



## **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](tel:9165576617) Fax: [\(916\) 557-6877](tel:9165576877)  
[peck.ha@usace.army.mil](mailto: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 ASI.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.