

Item 4

“Placerville, a Unique Historical Past Forging into a Golden Future”



City of Placerville Planning Commission
STAFF REPORT

APPLICATION NO.: Site Plan Review 21-03, Variance 21-01, VAR 21-02, Environmental Assessment EA 21-01

DATE: December 21, 2021

REQUEST: Site Plan Review Approval for a 106 room hotel (“Placerville Hotel”) and Variance requests for building height and compact parking spaces.

STAFF: Pierre Rivas, Development Services Director

APPLICANT/OWNER: Apple Hill Hospitality, LLC

REPRESENTATIVE: Brett Miller, Eat.Drink.Sleep

LOCATION: 3001 Jacquier Road, southeast corner of Jacquier Road and Smith Flat Road, north of U.S. Highway 50, APNs: 048-290-042 (hotel), 048-290-044 (parking), and 048-210-038 (detention pond)

GENERAL PLAN: Highway Commercial

ZONING: Highway Commercial - Airport Overlay (HWC - AO)

PARCEL AREA: 3.013 acres

CURRENT USE: Vacant: existing foundation-suspended construction on a 102-117 room hotel (Holiday Inn Express and subsequently a Hampton Inn and Suites).

SURROUNDING USES: North - Rural Residential; West - Single & Multi-Family Residential; South - Highway 50; East - Mixed Residential & Commercial (Smith Flat area)

REQUIRED SETBACKS: None

RECOMMENDATION: Adopt findings and approve Site Plan Review 21-03 for a 106 room hotel (“Placerville Hotel”); and adopt findings and approve Variance 21-01 for building

height allowing for a maximum height of 53 feet and approve Variance 21-02 to allow up to a total of 44% compact parking spaces in lieu of 20%.

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 the Anderson Pea Soup Development Plan allowing for a 104-unit motel, restaurant, coffee shop, banquet facilities, lounge, retail area, gas station and mini-mart on the subject site. The Anderson Pea Soup Development Plan approvals have long 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 (North Point Travel Center) 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 was never constructed and the entitlements expired.

In 2004, the City Council conditionally approved a 102 room hotel (Holiday Inn Express) 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 (foundation only) and required road improvements 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.

On January 17, 2017, the Planning Commission approved a 112 room hotel (Hampton Inn and Suites) on the subject site. The existing foundation constructed for the Holiday Inn Express was to be removed. The subject Hampton Inn and Suites hotel project proposed major building elevation design and site plan modifications from that approved for the Holiday Inn Express Hotel project expressing a more corporate brand hotel elevations, but was modified adding stone and wood element to create a foothill appeal. The approval also included a variance allowing for an average height of 55 feet. This hotel project was never constructed and the entitlements expired.

In September 2021 an application was submitted for the subject 106 room “Placerville Hotel.” The Placerville Hotel project proposes major building elevation design modifications from that approved for the Hampton Inn and Suites hotel project. The subject project seeks entitlements for the construction of the hotel only. No development on the adjoining property under the same ownership is proposed, with the exception of approximately 14 parking spaces. Planning Commission review and approval is required for the site plan review application and two variance applications.

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 (Holiday Inn Express). The applicant proposes to utilize the existing foundation and site improvements. This request involves the following components.

- A 4-story 106 room hotel with restaurant, approximate 3,000 square feet of meeting space, 3,000 square feet of outdoor restaurant-event space, outdoor Jacuzzi, fitness facilities, and roof deck event space;
- A variance request to allow an average building height of 46 feet in lieu of 40 feet in a HWC Zone;
- A variance request to allow for 44% of the proposed 123 parking spaces to be compact spaces in lieu of maximum of 20% permitted with a minimum size of 7 feet by 17 feet.

- Complete the 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.
- Complete the construction of the off-site the 6.6 acre detention pond and drainage appurtenances. The detention pond is to be located on APN 048-210-038. This 13.71 acres parcel (former lumber mill and yard) is located in the unincorporated El Dorado County and is within the City’s Sphere of Influence. The pond would be subject to permitting through El Dorado County.

BUILDING AND SITE DESIGN

Building Elevations

The exterior design of the proposed hotel is described as “mountain modern” architecture. In contrast to the formerly approved Hampton Inn & Suites, the proposed building elevations incorporate design components of wood and stone, and earth tone colors that enhance local design compatibility elements and which compliments the overall building mass. Building elements include the use of tubular windows and canopies, the extensive use of stone, building façade variations, shed roof and variable roofline forms, roof top deck, and room balconies.

The main entrance to the proposed hotel has a street frontage orientation with a porte-cochere providing a large main entrance allowing for vehicles to pass through the building with parking in the rear. Staff considers the difference in building orientation with the former Hampton Inn which had an inward orientation rather than a street frontage orientation and without pedestrian access from the lobby to the street to be a substantial improvement and is consistent with the City’s Design Criteria.

Parking

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

| <u>Use</u> | <u>Proposed Parking</u> | <u>Required Parking (City code)</u> | <u>I.T.E. Parking Standards¹</u> |
|-------------------|-------------------------|-------------------------------------|---|
| Hotel (106 rooms) | 123 | 106 | 106-138 ² |

¹ with on-site restaurant/lounge

² Land Use 310 Hotel, range: urban versus suburban respectively, ITE Parking Generation 4th Edition

As the above Table shows, proposed parking for the uses on the site is 123 spaces. The City’s parking requirement for hotels is 1 space per room or 106 spaces. 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 310 hotel varied whether the hotel was located in an urban or suburban location. The ITE rate suggests ranges from 106 to 138 spaces are needed (1.0 versus 1.3 spaces per room respectively). Although, staff believes 123 parking spaces is adequate, a discussion of parking is necessary given the location is unique location and the applicant is proposing that 44% of the spaces be compact. The Zoning Ordinance allows a maximum of 20%. 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. A conditional of approval addressing this is incorporated. The applicant should be afforded the discretion to reduce parking/cost, reduce the number of proposed compact spaces, and should consider providing charging stations for electric cars. Staff believes the applicant is proposing charging stations on the parking located on the adjoining parcel.

Signage

Signage for the proposed hotel is summarized in the table below (also see proposed sign plan).

| Sign Type | # | Location | Area s.f. | Height |
|----------------------------|----------|-------------------|------------------|---------------|
| A. Awning Sign | 1 | North Elevation | 91 | n/a |
| B. Patio Wall Sign | 1 | North Elevation | 40 | n/a |
| C. Pole Sign | 1 | North Elevation | 32 max | 9 ft. |
| D. Wall Sign | 1 | West Elevation | 64 | n/a |
| E. Multi-Tenant Pylon Sign | 1 | Off-ramp Approach | TBD | TBD |

The four signs (A through D) are proposed to be internally illuminated. Specific signage construction and type is not known at this time. A condition of approval will require that a specific sign plan be submitted for review and approval by the Planning Commission. The proposed wall signs appear appropriate with respect to the context and scale of the hotel elevations and each proposed location. The proposed pole sign (Sign C) is ground sign by City Code definition (under 10 ft. in height). The architectural support structure and materials is not known. The required sign plan submittal will need to show these details. The linear length of the building frontage is approximately 330 feet. As such, the project is afforded a maximum of 200 square feet of wall signage. The wall signage as currently proposed totals 104 s.f.

The proposed multi-tenant pylon sign shown on the far west side of the adjoining parcel (048-290-044) at this point in time is considered an off-site advertising sign and is

not permitted until such time as a project is approved and a use established. Such a multi-tenant pylon sign may be permitted by a conditional use permit at a future date.

Exterior Lighting

A full exterior lighting plan was not submitted with the site plan review application. A condition of approval will. An exterior lighting plan generally consists of three types of lighting which may include under-canopy lighting; wall mounted fixtures or “wall paks” and parking lot light standards. The specifications of each fixture would need to be provided. Staff has reviewed the exterior parking lot lighting 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. The photometric plan (Sheet A1.3) shows a typical parking lot standard and building mounted luminaire. The locations are not known. A condition of approval requiring the submittal of an exterior lighting plan for review and approval by the Planning Commission is incorporated herein.

Landscaping

A Preliminary Landscaping Plan (Sheet A1.1) accompanies the application. Staff has reviewed the plan and concludes that the plan substantially conforms to the City’s landscape criteria in terms of the plant palette. More specifically staff finds that: the street tree variety and spacing appears to be met; the type of and spacing of parking lot trees is substantially met, however, a calculation will need to be made to demonstrate that the parking lot trees will provide for 50% shading at 15 years; the “suggested plant pallettes” listing type of groundcover and shrub proposed is met, and the landscaping is drought tolerant and low in water use. It is suggested that the use of coast redwood trees require irrigation be substituted with a more drought tolerant tree such as deodar cedar.

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. The location of the propane tank(s) is not shown. A condition of approval addresses this issue that requires a combination of physical and landscape screening subject to approval by staff.

In addition, staff will review the final landscape plan with attention to the need to ensure adequate defensible space against fire hazards is provided.

HIGHWAY IDENTIFICATION

Staff has had several internal discussions regarding the Highway 50 off-ramp identification signage that indicates Point View Drive exit. Staff feels there is a need to request to change or add Jacquier Road to the off-ramp Caltrans sign. Jacquier Road is an arterial and is the dominant road that connects Highway 50 to Carson Road and it should be indicated for the traveling motorist. Staff intends to 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 administrative in nature.

VARIANCE-BUILDING HEIGHT

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 46 feet with a maximum height of 46 feet and 7 inches. Staff notes that the Hampton Inn Hotel received approval for an average height of 55 feet.

In accordance with state planning law, 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 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.
- The primarily flat roof on the proposed hotel with the architectural variations adding dimension and the elevator overruns push the height to approximately 6 feet on average above the maximum height in the Highway Commercial Zone. It is difficult to achieve a building height of a four story hotel to a maximum of 40 feet given the appurtenances of a destination hotel.

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.

VARIANCE-COMPACT PARKING SPACES

The hotel proposes the following parking:

| | |
|---------------------------------|-----|
| Accessible - Standard: 9' x 18' | 4 |
| Accessible - Van: 12' x 18' | 1 |
| Compact: 8' x 16' | 15 |
| Compact: 9' x 16' | 39 |
| Standard: 8' x 18' | 18 |
| Standard: 9' x 18' | 46 |
| TOTAL | 123 |

The City Code for parking standards requires one space for each room. Therefore, the proposed 106 room hotel requires 106 parking spaces. The Code allows up to 20% of the total required may be compact spaces of not less than 7' x 17 in size. Of the required of 106 spaces, 21 may be compact in size leaving at least 85 must meet standard. Since only 69 spaces meet standard, this provides for 37 compact spaces or 35%. It should be noted that 39 spaces are 9' x 16' in size. The primary issue with compact spaces is that the width of the average car cannot be adequately accommodated without the potential in inflict minor damage to the adjoining car. This width meets the minimum standard dimension. Most vehicles can be accommodated within the 16' width. The remaining 15 stalls provide a width of 8' which is one foot more in width than the minimum compact space. Should the compact 9' x 16' be 'considered' meeting the standard threshold, then 108 parking spaces are provided or 101% meeting standard.

Staff believes that the Commission can make the necessary findings to support the granting of a variance for the additional percentage of compact parking spaces. 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.
- The project is utilizing the adjoining parcel for additional parking area adding 14 spaces.
- The project proposes reducing the length (from 18' to 16') and not the width (maintaining 9') of 39 compact spaces which will adequately accommodate the average vehicle excepting the larger trucks and suburban vehicles.

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 by providing a number of spaces within the range of 106 to 138 parking spaces as analyzed in the parking section of the staff report.

PLACERVILLE ECONOMIC ADVISORY COMMITTEE (PEAC)

A presentation was made at the December 10, 2021 by Steve Smith, Vice President of Operations and Chief Operating Officer of Eat.Drink.Sleep. Mr. Smith provided a detailed presentation of the hotel elevations, features, and its proposed operations and market demographics. Although no formal recommendation was made by PEAC since this was an informational item, the PEAC members present were unanimous in their support of the project and that it would have a beneficially economic impact on the City and County by further supporting the tourist industry.

AGENCY COMMENTS RECEIVED

Comments were received from the following public agencies and are attached.

1. El Dorado Irrigation District, received November 29, 2021
2. El Dorado County Air Quality Management District, received December 6, 2021
3. U.S. Army Corps of Engineers Sacramento District, received December 13, 2021

4. El Dorado County Environmental Department, received December 13, 2021
5. El Dorado County Transportation Commission, received December 14, 2021

PUBLIC COMMENTS RECEIVED

Comments were received from the public and are attached.

1. Janet Kelly, 1870 Point View Drive, received December 13, 2021

ENVIRONMENTAL DOCUMENT

Background:

The Environmental document and review process regarding not only this (Placerville Hotel) project but the three previous hotel projects (North Point Travel Center, 1996; the Holiday Inn Express, 2006; and the Hampton Inn and Suites, 2017) is more involved and complex than most environmental documents and therefore a historical overview and discussion regarding the environmental review and document process is required.

In advance of this discussion, it is important to note that the site previously had approved (entitled) two hotels. The Holiday Inn Express began construction, graded the site and construction the foundations prior to the project becoming insolvent. This request is before the Planning Commission primarily to review and approve the site plan and building elevations since much of the site modifications and road reconstruction and realignment work has already been done.

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 Attachment 1). 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 severe 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 Edward 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 Express Project, which was subsequently used for the approval of the Hampton Inn and Suites project.

Analysis:

In order to establish the proper environmental review tract for the Placerville Hotel project staff conducted a thorough review of the three 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 three 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 | 7,800 sf | 83,400 | 149 | Yes | 27,500 |
| 2005 | Holiday Inn Express | 102 ² | 4 | 600 sf | 63,000 | 111 | Yes | 27,500 |
| 2016 | Hampton Inn and Suites | 112 | 4 | 2,700 sf | 70,600 | 135 | Yes | 28,000 |
| 2021 | Placerville Hotel | 106 | 4 | 2,200 sf | 79,822 | 123 | Yes | 27,000 ³ |

¹ Vehicles per day.

² Settlement agreement allows up to 117 rooms.

³ AADT at Point View Drive, Caltrans, 2020.

The matrix above clearly shows similarities between the four 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 four 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 Placerville 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 Placerville Hotel project will result in new or more severe 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 almost forty 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, five hotels have been approved for the site. Previous

hotels on the site received strong support from the business and agri-tourism communities. The proposed Placerville Hotel proposal has incorporated architectural elements attempting to promote a mountain modern theme which fits well in the foothill area upon which it is to be located and does not conflict with any surrounding land uses or architecture styles. 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 in accordance with CEQA Section 15162 that the use of the previously prepared Negative Declaration for the Gateway Hotel and Gas Station Project Addendum dated May 11, 2004 used for the Hampton Inn and Suites Project approved January 17, 2017 is appropriate based on the following findings as supported by evidence in the record:

(1) No substantial changes are proposed in the project with respect to the previously approved Holiday Inn Express project and the Hampton Inn and Suites 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) No substantial changes would 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.

(3) No 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 not have one or more significant effects not discussed in the previous negative declaration.

(B) No significant effects previously examined will be substantially more severe than shown in the previous MND.

(C) No identified 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.

(D) No mitigation measures or alternatives which are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

3. Make the following findings for Site Plan Review 21-03:

A. The project design is consistent, as conditional, with the objectives and criteria set forth in the Site Plan Review Ordinance and supporting Development Guide 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.

4. Make the following findings for Variance 21-01:

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 allowing for a building height of 46 feet 7 inches in lieu of 40 feet maximum height does not constitute a special privilege not enjoyed by others in the vicinity or in the same zone as the project.
5. Make the following findings for Variance 21-02:
- 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 allowing for 37% parking spaces to be compact in lieu of a maximum of 20% does not constitute a special privilege not enjoyed by others in the vicinity or in the same zone as the project.
6. Approve SPR 21-03, VAR 21-01 and VAR 21-02 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 "Site Details" plan shall show the method of physical materials and landscape screening for all exterior mechanical equipment, and indicate location and method of screening of proposed propane tank(s).
 - ii. The "Site Details" plan shall be modified to comply with AB 1383 requiring a dedicated food waste collection bin. The proposed trash enclosures shall be subject to the review of El Dorado Disposal.
 - iii. The Landscape Plan shall be modified as directed by staff and parking lot tree plantings to provide 50% shading at 15 years.
 - iv. Applicant shall submit a Landscape Maintenance Agreement in accordance with Code to staff for recordation prior to issuance of a Certificate of Occupancy.
 - 2. Submit revised plans to staff subject to the review and approval of the Planning Commission to include:

- i. A revised sign plan meeting the sign regulations per City Code Section 10-4-17 and the Chapter XIII of the Placerville Development Guide.
 - ii. An exterior lighting plan meeting the exterior lighting regulations per City Code Section 10-4-16 and Chapter XI of the Placerville Development Guide.
3. Submit three complete construction copies of the proposed building projects. The building should be designed to meet all the 2019 California Building, Plumbing, Mechanical, and Fire Codes. The existing site will need to be reviewed by the project soils engineer in conjunction with the project engineer.
4. 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.
5. This Site Development project shall comply with all applicable City Ordinances and City standard street cross-section details available at the office of the City Engineer. All remaining Development Services and Engineering Department improvements, 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 EID standards and conditions of approval as follows:
 - i. An updated Facilities Improvement Letter (FIL) is required including a current Fire Flow Letter from the Fire District.
 - ii. Layout of waterlines are conceptual until improvement plans are approved by EID. Review by EID to be done concurrently with the City and the Fire District. Locations of fire hydrants and FDC are subject to the Fire District review and approval.
 - iii. Applicant shall open an EID Development Services project subject to fees. Applicant shall provide direct submittals to EID.

- iv. Applicant shall adhere to the comments submitted for this project dated November 29, 2021.
6. 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.
7. 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.
8. 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.
9. 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. The School District and Fire District shall be consulted for submittal review processes and any fees related to their services.
10. 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.
11. 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.

12. Improvements shall comply with Fire District requirements, including locations and spacing of fire hydrants, building sprinkler requirements, fire flows, and traffic and emergency circulation.
13. Compliance with EID project conditions is required.
14. 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 will require a full width 2" grind and 2" pavement overlay and new thermoplastic striping. The limits requiring a full width 2" grind and 2" pavement overlay is anticipated to be between Smith Flat Road (west) and Smith Flat Road (east).
15. A meter award letter or similar document from EID shall be provided by the applicant prior to receiving a building permit.
16. 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 and Building Official. Review of the grease interceptor shall be at plan check.
17. 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.
18. 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.

19. Provide sewer backwater valve installation per EID standards or protect with other method as approved by the City Engineer.
20. 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. The City completed the sewer improvements for 500 feet of the 2,000 foot section of pipeline as part of the Blairs Lane Bridge project in 2016, leaving 1,500 feet remaining. The City is planning to construct sewer capacity improvements from 1244 Broadway to Mosquito Road-Main Street as part of an upcoming City project. The applicant shall enter into an agreement with the City where this project's sewer connection fees would be considered their fair share of those capacity improvements that allow for construction of the remaining 1,500 feet of sewer.
21. Prior to final design of storm drainage systems for the project, a copy of the prior approved project Drainage Report shall be submitted to the City Engineer for review. The plans and prior approved Drainage Report shall match in content and intent to include all aspects of drainage as discussed herein. The approved Drainage Report will serve as a design guide for the projects drainage system(s) and reflected in the improvement plans.
22. 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 off-site 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.

23. Construction of the detention pond to be located off-site on Assessor's Parcel Number 048-210-038 is subject to permitting through the County of El Dorado and subject to review and approval by the City Engineer. Said pond shall be permitted, constructed, and functional prior to issuance of the building permit. An easement or other legal obligation shall be recorded to retain the required volume of storm water detention in said pond in perpetuity and shall be provided to the City subject to review and approval by the City attorney and prior to the Certificate of Occupancy.
24. The Smith Flat Point View project was permitted by the Corps of Engineers at the project location on September 14, 2007. No further review or action by the Corps is required if the project stays within the limits of the original permit (SPK-2002-00319) as articulated in the December 13, 2021 comment letter from the Corps of Engineers, Sacramento District.
25. All parking lot and street drainage inlets shall be marked medallions or marker stating "Do not Dump - Flows to Creek" as approved by the City Engineer.
26. 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
27. Surface drainage, drainage swales or concentrated lot drainage is not allowed to sheet flow across sidewalks.
28. Storm drain pipes shall be RCP, HDPE, or other materials as approved by the City Engineer.
29. 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 on-site 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.

30. 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.
31. 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.
32. Electric, telephone, and cable TV shall be placed underground within the project boundary and where connections are made to existing overhead facilities.
33. 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.
34. JACQUIER ROAD: Design and Construct Jacquier Road between Sta. 12 + 13 and Sta. 21 + 50 (approximate) to provide curbs and gutters both sides, 4.5 foot sidewalk on one side, 4 foot HMA bike lanes in each direction, an 11 foot travel lane in each direction, and a 12 foot two way turn lane paved median area. An additional 12 foot right turn lane approximately 200 feet long with tapers is required to serve the main driveway into the adjacent parcel as shown on the original plans. This additional right turn lane may be deferred until the adjoining parcel is developed. An HMA berm may be substituted for curb and gutter along the future development area. The 4.5 foot sidewalk along the future development may also be HMA and considered temporary in nature.
35. 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 foot through lanes, 12 foot median area, and bike lanes in both directions. 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.

36. 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.
37. 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). This project shall complete the 2" HMA overlay or enter into an agreement with the City to contribute an equivalent amount of the construction costs of the 2" HMA overlay should the City desire to make additional improvements.
38. 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.
39. Some Keystone Retaining wall blocks are missing from the top of the Keystone Wall on the north/ west 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 a registered structural engineer 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.
40. A fall protection structure designed by a structural engineer is required at the top of the wall to protect vehicles and bicyclists (if bicycle facilities are proposed on this side of the road) from going over the top of the wall. A structure has been designed previously, and revising to a different design must take the wall design and its tiebacks into consideration. If there are no bicycle facilities proposed on this side of the road, then a metal beam guardrail may be sufficient to protect from vehicles going over the top of the wall. The final design of the vehicle and/or bicyclist barrier will need to be reviewed and approved by the City Engineer.
41. 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 Road (east) intersection.

42. Parking, accessible stalls, and Fire District turnaround shall comply with City of Placerville Standard Plans and must have Fire District approval.
43. 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 location is to light the Cardinal Drive/Point View Drive intersection area which had lighting prior to earlier phases of this development project.
44. Install street lights at the Smith Flat Road (east) intersection as shown on the existing plans and as required by the County.
45. Submit street lighting plans and details for review and approval by the City Engineer. 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).
46. Install ADA-accessible curb ramps at all driveways and curb returns. This includes the existing ramp at the Smith Flat Road westbound off-ramp. The City and developer may partner on this effort to have the ADA ramp addressed for compliance and safety.
47. 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. Jacquier Road is an arterial and is the dominant road that connects Highway 50 and Broadway to Carson Road.

48. BUS STOP: A bus stop shall be provided in accordance with EDCTA standards and requirements. A pullout will not be required. Existing plans indicate a specific shelter brand and type to be installed near Sta. 13. Contact the EDCTA for determination of location and type of shelter required.
49. 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.
50. 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. Mass grading has been completed. Prior to commencing any grading, which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Engineering Department.
51. All retaining walls shall be reviewed and approved by the City prior to construction, including material types, colors, and surface finishes.
52. Submit final geotechnical report for this development with recommendations for the construction of building pads, retaining walls, sub-drains and roadways.
53. 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. 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.

54. 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.
 55. Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the geotechnical engineer.
 56. 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.
 57. 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.
 58. City restrictions related to noise and work hours shall be clearly stated on the Cover Sheet for the final improvement and/or grading plans.
 59. 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.
 60. The project is subject to the Mitigation Measures and the Mitigation Monitoring Plan contained in the previously adopted environmental document known as the "Gateway Hotel and Gas Station Project Addendum to the Mitigated Negative Declaration – City of Placerville," dated May 11, 2004.
- B. Comply with El Dorado Irrigation District's Conditions of Approval as stated in the attached letter dated November 29, 2021(Attachment 5)
 - C. Comply with El Dorado County Air Quality Management District's Conditions of Approval as stated in the attached letter dated December 2, 2021(Attachment 5)
 - D. Comply with the Corps of Engineer's Conditions of Approval as stated in the attached letter dated December 13, 2021

- E. Comply with the El Dorado County Environmental Management Department Conditions of Approval as stated in the attached letter dated December 13, 2021 (Attachment 5)

ATTACHMENTS:

Attachment 1: Location Map

Attachment 2: Application

Attachment 3: Placerville Hotel Plan Submittals (3a: color set and 3b: full size set)

Attachment 4: Sign Plan

Attachment 5: Environmental Addendum-Gateway Hotel and Gas Station Project
Addendum to Mitigated Negative Declaration, May 11, 2004

Attachment 6: Public Agency Comments Received

Attachment 7: Public Comments Received