

TAAG
ARCHITECTS

36 Steel Street
Suite 101
Denver, CO 80206

303-824-2745
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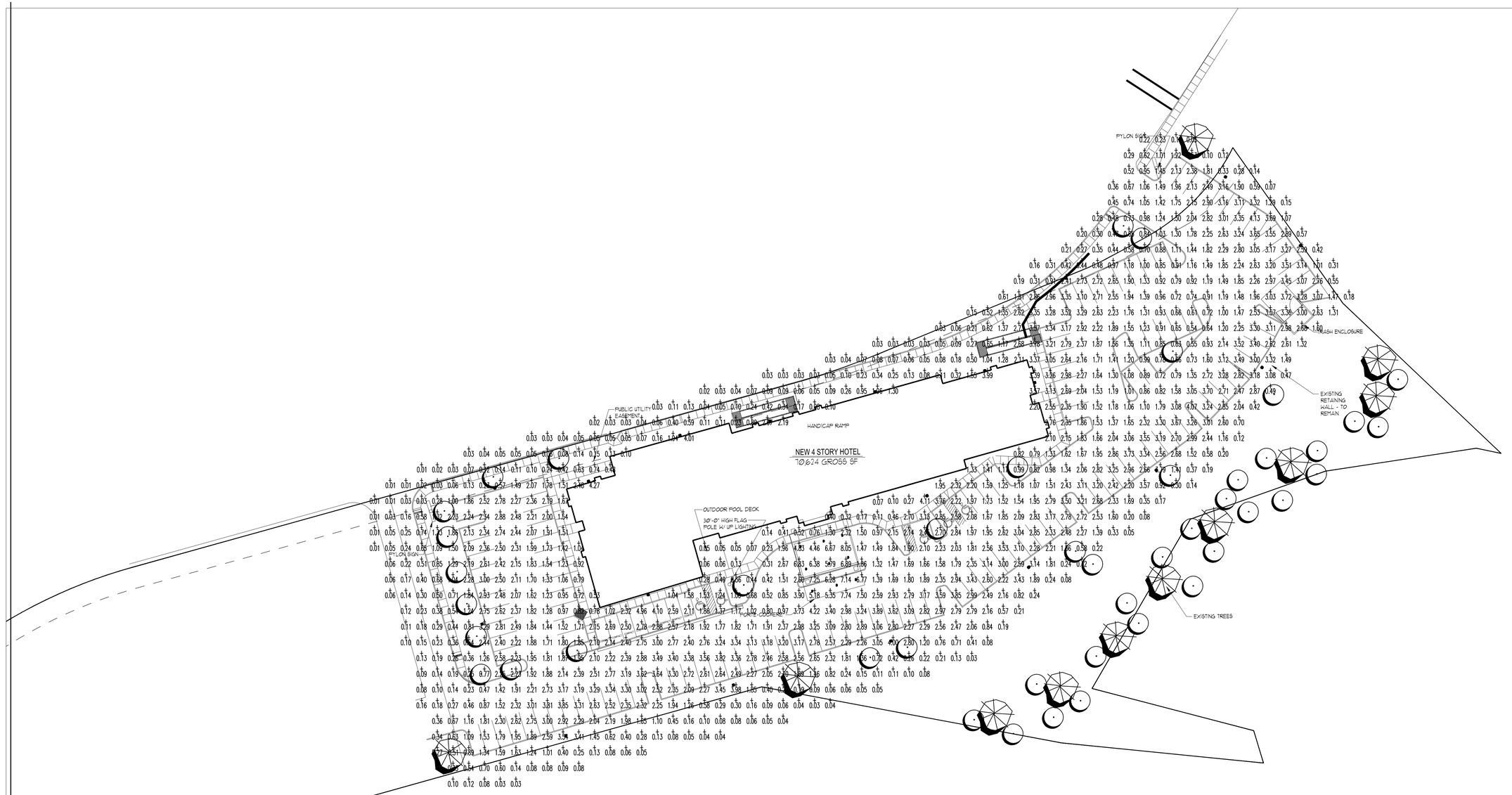
Issue Record

| Issue | Date |
|---|---|
| PLANNING SUBMITTAL 4-8-16 | |
| PLANNING SUBMITTAL 7-13-16 | |
| 50% HILTON SUB | AUG. 15 2016 |
| OWNER REVISIONS | 11-21-16 |
| - | |
| - | |

Project No: 15002
Date: 11-21-16
Drawn: AD
Checked: JA, JL, BR, AD
Drawing Title:
COLORED EXTERIOR ELEVATIONS

Sheet No.
A3.0A




Hampton Inn – Placerville LUMINAIRE SCHEDULE

| TYP | SYMBOL | DESCRIPTION | LAMP | LUMENS | MOUNTING/BALLAST | LLF | QTY |
|---|---|---|---|---|---|---|---|
| A2 | □ | EATON – MCSHM- GLEON-AE-04-LED-E1-SL2-HSS GALLEON LED AREA AND ROADWAY L | (64) | 1229856 | 25' MOUNTING HEIGHT | 0.65 | 6 |
| B2 | □ | EATON – MCSHM- GLEON-AE-04-LED-E1-SL3-HSS GALLEON LED AREA AND ROADWAY L | (64) | 1220096 | 25' MOUNTING HEIGHT | 0.65 | 2 |
| C | □ | EATON – MCSHM- GLEON-AE-04-LED-E1-SL4 GALLEON LED AREA AND ROADWAY L | (64) | 1319296 | 25' MOUNTING HEIGHT | 0.65 | 2 |
| C2 | □ | EATON – MCSHM- GLEON-AE-04-LED-E1-SL4-HSS GALLEON LED AREA AND ROADWAY L | (64) | 1131072 | 25' MOUNTING HEIGHT | 0.65 | 4 |
| D | ◦ | EATON – PORTFOL LDGC000101E DWGA22827 6LW111H PORTFOLIO 6 INCH 60 DEGREE CUT | (1) | 2194 | RECESSED MOUNTING | 0.65 | 9 |
| E | ▭ | EATON – LUMARK LDWP-FC-30-ED-7040 LUMARK WALPAK CUTOFF ZLED 4000 | (1) | 1884 | 10' MOUNTING HEIGHT | 0.65 | 5 |

NORTH

1 PHOTOMETRIC SITE PLAN
1/32" = 1'-0"

Placerville Hampton Inn and Suites
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Issue Record

| Issue | Date |
|---|---|
| PLANNING SUBMITTAL | 4-8-16 |
| RESUBMITTAL | 7-1-16 |
| REVISED PER LAYOUT | 11-18-16 |
| - | |
| - | |
| - | |

Project No:15002
Date: 7-1-16
Drawn: -
Checked: ----
Drawing Title:
SITE PHOTOMETRIC PLAN

Sheet No.
E001

# McGraw-Edison

## DESCRIPTION

The Galleon™ LED luminaire delivers exceptional performance in a highly scalable, low-profile design. Patented, high-efficiency AccuLED Optics™ system provides uniform and energy conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. IP66 rated and UL/cUL Listed for wet locations.

| | | |
|---|---|---|
| Catalog # | | Type |
| Project | | |
| Comments | | Date |
| Prepared by | | |

## SPECIFICATION FEATURES

**Construction**
Extruded aluminum driver enclosure thermally isolated from Light Squares for optimal thermal performance. Heavy-wall, die-cast aluminum end caps enclose housing and die-cast aluminum heat sinks. A unique, patent pending interlocking housing and heat sink provides scalability with superior structural rigidity. 3G vibration tested. Optional tool-less hardware available for ease of entry into electrical chamber. Housing is IP66 rated.

**Optics**
Patented, high-efficiency injection-molded AccuLED Optics technology. Optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT 70 CRI. Optional 6000K CCT and 3000K CCT.

**Electrical**
LED drivers are mounted to removable tray assembly for ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Standard with 0-10V dimming. Shipped standard with Eaton proprietary circuit module designed to withstand 10kV of transient line surge. The Galleon LED luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Light Squares are IP66 rated. Greater than 90% lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 530mA and 700mA drive currents.

**Mounting**
STANDARD ARM MOUNT:
Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during assembly. When mounting two or more luminaires at 90° and 120° apart, the EA extended arm may be required. Refer to the arm mounting requirement table. Round pole adapter included. For wall mounting, specify wall mount bracket option. 3G vibration rated. QUICK MOUNT ARM: Arm is bolted directly to the pole and the fixture slides onto the quick mount arm and is secured via a single fastener, facilitating quick and easy installation. The versatile, patent pending, quick mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the quick mount arm enables wiring of the fixture without having to access the driver compartment. A knock-out enables round pole mounting.

**Finish**
Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Heat sink is powder coated black. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available.

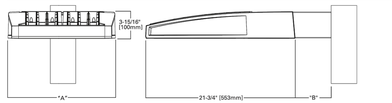
**Warranty**
Five-year warranty.

**GLEON**
GALLEON LED

**1-10 Light Squares**
**Solid State LED**

**AREA/SITE LUMINAIRE**

## DIMENSIONS



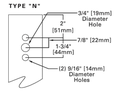

## DIMENSION DATA

| Number of Light Squares | "A" Width | "B" Standard Arm Length | "B" Optional Arm Length [1] | Weight with Arm (lbs.) | EPA with Arm [2] (Sq. Ft.) |
|---|---|---|---|---|---|
| 1-4 | 15-1/2" (394mm) | 7" (178mm) | 10" (254mm) | 33 (15.0 kgs.) | 0.96 |
| 5-6 | 21-5/8" (549mm) | 7" (178mm) | 10" (254mm) | 44 (20.0 kgs.) | 1.00 |
| 7-8 | 27-5/8" (702mm) | 7" (178mm) | 13" (330mm) | 54 (24.5 kgs.) | 1.07 |
| 9-10 | 33-3/4" (857mm) | 7" (178mm) | 16" (406mm) | 63 (28.6 kgs.) | 1.12 |

**NOTES: 1.** Optional arm length to be used when mounting two fixtures at 90° on a single pole. **2.** EPA calculated with optional arm length.

## DRILLING PATTERN

TYPE "N"






**CERTIFICATION DATA**
UL/cUL Wet Location Listed
ISO 9001
LM79 / LM80 Compliant
3G Vibration Rated
IP66 Rated
DesignLights Consortium™ Qualified*

**ENERGY DATA**
**Electronic LED Driver**
>0.9 Power Factor
<20% Total Harmonic Distortion
120V-277V 50/60Hz
347V & 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

*www.designlights.org

TD500020EN
2016-01-29 10:56:52

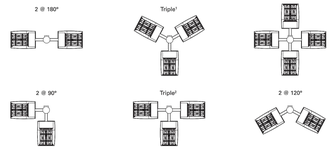
POLE MOUNTED FIXTURE

---

**GLEON** GALLEON LED

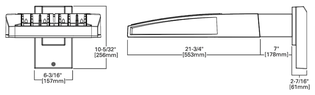
## ARM MOUNTING REQUIREMENTS

| Configuration | 90° Apart | 120° Apart |
|---|---|---|
| GLEON-AE-01 | 7" Arm (Standard) | 7" Arm (Standard) |
| GLEON-AE-02 | 7" Arm (Standard) | 7" Arm (Standard) |
| GLEON-AE-03 | 7" Arm (Standard) | 7" Arm (Standard) |
| GLEON-AE-04 | 7" Arm (Standard) | 7" Arm (Standard) |
| GLEON-AE-05 | 10" Extended Arm (Required) | 7" Arm (Standard) |
| GLEON-AE-06 | 10" Extended Arm (Required) | 7" Arm (Standard) |
| GLEON-AE-07 | 13" Extended Arm (Required) | 13" Extended Arm (Required) |
| GLEON-AE-08 | 13" Extended Arm (Required) | 13" Extended Arm (Required) |
| GLEON-AE-09 | 16" Extended Arm (Required) | 16" Extended Arm (Required) |
| GLEON-AE-10 | 16" Extended Arm (Required) | 16" Extended Arm (Required) |

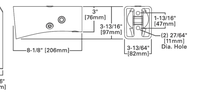



**NOTES: 1** Round poles are 3 @ 120°. Square poles are 3 @ 90°. **2** Round poles are 3 @ 90°.

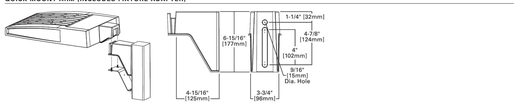
## STANDARD WALL MOUNT



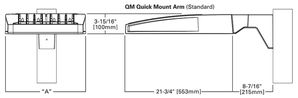

## MAST ARM MOUNT



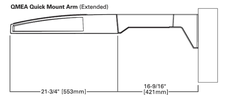

## QUICK MOUNT ARM (INCLUDES FIXTURE ADAPTER)




**QM Quick Mount Arm** (Standard)




**QMEA Quick Mount Arm** (Extended)




## QUICK MOUNT ARM DATA

| Number of Light Squares [1,2] | "A" Width | Weight with QM Arm (lbs.) | Weight with QMEA Arm (lbs.) | EPA (Sq. Ft.) |
|---|---|---|---|---|
| 1-4 | 15-1/2" (394mm) | 35 (15.91 kgs.) | 38 (17.27 kgs.) | 1.11 |
| 5-6 [3] | 21-5/8" (549mm) | 46 (20.91 kgs.) | 49 (22.27 kgs.) | |
| 7-8 | 27-5/8" (702mm) | 56 (25.45 kgs.) | 59 (26.82 kgs.) | |

**NOTES: 1** QM option available with 1-8 light square configurations. **2** QMEA option available with 1-8 light square configurations. **3** QMEA arm to be used when mounting two fixtures at 90° on a single pole.


**Eaton**
1121 Highway 74 South
Peachtree City, GA 30269
P: 770-486-4800
www.eaton.com/lighting


Specifications and dimensions subject to change without notice.

TD500020EN
2016-01-29 10:56:52

POLE MOUNTED FIXTURE

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# Portfolio

## DESCRIPTION

6 inch LED recessed narrow, medium, or wide beam downlight with 50° cut off specially designed for LED technology. Two-stage reflector system produces smooth distribution with excellent light control and low aperture brightness. Lumen packages include 1000, 1500, 2000 and 3000 lumens with color temperatures of 2700K, 3000K, 3500K, 4000K.

| | | |
|---|---|---|
| Catalog # | | Type |
| Project | | |
| Comments | | Date |
| Prepared by | | |

## SPECIFICATION FEATURES

**Lower Shielding Reflector**
Self-flanged, spun .050" thick aluminum lower reflector in combination with a lensed upper optical chamber provides superior lumen output with minimal source brightness. Available in all Portfolio Alzak® finishes.

**Trim Retention**
Lower reflector is retained with two torsion springs holding the flange tightly to the finished ceiling surface.

**Plaster Frame / Collar**
New Construction Housing: Die cast aluminum 1-1/2" deep collar accommodates ceiling materials up to 2".

**Universal Mounting Bracket**
Accepts 1/2" EMT, C channel and bar hangers and adjusts 5" vertically from above and below the ceiling.

**Junction Box**
(4) 1/2" and (2) 3/4" trade size pry outs positioned to allow straight conduit runs. Listed for (8) #12 AWG (four in, four out) 90°C conductors and feed thru branch wiring.

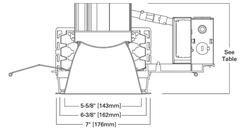
**Thermal**
Extruded aluminum heat sink conducts heat away from the LED module for optimal performance and long life.

**LED**
LED system contains a plurality of high brightness white LED's combined with a high reflectance upper reflector and convex transitional lens producing even distribution with no pixilation. Rated for 50,000 hours at 70% lumen maintenance. Auto resetting, thermally protected, LED's are turned off when safe operating temperatures are exceeded. Color variation within 3-step MacAdam ellipses. Flexible disconnect allows for tool-less replacement of LED engine from below ceiling. Available in 80 or 90 CRI.

**Driver**
Combination 120-277V 0-10V or 120V trailing edge phase cut driver provides flicker free dimming from 100% to 10%. Optional 1% 0-10V, Fifth Light, DMX or Lutron® Ecosystem. Driver can be serviced from above or through the aperture.

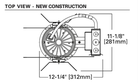
**Code Compliance**
Thermally protected and cULus listed for protected wet locations. IP66 rated when used with IP66 gasket kit accessory. Optional City of Chicago environmental air (CCEA) marking for plenum applications. EMI/RFI emissions per FCC 47CFR Part 18 Class B consumer limits. Non-IC rated - Insulation must be kept 3" from top and sides of housing. RoHS Compliant. Photometric testing completed in accordance with IES LM 79 standards. LED life testing completed in accordance with LM 80 standards.

**Warranty**
5 year warranty on LED housings, LED Modules and LED Trims.

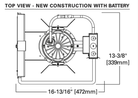



| Distribution | Lumens | Height |
|---|---|---|
| Narrow | 1000/1500 | 8-3/16" |
| Medium | 1000/1500 | 8-9/16" |
| Wide | 1000/1500 | 5-5/8" |
| Narrow | 2000/3000 | 8-3/16" |
| Medium | 2000/3000 | 8-9/16" |
| Wide | 2000/3000 | 6-1/2" |

TOP VIEW - NEW CONSTRUCTION




TOP VIEW - NEW CONSTRUCTION WITH BATTERY



**LD6A10 LD6A15 LD6A20 LD6A30 6L**

**1000, 1500 Lumen LED**
**2000, 3000 Lumen LED**

**6-Inch**
**Narrow, Medium, or Wide Beam**
**Downlight**
**New Construction**

Refer to ENERGY STAR® Qualified Products List.

ADP110789
2016-04-05 12:05:17

RECESSED DOWN LIGHT

---

# Lumark

## DESCRIPTION

The Lumark Wal-Pak wall luminaire provides traditional architectural style with high performance energy efficient illumination. Rugged die-cast aluminum construction, stainless steel hardware along with a sealed and gasketed optical compartment make the Wal-Pak virtually impenetrable to contaminants. IP66 Rated. Three available lamp sources including patented energy efficient LED, pulse start metal halide and high pressure sodium. UL/cUL wet location listed. The Wal-Pak wall luminaire is ideal for pathway illumination, building entrances, vehicle ramps, schools, tunnels, stairways and loading docks.

| | | |
|---|---|---|
| Catalog # | | Type |
| Project | | |
| Comments | | Date |
| Prepared by | | |

## SPECIFICATION FEATURES

**Housing**
Rugged one-piece die-cast aluminum housing and hinged, removable die-cast aluminum door. One-piece silicone gasket seals the optical chamber. UL 1598 wet location listed and IP66 ingress protection rated.

**Electrical**
Ballasts, LED driver and related electrical components are hard mounted to the die-cast housing for optimal heat sinking and operating efficiency. Wiring is extended through a silicone gasket at the back of the housing. Three 1/2" threaded conduit entry points allow for thru-branch wiring. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from LED source. Integral LED electronic driver incorporates internal fusing designed to withstand a 6kV surge test and is Class 2 rated for 120-277V with an operating temperature of -40° to 55°C. Wal-Pak LED systems maintain greater than 93% of the initial light output after 72,000 hours of operation. UL listed HID high power factor ballasts are Class H insulation rated (high pressure sodium: 150, 250, 400W [-40°C / -40°F]. High efficiency HID ballasts are available in 120, 208, 240, 277, 347 and 480V.

**Optical**
Highly reflective anodized aluminum reflectors provide high efficiency illumination. Optical assemblies include impact resistant borosilicate refractive glass, and full cutoff IESNA compliant configurations. Patented, solid state LED luminaires are thermally optimized with three lumen packages. HID models are offered in horizontal medium or mogul-based metal halide [MP] or high pressure sodium [HP] lamps.

**Door Assembly**
Single point, captive stainless steel hardware secures the removable hinged door allowing for ease of installation and maintenance. Door assembly is hinged at the bottom for easy removal, installation and re-lamping.

**Finish**
Finished in five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard color is bronze. Additional colors available in white, grey, bronze, black, dark platinum and graphite metallic. Consult your lighting representitive at Eaton for a complete selection of standard colors.

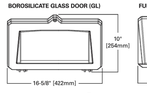
**WP** WAL-PAK

**27, 32 and 46W**
**LED**
**70 - 400W**
**Pulse Start Metal Halide**
**150 - 400W**
**High Pressure Sodium**

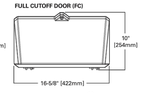
**WALL MOUNT LUMINAIRE**

## DIMENSIONS

**BOROSILICATE GLASS DOOR (GL)**




**FULL CUTOFF DOOR (FC)**




**TECHNICAL DATA**
UL/cUL Wet Location Listed
IP66 Rated
40°C Maximum Ambient Temperature
External Supply Wiring 90°C Minimum
EISA ©, ARRA, Title 20 Compliant
LM79 / LM80 Compliant

**ENERGY DATA**
**Reactor Ballast Input Watts**
150W HPS NPF (175 Watts)

**High Reactance Ballast Input Watts**
70W MP HPF (94 Watts)
150W MP HPF (185 Watts)

**CWA Ballast Input Watts**
200W HPS HPF (250 Watts)
250W MP HPF (283 Watts) ①
400W HPS HPF (465 Watts)
400W MP HPF (462 Watts) ①

**SHIPPING DATA**
**Approximate Net Weight:**
32-42 lbs. (15-19 kgs.)

TD514018EN
2016-03-30 16:39:18

WALL MOUNTED OPT. 1

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Ripley Collection
Ripley 1 Light Outdoor Wall Lantern in Olde Bronze
49061OZ (Olde Bronze)

Project Name: _____
Location: _____
Type: _____
Qty: _____
Comments: _____

## Ordering Information

| | |
|---|---|
| Product ID | 49061OZ |
| Finish | Olde Bronze |
| Collection | Ripley Collection |

## Dimensions

| | |
|---|---|
| Extension | 13.00" |
| Height from center of Wall opening | 3.25" |
| Weight | 1.50 LBS |

## Specifications

| | |
|---|---|
| Material | Aluminum |

## Electrical

| | |
|---|---|
| Voltage | 120V |

## Qualifications

| | |
|---|---|
| Safety Rated | Wet |
| Dark Sky | Yes |
| Warranty | www.kichler.com/warranty |

## Primary Lamping

| | |
|---|---|
| Light Source | Incandescent |
| Lamp Included | Not Included |
| Number of Lights/LEDs | 1 |
| Max or Nominal Watt | 40W |
| Socket Wire | 150 |
| Socket Type | Medium |
| Lamp Type | R14FL |

## Dimensions

| | |
|---|---|
| Height | 10.00" |
| Width | 12.00" |

## Alternate Lamps

| Lamp Included | Bulb Listing | Light Source | Max Wattage/Range | Bulb Product ID | Dimming |
|---|---|---|---|---|---|
| No | Alternate | INCA | 60W | | |


**Kichler**
7711 East Pleasant Valley Road
Cleveland, Ohio 44131-6010
Toll free: 866.558.5706 or kichler.com


**Notes:**
1) Information provided is subject to change without notice. All values are design or typical values when measured under laboratory conditions.
2) Incandescent Equivalent: The incandescent equivalent as presented is an approximate number and is for reference only.

KICHLER

WALL MOUNTED OPT. 2

---

Placerville Hampton Inn and Suites
2920 Jacquier Road
Placerville, California 95667


TAAG
ARCHITECTS

36 Steel Street
Suite 101
Denver, CO 80206

303-824-2745
www.taagdenver.com


Issue Record

| Issue | Date |
|---|---|
| PLANNING SUBMITTAL | 4-8-16 |
| RESUBMITTAL | 7-1-16 |
| - | |
| - | |
| - | |
| - | |

Project No:15002
Date: 7-1-16
Drawn: -
Checked: ----
Drawing Title:
SITE LIGHTING
FIXTURE CUT SHEETS

Sheet No.
E002

Hampton Inn & Suites by HILTON

# THREE (3) NEW SETS OF ILLUMINATED CHANNEL LETTERS & TWO (2) NEW D/F ILLUMINATED MONUMENT SIGNS

## 2920 Jacquier Road, Placerville, CA 95667

RECEIVED
JUL 21 2016
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

SHEET INDEX

1 of 10 CV - Cover Page
2 of 10 SP - Site Plan
3 of 10 SP - Site Plan
4 of 10 SP - Site Plan
5 of 10 ELEV - Elevations
6 of 10 ELEV - Elevations
7 of 10 ELEV - Elevations
8 of 10 DSN - Design Page
9 of 10 DSN - Design Page
10 of 10 DSN - Design Page

YESCO
SACRAMENTO BRANCH
4119 S. Market Court
Suite F / 10
Sacramento, CA 95834
(916) 419-8101
CA. CONTRACTOR LICENSE NO. 980698

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Note: The proportion of signs shown on building and landscape area photos is an approximate representation.

FIRM NAME / LOCATION ADDRESS

Hampton Inn & Suites by HILTON

2920 Jacquier Road
ADDRESS:

Placerville, CA 95667
CITY:

Tom Huff
ACCOUNT EXECUTIVE:

| DESIGNER | DATE |
|---|---|
| Rick | 06/23/16 |

APPROVAL

CUSTOMER DATE

LANDLORD DATE

SALES DATE

ESTIMATING DATE

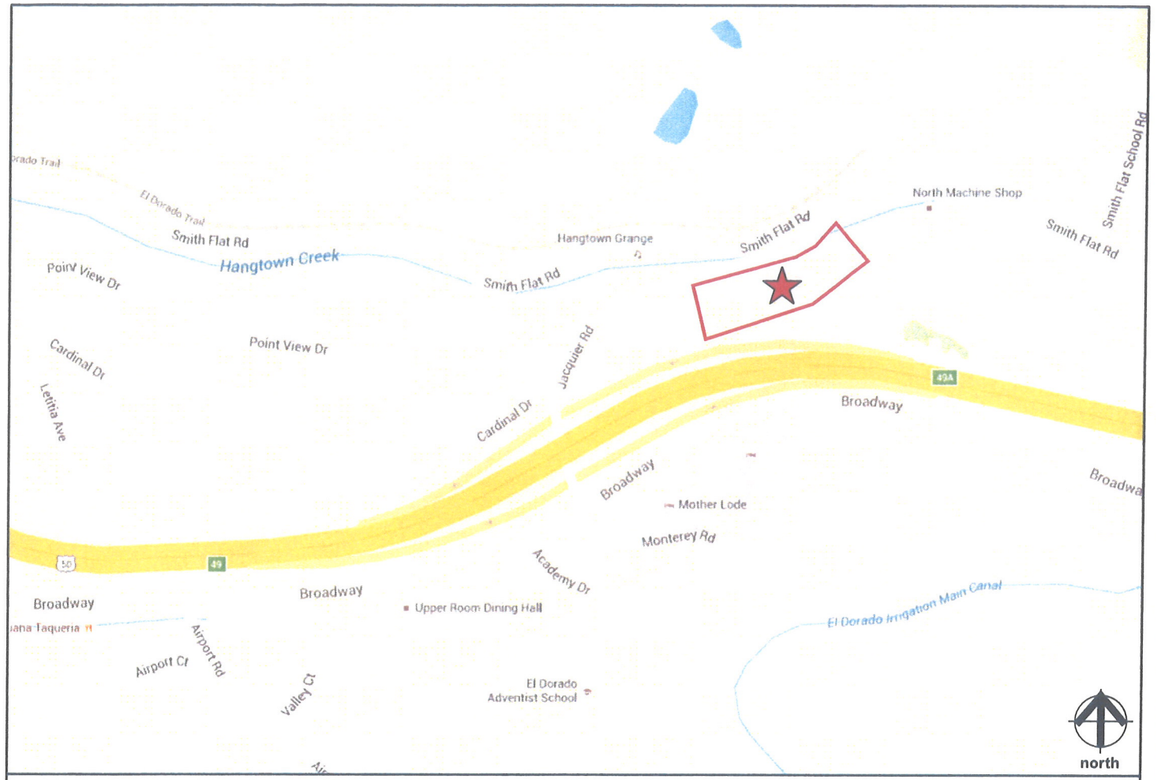
SURVEY DATE

DESIGN NUMBER
571226

ARCHIVE NUMBER

SHEET
CV 1 of 10

FILE COPY




VICINITY MAP NTS

SITE PLAN / AERIAL IMAGE SCALE: 100 FT

| SIGN | PROJECT SCOPE | ELECT. LOAD | SQ. FT. |
|---|---|---|---|
| CL-1 | NEW ILLUMINATED PAN CHANNEL LETTERS<br>QUANTITY: ONE (1) SET - MANUFACTURE & INSTALL | TBD | 131.0 |
| CL-2 | NEW ILLUMINATED PAN CHANNEL LETTERS<br>QUANTITY: ONE (1) SET - MANUFACTURE & INSTALL | TBD | 46.75 |
| CL-3 | NEW ILLUMINATED PAN CHANNEL LETTERS<br>QUANTITY: ONE (1) SET - MANUFACTURE & INSTALL | TBD | 46.75 |
| MN-1 | NEW 10' TALL D/F ILLUMINATED MONUMENT SIGN<br>QUANTITY: ONE (1) - MANUFACTURE & INSTALL | TBD | 41.0 |
| MN-2 | NEW 10' TALL D/F ILLUMINATED MONUMENT SIGN<br>QUANTITY: ONE (1) - MANUFACTURE & INSTALL | TBD | 41.0 |
| | TOTAL | TBD | 306.5 |

## GENERAL NOTES

NOTE: CUSTOMER TO PROVIDE TITLE 24 COMPLIANT SIGN LIGHTING CONTROLS (AUTOMATIC TIME SWITCH & PHOTO CELL)

CUSTOMER TO PROVIDE PRIMARY POWER TO SIGN LOCATIONS

**DEDICATED SIGN CIRCUITS**

**GENERAL NOTES:**
All work shall comply with 2013 Edition of CCR Title 24 which adopts and amends the 2012 IBC to 2013 California Building Code, 2013 UMC to 2013 California Mechanical Code, 2013 UPC to 2013 California Plumbing Code, 2008 NEC to 2013 California Electrical Code, 2013 IFC to 2013 California Fire Code and the 2013 Title 24 Energy Efficiency Standards. CBC 1.8.3, LMMC 14.10.010.

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

## SPECIAL INSTRUCTIONS

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ACCOUNT EXECUTIVE:

| DESIGNER | DATE |
|---|---|
| Rick | 06/23/16 |

APPROVAL

CUSTOMER DATE

LANDLORD DATE

SALES DATE

ESTIMATING DATE

SURVEY DATE

DESIGN NUMBER
571226

ARCHIVE NUMBER

SHEET
SP 2 of 10

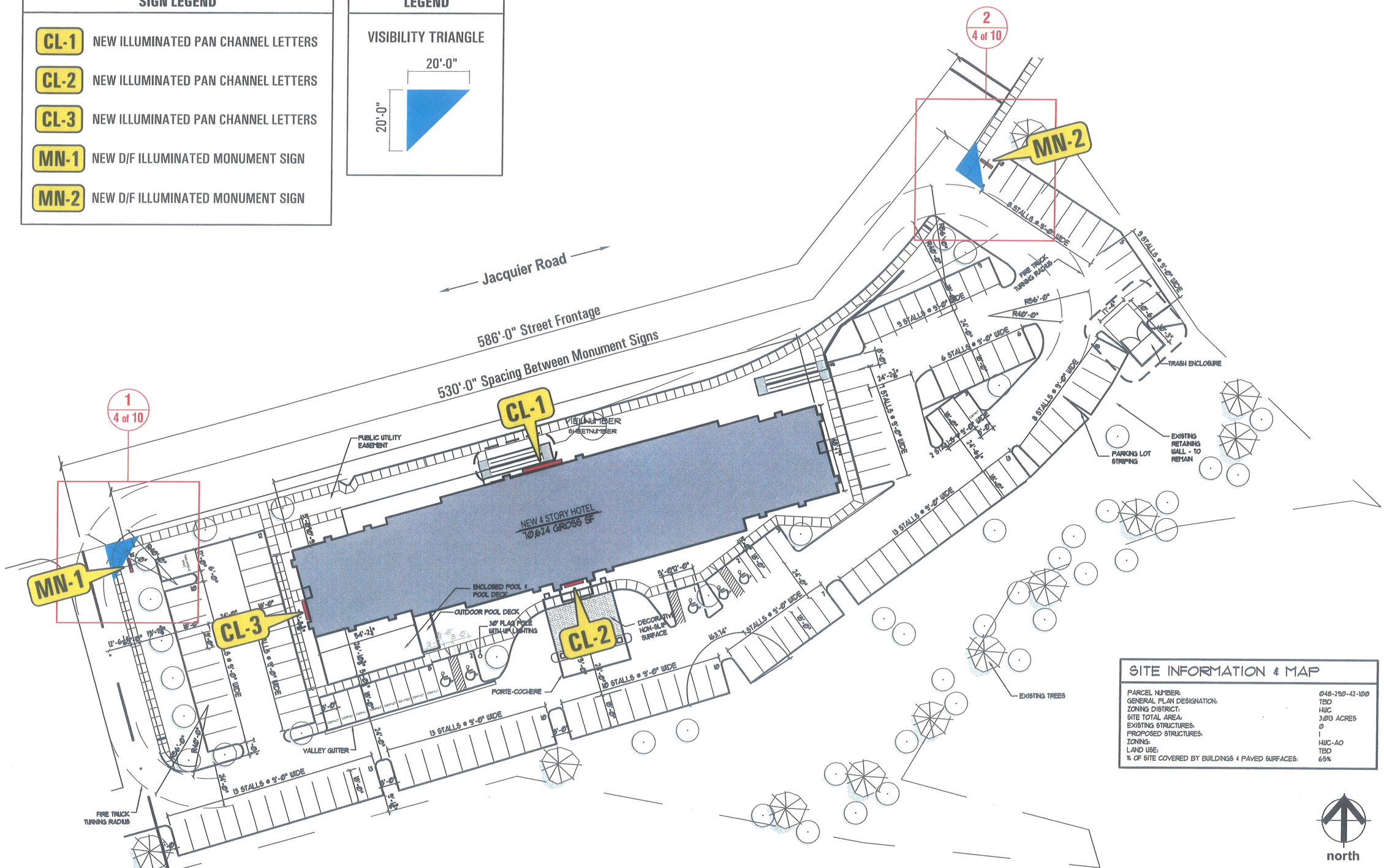
## SIGN LEGEND

| | |
|---|---|
| CL-1 | NEW ILLUMINATED PAN CHANNEL LETTERS |
| CL-2 | NEW ILLUMINATED PAN CHANNEL LETTERS |
| CL-3 | NEW ILLUMINATED PAN CHANNEL LETTERS |
| MN-1 | NEW D/F ILLUMINATED MONUMENT SIGN |
| MN-2 | NEW D/F ILLUMINATED MONUMENT SIGN |

## LEGEND

VISIBILITY TRIANGLE




## SITE INFORMATION & MAP

| | |
|---|---|
| PARCEL NUMBER: | 048-290-42-100 |
| GENERAL PLAN DESIGNATION: | TBD |
| ZONING DISTRICT: | HWC |
| SITE TOTAL AREA: | 3.013 ACRES |
| EXISTING STRUCTURES: | 0 |
| PROPOSED STRUCTURES: | 1 |
| ZONING: | HWC-AO |
| LAND USE: | TBD |
| % OF SITE COVERED BY BUILDINGS & PAVED SURFACES: | 65% |

ARCHITECTURAL SITE PLAN

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|---|---|
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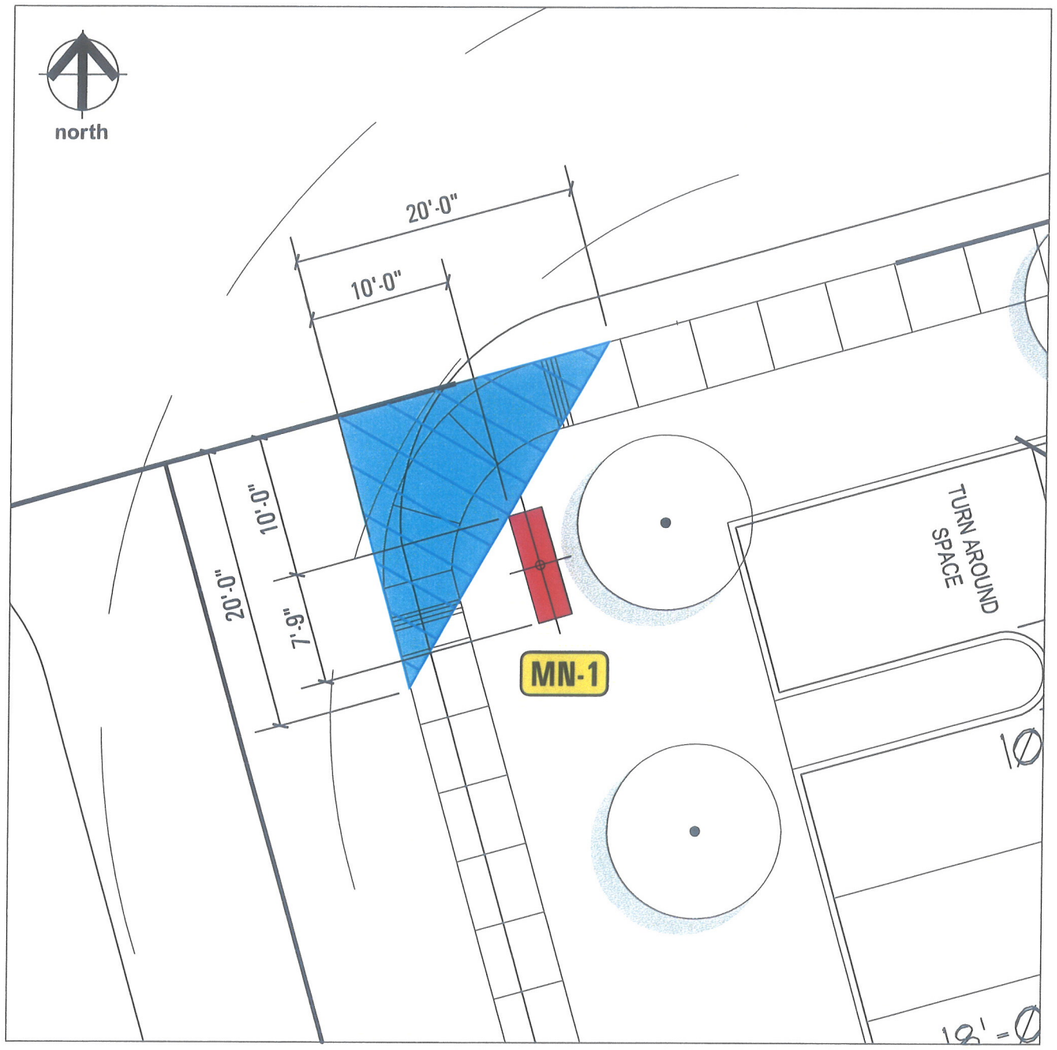
| LANDLORD | DATE |
| SALES | DATE |
| ESTIMATING | DATE |
| SURVEY | DATE |

DESIGN NUMBER
571226

ARCHIVE NUMBER

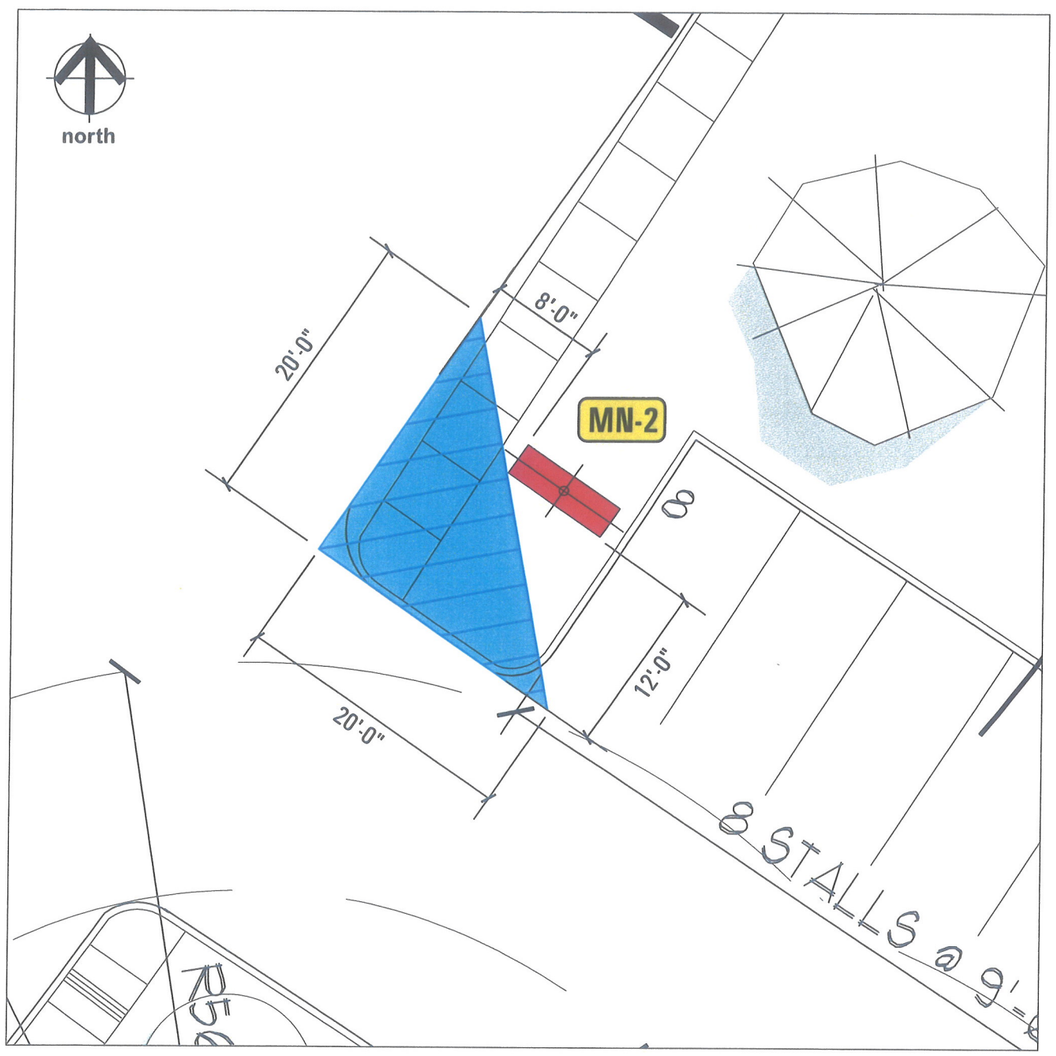
SHEET
SP 3 of 10

▶ ▶ ▶ VERIFY SIGN LOCATION WITH CUSTOMER & NEW SITE CONDITIONS ◀ ◀ ◀




1 ENLARGED VIEW OF D/F MONUMENT SIGN LOCATION SCALE: 3/32" = 1'-0"

▶ ▶ ▶ VERIFY SIGN LOCATION WITH CUSTOMER & NEW SITE CONDITIONS ◀ ◀ ◀




2 ENLARGED VIEW OF D/F MONUMENT SIGN LOCATION SCALE: 3/32" = 1'-0"

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APPROVAL

| | |
|---|---|
| CUSTOMER | DATE |
| LANDLORD | DATE |
| SALES | DATE |
| ESTIMATING | DATE |
| SURVEY | DATE |

DESIGN NUMBER
571226

ARCHIVE NUMBER

SHEET
SP 4 of 10

**COMPLETE NORTH BUILDING ELEVATION**
NTS

**PARTIAL NORTH BUILDING ELEVATION**

**CL-1** **NEW ILLUMINATED PAN CHANNEL LETTERS**
QUANTITY: ONE (1) SET - MANUFACTURE & INSTALL

SCALE: 3/32" = 1'-0"
SIGN AREA: 131.0 Sq. Ft.

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**Placerville, CA 95667**
CITY:

**Tom Huff**
ACCOUNT EXECUTIVE:

| DESIGNER | DATE |
|---|---|
| Rick | 06/23/16 |

APPROVAL

CUSTOMER DATE

LANDLORD DATE

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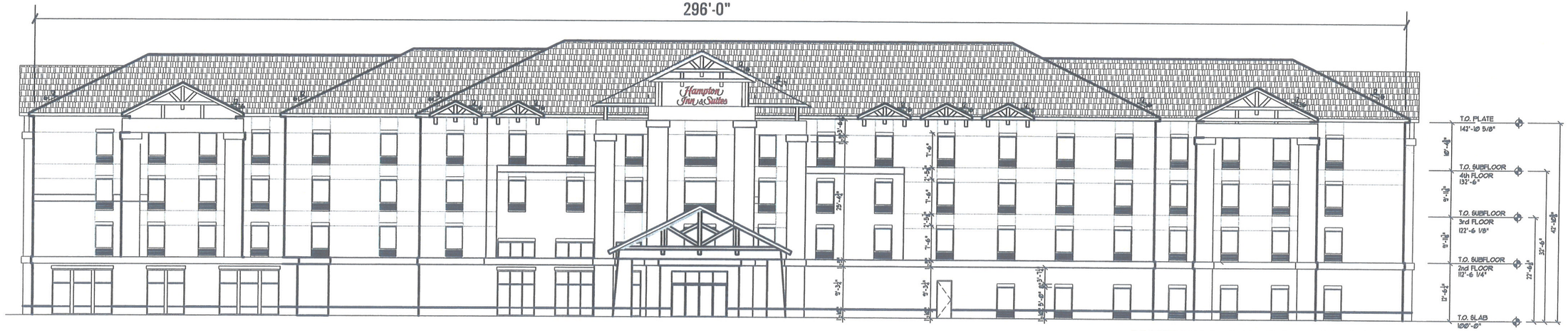
ESTIMATING DATE

SURVEY DATE

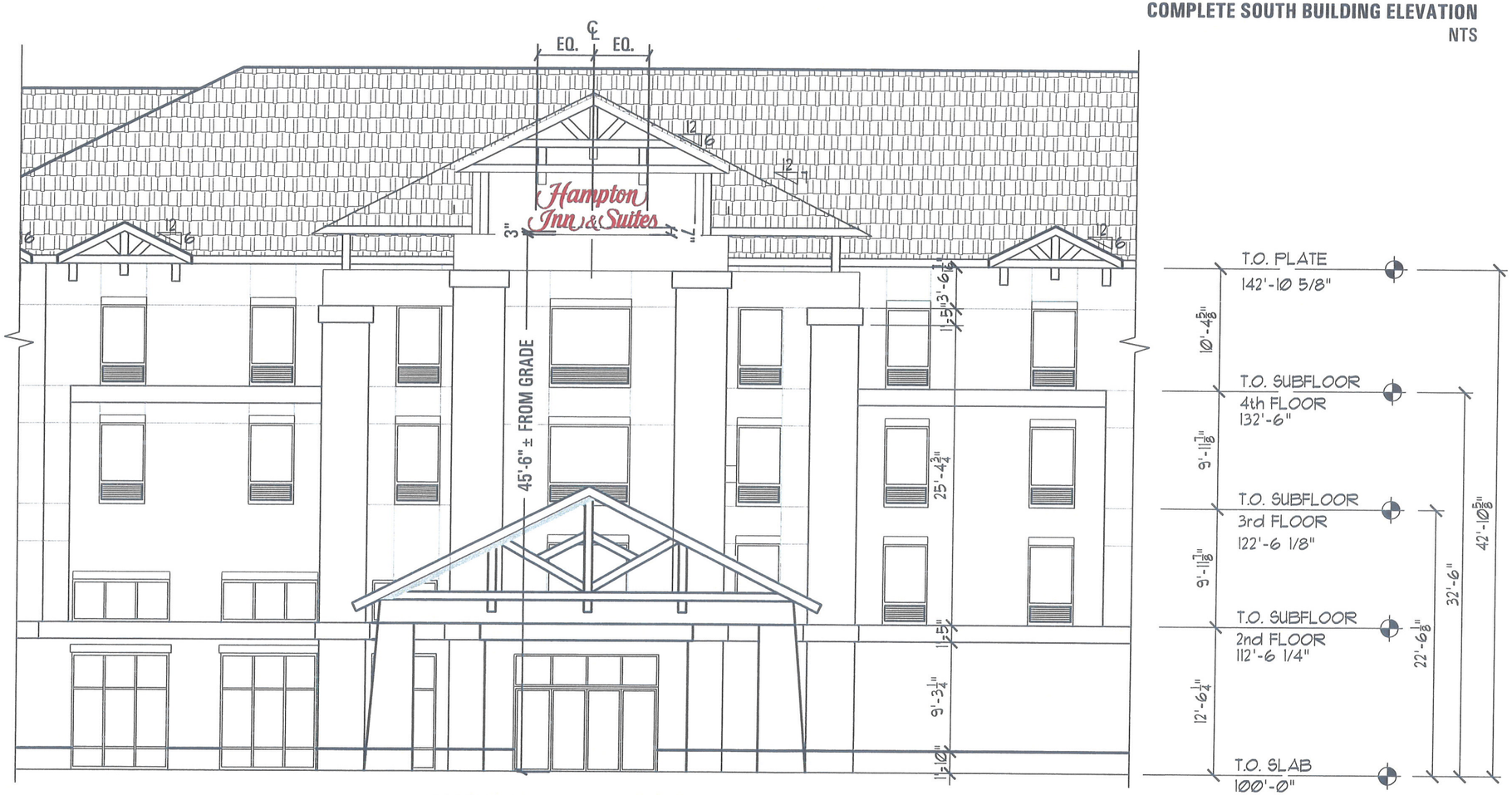
DESIGN NUMBER
**571226**

ARCHIVE NUMBER

SHEET
ELEV 5 of 10




**COMPLETE SOUTH BUILDING ELEVATION**
NTS




**PARTIAL SOUTH BUILDING ELEVATION**

**CL-2** **NEW ILLUMINATED PAN CHANNEL LETTERS**
QUANTITY: ONE (1) SET - MANUFACTURE & INSTALL

SCALE: 3/32" = 1'-0"
SIGN AREA: 46.75 Sq. Ft.


YESCO

SACRAMENTO BRANCH

4119 S. Market Court
Suite F / 10
Sacramento, CA 95834
(916) 419-8101

CA. CONTRACTOR LICENSE NO. 980698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2920 Jacquier Road
ADDRESS:

Placerville, CA 95667
CITY:

Tom Huff
ACCOUNT EXECUTIVE:

| DESIGNER | DATE |
|---|---|
| Rick | 06/23/16 |

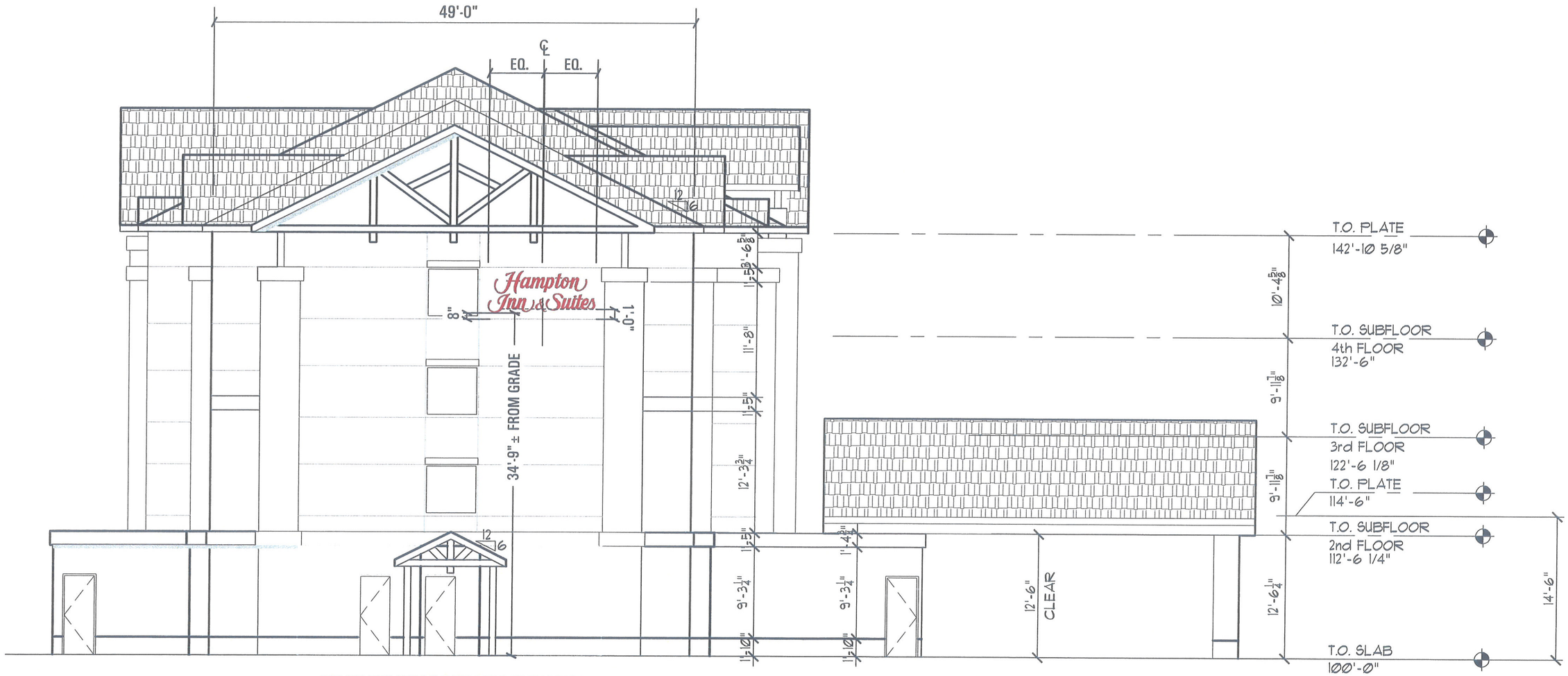
APPROVAL

| | |
|---|---|
| CUSTOMER | DATE |
| LANDLORD | DATE |
| SALES | DATE |
| ESTIMATING | DATE |
| SURVEY | DATE |

DESIGN NUMBER
571226

ARCHIVE NUMBER

SHEET
ELEV 6 of 10




**COMPLETE WEST BUILDING ELEVATION**

**CL-3** **NEW ILLUMINATED PAN CHANNEL LETTERS**

QUANTITY: ONE (1) SET - MANUFACTURE & INSTALL

SCALE: 3/32" = 1'-0"

SIGN AREA: 46.75 Sq. Ft.


YESCO.

**SACRAMENTO BRANCH**

4119 S. Market Court
Suite F / 10
Sacramento, CA 95834
(916) 419-8101

CA. CONTRACTOR LICENSE NO. 980698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FIRM NAME / LOCATION ADDRESS

Hampton Inn & Suites by HILTON

**2920 Jacquier Road**
ADDRESS:

**Placerville, CA 95667**
CITY:

**Tom Huff**
ACCOUNT EXECUTIVE:

| DESIGNER | DATE |
|---|---|
| Rick | 06/23/16 |

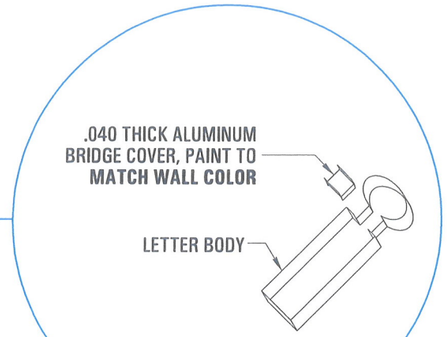
APPROVAL

| | |
|---|---|
| CUSTOMER | DATE |
| LANDLORD | DATE |
| SALES | DATE |
| ESTIMATING | DATE |
| SURVEY | DATE |

DESIGN NUMBER
**571226**

ARCHIVE NUMBER

SHEET
ELEV 7 of 10




TYPICAL BRIDGE COVER DETAIL
NTS

Note: Red dotted line denotes sign area

**CL-1** NEW ILLUMINATED PAN CHANNEL LETTERS
QUANTITY: ONE (1) SET - DETAILS & DIMENSIONS

SCALE: 1/2" = 1'-0"
SIGN AREA: 131.0 Sq. Ft.

## SIGN SPECS

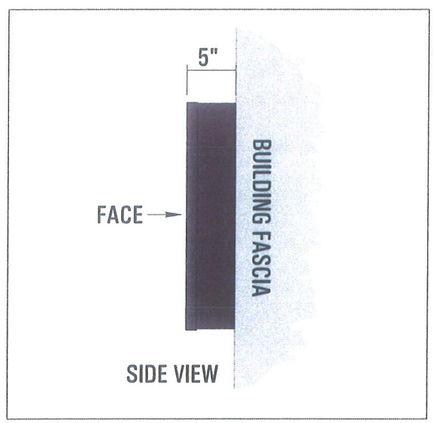
| | | | |
|---|---|---|---|
| A | LETTERS | MATERIAL | ALUMINUM PAN CHANNEL WITH 5" DEEP RETURNS & 313 DARK BRONZE FINISH. INTERIORS PAINTED WITH LIGHT ENHANCEMENT OR WHITE REFLECTIVE FINISH |
| | | ILLUMINATION | INTERNAL RED LED'S |
| | | FACE | 3RK32 RED CYRO ACRYLIC |
| | | TRIM CAP | 1" WIDE, 313 DARK BRONZE |
| | | ATTACHMENT | FLUSH MOUNTED TO FASCIA |

SHOP DRAWING REQ'D. YES/NO | ENG. DRAWING REQ'D. YES/NO | ELEC. HOOKUP INCLUDED YES/NO

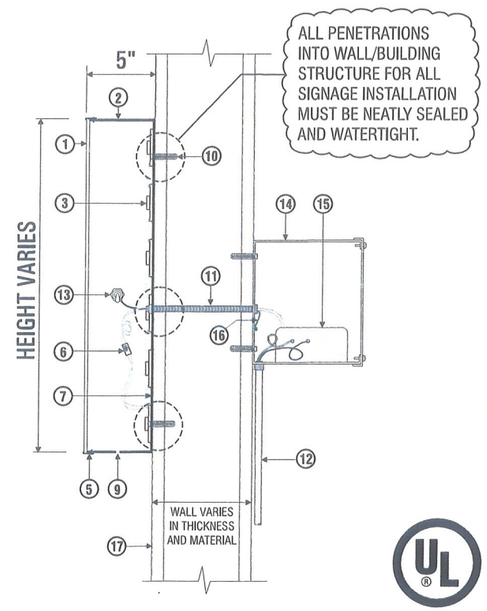
## COLOR KEY

| | | |
|---|---|---|
| | RETURNS | 313 DARK BRONZE |
| | | PRE-COATED ALUMINUM |
| | ACRYLIC | 3RK32 RED CYRO ACRYLIC |

NOTE: UNLESS OTHERWISE NOTED, THE COLORS DEPICTED ON THIS RENDERING MAY NOT MATCH ACTUAL COLORS ON FINISHED DISPLAY. PLEASE REFER TO COLOR-CALL OUTS AND THEIR APPROPRIATE VENDOR SPECIFIED SAMPLES FOR APPROVED COLOR SPECIFICATIONS.




## 1 SECTION DETAIL - LED ILLUMINATION — U.L. Approved




1. ACRYLIC FACE
2. LETTER RETURN
3. LED
4. - NOT USED -
5. TRIM CAP RETAINER
6. LOW VOLTAGE SECONDARIES
7. LETTER BACK
8. - NOT USED -
9. DRAIN HOLES, TWO (2) MINIMUM PER LETTER. HOLES LOCATED IN LOWEST POINTS OF LETTERS
10. MIN. FOUR(4) 1/4" X 2" SCREWS INTO NYLON WALL ANCHORS, OR EQUIVALENT, PER LETTER
11. CONDUIT
12. PRIMARY ELECTRICAL SOURCE
13. DISCONNECT SWITCH
14. WATERPROOF TRANSFORMER BOX
15. POWER SOURCE
16. GROUND WIRE
17. WALL FASCIA

LED ILLUMINATED CHANNEL LETTERS WITH REMOTE POWER SOURCE(S)

YESCO
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| DESIGNER | DATE |
|---|---|
| Rick | 06/23/16 |

APPROVAL

CUSTOMER DATE

LANDLORD DATE

SALES DATE

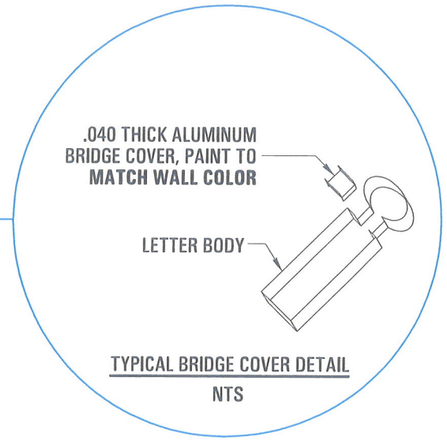
ESTIMATING DATE

SURVEY DATE

DESIGN NUMBER
571226

ARCHIVE NUMBER

SHEET
DSN 8 of 10




TYPICAL BRIDGE COVER DETAIL
NTS

Note: Red dotted line denotes sign area

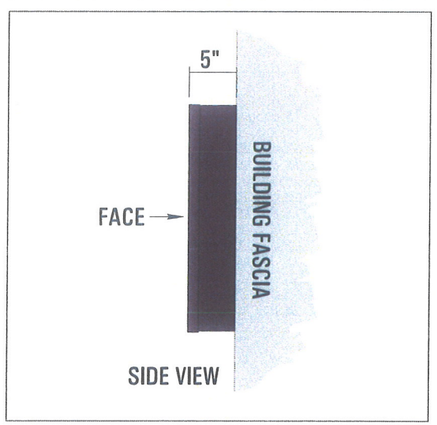
**CL-2** **CL-3** NEW ILLUMINATED PAN CHANNEL LETTERS
QUANTITY: TWO (2) SETS - DETAILS & DIMENSIONS

SCALE: 3/4" = 1'-0"
SIGN AREA: 46.75 Sq. Ft.

## SIGN SPECS

| | | | |
|---|---|---|---|
| A | LETTERS | MATERIAL | ALUMINUM PAN CHANNEL WITH 5" DEEP RETURNS & 313 DARK BRONZE FINISH. INTERIORS PAINTED WITH LIGHT ENHANCEMENT OR WHITE REFLECTIVE FINISH |
| | | ILLUMINATION | INTERNAL RED LED'S |
| | | FACE | 3RK32 RED CYRO ACRYLIC |
| | | TRIM CAP | 1" WIDE, 313 DARK BRONZE |
| | | ATTACHMENT | FLUSH MOUNTED TO FASCIA |

SHOP DRAWING REQ'D. YES/NO | ENG. DRAWING REQ'D. YES/NO | ELEC. HOOKUP INCLUDED YES/NO




## COLOR KEY

| | | |
|---|---|---|
| | RETURNS | 313 DARK BRONZE<br>PRE-COATED ALUMINUM |
| | ACRYLIC | 3RK32 RED CYRO ACRYLIC |

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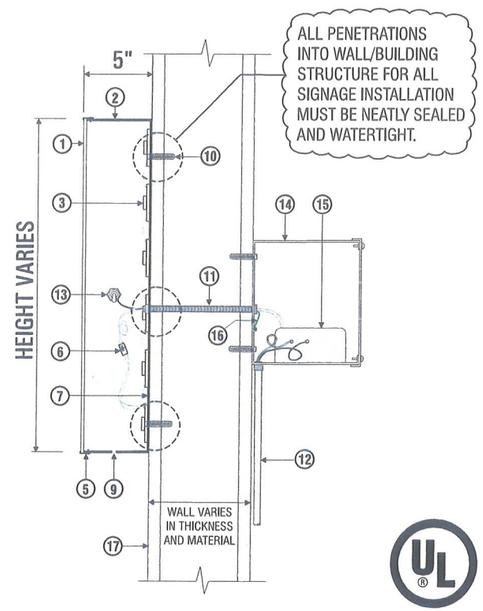
## 1 SECTION DETAIL - LED ILLUMINATION — U.L. Approved

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17. WALL FASCIA

LED ILLUMINATED CHANNEL LETTERS WITH REMOTE POWER SOURCE(S)

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Tom Huff
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| DESIGNER | DATE |
|---|---|
| Rick | 06/23/16 |

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LANDLORD DATE

SALES DATE

ESTIMATING DATE

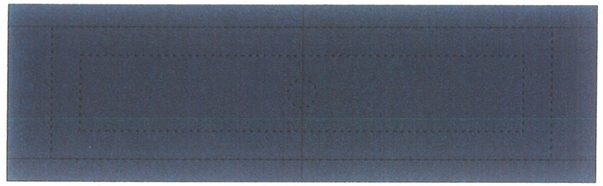
SURVEY DATE

DESIGN NUMBER
571226

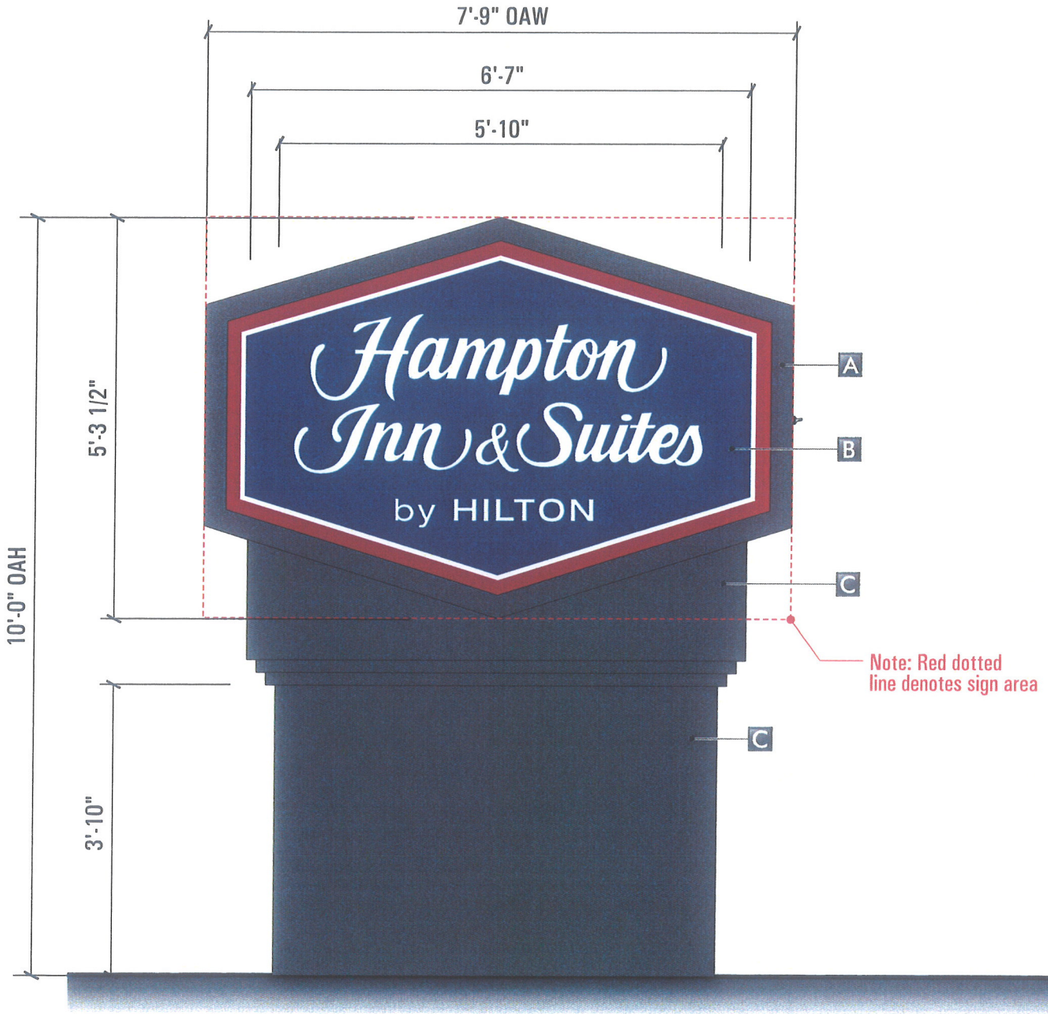
ARCHIVE NUMBER

SHEET
DSN 9 of 10

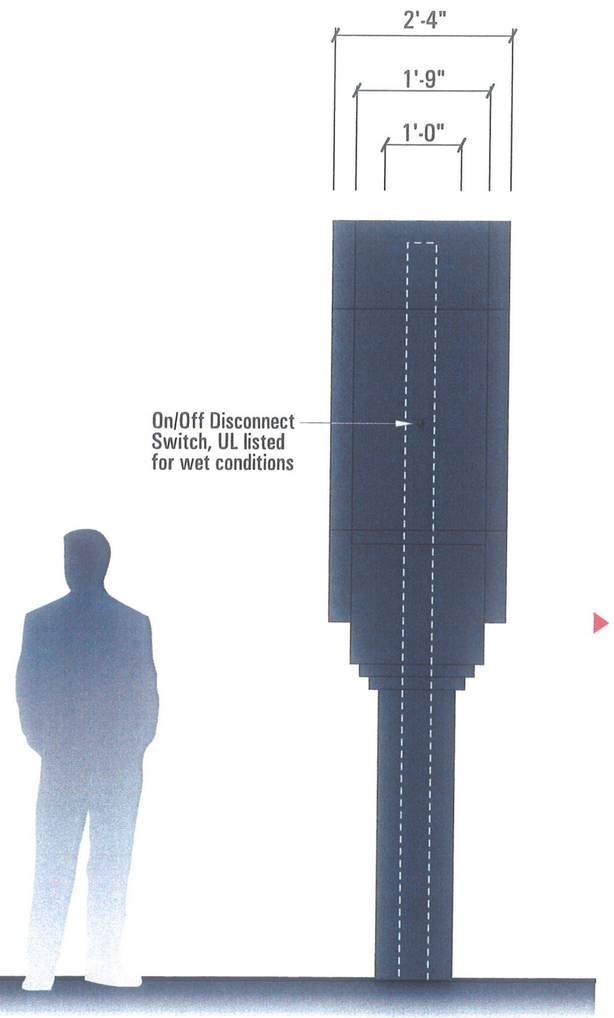
# D/F HIS-40 MONUMENT SIGN



PLAN VIEW




FRONT VIEW




END VIEW

## SIGN SPECS

| | | | |
|---|---|---|---|
| A | CABINET | MATERIAL | STEEL FRAME CONSTRUCTION w/ ALUMINUM SKIN, ALUM. RETAINERS & SMOOTH SURFACE FINISH |
| | | PAINT | PMS 425 C GRAY |
| | | ILLUMINATION | WHITE LED'S |
| B | FACE | MATERIAL | WHITE POLYCARBONATE w/ OPAQUE & TRANSLUCENT VINYL OVERLAY |
| | | VINYL | BLUE: OPAQUE 3M (OR EQUIV.) VTB 12674 BLUE w/ WHITE SHOW THRU COPY & BORDER |
| | | VINYL | RED: TRANSLUCENT 3M #3630-53 RED |
| C | POLE COVER | MATERIAL | STEEL FRAME CONSTRUCTION WITH ALUMINUM SKIN & SMOOTH SURFACE FINISH |
| | | PAINT | PMS 425 C GRAY |

| SHOP DRAWING REQ'D. | YES/NO | ENG. DRAWING REQ'D. | YES/NO | ELEC. HOOKUP INCLUDED | YES/NO |
|---|---|---|---|---|---|

## GENERAL NOTES:

| | |
|---|---|
| ESTIMATING | ENGINEERING REQUIRED FOR POLES / FOOTING |
| POWER | TO BE PROVIDED BY CUSTOMER - VERIFY AMP'S |

## COLOR KEY

| | | |
|---|---|---|
| | PAINT | TO MATCH PMS 425 C GRAY<br>SURFACE FINISH: SMOOTH |
| | VINYL | 3M (OR EQUIV.) VTB 12674 BLUE<br>TYPE: OPAQUE |
| | VINYL | 3M #3630-53 RED<br>TYPE: TRANSLUCENT |

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▶▶▶ VERIFY VINYL COLORS & TYPE ◀◀◀
WITH CUSTOMER BEFORE MANUFACTURE

MN-1 MN-2 NEW D/F ILLUMINATED MONUMENT SIGN

QUANTITY: TWO (2) - MANUFACTURE & INSTALL

SCALE: 1/2" = 1'-0"

SIGN AREA: 41.0 Sq. Ft.


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ARCHIVE NUMBER

SHEET
DSN 10 of 10

Exhibit B

**Community Development Department**
**MEMORANDUM**

DATE: June 1, 2004

TO: Planning Commission

FROM: Steve Calfee, Community Development Director

SUBJECT: **Site Plan Review 02-05, Conditional Use Permit 02-03, & Tentative Parcel Map 04-04 - Holiday Inn Express Hotel, Gas Station & Convenience Store Project (Gateway Project)**

---

After the May 18, 2004, Planning Commission meeting and the discussion regarding the environmental document prepared for this project, it appears that there remains confusion about the Planning Commission's role regarding the Environmental Document (Addendum). The following might resolve that confusion:

Perhaps the most important point to clarify is that the City did not choose to review the project on the basis of an Addendum simply as a matter of convenience; rather, CEQA provides a high hurdle for triggering a new round of environmental review, either by Negative Declaration or EIR, when there is a previously approved environmental review document for what is essentially the same project. Public Resources Code Section 21166 creates a presumption against preparing another Negative Declaration or EIR unless certain conditions are present – new or more severe impacts than previously studied, changed circumstances surrounding the project that may result in new or more severe impacts, or new information is made available which suggests that new or more severe impacts will result. The record thus far does not contain any evidence supporting any of these conclusions. In the absence of such evidence, the City is required to prepare an Addendum, not an EIR or new Negative Declaration.

Notwithstanding the neighbors' objections over the project, the original Negative Declaration and the Addendum do a sufficient job of exploring and disclosing the likely impacts and explaining how the proposed mitigation will reduce those impacts. While the Commission and public may have further questions about exactly how the project and proposed mitigation will function, in staff's opinion, nothing that qualifies as fact-based or expert opinion supporting conclusions as to the significance of the project's impacts that are different from those contained in the original Negative Declaration and Addendum.

Several Commissioners appeared to focus on an alternatives analysis that would be contained in an EIR and the purpose such analysis would serve. It might be helpful to clarify for the Commissioners that the purpose of an alternatives analysis is not to engage in idle speculation regarding different project configurations or locations, but rather to explore ways in which any of the significant effects of the project might be reduced or avoided. (Pub. Resources Code, Sections 21002, 21002.1, subd. (a); CEQA Guidelines, Section 15126.6.) Therefore, the selection of alternatives depends on what kinds of impacts the project may have. Because the original Negative Declaration and Addendum conclude that there are no impacts that would remain significant after mitigation is implemented, CEQA does not require an analysis of project alternatives.

The Commission is not prohibited from recommending or directing that an EIR be prepared. Such direction, however, would have to be based on substantial evidence in the record indicating that the conclusions of the Negative Declaration and Addendum are wrong and that there are significant remaining impacts that are unmitigated. Absent such evidence, CEQA directs the City not to prepare an EIR. Staff recognizes there may be some controversy about the project. The Commissioners should not confuse public controversy or misunderstanding with the sort of evidence that gives rise to the need for a supplemental EIR. (Pub. Resources Code, Section 21082.2, subd. (b) (public controversy alone does not trigger the preparation of an EIR).

Hopefully, this Memorandum sheds additional light for the City's reasons for preparing an Addendum in lieu of a new Mitigated Negative Declaration or Environmental Impact Report.

# GATEWAY HOTEL AND GAS STATION PROJECT

# ADDENDUM TO MITIGATED NEGATIVE DECLARATION

# CITY OF PLACERVILLE

May 11, 2004

GATEWAY HOTEL AND GAS STATION PROJECT

Addendum to Mitigated Negative Declaration

Table of Contents

Addendum

Exhibit A - Mitigated Negative Declaration for North Point Travel Center, approved in 1996

Exhibit B - Revised Site Plan (Map) and Initial Study/Proposed Mitigated Negative Declaration for Gateway Hotel and Gas Station (March 2, 2004)

Exhibit C - Wetlands Delineation for Project Site (Map)

Exhibit D - Updated Traffic Analysis

Appendix - Responses to certain comments received on 2004 IS/MND

## INTRODUCTION

The Gateway Hotel and Gas Station project (the project) entails a Site Plan Review for a 102-room hotel (Holiday Inn Express) with convention facilities and a Site Plan Review and Conditional Use Permit for a six-pump gas station, 9,240-square-foot convenience store and attached car wash, including parking, landscaping, grading and stream channel realignment on approximately 8 acres located on the north side of U.S. Highway 50, between Highway 50 and Smith Flat Road, at Point View Drive, east of Cardinel Drive. The project applicant also requests a Boundary Line Adjustment involving 8.17 acres on four parcels encompassing the project site.

The project also involves additional on- and off-site improvements, including grading for drainage, building and road construction. On- and off-site grading will result in the filling of 1.4 acres of seasonal and riparian wetlands located in the north and northeastern portions of the project site.

As part of the project, Jacquier Road will be extended from its current southern terminus at Smith Flat Road, southerly through the project site and connecting to the existing Point View Drive/U.S. Highway 50 overpass. As a result of the proposed Jacquier Road extension, Smith Flat Road will be bisected, creating two new intersections with the new Jacquier Road. The project will also realign Cardinel Drive to intersect with the new Jacquier Road extension. The Jacquier Road extension segment will include north and southbound lanes, turn pockets at proposed new intersections, curbs, gutters, sidewalks and a vegetated median. A bike lane is also proposed along the segment's west side, along with trail access to the existing El Dorado Trail near the project site.

In 1996, the City prepared an Initial Study/Mitigated Negative Declaration for a slightly different version of this project located on the same site, then known as the North Point Travel Center. In 1997, the City approved the North Point project and adopted the Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act (CEQA) (Pub. Resources Code, 21000 et seq.).

The project, as approved in 1997, was not constructed. The current applicant (Edward Mackay) has filed an application for permits to construct a project closely resembling the one approved by the City in 1997.

At the time Mr. Mackay submitted the application, the City prepared an Initial Study and Proposed Mitigated Declaration to analyze the impacts of the project. On March 3, 2004, the City released these documents for public review.

This approach would have been appropriate for a newly proposed project that had not already undergone environmental review. In this case, however, the applicant

proposes a project that is a slightly modified version of an earlier project that has already undergone environmental review, and that has already been approved by the City.

Under these circumstances, the environmental review process required by CEQA is established by Public Resources Code section 21166 and CEQA Guidelines section 15162-15164.

The following Addendum was prepared pursuant to CEQA and in response to the proposed revised site plan and associated improvements. CEQA Guidelines section 15164, subdivision (b), provides that [a]n addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred. (CEQA Guidelines, 15164, subd. (b).)

Once an environmental analysis has been performed for a project such as the Gateway Hotel and Gas Station project, no subsequent review is required under CEQA unless the City determines, on the basis of substantial evidence and in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous .negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(CEQA Guidelines, 15162, subd. (a).)

This Addendum relies on the prior environmental analysis prepared for the North Point Travel Center project, including the initial study/mitigated negative declaration (IS/MND) (August 1996). [1] The analysis contained within this Addendum examines any incremental differences in the environmental impacts associated with the proposed minor modifications to the site plans and conditional use permit and the mitigation measures proposed by City staff, compared with the approved project in 1996.

**Proposed Minor Project Modifications:**

As shown by comparing the project descriptions in Exhibits A and B, the Gateway Hotel and Gas Station project involves only minor changes to the original project, then known as the North Point Travel Center. For purposes of clarity, the project approved in 1997 is identified as the North Point project, and the currently proposed project is identified as the Gateway project. Specifically:

> The North Point project was described in the 1996 IS/MND as a gas station, convenience store with car wash, restaurants, lounge and 106-unit motel. The North Point project included 15,000 square feet of retail uses.
>
> The Gateway project does not include separate restaurants or a lounge or other retail uses. The hotel will include only 102 units. The hotel will also include convention facilities.
>
> The North Point project identified the need for a connector road between Point View Drive and Smith Flat Road.

---

[1]/ This addendum incorporates by reference and relies on the 1996 IS/MND and the studies either attached or incorporated therein.

The Gateway project retains this connector. The connector is now described as a new extension of Jacquier Road between Point View Drive and Smith Flat Road.

The MND for the North Point project stated that wetlands would need to be filled and the stream channel realigned, but did not provide details.

The Gateway project still requires filling on-site wetlands and realigning the stream channel on the site. Additional details have been developed regarding these activities and corresponding mitigation.

The environmental setting has not changed in the intervening period. Traffic counts along Highway 50 have not changed. No other changes to the project site have occurred.

**Comparison of Potential Environmental Effects and Mitigation Measures of North Point and Gateway Projects:**

A. Land Use and Planning Impacts

The Land Use Element of the City's General Plan designates the project site as a Highway Commercial District in which hotel and other uses targeting highway travelers are allowed by right. The General Plan designation of this site has not changed since the original MND was approved for the similar project in 1997. The City's zoning also allows such freeway oriented uses as hotels and gas stations as long as such uses are not detrimental to surrounding properties.

The uses proposed as part of the modified project are substantially the same as those approved in 1997. At that time, the City found that the required Conditional Use Permit conditions, the City's Site Plan Review regulations for design and landscaping, and compliance by the project applicant with the requirements of the responsible transportation and natural resource agencies of the County and State would ensure that any potential land use conflicts would be less than significant.

The applicant is already engaged in Section 404 (Clean Water Act) permit process of the U.S. Army Corps of Engineers for the purpose of mitigating the potential impacts associated with the project's compliance with state law and the City's General Plan policies relating to riparian vegetation and wildlife. The applicant agrees to the proposed mitigation specifying that he and his successors shall comply with all applicable requirements of the U.S. Army Corps of Engineers, including obtaining required permits, prior to receiving any project construction permits.

City staff recommends revising the mitigation measure addressing wetlands impacts to provide additional details regarding the manner in which the mitigation measure will be carried out. This measure should be revised to provide that the applicant shall demonstrate compliance with the federal no net loss policy for wetlands. Therefore, staff recommends restating the mitigation measure regarding wetlands as follows:

> The applicant or his/her successors, heirs, assigns shall comply with the federal no net loss policy regarding wetlands. This standard may be achieved by compliance with all applicable requirements and policies of the U.S. Army Corps of Engineers, obtaining all required permits (e.g., Section 404 Individual Permit) prior to the issuance of project construction permits. The obtained permits along with associated proposed mitigation and monitoring of potential environmental impacts should reduce potential environmental impacts to the project site and environs to a less than significant level.

This mitigation measure clarifies the previous measure relating to impacts on wetland and riparian resources, under which the applicant was required to conduct a wetland delineation, consult with the Corps regarding the need for an individual permit, and follow through with that process as directed by the Corps. The current project applicant has already obtained the required wetland delineation (Exhibit C) and determined the need for an individual permit; therefore, the revised mitigation measure clarifies the standard to which the applicant will be held and that an individual Section 404 permit must be obtained before any construction permits may be granted. The revised mitigation measure addressing the wetlands impacts of the modified project constitutes an equal or more effective measure and clarifies the applicant's responsibilities and timing of the mitigation. It also specifically identifies the performance standard the applicant must attain (no net loss) via the Corps permitting process. [2]

The project will also realign the access point at the eastern end of Point View Drive and Cardinel Drive, which is currently an undefined off-ramp north of Highway 50, into a single buttonhook-type access serving Point View and Cardinel Drives. This

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[2]/ CEQA Guidelines section 15073.5, subdivisions (c)(1) and (4) provide that recirculation of a negative declaration is not required where mitigation measures are replaced with equal or more effective measures or where the new information added to the negative declaration merely clarifies, amplifies or makes insignificant modifications to the negative declaration. These provisions do not apply to an addendum. Nevertheless, they demonstrate that, even if the City were to proceed by way of a mitigated negative declaration, the City would not have to recirculate the mitigated negative declaration as a result of these clarifications.

realignment will improve the safety of the existing alignment and access for area residents.

In the original MND, the City determined that compliance by the project with the City's design and landscaping requirements and the conditions of the conditional use permit for the automobile related uses such as the gas station would mitigate any land use conflicts with surrounding, existing uses. This assessment has not changed. Furthermore, there have been no substantial changes in the circumstances under which the project will be undertaken. With the implementation of the City's design, setback, and landscaping requirements, the project will still result in less than significant surrounding land use conflict impacts.

B. Population and Housing Impacts:

The original MND for the North Point project concluded that the extension of the City's infrastructure that would be created by the connecting road between Point View Drive and Smith Flat Road was consistent with the City's General Plan Circulation Element and would not induce substantial growth in areas where growth is not presently expected. When the City examined the effects of this connecting road again for the modified Gateway project, the City concluded that while the enhanced access to Highway 50 that would result has the potential to induce growth in the surrounding underdeveloped area, such growth is within the scope of the existing pre-zone designation of the area as Planned Development Industrial. The General Plan designates the surrounding area for additional residential and industrial growth.

The City concludes that there are no new significant environmental effects nor a substantial increase in the severity of previously identified significant effects associated with population and housing that would trigger the need to prepare a supplemental or subsequent EIR or negative declaration.

C. Geologic Problems:

The original MND for the North Point project identified no significant impacts relating to seismic activity, erosion or soil characteristics that could not be mitigated by compliance with the City's Grading, Sediment and Erosion Control Regulations and other revegetation and erosion control requirements. The updated mitigation measures for the Gateway project clarify that all grading and landscaping activities shall be performed in accordance with the existing regulations and requirements of the applicable City and County agencies. The applicant has agreed to adhere to these mitigation measures. No new or more severe impacts will occur.

D. Water Impacts:

The original MND for the North Point project concluded that if the project applicant complies with the requirements of the City's Engineering Division, the Resource Conservation District and the Department of Fish and Game, any impacts associated with absorption rates, drainage patterns, runoff rates and flooding in Hangtown Creek would be less than significant. No basis for any substantial changes in the assessment of the impact or the necessary mitigation has been identified for the Gateway project. Therefore, the impact remains less than significant after mitigation.

Regarding the original project's potential effects on water quality in Hangtown Creek, the original MND for the North Point project concluded that any increase in surface water discharge and any associated threat to water quality would be less than significant due to the incorporation of water conservation features in the project's design. For the Gateway project, the City's analysis clarifies and explains the project applicant's responsibilities under state and federal water quality laws and notes that the project applicant has already acquired a water quality certification covering any potential surface water discharges from the site to Hangtown Creek. Additionally, the analysis notes that the project applicant will be required to develop a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollution Discharge Elimination System (NPDES) and that compliance with these requirements will reduce any potential water quality impacts to a less than significant level. Because there are no new significant environmental effects nor a substantial increase in the severity of previously identified significant effects associated with water quality that would trigger the need to prepare a supplemental or subsequent EIR or negative declaration, no further analysis is required. Furthermore, the City's updated discussion of the applicant's requirements under state and federal law merely clarifies the applicant's existing obligations and does not impose any new requirements.

The City's original analysis for the North Point project identified the potential need for channel improvements associated with drainage to Hangtown Creek. The analysis concluded that such improvements, carried out in consultation with the City's Engineer, would not pose any significant, unmitigated impacts. The City's updated analysis for the Gateway project provides a fuller discussion of this channel alignment, identifying more specifically the work to be done and materials to be used. The analysis further notes that the applicant has applied to the state Department of Fish and Game for a Streambed Alteration Agreement as required by state law. The City concluded that the applicant's compliance with the requirements and policies of the DFG would ensure that this impact remains less than significant, as identified in the original MND for the North Point project. Consequently, there are no new significant environmental effects nor a substantial increase in the severity of previously identified significant effects associated with changes in the course or direction of water movements that would trigger the need to

recirculate the negative declaration or prepare an EIR. Furthermore, the mitigation measure recommended by City staff in its updated analysis clarifies the applicant's existing obligations under state law.

The applicant anticipates performing certain grading or other construction activities prior to obtaining a Section 404 permit or streambed alteration agreement. No preliminary construction activities that would impact the on-site wetlands or creek would be undertaken until the applicant obtains these authorizations.

E. Air Quality Impacts:

The original MND for the North Point project acknowledged that it posed a potential risk of air quality impacts associated with airborne dust generated by grading activities. With the implementation of mitigation aimed at controlling fugitive dust, however, the project would have less than significant impacts.

For the Gateway project, these conclusions have not changed. The mitigation measures have been clarified to make the project applicant's obligations more specific. The substance of these measures has not changed.

The original MND for the North Point project also addressed the possibility that the removal of on-site vegetation would affect air movement and temperatures within the project area. The City concluded, however, that such effects would be temporary and mitigable through compliance with the City's landscaping and design guidelines. This assessment and resulting obligations for the project applicant have not changed for the Gateway project. Similarly, the City's assessment of potential odors associated with construction activities concludes that such impacts remain less than significant due to their temporary nature.

There are no new significant environmental effects nor a substantial increase in the severity of previously identified significant effects associated with air quality impacts that would trigger the need to prepare a supplemental or subsequent EIR or negative declaration. Furthermore, the mitigation measures recommended by City staff in the updated analysis for the Gateway project clarify the applicant's previously existing obligations to control fugitive dust emissions during construction activities and comply with the City's design and landscaping guidelines.

F. Transportation/Circulation Impacts:

The MND for the original North Point project concluded that while the project would result in increased vehicle trips in the vicinity of Point View Drive and Highway 50, these increased trips would not significantly affect area traffic volumes, nor would

they change the level of service in the area. Moreover, the original MND for the North Point project determined that the proposed connector road would improve circulation in the area.

The Gateway project does not contain the retail uses proposed for the original project; therefore, the City's analysis concludes that the Gateway project will create less of an impact on traffic levels of service. The previous North Point project would have generated approximately 4,000 trips per day, whereas the Gateway project will generate only 1,400 trips. Staff analysis of the effect of the trips generated by the Gateway project indicates that such trips would amount to only one additional trip every minute or two in the project area during peak hours, a negligible impact.

In analyzing the Gateway project, the City also examined whether peak hour factors on Highway 50 at the Point View interchange had changed between 1996 and 2000. The analysis indicates peak volumes have not changed. Staff therefore concludes the Gateway project will still have a less than significant impact on area traffic volumes.

The County Department of Transportation requested that an additional traffic analysis be performed to determine the appropriate roadway geometrics for the intersections of Jacquier Road, Point View and Smith Flat and the bridge width at the southern end of Jacquier Road. Therefore, the City proposes a mitigation measure requiring the applicant to perform the County's requested analysis to determine what the necessary improvements shall be and to obtain all necessary permits from the County, state or federal agencies prior to commencing work on the improvements. The measure specifies the type of agreements and permits that the applicant will be required to obtain and the deadlines by which such activities shall be performed. The measure does not require anything beyond what the applicant would have been required to do under applicable County regulations and state and federal law for the original project. The original MND for the North Point project recommended that the applicant either pay traffic impact mitigation fees or install the connecting road. Therefore, the revised measures incorporated into the Gateway project clarify the applicant's existing obligations with respect to this improvement.

As with the original North Point project, the Gateway project does not pose any increase in the potential for impacts relating to access, parking, pedestrian or bicycle circulation, rail traffic or public transportation. Therefore, such impacts remain less than significant.

G. Biological Impacts:

The original MND for the North Point project found that the project would remove virtually all onsite vegetation, including trees, and that the City's Site Plan Review

regulations required relandscaping of the site. The 1996 MND concluded that implementation of these regulations would reduce these impacts to a less than significant level.

The City's updated analysis for the Gateway project came to the same conclusions. The Gateway project's impacts associated with wetlands fill and streambed alteration are discussed above in the land use impacts and water sections, and therefore, are not repeated here, but are incorporated by reference in this section.

The City's updated analysis also examined the Gateway project's potential for impacts to endangered, threatened or rare species and concluded that no such species are known to occur on the site. The analysis further concluded that any potential impacts to wildlife would be addressed by the Army Corps of Engineers and DFG in the course of their jurisdictional permit review processes. (See also, discussions in Sections A and D, above.)

H. Energy and Mineral Resources:

Both the original MND for the North Point project and the City's updated analysis for the Gateway project conclude that there will be no impacts associated with energy and mineral resources for the original or modified project.

I. Hazards:

The original MND for the North Point project concluded that the project would create no significant hazards nor conflict with any applicable emergency response plans.

The City's updated analysis for the Gateway project reached the same conclusions for certain hazards impacts, and further explored whether the grading and underground fuel storage components of the project would pose any risk of spills, contamination or emergency situations. That analysis concluded that such risks were potentially significant but mitigable to a less than significant level through compliance by the applicant with its SWPPP (see discussion for water quality impact in section E above) and state and county regulations governing hazardous materials and emergency management programs. The resulting significance level is no different from the conclusion of the original MND for the North Point project. Moreover, the mitigation measures discussed in the City's updated analysis concern the applicant's obligations under existing state and local law.

J. Noise:

The original MND for the North Point project noted the existing high ambient noise level at the project resulting from the site's proximity to U.S. Highway 50 and

concluded that with the exception of temporary increases in noise levels due to construction and blasting activities, the project would not create any significant noise impacts. The original MND for the North Point project further discussed the project applicant's obligations to comply with the City's regulations regarding notification to neighbors and hours of operation for construction and blasting activities, and concluded that implementation of these measures would reduce any short-term noise impacts to a less than significant level.

The City's updated analysis for the Gateway project contains substantively similar, but more specific, mitigation measures governing construction activities. No new or more severe noise impacts will result.

The City's updated analysis for the Gateway project also acknowledged the existing noise levels arising from the proximity to U.S. Highway 50, and concluded that with the exception of the proposed car wash component of the Gateway project, the project would not significantly increase on-site or neighboring noise levels. The City proposes to limit the hours of the car wash operations to coincide with peak highway traffic hours, and concludes that such measure would reduce any resulting noise impact to a less than significant level. The resulting less than significant noise level due to the car wash does not constitute a new significant environmental effect nor a substantial increase in the severity of previously identified significant effects, nor have substantial changes occurred with respect to the circumstances under which the project is undertaken. (CEQA Guidelines, 15162, subds. (a)(1), (2).) Therefore, a supplemental or subsequent EIR or negative declaration is not required.

K. Public Services:

No changes in the identification of public service-related impacts were identified between the City's original and updated analyses. Both concluded that the project's potential effects on the City's fire protection services, schools, and roads would be mitigated to a less than significant level through the implementation of the relevant impact mitigation fee programs. The Gateway project would be subject to the same fee programs. Therefore, no changes to the level of significance of the impacts or to the mitigation required of the project applicant have been identified. Similarly, the modifications to the project do not trigger the need for a supplemental or subsequent EIR or negative declaration.

L. Utilities and Service Systems:

The original MND for the North Point project concluded that the project would have no significant impacts on power or natural gas utilities and communications systems; less than significant impacts on water treatment, sewer, and water supply systems; and

less than significant impacts on storm water drainage systems and solid waste disposal capabilities after mitigation. The original MND for the North Point project further identified the applicable program and mitigation fees to which the project applicant would be subject in order to ensure that impacts would remain less than significant.

The updated analysis for the Gateway project identifies no new significant impacts, changes in the severity of these impacts, or changes in the underlying circumstances for the project. The updated analysis does acknowledge the potential impacts associated with storm water drainage, discussed also in the water impacts section, but concludes as that section does, that any impacts will be less than significant due to the project applicant's obligation to design and construct a system that meets the standards of the City engineer. (See section D above). The modifications to the project, therefore, do not trigger the need for a supplemental or subsequent EIR or negative declaration.

M. Aesthetics Impacts:

Both the original MND for the North Point project and the updated analysis for the Gateway project acknowledge the project site's location within a designated scenic highway corridor and conclude that the removal of vegetation and grading on the site and exterior lighting could result in a negative aesthetic impact. The original MND for the North Point project determined that these impacts were mitigable to a less than significant level through implementation of the City's applicable regulations and policies regarding lighting, landscaping, and design.

The City's updated analysis for the Gateway project includes similar mitigation and reaches the same conclusion. The analysis further adds that the grading, erosion control and relandscaping for the portion of the project within Caltrans' right-of-way would be subject to Caltrans' regulations and any potential impacts would be reduced to a less than significant level through compliance with these regulations. Therefore, the Gateway project would create no new significant impacts and no changes in the severity of the previously identified impacts. Furthermore, there were no changes identified in the underlying circumstances for the project, and the mitigation measure identified in the updated analysis clarify the project applicant's obligations. No supplemental or subsequent EIR or negative declaration is required.

N. Cultural Resources Impacts:

Neither the original MND for the North Point project nor the City's updated analysis for the Gateway project identified any known cultural resources existing within the project site. Both the original MND for the North Point project and the updated analysis for the Gateway project specified that in the event that any such resources are encountered during construction, all work shall cease and a qualified professional shall be

called to assess such resources. The analysis for the Gateway project further clarifies that the project applicant would be required to comply with any measure recommended by such professional.

O. Recreation Impacts:

Neither the original nor the updated analysis identified any significant impacts to recreation that would be caused by the original or modified project. Therefore, no new or more severe impacts will occur.

P. Mandatory Findings of Significance:

Neither the original nor the updated analysis identified any potentially significant direct impacts or cumulative impacts resulting from the original or modified project. Therefore, no new or more severe impacts will occur.

**Findings:**

There are no substantial changes proposed by the revised site plan that require major revisions of the existing IS/MND, or preparation of an EIR due to the involvement of new significant environmental effects. As illustrated above, the project involves minor modifications to the previously studied and approved site plan and actually reduces somewhat the intensity of those uses somewhat.

There have also been no changes in the circumstances that would result in new significant environmental effects. The site remains unchanged from that previously analyzed and additional environmental review is not necessary. (CEQA Guidelines, 15162, subd. (a).)

There are no substantial changes to the mitigation measures proposed for adoption and applicable to the Gateway project. Certain of the mitigation measures have been clarified and made more specific. These mitigation measures, however, are generally consistent with those incorporated into the project as approved in 1997.

**Conclusion:**

The minor alterations to the project proposed under the revised site plan are not substantial and do not require major revisions to the IS/MND. No significant new information or changes in circumstances surrounding the Gateway project have occurred since the approval of the original North Point project. An addendum is therefore the appropriate document to update the environmental analysis.

# NOTICE OF COMPLETION

**APPENDIX F**

96082 005

AUG 2 1996

96082 c

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

See NOTE below
SCH #

Project Title: Point View Travel Center
Lead Agency: City of Placerville — Contact Person: Steve Calfee
Street Address: 487 Main Street — Phone: 642-5252
City: Placerville — Zip: 95667 — County: El Dorado

Project Location

County: El Dorado — City/Nearest Community: Placerville
Cross Streets: Hwy 50 @ Point View Drive — Total Acres: 7.8
Assessor's Parcel No.: 48:290:29,30,32 & 49:110:29 — Section: — Twp. — Range: — Base:
Within 2 Miles: State Hwy #: 50 — Waterways: Hangtown Creek
Airports: Placerville — Railways: — Schools: El Dorado Jr. Academy

Document Type

CEQA: ___ NOP ___ Supplement/Subsequent ___ NEPA: ___ NOI Other: ___ Joint Document
___ Early Cons ___ EIR (Prior SCH No.) ___ EA ___ Final Document
X Neg Dec ___ Other ___ Draft EIS ___ Other
___ Draft EIR ___ FONSI

Local Action Type

___ General Plan Update ___ Specific Plan ___ Rezone ___ Annexation
___ General Plan Amendment ___ Master Plan ___ Prezone ___ Redevelopment
___ General Plan Element ___ Planned Unit Development X Use Permit ___ Coastal Permit
___ Community Plan X Site Plan ___ Land Division (Subdivision, Parcel Map, Tract Map, etc.) ___ Other

Development Type Refer to Project Description Below

___ Residential: Units ___ Acres ___ — ___ Water Facilities: Type ___ MGD ___
___ Office: Sq.Ft. ___ Acres ___ Employees ___ — ___ Transportation: Type ___
X Commercial: Sq.Ft. ___ Acres 7.8 Employees ___ — ___ Mining: Mineral ___
___ Industrial: Sq.Ft. ___ Acres ___ Employees ___ — ___ Power: Type ___ Watts ___
___ Educational ___ — ___ Waste Treatment: Type ___
___ Recreational ___ — ___ Hazardous Waste: Type ___
___ Other: ___

Project Issues Discussed in Document

X Aesthetic/Visual — X Flood Plain/Flooding — ___ Schools/Universities — X Water Quality
___ Agricultural Land — ___ Forest Land/Fire Hazard — ___ Septic Systems — ___ Water Supply/Groundwater
X Air Quality — X Geologic/Seismic — ___ Sewer Capacity — X Wetland/Riparian
___ Archeological/Historical — ___ Minerals — X Soil Erosion/Compaction/Grading — ___ Wildlife
___ Coastal Zone — ___ Noise — ___ Solid Waste — ___ Growth Inducing
X Drainage/Absorption — ___ Population/Housing Balance — ___ Toxic/Hazardous — X Landuse
___ Economic/Jobs — X Public Services/Facilities — ___ Traffic/Circulation — ___ Cumulative Effects
___ Fiscal — ___ Recreation/Parks — X Vegetation — ___ Other

Present Land Use/Zoning/General Plan Use
Vacant/H.C. (Highway Commercial)/Highway Commercial

Project Description

Gas station, convenience store, car wash, restaurant, lounge, 106-unit motel and associated parking and landscaping.

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State Clearinghouse Contact: Ms. Dana Lidster (916) 445-0613

State Review Began: 8-5-96

Dept. Review to Agency 8-26

Agency Rev to SCH 8-30

SCH COMPLIANCE 9-4

**Please note SCH Number on all Comments**

96082 005

**Please forward late comments directly to the Lead Agency**

AQMD/APCD 6 (Resources: 8, 10

**Project Sent to the following State Agencies**

X **Resources**
___ Boating
___ Coastal Comm
___ Coastal Consv
___ Colorado Rvr Bd
X Conservation
X Fish & Game # 2
___ Delta Protection Commission
___ Forestry
X Parks & Rec/OHP
___ Reclamation
___ BCDC
X DWR
___ OES
**Bus Transp Hous**
___ Aeronautics
___ CHP
X Caltrans # 3
___ Trans Planning
___ Housing & Devel
**Health & Welfare**
___ Drinking H20
___ Medical Waste

**State/Consumer Svcs**
___ General Services
**Cal/EPA**
___ ARB
___ CA Waste Mgmt Bd
___ SWRCB: Grants
___ SWRCB: Delta
X SWRCB: Wtr Quality
___ SWRCB: Wtr Rights
X Reg. WQCB # 5
___ DTSC/CTC Sacto
**Yth/Adlt Corrections**
___ Corrections
**Independent Comm**
___ Energy Comm
X NAHC
___ PUC
___ Santa Mn Mtns
X State Lands Comm
___ Tahoe Rgl Plan
___ Other:

EXHIBIT 'A'

# NEGATIVE DECLARATION

# CITY OF PLACERVILLE

Environmental File No. SPR 95-07

County Clerk
County of El Dorado
330 Fair Lane
Placerville, CA 95667

EL DORADO CO. RECORDER/CLERK

DATE POSTED: 8-2-96

DATE REMOVED: 9-16-96

DATE RETURNED 9-16-96

RE: Negative Declaration
FOR: North Point Travel Center
(Project)

Gentlemen:

Application has been filed with the City of Placerville for Approval of the project known as: Same as above

to be located at Point View Drive @ Highway 50. (APN's 48:290:29,30,32 & 49:110:29)

The project is briefly described as: Gas station, convenience store, car wash, restuarants, and 106-unit motel.

Reasons the project will not have a significant environmental impact: Mitigation Measures incorporated into the project will reduce impacts to a less than significant level.

In accordance with the authority and criteria contained in the California Environmental Quality Act, State Guidelines, and Placerville's Guidelines for the Implementation of the California Environmental Quality Act, the Environmental Quality Officer analyzed the project and has recommended that the Lead Agency determine that the project will not have a significant impact on the environment. Based on this finding, the Department of Community Development hereby files this **NEGATIVE DECLARATION**.

A period of thirty (30) days from the date of filing of this **NEGATIVE DECLARATION** will be provided to enable public review of the project specifications and this document prior to action on the project by the City of Placerville. A copy of the project specifications is on file in the Community Development Department, City Hall, City of Placerville.

This document is being filed in duplicate. Please acknowledge filing date and return the acknowledged copy in the enclosed steamped, self-addressed envelope.

**DATE RECEIVED FOR FILING**

PREPARED BY: STEVE CALFEE

FILED BY: STEVE CALFEE

DATE: JULY 31, 1996

FILED

AUG 01 1996

WILLIAM E. SCHULTZ, Recorder-Clerk

By

CD-015-P
6/92

# City of Placerville

487 Main Street
Placerville, California 95667


## ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** North Point Travel Center

2. **Lead Agency Name and Address:** City of Placerville, 487 Main Street, Placerville, CA 95667.

3. **Contact Person and Phone Number:** Steve Calfee, City Planner, 916) 642-5252.

4. **Project Location:** Point View Drive @ Hwy. 50, Assessor's Parcel Numbers 48:290:29,30,32 & 49:110:29.

5. **Project Sponsor's Name and Address:** Bob Bartels, Point View Development and Management Corp., P.O. Box 1589, Palo Alto, CA 94302, (415) 326-7477.

6. **General Plan Description:** Highway Commercial

7. **Zoning:** Highway Commercial

8. **Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.) Gas station, convenience store with car wash, restaurants, lounge and 106-unit motel.

9. **Surrounding Land Uses and Setting:** (Briefly describe the project's surroundings.) North - Low Density Residential and minor commercial. East - Low Density Residential and cemetery. West - Medium and High Density Residential. South - Highway 50.

10. **Other agencies whose approval is required:** (e.g., permits, financing approval, or participation agreement.)

    El Dorado Co. Dept. of Transportation, El Dorado Co. Resources Conservation District, Dept. of Fish and Game, Army Corps of Engineers.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or as indicated by the checklist on the following pages.

| | | | | | |
|---|---|---|---|---|---|
| ✓ | Land Use and Planning | ✓ | Transportation/Circulation | ✓ | Public Services |
| — | Population and Housing | ✓ | Biological Resources | ✓ | Utilities & Service System |
| — | Geophysical | — | Energy & Mineral Resources | ✓ | Aesthetics |
| ✓ | Water | — | Hazards | — | Cultural Resources |
| ✓ | Air Quality | ✓ | Noise | — | Recreation |
| | | — | Mandatory Findings of Significance | | |

## DETERMINATION

On the basis of this initial evaluation:

I find the proposed project is **Categorically Exempt** from CEQA under CLASS(es) _____ and there are no unusual circumstances or specified statutory conditions present which render reliance on such applicable Categorical Exemption(s) unlawful. _____

I find that the proposed project **could not** have a significant effect on the environment and a **Negative Declaration** will be prepared. _____

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. **A Negative Declaration** will be prepared. ✓

I find that the proposed project **may** have a significant effect on the environment, and an **Environmental Impact Report** is required. _____

I find that the proposed project **may** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". An **Environmental Impact Report** is required, but it must analyze only the effects that remain to be addressed. _____

I find that although the proposed project could have a significant effect on the environment, there **will not** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature

Steven A. Calfee
Printed Name

31-July-1996.
Date

C.D.D.
For

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **I. LAND USE AND PLANNING.** Would the Proposal: | | | | |
| a) Conflict with general plan designation or zoning? (source #[s] 2 ) | ____ | ____ | x | ____ |

The subject site has been zoned HWC, Highway Commercial, since 1990. Prior to that, zoning for the site was RT, Tourist Residential. The proposed hotel and restaurant uses are identified as uses allowed by right under the HWC zoning designation. A Conditional Use Permit for the proposed gasoline station, convenience store and automatic car wash is required. The purpose of the HWC zoning designation is to provide for freeway oriented uses such as fast food restaurants, gasoline stations, hotels, motels, etc., that are convenient to the traveling public. The use must be found essential or desirable to the public convenience or welfare and in harmony with the various elements and objectives of the General Plan. Additionally, the use must be found to be not detrimental to surrounding properties. In addition to the required Conditional Use Permit approval, a gas station, convenience store and automatic car wash must comply with the design and landscaping requirements contained in the City's Site Plan Review Regulations. With the above in mind, it has been determined that any potential conflict with the General Plan Designation or Zoning Designation is less than significant.

| | | | | |
|---|---|---|---|---|
| b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? (7) | ____ | ____ | x | ____ |

Other responsible agencies involved in the project include: the California Department of Fish and Game (Hangtown Creek); the United States Army Corps of Engineers (potential wetlands); Caltrans and the El Dorado Department of Transportation (Highway 50 and County roads). Site development must comply with the applicable requirements and policies by the various responsible agencies with jurisdiction over the project and approval of the final design of the project by the various agencies is required. In regard to this section, potential conflicts with the various agencies is considered to be less than significant. For further discussion, refer to Sections III, IV, V.

| | | | | |
|---|---|---|---|---|
| c) Be incompatible with existing land use in the vicinity? ( 7 ) | ____ | x | ____ | ____ |

Land uses surrounding the site include Highway 50 to the south, Smith Flat Cemetery to the east, mixed commercial to the northeast, Smith Flat Road and low density residential and agricultural uses to the north of Smith Flat Road, the Grange Hall to the north, and medium and high density single and multi-family uses to the west. The introduction of commercial activities with these surrounding uses could result in a potentially significant impact unless mitigation is incorporated.

The proposed mitigation identified in Section V will reduce the impacts to a less than significant level.

| | | | | |
|---|---|---|---|---|
| d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)? ( 2 ) | ____ | ____ | ____ | x |

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? ( 7 ) | ____ | ____ | ____ | x |
| **II. POPULATION AND HOUSING.** Would the proposal: | | | | |
| a) Cumulatively exceed official regional or local population projections? ( 2 ) | ____ | ____ | ____ | x |
| b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area of extension of major infrastructure)? ( 2 ) | ____ | ____ | x | ____ |

The proposed project will be required to install a connecting road between Point View Drive and Smith Flat Road. This extension of the City's infrastructure for the purpose of enhancing local and regional circulation is consistent with the City's General Plan Circulation Element. The connecting road will serve as an additional major collector serving the Smith Flat area and the unincorporated county area further to the north. The proposed connection road is not expected to induce substantial growth either directly or indirectly in areas where growth is not presently expected.

Impacts to population and housing are considered to be a less than significant impact and no mitigation is required.

| | | | | |
|---|---|---|---|---|
| c) Displace existing housing, especially affordable housing? ( 7 ) | ____ | ____ | ____ | x |
| **III. GEOLOGIC PROBLEMS.** Would the proposal result in or expose people to potential impacts involving: | | | | |
| a) Fault rupture? ( 2 ) | ____ | ____ | ____ | x |
| b) Seismic shaking? ( 2 ) | ____ | ____ | ____ | x |
| c) Seismic ground failure, including liquefaction? ( 2 ) | ____ | ____ | ____ | x |
| d) Landslides or mudflows? ( 2 ) | ____ | ____ | ____ | x |
| e) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? ( 7 ) | ____ | ____ | x | ____ |

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

Site development will result in the potential for erosion, alteration of the existing topography, excavation and grading. However these activities are not expected to result in or expose people to potential impacts from site development. A Soils Report prepared for the site did not identify unstable soil conditions on the site. Nonetheless, site development shall be required to conform to the City's Grading, Sediment and Erosion Control Regulations (Section 8-7 of the City Code). Compliance with the Resource Conservation District Regulations is required, and include complete revegetation and stabilization of all disturbed areas, both within and outside of any rights-of-way.

The potential geologic hazards relating to site development are considered to be less than significant and no additional mitigation is required. (2), (3), (A).

| | | | | | |
|---|---|---|---|---|---|
| f) | Subsidence of the land? ( 6 ) | ____ | ____ | ____ | X |
| g) | Expansive soils? ( 6 ) | ____ | ____ | ____ | X |
| h) | Unique geologic or physical features? ( 7 ) | ____ | ____ | ____ | X |

**IV. WATER.** Would the proposal result in:

| | | | | | |
|---|---|---|---|---|---|
| a) | Changes in absorption rates, drainage patters, or the rate and amount of surface runoff? ( 7 ) | ____ | X | ____ | ____ |

Site development, including grading and construction activities will introduce impervious surfaces to the site that will affect absorption rates, drainage patterns and surface runoff. The storm drainage system shall be designed to carry the 100 year peak runoff rates in Hangtown Creek. Modifications and improvements to the existing drainage system and creek shall be undertaken to insure that adequate culvert size is provided. The design shall be undertaken by a registered Civil Engineer in compliance with the requirements of the City of Placerville Engineering Division, the Resource Conservation District and the Department of Fish and Game.

These mitigation measures will reduce the impact to a less than significant level. (1), (A), (E).

| | | | | | |
|---|---|---|---|---|---|
| b) | Exposure of people or property to water related hazards such as flooding? ( 7 ) | ____ | X | ____ | ____ |

Site development and alteration to the drainage pattern will increase water runoff in Hangtown Creek. The applicant shall provide a Hydrologic Study prepared by a registered Civil Engineer that includes drainage for Hangtown Creek that determines the means by which the anticipated increases in flood flows can be conveyed. Said Study shall be subject to approval by the City Engineer. If it is determined that channel improvements must be undertaken, the project proponent shall complete the improvements concurrent with site development. It is not anticipated that significant impacts will occur as a result of drainage improvements to Hangtown Creek (refer to IVa above). (1), (2), (A), (B), (E).

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Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? ( 7 ) | ____ | ____ | X | ____ |

Site development will increase discharge into the surface waters of Hangtown Creek. The amount of surface water can be reduced by incorporation of water conservation measures into the project and include the following measures: 1) Landscaping shall consistent of low water using drought tolerant plants; 2) Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. The use of irrigation equipment such as drip irrigation, moisture sensors and automatic irrigation, as well as use of pervious paving material whenever feasible will reduce surface runoff.

This impact is considered to be less than significant and no additional mitigation is required. (4), (D).

| | | | | |
|---|---|---|---|---|
| d) Changes in the amount of surface water in any water body? ( 7 ) | ____ | X | ____ | ____ |

Site development and alteration to the drainage pattern will increase water runoff in Hangtown Creek. The applicant shall provide a Hydrologic Study prepared by a registered Civil Engineer that includes drainage for Hangtown Creek that determines the means by which the anticipated increases in flood flows can be conveyed. Said Study shall be subject to approval by the City Engineer. If it is determined that channel improvements must be undertaken, the project proponent shall complete the improvements concurrent with site development. It is not anticipated that significant impacts will occur as a result of drainage improvements to Hangtown Creek (refer to IVa above). (1), (2), (A), (B), (E).

| | | | | |
|---|---|---|---|---|
| e) Changes in currents, or the course or direction of water movements? ( 7 ) | ____ | ____ | ____ | X |
| f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? ( 7 ) | ____ | ____ | ____ | X |
| g) Altered direction or rate of flow of groundwater? ( 7 ) | ____ | ____ | ____ | X |
| h) Impacts to groundwater quality? ( 7 ) | ____ | ____ | ____ | X |

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? ( 7 ) | ____ | ____ | ____ | x |

**V. AIR QUALITY.** Would the proposal:

| | | | | |
|---|---|---|---|---|
| a) Violate any air quality standard or contribute to an existing or projected air quality violation? ( 16 ) | ____ | x | ____ | ____ |

The project has the potential to impact local air quality. According to Dennis Otani of the El Dorado County Air Pollution Control District, the following measures should be incorporated into the project: 1) Construction contracts to include watering in late morning and at the end of the day of all earth surfaces during clearing, grading, earth moving and other site preparation activities; 2) Require the use of tarpaulins or effective covers for haul trucks which travel on public streets; 3) Streets adjacent to the project shall be swept daily; 4) Grading activities shall not occur during high wind conditions with wind speeds greater than 20 miles per hour average over an hour; 5) A covered bus stop shall be provided. The location of which shall be subject to review and approval by staff and El Dorado Transit.

These measures reduce Air Quality impacts to a less than significant level. (3), (A), (C), (E).

| | | | | |
|---|---|---|---|---|
| b) Exposure sensitive receptors to pollutants? ( 16 ) | ____ | ____ | ____ | x |
| c) Alter air movement, moisture, or temperature, or cause any change in climate? ( 7 ) | ____ | x | ____ | ____ |

Site development and introduction of impervious surface will alter air movement and cause micro-climatic changes in the vicinity of this site. The City of Placerville shall require that the site is landscaped in accordance with the City's Site Plan Review Regulations, including 20% of the parking lot and shade trees installed at a ratio of one shade tree for each five stalls and a landscaped planter median at a ratio of one planted area for each ten lineal parking spaces.

The above mitigation measures will reduce the impact to Air Quality to a less than significant level. (3), (A).

| | | | | |
|---|---|---|---|---|
| d) Create objectionable odors? ( 7 ) | ____ | ____ | ____ | x |

**VI. TRANSPORTATION/CIRCULATION.**
Would the proposal result in:

| | | | | |
|---|---|---|---|---|
| a) Increased vehicle trips, traffic congestion, or level of service? ( 15 ) | ____ | x | ____ | ____ |

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| The project will result in increased vehicle trips in the vicinity of Point View Drive and Highway 50. A Traffic Study was prepared by Omni-Means analyzing the impacts of the proposed project. The Traffic Study concluded that the project would not significantly effect traffic volumes in the area, nor would it change the level of service in the area. Regionally, circulation improvements would be realized by the provision of the Point View Drive to Smith Flat Road connecting road. The project is subject to the payment of Traffic Impact Fees for regional traffic impacts however the project may be credited dollar-for-dollar for the cost of installation of the Point View Drive to Smith Flat Road connector.<br><br>The payment of Traffic Impact Mitigation Fees and/or installation of the connecting road is required. | | | | |
| b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? ( 7&12 ) | ____ | ____ | ____ | x |
| c) Inadequate emergency access or access to nearby uses? ( 7 ) | ____ | ____ | ____ | x |
| d) Insufficient parking capacity on-site or off-site? ( 7 ) | ____ | ____ | ____ | x |
| e) Hazards or barriers for pedestrians or bicyclists? ( 7 ) | ____ | ____ | ____ | x |
| f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? ( 7 ) | ____ | ____ | ____ | x |
| g) Rail or air traffic impacts? ( 7 ) | ____ | ____ | ____ | x |
| **VII. BIOLOGICAL RESOURCES.** Would the proposal result in impacts to: | | | | |
| a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? (3&4) | ____ | ____ | ____ | x |
| b) Locally designated species (e.g. heritage trees)? ( 7 ) | ____ | x | ____ | ____ |
| Site development involving mass pad grading will require the removal of virtually all onsite vegetation, including cedar, pine and oak woodland. While the site is not subject to the City's Woodland and Forest Conservation | | | | |

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

Guidelines, relandscaping of the site is required in conformance with the City's Site Plan Review Regulations (refer to IV & V above). A performance bond or other means of security acceptable to the City shall be required to insure that funds are available for the City to cause the revegetation of the site in the event that it is needed.

These mitigation measures will reduce the potential impact to a less than significant level. (1), (D).

| | | | | | |
|---|---|---|---|---|---|
| c) | Locally designated natural communities (e.g. oak forest, etc.)? ( 7 ) | ____ | ____x____ | ____ | ____ |

Site development involving mass pad grading will require the removal of virtually all onsite vegetation, including cedar, pine and oak woodland. While the site is not subject to the City's Woodland and Forest Conservation Guidelines, relandscaping of the site is required in conformance with the City's Site Plan Review Regulations (refer to IV & V above). A performance bond or other means of security acceptable to the City shall be required to insure that funds are available for the City to cause the revegetation of the site in the event that it is needed.

These mitigation measures will reduce the potential impact to a less than significant level. (1), (D).

| | | | | | |
|---|---|---|---|---|---|
| d) | Wetland habitat (e.g. marsh, riparian and vernal pool)? (4&7) | ____ | ____x____ | ____ | ____ |

Site development may effect a wetland habitat that is approximately 60,000 square feet in area located near Smith Flat Road. A wetland delineation shall be conducted by a qualified Wetland Biologist in accordance with currently accepted U.S. Army Corps of Engineer's methodology and subsequently verified by the Corps. An individual permit, written authorization under an existing nationwide permit, or a written "no permit required letter" shall be required from the Corps prior to the filling or modification of any wetlands on the site. In the event that the Corps determines mitigation is required, the purchase of wetlands in a wildland mitigation bank may be required by the Corps. Additionally, an application for a stream bed alteration permit shall be submitted to the Department of Fish and Game at least 30 days prior to the filling or modifications of any delineated wetland habitat on the site and/or Hangtown Creek.

The above measures will reduce the impact to wetlands to a less than significant level. (1), (E).

| | | | | | |
|---|---|---|---|---|---|
| e) | Wildlife dispersal or migration corridors? ( 7 ) | ____ | ____ | ____ | ____x____ |

**VIII. ENERGY AND MINERAL RESOURCES.**
Would the proposal:

| | | | | | |
|---|---|---|---|---|---|
| a) | Conflict with adopted energy conservation plans? ( 7 ) | ____ | ____ | ____ | ____x____ |
| b) | Use non-renewable resources in a wasteful and inefficient manner? ( 7 ) | ____ | ____ | ____ | ____x____ |

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? ( 7 ) | ____ | ____ | ____ | x |
| **IX. HAZARDS.** Would the proposal involve: | | | | |
| a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)? ( 7 ) | ____ | ____ | ____ | x |
| b) Possibly interference with an emergency response plan or emergency evacuation plan? ( 7 ) | ____ | ____ | ____ | x |
| c) The creation of any health hazard or potential health hazard? ( 7 ) | ____ | ____ | ____ | x |
| d) Exposure of people to existing sources of potential health hazards? ( 12&13 ) | ____ | ____ | ____ | x |
| e) Increased fire hazard in areas with flammable brush, grass, or trees? ( 12 ) | ____ | ____ | ____ | x |
| **X. NOISE.** Would the proposal result in: | | | | |
| a) Increased in existing noise levels? ( 7 ) | ____ | ____ | x | ____ |

The project will result in an increase in existing noise levels and in the event blasting is necessary could expose people to severe noise levels. Noise measurements completed by staff on the afternoon of 7-19-96 revealed an ambient noise level of 64 decibels. This high ambient noise level is the result of traffic along Highway 50. It can be expected that once the project is completed minor increase in the ambient noise level will occur (approximately 5 dB) according to the Noise Element of the City's General Plan.

This is considered to be a less than significant impact and no mitigation is required.

| | | | | |
|---|---|---|---|---|
| b) Exposure of people to severe noise levels? ( 7 ) | ____ | x | ____ | ____ |

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

It is expected that construction activities will create additional short-term noise exposure to nearby residential uses. The following measures shall be required: 1) If blasting occurs, it shall be performed in accordance with the City of Placerville's Regulations. Property owners within a minimum 1/4 mile radius shall be notified in advance as to the time and location of the blasting and all reasonably recognized precautions to minimize surrounding impacts shall be used; 2) Construction activities on the site shall be restricted to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. All earth moving and other power equipment should be equipped with factory installed or equivalent silencers/mufflers.

These measures will reduce short-term noise to a less than significant impact. (3), (A), (C).

**XI. PUBLIC SERVICES.** Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

| | | | | | |
|---|---|---|---|---|---|
| a) | Fire protection? ( 12 ) | ____ | X | ____ | ____ |

The proposed project could potentially impact fire protection services and local school districts. Pursuant to agreements with the El Dorado County Fire Protection District and the affected school districts, the City of Placerville will collect Impact Mitigation Fees to reduce the potentially significant impact on fire protection and schools that the project may pose.

The payment of fees will reduce the impact to a less than significant level and is required mitigation. (1), (D).

| | | | | | |
|---|---|---|---|---|---|
| b) | Police protection ( 13 ) | ____ | ____ | X | ____ |

The proposed project may affect the ability to provide police protection, maintenance of public facilities including roads and other governmental services. It should be noted that sales tax, fuel tax and transient occupancy tax generated from the proposed development will, in part, fund certain public services.

The impact on these public facilities and services are considered to be less than significant and no mitigation is required.

| | | | | | |
|---|---|---|---|---|---|
| c) | Schools? ( 7 ) | ____ | X | ____ | ____ |

The proposed project could potentially impact fire protection services and local school districts. Pursuant to agreements with the El Dorado County Fire Protection District and the affected school districts, the City of Placerville will collect Impact Mitigation Fees to reduce the potentially significant impact on fire protection and schools that the project may pose.

The payment of fees will reduce the impact to a less than significant level and is required mitigation. (1), (D).

| | | | | | |
|---|---|---|---|---|---|
| d) | Maintenance of public facilities, including roads? ( 7 ) | ____ | ____ | X | ____ |

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

The proposed project may affect the ability to provide police protection, maintenance of public facilities including roads and other governmental services. It should be noted that sales tax, fuel tax and transient occupancy tax generated from the proposed development will, in part, fund certain public services.

The impact on these public facilities and services are considered to be less than significant and no mitigation is required.

| | | | | | |
|---|---|---|---|---|---|
| e) | Other governmental services? ( 7 ) | _____ | _____ | x | _____ |

The proposed project may affect the ability to provide police protection, maintenance of public facilities including roads and other governmental services. It should be noted that sales tax, fuel tax and transient occupancy tax generated from the proposed development will, in part, fund certain public services.

The impact on these public facilities and services are considered to be less than significant and no mitigation is required.

**XII. UTILITIES AND SERVICE SYSTEMS.** Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

| | | | | | |
|---|---|---|---|---|---|
| a) | Power or natural gas? ( 7 ) | _____ | _____ | _____ | x |
| b) | Communications systems? ( 7 ) | _____ | _____ | _____ | x |
| c) | Local or regional water treatment or distribution facilities? ( 7 ) | _____ | _____ | x | _____ |

The proposed project is expected to have a less than significant impact on local or regional water distribution and treatment facilities. The subject site is located within the El Dorado Irrigation District water service area and has a 3" water service secured for the site.

Other than the payment of Capital Improvement Fees for water, no additional mitigation is required as this is a less than significant impact.

The site will access the City's sewer system within Smith Flat Road. There is presently adequate capacity in the system and at the Wastewater Treatment Plant to accommodate the proposed project. It should be noted that system development fees will be required at the time Building Permits are issued.

The impact on the City's wastewater treatment and distribution system is considered to be less than significant.

| | | | | | |
|---|---|---|---|---|---|
| d) | Sewer or septic tanks? ( 7 ) | _____ | _____ | x | _____ |

The proposed project is expected to have a less than significant impact on local or regional water distribution and treatment facilities. The subject site is located within the El Dorado Irrigation District water service area and has a 3" water service secured for the site.

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Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

Other than the payment of Capital Improvement Fees for water, no additional mitigation is required as this is a less than significant impact.

The site will access the City's sewer system within Smith Flat Road. There is presently adequate capacity in the system and at the Wastewater Treatment Plant to accommodate the proposed project. It should be noted that system development fees will be required at the time Building Permits are issued.

The impact on the City's wastewater treatment and distribution system is considered to be less than significant.

e) Storm water drainage? ( 7 ) ____ x ____ ____

Refer to IV above.

f) Solid waste disposal? ( 7 ) ____ x ____ ____

Solid waste generated from the site can potentially impact the Union Mine waste disposal site operated by El Dorado Disposal. The payment of Impact Mitigation Fees for solid waste are required. This will occur at the time the Building Permit is issued and will reduce the impact to a less than significant level. (1), (D).

g) Local or regional water supplies? ( 7 ) ____ ____ x ____

**XIII. AESTHETICS.** Would the proposal:

a) Affect a scenic vista or scenic highway? ( 2 ) ____ x ____ ____

The subject site is located along the scenic Highway 50 corridor and could have a demonstrable negative effect, including the creation of light and glare. Site development will require the removal of all existing vegetation and require mass pad grading. To offset the longer-term negative aesthetic effects from site development, including tree removal and grading activities, significant relandscaping of the site is required. Landscaping in accordance with the City's Site Plan Review Regulations for the site and parking lot as well as conformance with the City's Streetscape Policy. This includes 20% of the parking lot and shade trees installed at a ratio of one shade tree for each five stalls and a landscaped planter median at a ratio of one planted area for each ten lineal parking spaces. Additionally, the building elevations have been modified to reflect a design and flavor with historic/mountain architecture.

This will, in the long-term, reduce the potentially significant aesthetic effect to a less than significant level and is a required mitigation measure. (4), (D).

Given the nature of the proposed commercial development, exterior lighting including lighting of the parking lot will be necessary. Because the site is located near a residential area, all exterior lighting shall be designed so that the light fixtures provide light in a downward fashion rather than in an outward direction. This will minimize light and glare upon nearby properties. The Exterior Lighting Plan shall be submitted for review and approval by staff and shall be consistent with the City's Design Standards for commercial exterior lighting.

The above measures and requirements will reduce the Aesthetic impacts to a less than significant level. (1), (4), (D).

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Mitigation Monitoring and Sign-off footnotes:
1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Have a demonstrable negative aesthetic effect? ( 7 ) | _____ | x | _____ | _____ |
| Refer to XIIIa above. | | | | |
| c) Create light or glare? ( 7 ) | _____ | x | _____ | _____ |
| Refer to XIIIa above. | | | | |

**XIV. CULTURAL RESOURCES.** Would the proposal:

The subject site is not known to possess cultural resources including paleontological resources, archaeological resources or historical resources. However, in the event that cultural resources are encountered during subsurface development or construction, all work within 20 meters of the discovery shall be stopped until such time a professional competent to analyze such resources can be called to determine the significance of the find. (3), (C).

| | | | | | |
|---|---|---|---|---|---|
| a) | Disturb paleontological resources? ( 7 ) | _____ | _____ | _____ | x |
| b) | Disturb archaeological resources? ( 7 ) | _____ | _____ | _____ | x |
| c) | Affect historical resources? (14 ) | _____ | _____ | _____ | x |
| d) | Have the potential to cause a physical change which would affect unique ethnic cultural values? ( 7) | _____ | _____ | _____ | x |
| e) | Restrict existing religious or sacred uses within the potential impact area? ( 7 ) | _____ | _____ | _____ | x |

**XV. RECREATION.** Would the proposal:

| | | | | | |
|---|---|---|---|---|---|
| a) | Increase the demand for neighborhood or regional parks or other recreational facilities? ( 7 ) | _____ | _____ | _____ | x |
| b) | Affect existing recreational opportunities? ( 7 ) | _____ | _____ | _____ | x |

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

| Issues (and Supporting Information Sources) | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVI. MANDATORY FINDINGS OF SIGNIFICANCE** | | | | |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ____ | ____ | x | ____ |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). | ____ | ____ | x | ____ |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ____ | ____ | x | ____ |

**SOURCE CITATIONS:**

1. City of Placerville Topographic Map (1982)
2. City of Placerville General Plan (1990)
3. Crossroads - Rare & Endangered Species (1980)
4. Weatherstone Village EIR (1993)
5. Orchard Hill EIR (1994)
6. Soil Survey of El Dorado County (1974)
7. Staff Determination/Experience
8. F.E.M.A. Flood Maps (1983)
9. Public Water
10. Not Applicable
11. Public Sewer
12. Fire District Consultation
13. Police Department Consultation
14. Historic Resource Survey (1982)
15. Omni-Means Traffic Study (1996)
16. Dennis Otani - A.P.C.D. consultation
17. Point View Motel Soils Report

Mitigation Monitoring and Sign-off footnotes:
(1) Prior to issuance of Building Permit; (2) Prior to onsite grading; (3) During construction; (4) Prior to occupancy.
(A) Engineering Division; (B) Developer; (C) Contractor; (D) Planning Division; (E) Other agency.

# EL DORADO CO. RCD EROSION CONTROL REQUIREMENTS AND SPECIFICATIONS

## ** PROJECT is in Major Land Resource Area MLRA (18)**

See page 4 for seeding recommendations

PROJECT: Point View Travel Center

DATE: November 2, 1995

## I GRADING AND DRAINAGE REQUIREMENTS

A. All road cuts and fills will have maximum slopes of 2:1. If cuts expose subsurface rock, the project engineer should identify stabilization measures that will be required.

B. Mitigation of sediment runoff beyond project boundaries will be addressed in the erosion control plan.

C. Areas involving extensive grading and shaping will require stockpiling and re-use of topsoil to provide for adequate revegetation.

D. Erosive velocities in water conveyances structures will be identified by the project engineer. Where necessary, riprap or similar practices will be required.

E. An erosion control plan will be reviewed with the Resource Conservation District or City of Placerville representative prior to Sept. 1 of the year grading commences. At this time an inspection schedule of erosion control practices will be agreed upon.

F. EMERGENCY TREATMENT

Exposed areas needing treatment to control erosion beyond the planting date allowed by the Resource Conservation District or City of Placerville representative (heretofore designated "inspector") will require emergency treatment practices to be installed. These practices will consist of all or a portion of the following:

1. Covering designated critical areas with 2 tons per acre of suitable small grain straw. Straw must be suitably anchored. This practice may include application of approved seed and fertilizer material with the condition that erosion compliance approval will not be issued prior to a late spring inspection. Compliance approval will only be granted when the designated inspector deems the vegetative stand to be adequate.

2. Sediment catchment practices will be installed to the satisfaction of the designated inspector. Sediment catchment installations will be constructed in such a way as to contain sediment runoff from moving beyond project boundaries.

## II CRITICAL AREA PLANTING CONSTRUCTION SPECIFICATIONS

A. SCOPE

Establishing vegetation on severely eroding areas or areas with an erosion potential. Its purpose is to stabilize the soil, reduce or prevent damage from sediment and runoff to downstream areas, improve wildlife habitat, and enhance natural beauty.

B. AREAS TO BE SEEDED, TIMING OF SEEDING

Complete revegetation and stabilization of all disturbed soils, both within and outside county rights-of-way, will be accomplished with specified amounts and types of vegetative species, mulch, and fertilizer material.

REVEGETATIVE WORK WILL BE PLANNED TO PROCEED BETWEEN SEPTEMBER 15 AND OCTOBER 15.

If erosion control practices are not installed by October 15 following grading, specification "F" - on Item I GRADING AND DRAINAGE REQUIREMENTS will be adhered to.

## C. MATERIAL

1. Seed - All seed shall be delivered to the site tagged and labeled in accordance with the California Agricultural Code and shall be acceptable to the County Agricultural Commissioner.

   Seed shall be of a quality which has a minimum pure live seed content of 80% (% purity x % germination) and weed seed shall not exceed 0.5% of the aggregate of pure live seed and other material. Legume seed shall be inoculated with inoculate specific to its needs within two hours prior to seeding. Inoculant shall not be used later than the date indicated on the container or as otherwise specified. All inoculated seed shall be labeled to show weight of seed, the date of inoculation, and the weight and source of inoculant materials.

2. Fertilizer - A commercial fertilizer shall be Ammoninum Phosphate and contain a minimum of 16%- nitrogen, 20% phosphorus, and 0% potash, uniform in composition, dry and free flowing, pelleted or granular.

   All fertilizer shall be delivered in unbroken or unopened containers, labeled in accordance with applicable state regulations and bearing the warranty of the producer for the grade furnished.

3. Mulch - Mulch shall be one of the following materials as approved by the government representative.
   Straw - Straw shall be new straw derived from rice, wheat, oats, or barley, and be free of mold and noxious weed seed. Straw shall be furnished in air dry bales. Evidence shall be furnished that clearance has been obtained from the County Agricultural Commissioner, as required by law, before straw obtained from outside the county in which it is to be used is delivered to the site of the work.

   Wood Fiber Mulch - Wood fiber mulch is a wood cellulose fiber that contains no germination or growth inhibiting factors. It is colored with a non-toxic, water soluble, green dye to provide a proper gauge for metering over ground surfaces. It has the property to be evenly dispersed and suspended when agitated in water.

## D. SEEDING REQUIREMENTS

1. General - All seeding, fertilizer and mulching operations shall begin when approval is given by the appropriate County Engineer or Conservation District representative.

2. Seedbed Preparation - The entire area to be seeded shall be reasonably smooth and conform to the desired shape before actual seedbed preparation is begun. Any debris which would interfere with seeding operations, growth or maintenance of the vegetative cover will be removed. The area to be seeded shall have a firm seedbed which has previously been roughened by scarifying, disking, harrowing, chiseling, or otherwise worked to a depth of two to four inches (2" - 4"). No implement shall be used that will create an excessive amount of downward movement of soil or clods of sloping areas. Seedbed may be prepared at time of completion of earth-moving work.

3. Fertilizing - Fertilizer shall be distributed uniformly over the seedbed at the rate of 500 pounds per acre, and shall be in such physical condition to insure uniform application over the area to be fertilized. Fertilizer may be applied in any way that will result in uniform distribution. The fertilizer shall be incorporated into the soil. Incorporation may be as a part of the seedbed or as part of the seeding operation. If fertilizing is a part of the seedbed preparation, it shall not be accomplished more than fifteen (15) days prior to seeding.

4. Seeding - Seed shall be broadcast by hand, mechanical hand seeder, power operated seeder, hydroseeder or other approved equipment. Seed shall have a soil cover of not more than one-half inch. Seeding will be carried out using either of the following methods:

Method 1

The seed may be drilled, not to exceed one-half (1/2) inch deep, and cultipacked or rolled once over with a corrugated roller on all areas where equipment can be operated safely. Seed operations will be across the slope.

Method 2

The seed may be applied in a slurry mix of wood cellulose fiber distributed uniformly at the prescribed rate. (see Hydro-mulching page 4). The application unit used for "Hydro Mulch" shall be equipped with an oerational agitator to maintain the seed and mulch in suspension within the unit's tank prior to and during application.

Method 3

Where emergency treatment of exposed soils extends beyond October 15, emergency mulching without seed will be prescribed. (See Item I-F Grading & Drainage Requirements-Emergency Treatment).

E. METHOD OF MULCH PLACEMENT AREAS AS FOLLOWS:

1. Straw Mulch - The mulch shall be applied by hand blower, or other suitable equipment. If straw is applied with a blower, it shall not be chopped in lengths less than six (6) inches.

To prevent removal of straw by wind, the mulch will be anchored in place. Anchoring process as approved may include using hand tools, mulching rollers, disks, paper netting, or similar types of suitable equipment.

Acceptable Methods for Anchoring Straw Mulch:

a. On areas where a seedbed has been prepared, the straw may be tucked in with a mulching roller or straw crimper than punches the mulch in the ground to a depth of approximately two (2) inches. On areas inaccessible to equipment, mulch can be anchored using hand tools such as spade, shovel, or other suitable equipment.

b. Straw may be anchored by using fiber netting, properly stapled down and with anchor trenches to cover the netting at top and bottom. Mulch net should be durable and capable of withstanding a minimum of one-year's weathering without disintegrating. Netting should be provided to allow for shrinkage and for stapling with anchor pins. Anchor pins need to be of sufficient length and properly placed to anchor the net.

Chopped straw that is shorter than 6 inches must be anchored with a suitable netting.

Anchor pins shall be of rigid 0.12 inches diameter or heavier galvanized wire with a minimum length of 10 inches of hook, "J" type pins, or 0.09 inch diameter or heavier with a minimum length of 6 inches for U-type staples. Anchor pins will be inserted full length at a maximum of three foot spacings at all ends and along lap joints, and at a maximum of five-foot spacings at all ends and along lap joints, and at a maximum of five-foot spacings at intermediate points and along edges when using mulch net materials wider than 60 inches.

c. Straw may be anchored on slopes less than equal to 2 horizontal to 1 vertical units by using a wood or paper fiber material applied in a slurry with hydroseeding equipment.

All mulching materials must be acceptable to the Agricultural Commissioner of El Dorado County, California, as to plant quarantine regulations.

2. Wood Cellulose Fiber - Hydro Mulch
A wood or paper fiber mulch at a rage of 1500 pounds per acre may be applied hydraulically in a water slurry. The wood fiber mulch, seed, and fertilizer can be mixed and applied hydraulically in the form of a slurry.

# MLRA 18

For seeding performed between September 15 and October 15:

| | | Kind of Seed and Amount | |
|---|---|---|---|
| HYDROSEEDED: | Blando Brome | 12 lbs/ac. | .3 lbs/1000 sq.ft. |
| | and Wimerra `62' | 9 lbs/ac. | .2 lbs/1000 sq.ft. |
| | or | | |
| | Annual Ryegrass | 9 lbs/ac. | .2 lbs/1000 sq.ft. |
| BROADCASTED: | Blando Brome | 12 lbs/ac. | .3 lbs/1000 sq.ft. |
| | and Rose Clover | 9 lbs/ac. | .2 lbs/1000 sq.ft. |

MULCH: A mulch covering shall be applied at a rate of 2 tons per acre over the surface of the seeded area. Mulching shall follow immediately after seeding unless otherwise directed. A straw mulch or wood/paper fiber will be required for mulch material.

For seeding not performed between September 15 and October 15:

| | | | |
|---|---|---|---|
| HYDROSEEDED: | Blando Brome | 24 lbs/ac. | .6 lbs/1000 sq.ft. |
| | and Wimerra `62' | 18 lbs/ac. | .4 lbs/1000 sq.ft. |
| | or | | |
| | Annual Ryegrass | 18 lbs/ac. | .4 lbs/1000 sq.ft. |
| BROADCASTED: | Blando Brome | 24 lbs/ac. | .6 lbs/1000 sq.ft. |
| | and Rose Clover | 18 lbs/ac. | .4 lbs/1000 sq.ft. |

MULCH: A mulch covering shall be applied at a rate of 2 tons per acre over the surface of the seeded area. Mulching shall follow immediately after seeding unless otherwise directed. A straw mulch will be required for mulch material.

# (MLRA22)

For seeding performed between September 15 and October 15:

Kind of Seed and Amount

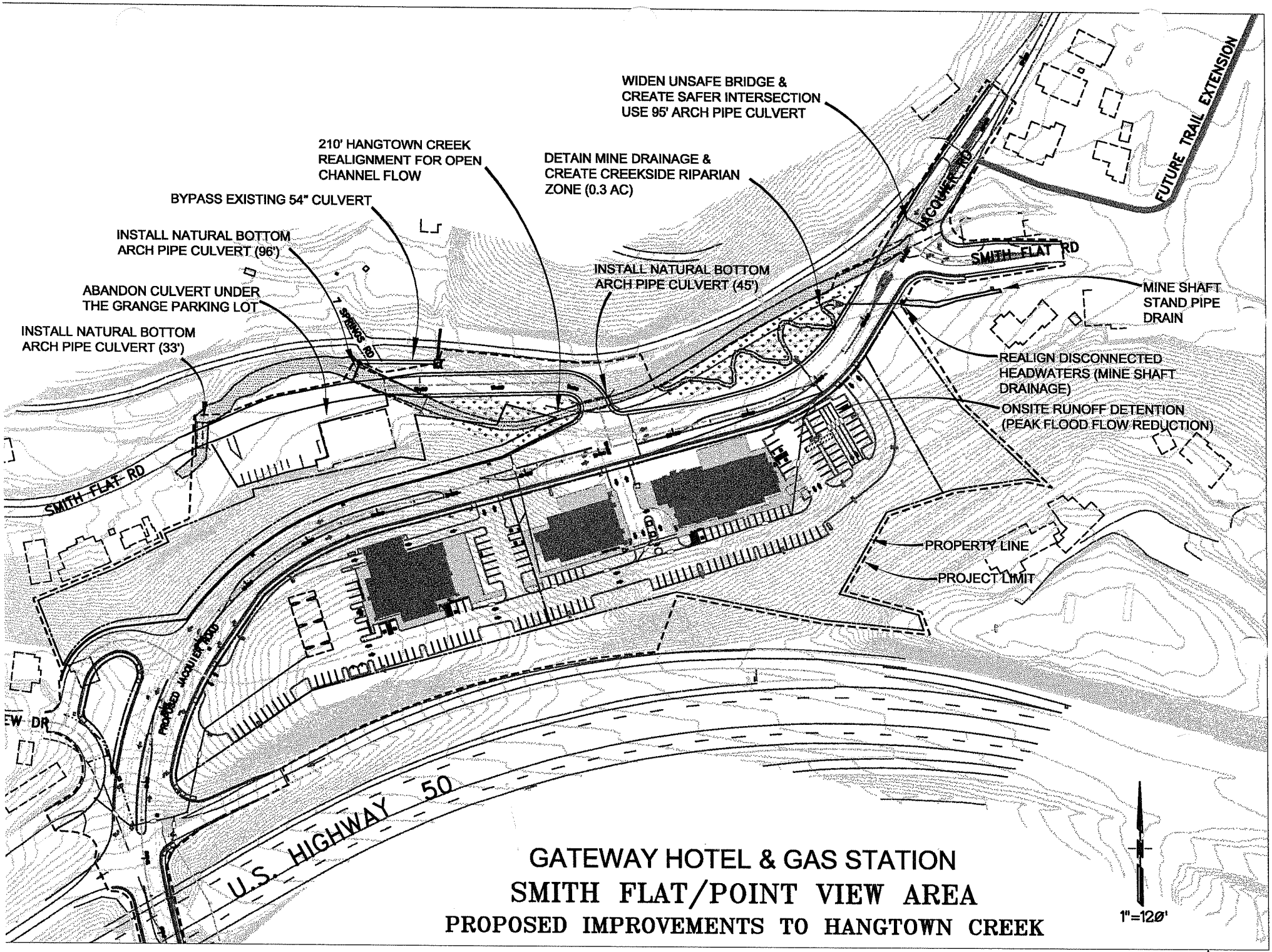
| | HYDROSEEDED OR BROADCASTED | |
|---|---|---|
| Potomac orchardgrass | 24 lbs/ac | .55 lbs/1000 sq.ft. |
| or | | |
| Luna pubescent wheatgrass | 36 lbs/ac | .8 lbs/1000 sq.ft. |
| or | | |
| Topar pubescent wheatgrass | 36 lbs/ac | .8 lbs/1000 sq.ft. |

A mulch covering shall be applied at a rate of 2 tons per acre over the surface of the seeded area. Mulching shall follow immediately after seeding unless otherwise directed. A straw mulch will be required for mulch material. If project is broadcast seeded, drill seeded, or hydroseeded, straw mulch will still be required.

For seeding not performed between September 15 and October 15:

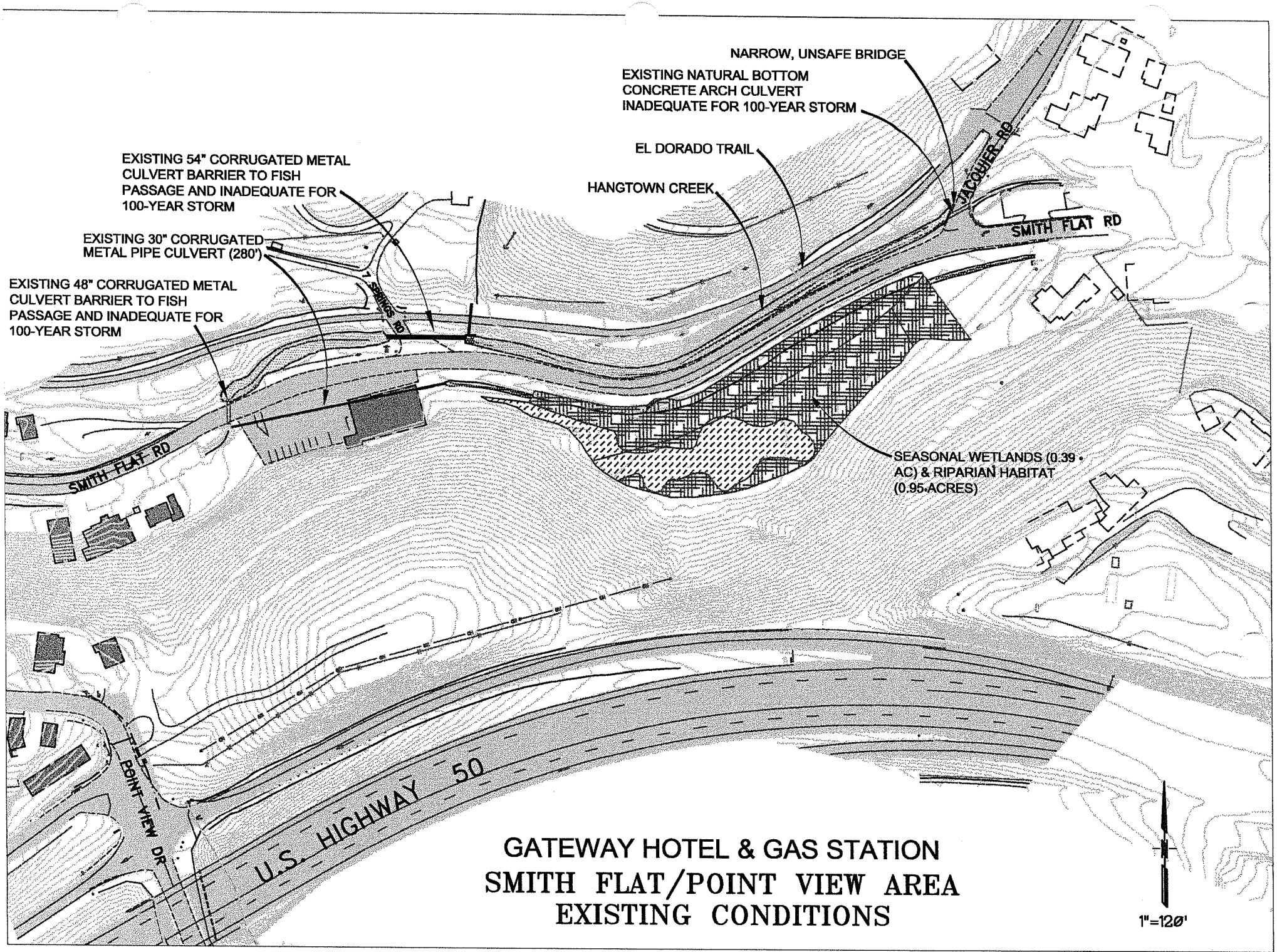
| | HYDROSEEDED OR BROADCASTED | |
|---|---|---|
| Potomac orchardgrass | 48 lbs/ac | 1.1 lbs/1000 sq.ft. |
| or | | |
| Luna pubescent wheatgrass | 72 lbs/ac | .36 lbs/1000 sq.ft. |
| or | | |
| Topar pubescent wheatgrass | 72 lbs/ac | .36lbs/1000 sq.ft. |

A mulch covering shall be applied at a rate of 2 tons per acre over the surface of the seeded area. Mulching shall follow immediately after seeding unless otherwise directed. A straw mulch will be required for mulch material. If project is broadcast seeded, drill seeded, or hydroseeded, straw mulch will still be required.




# GATEWAY HOTEL & GAS STATION
## SMITH FLAT/POINT VIEW AREA
### PROPOSED IMPROVEMENTS TO HANGTOWN CREEK

EXHIBIT 'B'




# GATEWAY HOTEL & GAS STATION
# SMITH FLAT/POINT VIEW AREA
# EXISTING CONDITIONS

EXHIBIT 'C'

# Memorandum

5-Apr-04

CARLTON
Engineering Inc.

For: Steve Calfee
City of Placerville - Planning Dept
487 Main Street
Placerville, CA 95667

Work 530.642.5252
Fax 530.642.5228

From: Carl Damoude
Subject: Clarifications and Additional Information
Project: 3008-07-02 Gateway Hotel and Service Station

Comments: Total pages: 2

Dear Steve,

I would like to take this opportunity to provide you with some additional data and reference materials in an attempt to provide Chairman Frenn with answers to his inquiries posed in his April 8, 2004 letter to you.

There is a question about the combined traffic generated by the development and a coincidental Apple Hill peak traffic day. I have enclosed a circulation exhibit that shows all of the connections to Apple Hill that have direct access to Hwy ) and Broadway (Snows Road is not included). Attached to the exhibit is traffic data prepared by Omni-Means for the 1996 project with the year 2015 traffic forecast. As noted in previous staff reports the trip generation for the 1996 project description is approximately 2.8 times the amount of the estimated trip generation for the current project. Using this data Omni-Means estimated that the inbound and outbound traffic at south project boundary would be 428 veh/hr and 240 veh/hr respectively.

In addition, CalTrans has provided traffic data for an Apple Hill Sunday PM Peak Hour in 2001. There is no doubt that the proposed Jacquier extension will relieve traffic pressure from the four Hwy 50 access points east of the project. By combining the estimated Apple Hill Sunday PM Peak Hour rerouted traffic from the four easterly access points with the peak PM hour project plus year 2015 the maximum peak hour trips can be derived. I estimated that the traffic for the Cedar Grove exit would not change because of it's remoteness from the Jacquier extension and because it is the most convenient way to access the easterly reaches of Apple Hill. I estimated that 25% of the Carson Road East exit would likely be rerouted to the Jacquier extension but this appears quite high because the Carson Road West exit would be more convenient for traffic trying to penetrate Apple Hill in a westerly direction. Because the Carson Road West exit does provide the most central point to Apple Hill access I estimated that 50% of the traffic would be rerouted and likewise for the 5-Mile Road exit.

The estimated peak hour traffic estimates are tabulated on the Circulation Exhibit. The estimated peak PM hour inbound and outbound traffic for the 1996 project plus year 2015 plus an Apple Hill peak PM hour is 579 veh/hr and 361 veh/hr respectively. This estimate heaps conservative estimate upon conservative estimate to derive a peak PM hour traffic volume at an absolutely worst-case-scenario for a much larger project at a date 11 years in the future that happens to coincide with an Apple Hill weekend. Having stated that, the foregoing improbable peak results in less than 10 veh/min during the peak hour.

Also attached is the latest design criteria from CalTrans showing the minimum required separation between the ramps l local roads. The minimum distance is 410 ft (125 m). We do not even meet the minimum with this proposal. The location of the "buttonhook" connection is at the farthest constructible point from the Highway 50 ramps and represents the best location to relocate the road and still comply to the farthest extent possible with the CalTrans requirement. The

EXHIBIT A

# Memorandum

15-Apr-04

current location of the Point View and Cardinal connections are currently out of compliance and any relocation farther away from the ramps would be an improvement.

There was concern that a de-facto gated community was being created. If there is a concern that the local community could be trapped if there were a closure of the buttonhook an extra measure of safety could be gained by providing a gated emergency access to the west-bound ramp of Hwy 50. This would have to be approved by CalTrans also as it would be within their right-of-way. I have attached a sketch showing a probable location of an emergency access.

The same sketch shows an unrestricted right turn lane onto the west-bound ramp of Hwy 50. This should mitigate the concerns of the neighbors of being trapped in the buttonhook by Apple Hill traffic as a right turn exit will always be available.

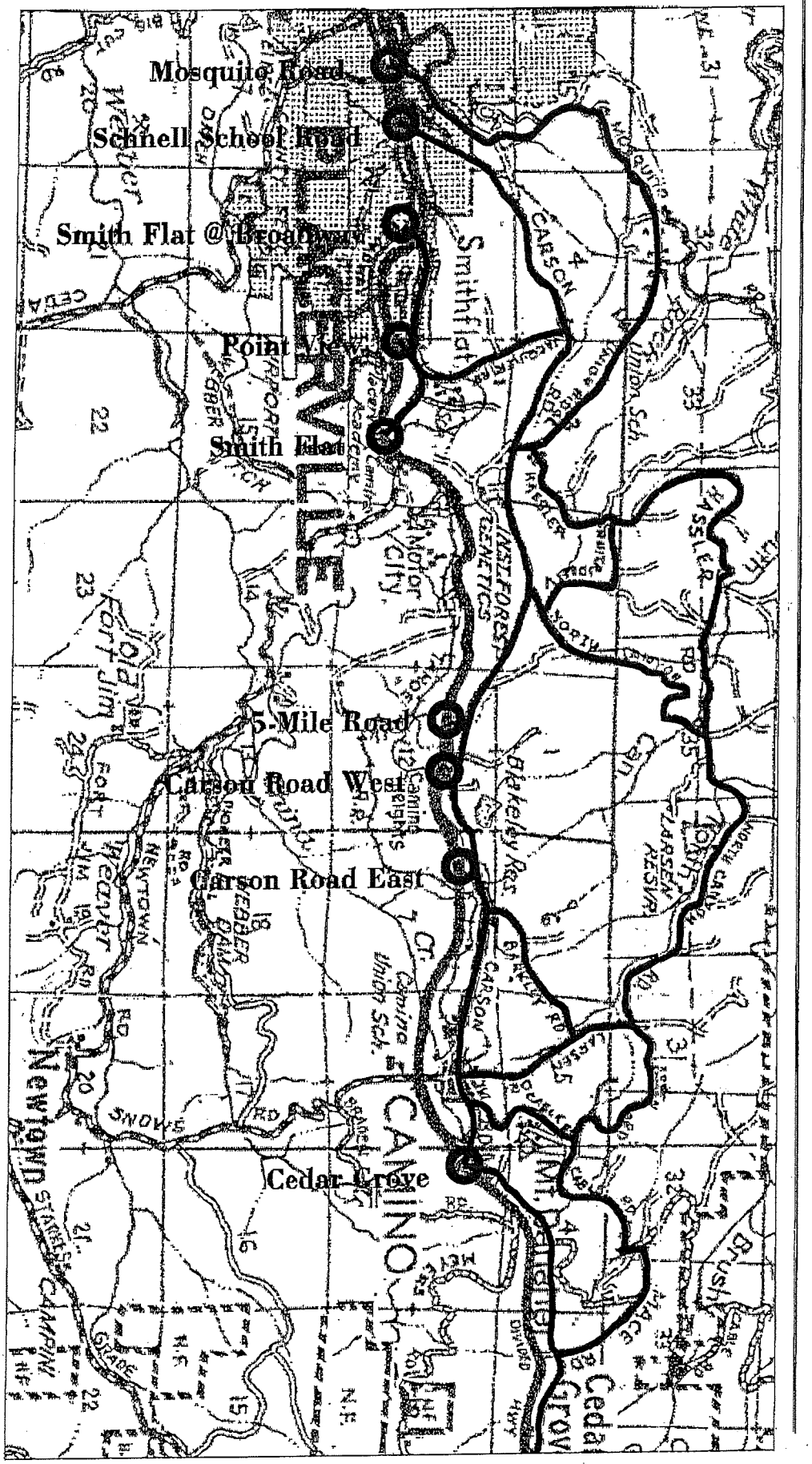
Also attached are AASHTO turning radius diagrams for an SU vehicle, large school bus, motor home, and a car pulling a camper trailer. All of the latter turning radius diagrams show a tighter required turning radius that the SU vehicle and will, therefore, be able to negotiate the buttonhook as effectively as the design vehicle.

I hope that the foregoing will clarify most of the issues raised with regard to traffic by the commission. Please do not hesitate to call if you have any further questions.

Regards,

Carl Damoude

3883 Ponderosa Road, Shingle Springs, CA 95682 tel 530.677.5513 fax 530.677.6645 Email: cdamoude@carlton-engineering.com




## PEAK HOUR TRAFFIC ESTIMATES

| | IN | OUT | COMMENTS |
|---|---|---|---|
| Year 2015 + Project | 428 | 240 | Omni-Means 1996 Peak Hour (PM) |
| 25% Carson Road East | 39 | 37 | Cal-Trans 2001 Apple Hill Peak Hour (PM) |
| 50% Carson Road West | 79 | 75 | Cal-Trans 2001 Apple Hill Peak Hour (PM) |
| 50% 5-Mile Road | 33 | 9 | Cal-Trans 2001 Apple Hill Peak Hour (PM) |
| Total | 579 | 361 | Estimated Peak Hour (PM) |

Project Location: Point View Drive, Smith Flat

Ownership Information: Edward Mackey, P.O. Box 8314, Auburn, CA 95604

Gateway Hotel and Gas Station

Circulation Exhibit

Revisions

PRELIMINARY

CARLTON ENGINEERING

97-103

# North Point Travel Center

## Traffic Study

Prepared For

The City of Placerville

Prepared By

OMNI-MEANS, Ltd.
Engineers & Planners
3001 Douglas Boulevard, Suite 300
Roseville, California 95661
(916) 782-8688

January, 1996

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CARLTON ENGINEERING
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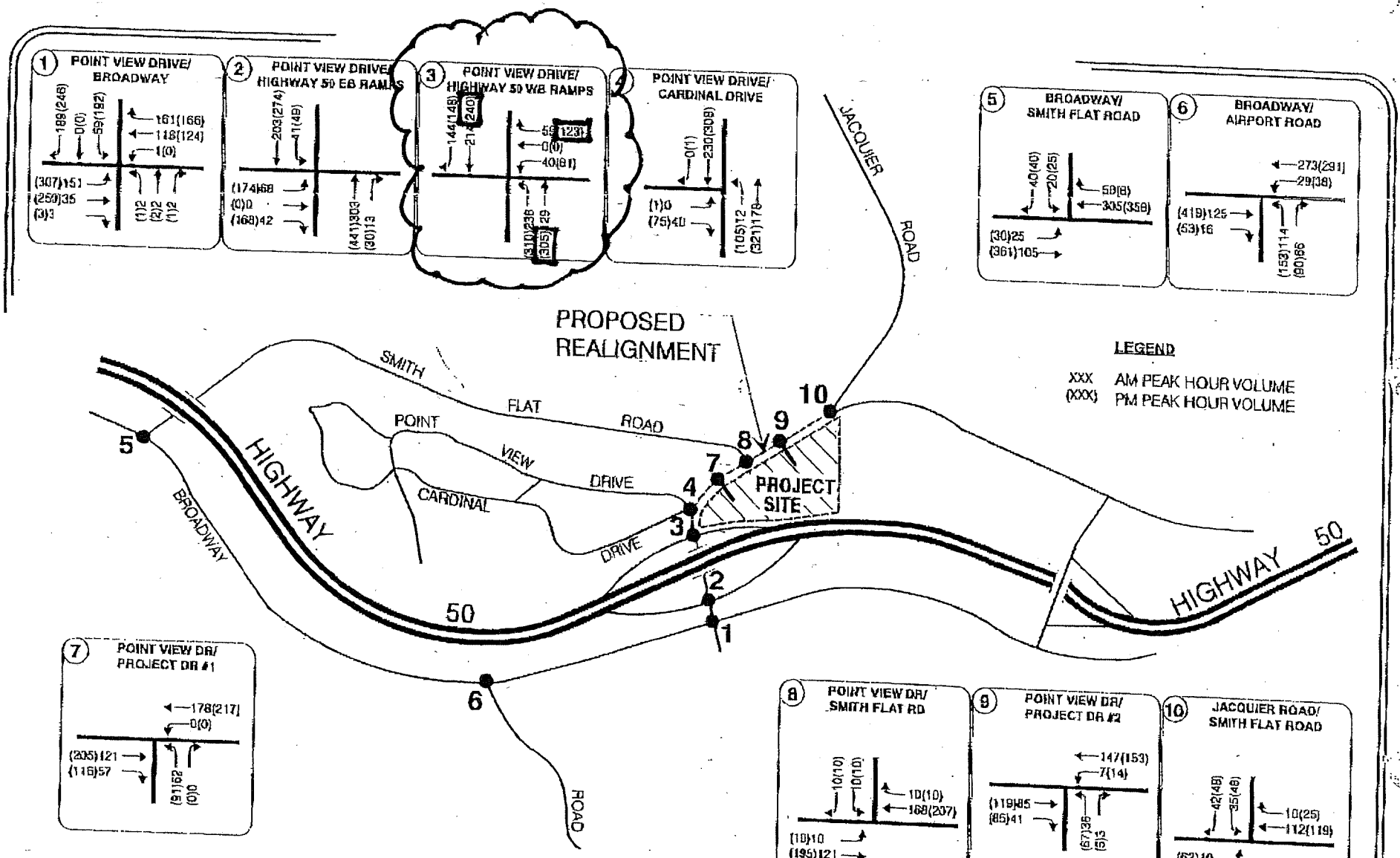



NORTH POINT TRAVEL CENTER

FIGURE 6

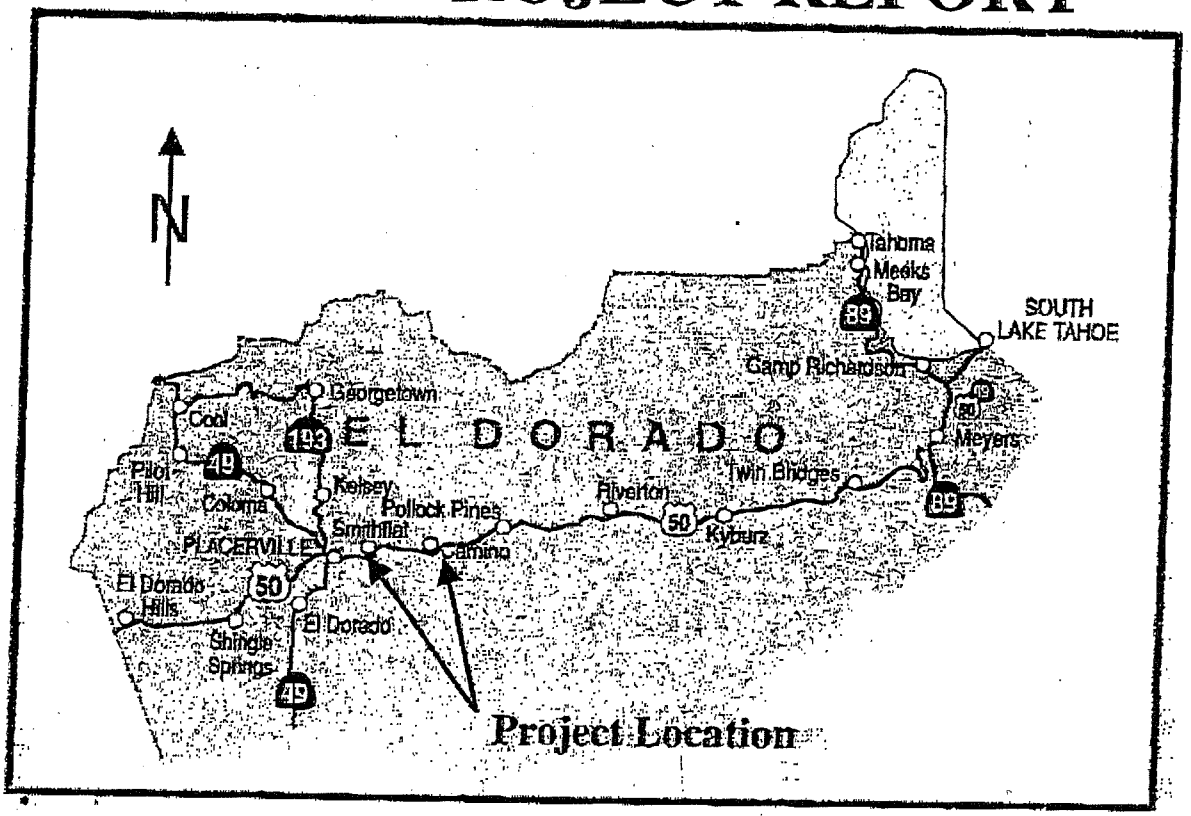
# YEAR 2015 PLUS PROJECT PEAK HOUR VOLUMES

Dwg File: 1920TG05.DS4 (020195) 24-1920-01

Caltrans Metric

03 - ED - 50, KP33.8/41.0(PM21.0/25.5)
03-0367400
Program Code 600

# DRAFT PROJECT REPORT




# FREEWAY CONVERSION PROJECT

## ON ROUTE 50 IN EL DORADO COUNTY FROM SMITH FLAT TO CAMINO

*I have reviewed the right of way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate.*

GARY HORN
Chief, North Region Right of Way

PRELIMINARY

APPROVAL RECOMMENDED:

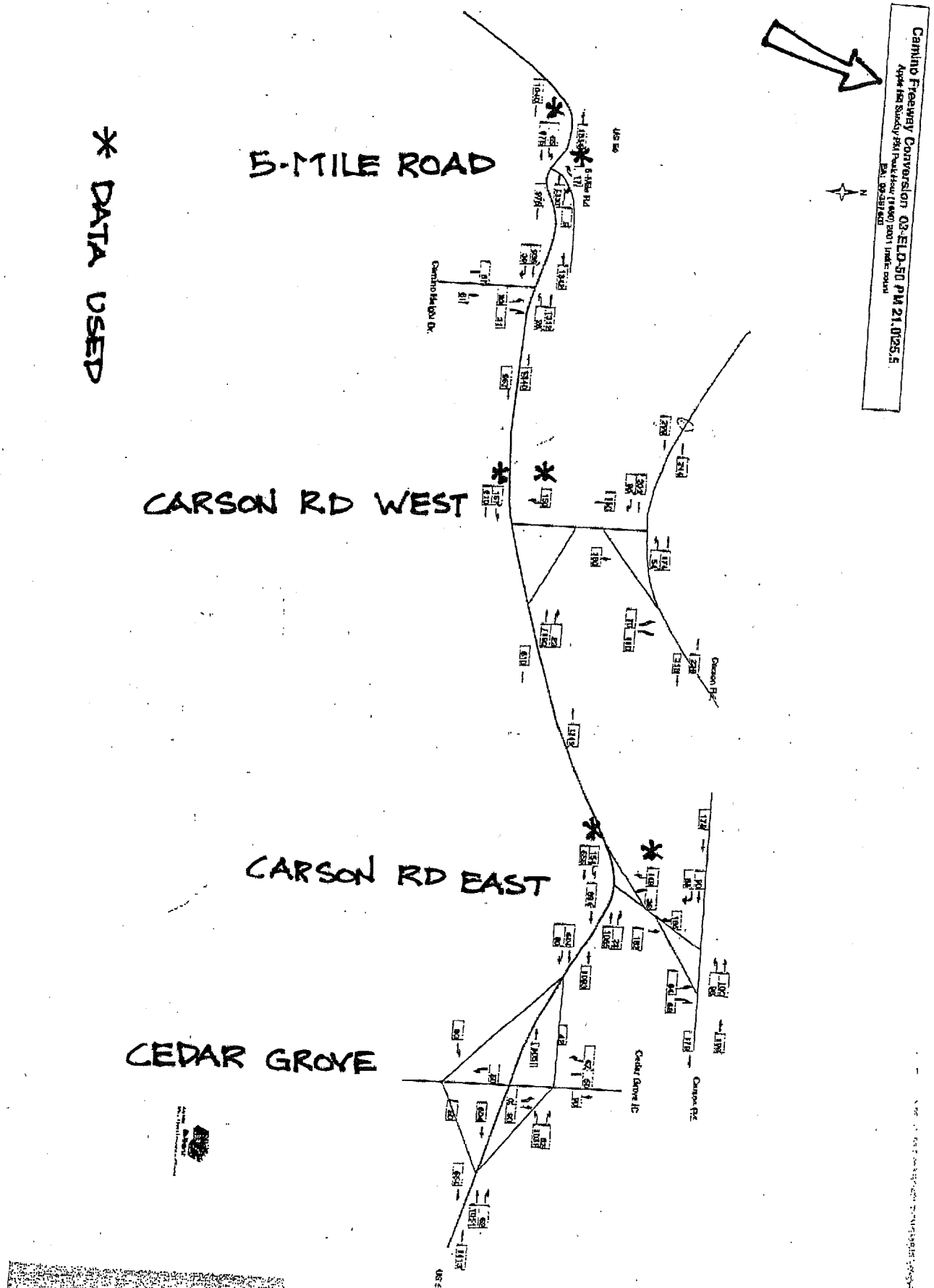
DONNA M. BERRY
Project Manager

APPROVED:

JODY E. LONERGAN
District Director

DESIGN EXCEPTION FACT SHEETS

* DATA USED



Appendix to Addendum
Gateway Hotel and Gas Station
Placerville, CA

Responses to Comments Submitted by
Stephan C. Volker on behalf of Save Our Neighborhood

May 11, 2004

City Staff has prepared these responses to comments received regarding the Gateway project.

After circulating an Initial Study/Mitigated Negative Declaration ("IS/MND") for the modified project, the City determined that an addendum is the more appropriate approach to environmental review of this project, given the prior review and approval history of the project. While the California Environmental Quality Act ("CEQA") does not require the City to prepare and circulate responses to comments received on an IS/MND, City Staff believes these responses will assist the City and the public in evaluating the potential impacts of the project.

The City received comments on the project from attorney Stephan C. Volker on behalf of Save Our Neighborhood, a community group. Mr. Volker asserts several bases for the conclusion that an Environmental Impact Report ("EIR") is required for the Gateway project. Each of his substantive comments is addressed below:

**CEQA Comments:**

Comment: *First, the project would destroy a significant montane hardwood-conifer woodland which presently provides habitat for sensitive wildlife species and provides an important aesthetic backdrop between U.S. Highway 50 and Smith Flat Road. According to the City's Staff Report, site development and grading activities will remove approximately 70 percent of the site's 215 pine and oak trees on this 8.2 acre site. This beautiful forest will be destroyed to make way for a 4-story hotel, dramatically degrading the scenic resource of the site.*

Response: As a commercially-designated area, the site is not subject to the City's Woodland and Forest Conservation Regulations. Relandscaping of the site is required, however, in accordance with the City's Site Plan Review Regulations, which require that 20% of the parking lot areas to be landscaped, one shade tree to be installed for every five parking stalls, and one landscape planter median for each 10 lineal parking spaces, and other onsite landscaping. The trees that are anticipated to remain on the site will be protected by a Tree Protection Plan prepared by a certified Arborist or Landscape Architect and implemented prior to grading activity.

The Biological Evaluation prepared for the project by Sycamore Environmental Consultants, Inc. in Spring 2003 concluded that while the



APPENDIX

site contains potential habitat for certain special status wildlife species, no special status species were actually observed on site during biological surveys, nor were any raptor nests observed on site.

The aesthetic impacts of removing trees from the site are not unexpected because the site was designated by the City's General Plan for commercial and tourist-oriented development and a larger version of the project was previously approved by the City for the same site. While the proposed project is a change from the status quo, this change was anticipated by the City and area residents when the current land use designations were first applied to the site and when the prior version of the project was approved in 1996.

The City's General Plan does not identify "montane hardwood-conifer woodland" as a sensitive habitat. This habitat is not identified as a sensitive natural community in local or regional plans. (See CEQA Guidelines, Appendix G, ¶ IV(b).)

Comment: *Second, the project will generate approximately 1,430 vehicle trips per day. This dramatic surge in traffic will increase ambient noise levels in the area by approximately 5 decibels.*

Response: As the preceding Addendum and the City's April 15, 2004, Staff Report note, the 1,430 trips per day generated by the modified project is far less than the 4,000 trips per day estimated for the previously approved version of the project. Thus, the project will result in a significantly smaller increase in traffic than previously estimated. Furthermore, this traffic would be spread over the course of a 24-hour period, with peak hour traffic levels amounting to an extra one or two cars per minute at the major intersections. City Staff therefore considers this potential impact to be less than significant.

With respect to noise impacts, both the Staff Report and the Addendum note the existing high level of ambient noise due to the proximity to Highway 50. The project would not significantly increase existing area noise levels. Furthermore, the applicant's plans for the proposed extension of Jacquier Road that will run through the project site call for the median of the road to be landscaped, which will help to mitigate noise from interior project traffic and provide an aesthetic benefit.

Staff does not believe that the project-generated, additional one to two cars per minute predicted to travel during peak traffic hours would significantly increase traffic noise in the vicinity of the project so as to create a significant noise impact.

Staff proposes a condition of approval to address potential increases in noise associated with the car wash.

Comment: *Third, the project will adversely effect [sic] 1.75 acres of wetlands, according to the Jurisdictional Delineation Report prepared for the project in May, 2003. These wetlands provides habitat suitable for a number of sensitive wildlife species, including the Foothill yellow-legged frog. Other aquatic species which may inhabit the area and may be harmed by the project include the Northwestern pond turtle.*

Response: As noted in the Addendum, the project applicant is already engaged in the Section 404 permit process of the U.S. Army Corps of Engineers to achieve no net loss of the site's wetlands. In the spring of 2003, a Biological Resources Evaluation was performed of the site by Sycamore Environmental Consultants, Inc. (A copy of the evaluation is available upon request from the City.) That evaluation found that while suitable habitat exists on site for Foothill yellow-legged frog, no individuals or signs of the frog's presence were actually observed on the site during the surveys. Similarly, while the site contains potential foraging, cover, and dispersal habitat for Northwestern pond turtle, the soils in the project site are not suitable for egg laying, nor were any signs of the species observed during the surveys. The evaluation also concluded that the project did not contain suitable habitat for the other special status amphibian, the California red-legged frog.

Both the yellow-legged frog and pond turtle are classified as federal and state "species of concern" but neither are listed as endangered or threatened. The biological evaluation recommended that a qualified biologist monitor construction activities in the creek to ensure that no frogs or turtles are present. The Planning Commission and City Council may require that such measures be included in the conditions of approval for the project.

Comment: *Fourth, this project will displace several significant wildlife species that inhabit the woodland portion of the project. The project site currently provides suitable nesting habitat for numerous raptors and migratory birds which are protected under the Migratory Bird Treaty Act, 16 U.S.C. § 701, et seq.*

Response: The biological evaluation performed for the project concluded that the woodlands of the site comprise suitable nesting habitat. No nests were observed during the study period. The biological evaluation recommended that a pre-construction survey be taken shortly before construction activities begin to ensure that no active nests are present and monitoring of activities if nests are discovered to ensure that raptors and their fledglings are not disturbed. Because surveys did not detect the

presence of raptor nests, such surveys are not required to avoid a significant environmental impact. The City could, however, include such a condition of approval in order to provide additional assurance that no impacts to raptors will occur.

Comment: *Fifth, the project poses significant growth-inducing impacts. The IS/MND acknowledges that peak traffic will increase dramatically, but fails to quantify, or even to identify the possibility of, the growth-inducing aspects of this traffic increase. This omission violates CEQA, Public Resources Code section 21100(b)(5), and CEQA Guidelines section 15126(d), precluding the adoption of a mitigated negative declaration.* Stanislaus Audubon Society, Inc. v. County of Stanislaus (1995) 33 Cal.App.4th 144, 147.

Response: As noted in the Addendum and staff reports, the project is consistent with applicable zoning and General Plan designations. Furthermore, the City's circulation element of the General Plan includes the Jacquier Road extension proposed as part of the project. The project does not extend infrastructure into a previously undeveloped area, or into an area where development is not presently allowed. The previously approved version of this project included the same improvements. Therefore, the project will not induce any growth that was not already anticipated by the City to occur in this area.

Comment: *The City's proposed adoption of a Mitigated Negative Declaration does not excuse the City from preparation of an EIR because the proposed mitigations are neither specifically identified nor fully enforceable. CEQA requires that mitigation measures must be specifically identified and fully enforceable through permit conditions, agreements, or other legally binding instruments. [Citations omitted.]*

*Contrary to these requirements, the City's Initial Study/Mitigated Negative Declaration ("IS/MND") defers identification of measures to mitigate this project's adverse impacts on wetlands to vague future reviews by other agencies. Although the IS/MND admits that "[t]he proposed development would likely involve dispersal of wildlife due to the grading and construction activities on site . . . [I]t is anticipated the impact, if any, to wildlife values due to grading and wetland fill will be addressed by the U.S. Army Corps and the Department of Fish & Game during their jurisdictional permit review processes." This attempted evasion of the City's present duty to mitigate any potential impacts to wildlife and other environmental resources effected [sic] by this project to insignificance violates CEQA.*

Response: As discussed in the Addendum, the mitigation measure relating to wetlands has been revised slightly in order to clarify the project

applicant's responsibility to achieve the Corps' "no net loss" standard of mitigation. As that measure provides, no project construction activities may be approved by the City until the applicant obtains a Section 404 permit from the Corps. As revised, the mitigation measure does not impermissibly defer the mitigation necessary to achieve a less than significant impact to wetlands and associated wildlife. This mitigation measure parallels mitigation incorporated into the project in 1997.

**Planning and Zoning Law Comments**:

Comment: *"A General Plan is a 'charter for future development within a city. . . . It embodies fundamental policy decisions to guide future growth and development. Virtually all local decisions affecting land use and development must be consistent with the general plan.' Federation of Hillside and Canyon Associations v. City of Los Angeles (2000) 83 Cal.App.4th 1252, 1260. Both conditional use permits and subdivision maps must be consistent with the local general plan. Neighborhood Action Group v. Calaveras County (1984) 156 Cal.App.3d 1176, 1183; Government Code section 66474(a).*

*The General Plan consistency requirement does "not require outright conflict between provisions [of the General Plan and the approval in question] before they can be found to be inconsistent. The proper question is whether development is compatible with and will not frustrate the General Plan's goals and policies." Napa Citizens for Honest Government v. Napa County Board of Supervisors (2001) 91 Cal.App.4th 342, 386.*

Response: The comment is an accurate description of the importance of the agency's General Plan, and the standard that applies to a local agency's determinations regarding whether a project is consistent with that agency's General Plan. Local agencies have considerable latitude in evaluating the consistency of proposed projects with an applicable land use plan. In *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 677-678, one California Court of Appeal described the legal standard as follows:

"The standard for judicial review of administrative decisions by local public agencies with respect to consistency with applicable general plans is whether the local adopting agency has acted arbitrarily, capriciously, or without evidentiary basis. A city's findings that [a] project is consistent with its general plan can be reversed only if [they are] based on evidence from which no reasonable person could have reached the same conclusion. . . .

". . . [C]ourts accord great deference to a local governmental agency's determination of consistency with its own general plan, recognizing that the body which adopted the general plan policies in its legislative capacity has unique competence to interpret those policies when applying them in its adjudicatory capacity. Because policies in a general plan reflect a range of competing interests, the governmental agency must be allowed to weigh and balance the plan's policies when applying them, and it has broad discretion to construe its policies in light of the plan's purposes. A reviewing court's role is simply to decide whether the city officials considered the applicable policies and the extent to which the proposed project conforms with those policies.

"Moreover, state law does not require precise conformity of a proposed project with the land use designation for a site, or an exact match between the project and the applicable general plan. Instead, a finding of consistency requires only that the proposed project be *compatible* with the objectives, policies, general land uses, and programs specified in the applicable plan. The courts have interpreted this provision as requiring that a project be in agreement or harmony with the terms of the applicable plan, not in rigid conformity with every detail thereof."

(Italics in original; footnotes, citations and internal quotations omitted.)

"A project is consistent with the general plan if, considering all aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Families Unafraid to Uphold Rural El Dorado County v. Board of Supervisors* (1998) 62 Cal.App.4th 1332, 1336 (internal quotations omitted).) "[I]t is beyond cavil that no project could completely satisfy every policy stated in [a general plan], and that state law does not impose such a requirement. [Citations.]" (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.)

Comment: *Contrary to the foregoing legal requirements, this project contravenes numerous goals, policies and objectives of the City General Plan. For example, the General Plan directs that "[t]he City shall make every effort to protect riparian vegetation." Id. at Section V, Goal A, Policy 1. This project violates this protection.*

Response: Staff believes the applicant has made every effort to protect riparian vegetation. Implementation of the project will result in disturbance of 0.95 acres of willow riparian habitat. This disturbance is unavoidable due to the topography of the site. The applicant has submitted an application to the Corps of Engineers to authorize this activity. To mitigate this impact, the applicant will restore 0.30 acres of willow riparian habitat on site, at the new confluence of Hangtown Creek and the unnamed channel. The applicant will also purchase appropriate credits from a mitigation

bank approved by the Corps of Engineers. These measures will result in no net loss of riparian habitat.

Comment: *The General Plan directs that "[n]ew development shall be sited to protect native tree species, riparian vegetation, important concentrations of natural plants, and important wildlife habitat, to minimize visual impacts and to provide for continuity of wildlife corridors." Id. at Section V, Goal A, Policy 3. This project violates this mandatory policy.*

Response: The Project site has not been determined to be an important wildlife habitat or to constitute a recognized wildlife corridor. The biological survey indicates the site does not contain an important concentration of native plants. The site's location adjacent to Highway 50 and existing residential areas limits its value as a wildlife corridor. Biological surveys of the site did not find endangered, threatened or rare species. Due to the topography of the site, mass grading is required for any proposed commercial use of the site, as called for by zoning that has been in place for well over ten years. Due to grading requirements, 70% of the on-site trees must be removed. The remaining 30% of on-site trees will be retained. Replanting and landscaping will occur pursuant to the City's Site Plan Review Regulations, Streetscape Policy and Caltrans regulations. The parking lot will be landscaped, as will a median located along the Jacquier Road extension. Existing trees will be preserved to the extent feasible to screen views from existing adjacent residences. In particular, trees will not be removed in the area north of the proposed connecting road between several dwellings and the Grange on Smith Flat Road. The retained and planted trees will serve as a visual buffer between adjacent uses.

City staff concludes the project is consistent with this policy.

Comment: *The General Plan also directs that "[t]he City shall take action to ensure the protection of Hangtown Creek and the creek area." Id. at Section V, Goal A, Policy 11. This project violates this policy.*

Response: The City and Applicant will ensure the protection of water quality by implementing an erosion control plan that utilizes silt fences, rock bags that surround catch basins, curb inlets, straw wattles and a silt fence directly adjacent to Hangtown Creek, along with hydroseeding cut slopes. The City's Grading, Erosion and Sediment Control regulations also apply to the project. All construction will be subject to Site Plan Review by the City. The Applicant has already received a Water Quality Certification from the Central Valley Regional Water Quality Control Board under section 401 of the Clean Water Act. In addition, the Applicant will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System program.

This plan and related regulatory conditions will mitigate impacts due to erosion or sedimentation during construction.

The project would involve the realignment of an existing stream channel that empties into Hangtown Creek downstream from the site. The applicant is required to mitigate drainage impacts that might impact Hangtown Creek. Therefore, the Project will include a storm drainage system that is designed to carry the 100 peak year runoff rates in Hangtown Creek. Existing drainage system facilities will be modified to insure adequate culvert size. An underground retention basin has been incorporated into the Project site. This retention basin is located under the two easterly parking areas and will regulate outflow and create reserve capacity during heavy storms. The underground retention system will offset the additional site coverage impacts to the drainage system. The applicant must submit an engineered hydrologic study to confirm that the site will provide adequate stormwater retention capacity.

In the vicinity of the project site, Hangtown Creek currently travels through a series of undersized corrugated metal culverts. Because the culverts are undersized, the area floods on a regular basis. The culverts are a barrier to fish migration. As part of the project, the applicant will replace 167 linear feet of corrugated metal culverts with 230 feet of natural bottom arch culverts and a box culvert that provide better habitat for fish. The replaced culverts will help restore Hangtown Creek.

The project includes realigning an unnamed channel that currently parallels the south side of Smith Flat Road. The project will realign this channel so that it flows through a restored riparian corridor, and then into Hangtown Creek. This realignment will increase summertime flows into the creek, and thus will improve the creek habitat.

The project includes restoration of 0.30 acres of willow riparian habitat immediately adjacent to Hangtown Creek. This restoration will improve creek habitat. The project includes additional, off-site mitigation of wetlands and riparian habitat through acquisition of appropriate credits from a mitigation bank approved by the Army Corps of Engineers, such that there is no net loss of such habitat.

City staff concludes the project is consistent with this policy.

Comment: *The General Plan also mandates that "[t]he City shall amend the zoning ordinance to require setbacks from water courses in accordance with Policy V.D.1." Id. at Section 5, Goal I, Implementation Program 5. Contrary to this requirement, the Project requires no setback from any water courses, and would harm, rather than protect, Hangtown Creek and related wetlands areas.*

Response: This program implements policy V.D.1, which states: "The City shall make every effort to protect riparian vegetation. To this end, buildings and improvements shall be set back from watercourses." (Placerville General Plan, Policy Document, p. 50.) Impacts and mitigation related to Hangtown Creek are discussed above. The project does incorporate setbacks from this creek. Buildings and on-site improvements will be located on the opposite side of the Jacquier Road extension. The creek corridor itself will be restored and improved as a result of the project. Stream crossings by roads will be minimized, and existing undersized corrugated metal culverts will be replaced.

Exhibit C

El Dorado Irrigation District

RECEIVED
DEC 08 2016
CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

Letter No.: EEO2016-1479

December 8, 2016

VIA FIRST-CLASS MAIL

Brad Whitaker
Apple Hill Hospitality LLC
23041 Mill Creek Drive
Laguna Hills, CA 92653

Subject: Facility Improvement Letter (FIL), Placerville Hampton Inn & Suites - Revised
Assessor's Parcel No. 048-290-42 (Placerville)

Dear Mr. Whitaker:

This letter is in response to your email request dated December 8, 2016 and is valid for a period of three years. This FIL supersedes the FIL dated September 26, 2016 and reflects revised fire flow requirements. If facility improvement plans for your project are not submitted to El Dorado Irrigation District (EID or District) within three years of the date of this letter, a new Facility Improvement Letter will be required.

Design drawings for your project must be in conformance with the District's *Water, Sewer and Recycled Water Design and Construction Standards*.

This proposed project is a hotel on 3.0 acres. Water service, private fire service and fire hydrants are requested. The property is within the District boundary.

This letter is not a commitment to serve, but does address the location and approximate capacity of existing facilities that may be available to serve your project.

**Water Supply**
As of January 1, 2016, there were 12,537 equivalent dwelling units (EDUs) of water supply available in the Western/Eastern Water Supply Region. Your project as proposed on this date would require 10 EDUs of water supply.

**Water Facilities**
An existing 8-inch water line is located west of the property to be developed in Point View Drive and another 8-inch water line is located to the east in Smith Flat Road (see enclosed System Map). The El Dorado County Fire Protection District issued a revised fire flow letter dated November 15, 2016 establishing the minimum fire flow for this project at 2,375 GPM for a 4-hour duration while maintaining a 20-psi residual pressure. The maximum fire flow available from a single connection to either of the 8-inch water lines is approximately 1,500 GPM. The maximum fire flow available by constructing a looped water line extension by connecting to both of the existing 8-inch water lines is 2,500 GPM. Portions of 8-inch water line were previously installed in Jacquier Road for a former project on this site, and where designed to achieve the requested 2,375 GPM fire flow. The hydraulic grade line for the existing water distribution

facilities is 2,470 feet above mean sea level at static conditions and 2,335 feet above mean sea level during fire flow (2,500 GPM) and maximum day demands.

The flow predicted above was developed using a computer model and is not an actual field flow test.

**Sewer Facilities**
The District does not have any sewer system in the area. Contact the City of Placerville regarding sewer service.

**Easement Requirements**
Proposed water lines and related facilities must be located within an easement accessible by conventional maintenance vehicles. When the water lines are within streets, they shall be located within the paved section of the roadway. No structures will be permitted within the easements of any existing or proposed facilities. The District must have unobstructed access to these easements at all times, and generally does not allow water or sewer facilities along lot lines.

Easements for any new District facilities constructed by this project must be granted to the District prior to District approval of water improvement plans, whether on site or off site. In addition, due to either nonexistent or prescriptive easements for some older facilities, any existing onsite District facilities that will remain in place after the development of this property must also have an easement granted to the District.

**Environmental**
The City is the lead agency for environmental review of this project per Section 15051 of the California Environmental Quality Act Guidelines (CEQA). The City's environmental document should include a review of both offsite and onsite water facilities that may be constructed by this project. You may be requested to submit a copy of the City's environmental document to the District if your project involves significant off-site facilities. If the City's environmental document does not address all water and sewer facilities and they are not exempt from environmental review, a supplemental environmental document will be required. This document would be prepared by a consultant. It could require several months to prepare and you would be responsible for its cost.

**Summary**
Service to this proposed development is contingent upon the following:

- The availability of uncommitted water supplies at the time service is requested;
- Approval of the City's environmental document by the District (if requested);
- Executed grant documents for all required easements;
- Approval of an extension of facilities application by the District;
- Approval of facility improvement plans by the District;
- Construction by the developer of all onsite and offsite proposed water and sewer facilities;
- Acceptance of these facilities by the District; and
- Payment of all District connection costs.

Services shall be provided in accordance with El Dorado Irrigation District Board Policies and Administrative Regulations, as amended from time-to-time. As they relate to conditions of and fees for extension of service, District Administrative Regulations will apply as of the date of a fully executed Extension of Facilities Agreement.

If you have any questions, please contact me at (530) 642-4054.

Sincerely,

Michael J. Brink, P.E.
Supervising Civil Engineer

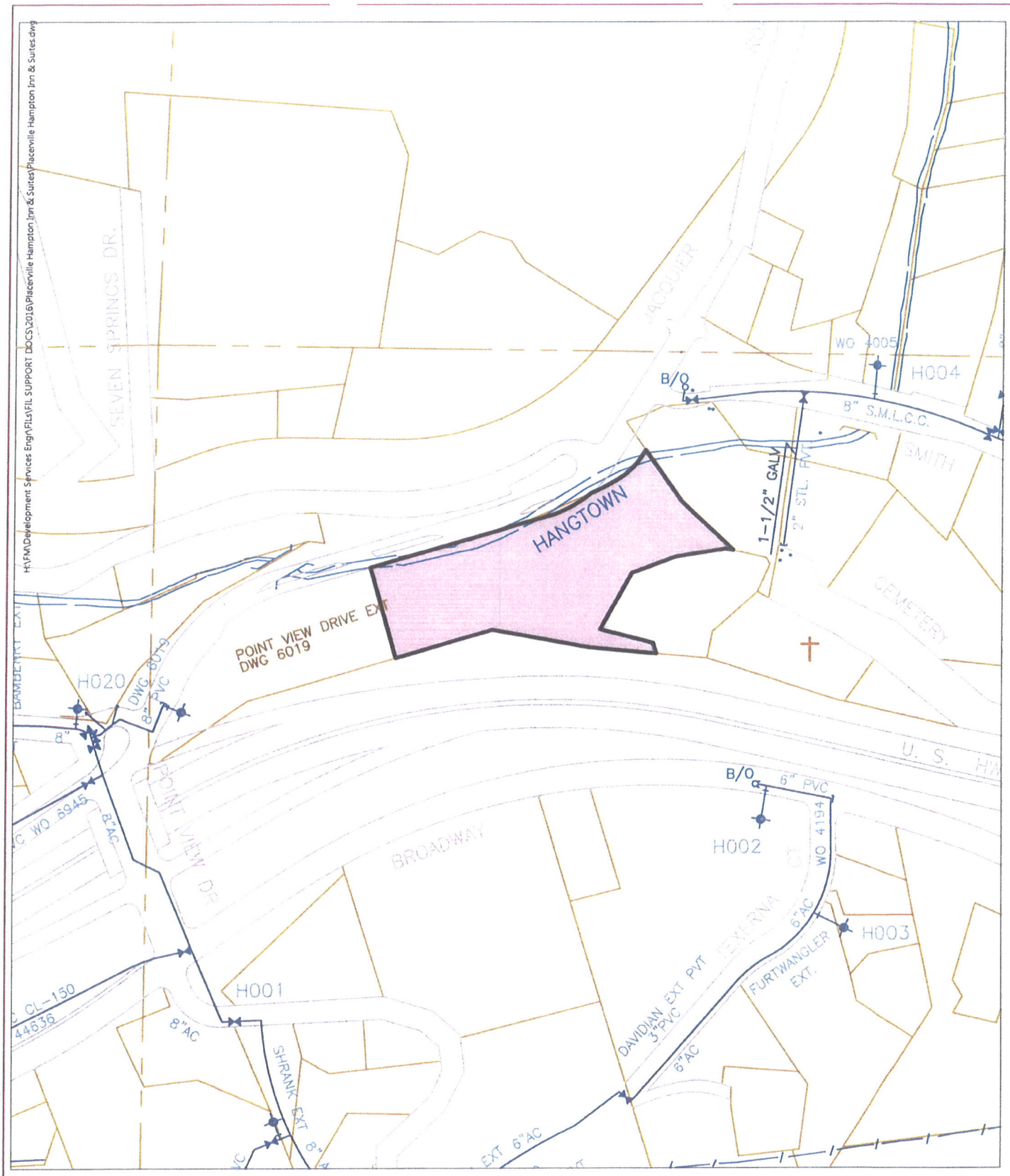
MB/MM:at

Enclosures: System Map

cc w/ System Map:

Andrew Painter
City of Placerville Planning
Via email – pv.planning@gmail.com

Brandon McKay – Deputy Fire Marshal
El Dorado County Fire District
Via email - McKayB@eldofire.com




El Dorado Irrigation District
System Map

DATE: September 22, 2016

WARNING: For schematic purposes only. Exact pipe location must be field verified.

Placerville Hampton Inn & Suites

WATERLINE

SEWERLINE

APN: 048-290-42

Scale: 1" = 250'

*Bobbie North*
*P O Box 1594*
*Tubac, AZ 85646*
*Phone: 520 398-8105*
*Email: bobbie.north@yahoo.com*

Exhibit D

Development Services Department
Planning Division
3101 Center Street
2nd Floor
Placerville, CA 95667

December 28, 2016

Dear Sir or Madam,

The letter concerning the 3001 Jacquier Road – Site Plan Review 16-02 & variance 16-01 for the Smithflat hotel project was post marked December 16th and delivered to me December 24th. With holidays, that makes getting a response back to you by January 2nd very difficult. As I am sure you know by now there are some errors in your letter regarding dates. In any case I will email this to you and mail the 6 copies tomorrow.

I have been dealing with the hotel project since its initial attempt in 1977. We have since gone through many stages. When it was first discussed to put in the Point View exit, I spoke with Randy Paces a number of times regarding the purchase of a portion of my property. Eventually the City decided to just run the exit along the edge of my property line. I discussed the matter of the prescriptive easement on my property also adjacent to that same property line as it enhanced the value of the property having two paths of access. He assured me that my easement would not be affected by the new exit and if by some remote chance it was, there could be a stipulation put in place that it would be reinstated and constructed when the hotel was built, at their expense.

Then Randy retired and I began working with Matt Stone who was following up with the project and did some research about the easement, including talking to Randy. In the final hour Matt called me to say Randy had no memory or our discussions and the there was no easement recorded. It was not record as it was prescriptive. When the exit was constructed, the easement was obliterated and some type of meter was even placed where it was. To my knowledge that easement was in existence since 1945 at least. I think that it the definitely a prescriptive easement.

So now that the hotel is ready to move forward again, it is my request that the easement be reconstructed where it was for at least 60+ years. There also must be some notation in Randy's old records with regard to our many conversations.

So in conclusion I request that the requirement to reconstruct the easement be included when the hotel moves forward and that it be done at the developer's expense.

Thank you for your consideration of this issue,

Bobbie North

*Emailed December 28, 2016, Mailed US Mail December 29, 2016*