

**MINUTES  
REGULAR MEETING  
CITY OF PLACERVILLE PLANNING COMMISSION  
TUESDAY, JANUARY 17, 2017, 6:00 P.M.  
TOWN HALL, 549 MAIN STREET, PLACERVILLE, CALIFORNIA**

Call to Order and Pledge of Allegiance to the Flag

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

**Roll Call:**

Members Present: Robey, List, Lowry, Frenn, Wolfe

Members Absent: None

Staff Present: Executive Secretary and City Planner Painter,  
Development Services Director Rivas

**1. CONSENT CALENDAR:**

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

**1.2 Minutes: Regular Meeting, January 3, 2017**

*Chair Wolfe announced the item. Without objection by the Commission, Chair Wolfe declared the Consent Calendar adopted as submitted without amendment.*

**2. ITEMS PULLED FROM CONSENT CALENDAR**

*None*

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

*Michael Drobesh requested changes to how Commission meeting agendas are displayed in electronic format.*

**4. WRITTEN COMMUNICATIONS**

*Staff announced the distribution of a public comment from The Friends of Historic Hangtown and revised conditions for Item 5.1.*

**5. PUBLIC HEARING**

**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: 1996: Mitigated Negative Declaration – North Point Travel Center, and 2004 Addendum to Mitigated Negative Declaration: Holiday Inn Express. **Staff:** Pierre Rivas, Director

*Staff presented its report. Applicant representatives Blake Johnson and Brad Whitaker addressed the Commission. Public comment was received from Michael Drobesh, Jeremiah Motak, Barry Batchelor and Mike Kobus.*

**APPROVED 5-0 (AYE VOTES FROM COMMISSIONERS FRENN, LIST, LOWRY, WOLFE AND ROBEY); MOTION BY MEMBER CHAIR WOLFE, SECONDED BY MEMBER LIST, TO:**

**I. 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.*

II. *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.*

III. *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.*

IV. 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. Applicant shall submit a Landscape Maintenance Agreement in accordance with Code to staff for recordation prior to issuance of an Occupancy Permit.
  - v. 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.
  - vi. 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 may be 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. The determination for a grease interceptor shall be determined during plan check.
  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 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.
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.*
57. *Comply with El Dorado Irrigation District's Conditions of Approval as stated in the attached letter dated December 8, 2016 (Exhibit C).*
58. *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 Mitigated Negative Declaration – City of Placerville," dated May 11, 2004.*

**6. MATTERS FROM PLANNING COMMISSIONERS**

*Member Frenn commented on application submittal components relative to project renditions / 3-D visuals from the perspective of the public way.*

**7. MATTERS FROM STAFF**

*Staff updated the Commission on upcoming Planning Commission and City Council meeting agendas.*

**8. ADJOURNMENT**

*Chair Wolfe adjourned the meeting at 7:45 p.m.*

Andrew Painter, Executive Secretary  
Placerville Planning Commission