



TO: THE MEMBERS OF THE PLANNING COMMISSION
AGENDA: Planning Commission Meeting
DATE: April 1, 2021
ITEM #: J.3
SUBJECT: Woodland Depot Development

Recommendation for Action:

Staff recommends that the Planning Commission: 1) Receive a staff report; 2) Conduct the public hearing; and 3) Approve Planning Commission Resolution PC 21-01, for the Woodland Depot Development proposal to include certification of a Mitigated Negative Declaration (MND) and approval of a Conditional Use Permit (CUP) for an a 86-room La Quinta Hotel, a drive-through restaurant, and a 7-Eleven convenience store with gas station at 1670 -1680 East Main Street; PLNG 20-00031.

Staff Contact:

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Background:

Project Location and Setting

The proposed Woodland Depot development project is located at 1670-1680 East Main Street and consists of two parcels at approximately 4.12 acres in total size (APNs 927-860-001 and -002). The location is currently vacant and previously served as an auto dealership. The project site is bounded to the north by East Main Street, to the east by the Walmart commercial center, and to the west and south by Interstate 5 (I-5). The development site is zoned Regional Commercial with a Light Industrial Flex Overlay (RC/LIF).

Project Location



Project Summary

The applicant for the Woodland Depot infill project is requesting a Conditional Use Permit (CUP) to develop an 86-room La Quinta Hotel, a 2,500 square foot (sf) drive-thru fast-food restaurant (tenant to be determined), and a 4,730-square-foot (sf) 7-Eleven convenience store with associated 4,284 square-foot gas station as well as a 65-foot tall freeway monument sign.

The La Quinta Hotel will be located on the southern portion of the site and will be developed to include 86

rooms across four floors. The hotel design is one of La Quinta's new prototypes for its hotel branding and is a dynamic mixture of complementary panel types that bring in wood and stone elements to the visual texture. The body of the hotel is articulated to further emphasize the different panel types and is accented by a bold sunburst mural on the inset stucco wall directly above the architectural front entry portico. The use of up-lighting and lighting at the top cornice will further accentuate the architectural features of the building. The hotel amenities will include a pool, fitness center, meeting room, and business center catering to business travelers. During the peak season, the hotel could schedule up to 10 employees per eight-hour shift.

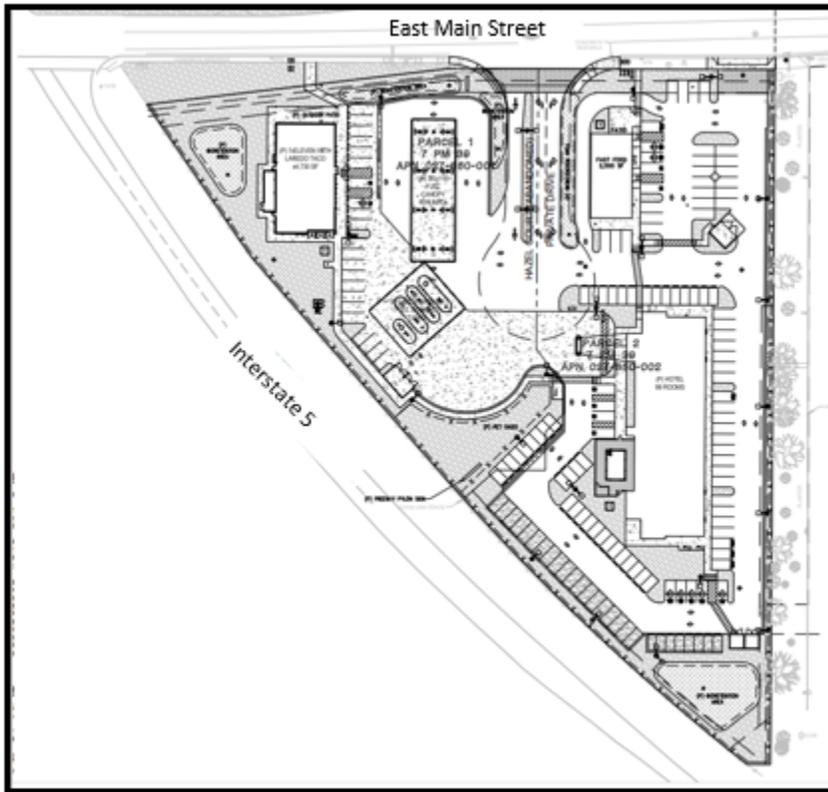
The proposed drive-through restaurant will be located in the northeast section of the site and will initially be developed as a commercial pad to be built out once a commercial tenant has been identified. Staff will work with the end user on final design of the restaurant building at time of development. The restaurant will serve travelers off Interstate five (I-5) and capture traffic from East Main Street. Details for the drive through screening and building will be reviewed through a separate design review process once an end user has been identified and initiates the build out. It anticipated that a restaurant of this size will have a staff of 10-12 employees or more. The project is conditioned to require that construction of the drive-through restaurant shall occur concurrent with or after the construction of the Hotel.

The 4,730 sf 7-Eleven convenience store and 4,284 sf gas station will be located on the north-west portion of the triangular shaped lot and will operate 24 hours a day, seven days a week. Staff worked with the applicant on the design of the building to bring in natural wood and metal elements while presenting a modern take on agrarian architecture. The location of the building serves the gas station needs for direct access and line of site while activating the street-front with outdoor seating area. All outside mechanical is screened and the 360 degree design of the building was considered due to its placement on such a visible entryway into Woodland. Products sold at the convenience store will include standard offerings such as hot foods, fresh foods, alcohol, snacks, dry goods, automobile-related products, tobacco products, and beverages. The convenience store will also house two restaurant kiosks within the building that will include a Laredo Taco Fresh-Mex restaurant and a Raise the Roost Chicken and Biscuits located within the 7-Eleven market. Typically, a store of this size employs eight to twelve 12 people, with two employees, at most, scheduled per shifts. Product deliveries are typically scheduled from 10:00 PM to 2:00 AM, with fuel deliveries varied, but typically occurring outside of the peak traffic-flow hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.

The 4,284 sf gas station portion will consist of a single canopy with ten (10) multiple product dispensers (MPDs) serving both gas and diesel vehicles. As part of the pre-application process staff worked with the consultant KD Anderson & Associates to perform an initial traffic site evaluation to identify any issues for large 18-wheel truck use. It was determined from the preliminary traffic analysis that the site was inadequate to service 18-wheel truck traffic due to turn radius into the site and internal to the circulation. (KD Anderson & Associates, Inc. Traffic Impact Analysis for Woodland Motors Re-Use Auto Center Drive, Woodland, CA. March 9, 2020). From the findings of the preliminary traffic analysis, the site was specifically designed to discourage large trucks from accessing the site but will service sprinter vans and other types of box delivery vehicles. Additionally the gas station will also include on site amenities such as, an ATM, an air/water machine, vehicle charging stations, a landscaped seating area, and a dog park.

As part of the project request, the applicant is proposing a 65-foot freeway oriented sign as part of a comprehensive sign program, located on the west side of the project. The Zoning Code, Section 17.120.040B5 allows freeway-oriented signs in the Commercial Highway (CH) district within 500 feet of a freeway interchange right-of-way to maximum height of 60-feet. In accordance with Section 17.120.50 (C), an applicant may request exceptions from sign regulations through a comprehensive sign program for an entire center. The Community Design Standards state that that freeway signs may be approved by the Planning

Commission through the Comprehensive Sign plan, which shall address all aspects of the sign program. The City's sign standards have not been updated consistent with the current zoning designations. This site is designated Regional Commercial which staff recommends be considered consistent with the former Commercial Highway zone. Based on a final determination regarding the freeway sign height and design direction provided by the Commission, the final design of the freeway sign and overall program are recommended for final review and approval by the Community Development Director.



Development Site Plan

Site, Access and Parking

Primary access to the project site will be provided with a new signalized intersection to help facilitate circulation in and out of the location from East Main Street into the privately maintained Hazel Court. The second point of access to the site will be a driveway along the east property line and will serve traffic as a right-in right-out access. The three commercial buildings will have parking that serves its use, however the site will function with shared access and parking with approximately 149 parking spaces overall. The project site will include regular parking spaces, ADA parking spaces, parking designated for Clean Air Vehicles (CAVs), charging stations for electric vehicles (EVs), parking for military veterans, and short-term and long-term bicycle parking. There will be a total of six (6) EV charging stations, two (2) at 7-Eleven/ gas station, one (1) at the restaurant, and three (3) at the hotel area.

The project site will be extensively landscaped with a variety of colorful native, deciduous and evergreen trees /shrubs and drought-tolerant landscaping materials to enhance the overall aesthetics of the location. The proposed project's parking lot circulation, pedestrian access, and landscaping are required to adhere to the City's design standards. Site improvements include stamped crosswalk areas, full frontage improvements (curb, sidewalk gutter & landscape) adjacent to East Main Street, black tubular steel fencing at the property line, overall site landscaping/lighting, as well as parking lot shading (per Cal Green code). Additionally, the applicant was asked to enhance and emphasize the landscape interface with the existing Caltrans right-of-way at the northwest corner of the Interstate-5 off-ramp and East Main Street. Staff will work with the applicant on final landscape plans to enhance the design at this prominent corner.

These design requirements and standards are provided in Section 3.07.D and Section 3.08.E of the Interim Zoning Ordinance. Additionally, as stipulated by Section 3.11.B.2 of the Interim Zoning Ordinance, the proposed project is subject to Section 17.116.020 of the Municipal Code, which contains requirements for off-street parking.

The parking lot design will also provide a number of amenities such as a dedicated dog park to serve travelers stopping for gas or staying at the hotel and picnic/seating areas that serve as active outdoor space in the landscape areas around the 7-Eleven. The development has also been conditioned to install security lighting at the perimeter of the buildings along with security cameras and amplified music to discourage loitering and possible encampments.

Utilities

The proposed project's electricity and natural gas provider is Pacific Gas & Electric (PG&E) Co. The City will serve as the provider for water, storm drainage and sewer services. The proposed project will include grading to keep stormwater runoff on-site and direct runoff to the site's water-quality treatment bioswale areas along the north property line in the landscape areas. Site drainage will also be directed into the two on-site stormwater bioretention areas at the south end of the property and at the northwest corner of the property behind the 7-eleven where the Interstate-5 off-ramp meets East Main Street.

Energy Efficiency

The City's 2035 General Plan includes goals and policies to facilitate smart growth and sustainability measures. Policies 2.C.2- 3, and 4 in particular require consistency with Climate Action Plan (CAP) targets, encouraging alternative transportation, and resource efficiency. Structures built as part of the project will be subject to Title 20 and 24 of the California Code of Regulations, which serve to reduce demand for electrical energy by implementing energy efficiency standards for residential and non-residential buildings. The project will provide electric vehicle charging and alternative fuel options. As designed and conditioned, the project will be consistent with energy efficiency requirements.

Project Timing

The applicant has indicated that the 7-Eleven and associated gas station will be the first portion of the project to develop. The project has been conditioned to require specific improvements with the first building constructed, including a new signalized intersection driveway and median, frontage improvements along the East Main Street, as well as landscaping and fencing along the west property line adjacent to I-5 (COA #13). It is anticipated that the Hotel and drive-through restaurant will follow soon after the 7-Eleven/gas station. Project condition number fourteen (COA#14) links the timing of the drive-through restaurant to be concurrent or after the buildout of the La Quinta Hotel.

Discussion:

The application was circulated for review by agencies of jurisdiction. The comments from Development Engineering, Public Works, Building, and Fire, have been incorporated as Conditions of Approval. Staff supports this project, subject to the conditions of approval, and provides the following analysis:

General Plan

The Regional Commercial/Light Industrial Flex Land Use is defined under the City's 2035 General Plan as the following:

The Regional Commercial designation is intended to accommodate retail establishments that serve residents and visitors of the region at large. Shopping malls and large format "big-box" retail are allowed, as are

supporting uses such as gas stations and hotels.1 Up to 10 percent of the total square footage of a regional commercial center may consist of ancillary office spaces that support commercial uses and/or stand-alone, professional office buildings. The typical service area for goods and services would be regional in scope, serving 250,000 people or more with larger-format anchor stores (60,000 to 100,000+ square feet) that create higher shopping expenditures and possibly lower frequency of shopping trips. Expansion of complementary clusters of larger-format or unique retail, healthcare, commercial, recreational and possibly institutional uses that reinforce and support each other is encouraged. Entertainment uses are not permitted so as to not compete with these types of commercial uses in the Downtown core.

The LIF overlay designation is applied to areas where light industrial or service commercial uses are also appropriate. *The Light Industrial Flex Overlay provides for a transition from industrial to retail for the area south of East Main Street and north of Interstate 5 (I-5).*

The 2035 General Plan land use map designation of Regional Commercial/Light Industrial Flex was selected for key areas of the City that were close to major freeway interchanges and would easily be accessible to provide service and draw from a regional area beyond just the City of Woodland. Staff found that the proposed project is in line with the goals and policies outlined in the General Plan in that it is designed to have active commercial use along Main Street, and provides uses that along with the larger adjacent commercial centers provide a cluster of regional services.

Zoning Code

As previously mentioned the development site is zoned Regional Commercial with a Light Industrial Flex Overlay (RC/LIF). Staff finds that the Regional Commercial zoning designation allows for the proposed uses with the approval of a Conditional Use Permit and as conditioned. Some of the Design Standards for Desired Urban Form in the Regional Commercial/Light Industrial Flex Overlay Zone include:

High Quality Design. A regional center shall provide a consistent level of high quality architecture and landscape design throughout. The result should be a memorable and desirable destination that enriches the community and the region at large. Staff worked with the project applicant on the overall design of the buildings to provide an overall concept for the development that includes natural elements such as wood and metal textures with a modern design aesthetic. Conceptual landscaping will include a variety of water wise plantings that mix size and color for an overall year around look. Trees will be a mix of evergreen and deciduous varieties that offer some fall color. The site plan configuration has been evaluated to enhance the community character and views from Main Street and the freeway.

High Quality Materials and Sustainability. The project will employ high quality, durable materials and best practices in sustainability. Staff requested EV parking stalls for all commercial uses and for the project to be EV ready with pre-wired locations for additional EV stalls in the coming years. The applicant has also filled out the staff requested CAP checklist that identifies other energy efficient areas of the project design such as lighting and energy efficient mechanical equipment.

Parking Lot Circulation. The project site is designed to have shared access and parking with circulation through the project area to allow ease of movement for pedestrians, bikes and cars both on site and with adjacent commercial to the east of the site..

Pedestrian Access. Convenient pedestrian and bicycle connections shall be provided within the project and to adjacent neighborhoods and transit-served streets. Shaded walkways shall be provided between the principal building entries and parking areas. A clearly defined pedestrian route between parking areas and the primary

pedestrian entrance(s) to the building shall be provided. Shaded pathways providing a minimum five-foot clear pedestrian passage shall be provided. Interest and variability shall be achieved through the use of a variety of pathway materials. Features such as landscaping, seating, fountains, low walls, patio seating, and other architectural features shall be provided to enhance the pedestrian experience.

Gateway or Entry Features and Public Art. The design shall include a clear sense of arrival and departure through the design of a distinctive gateway or entry that enhances the quality and character of Woodland. A public art program is required for the center. Further, Staff has worked with the applicant on the entryway landscaping and robust corner landscaping at East Main Street and along I-5. Additionally, a number of ideas have been presented for locations of an onsite art installation and final concepts will be brought forth and approved prior to certificate of occupancy in accordance with the Public Art Ordinance.

Landscaping. Landscaping shall include shade trees in and around parking areas to enhance regional center character and identity. Landscaping shall be provided consistent with the requirements provided in Article 22 of Chapter 25 of the Woodland Municipal Code related to Landscaping, including Section 25-22-20(b)(4) requiring minimum parking lot shading. Solar panels over parking spaces may substitute for up to 60 percent of the required number of trees. The applicant will provide a tree shading diagram that illustrates a minimum 50% shading of the parking lot per Cal Green code requirements.

Water Conservation Ordinance. The project shall comply with the City's Water Conservation Ordinance and any applicable state water conservation requirements.

Lot Coverage. The RC/LIF zoning allows for a maximum lot coverage of 70%. The Woodland Depot project is proposing a total of 18,657 sq/ft that would be total lot coverage of 10.4%.

Off Street Parking. The RC/LIF zoning allows parking to be land use driven with the applicant providing the number of parking spaces that will make the commercial project viable. As previously mentioned, the Woodland Depot project is proposing to have 149 parking spaces on site which is more than adequate number to cover all the hotel rooms and any demand that the restaurant and 7-Eleven/gas station will have.

Signs. The applicant has requested consideration for a 65-foot high freeway sign, in conjunction with an overall comprehensive sign program. The request is based on visual consideration of the existing sign on the opposite (west) side of the I-5 freeway as part of the Food 4 Less center, which is at 70-feet. At one time, the prior auto dealer had an approximately 20-foot high sign located along the west boundary of the site as can be seen in the Google imagery in the attached exhibit. The proposed freeway monument sign would be located along the west project boundary south of the gas canopy and adjacent to the open space/pet area. The overall sign design has not been finalized, and will have to be designed consistent with the Community Design Standards which requires that sign design shall be consistent with the architectural theme of the center. There shall be a main sign structure and poles shall be adequately covered with an appropriate veneer or material. There shall be a textured surface for the sign copy with routed sign lettering, and decorative cap. Typically, signs are approved through a subsequent design review.

Condition of approval (#19) states that final sign designs shall be subject to review and approval by the Community Development Director consistent with direction provided by the Planning Commission. Further, conditions (#18) states:

The freeway monument sign should not have any vacant advertising spaces on the sign. If an advertising space remains unused for a period of one month and no viable business is in the process of occupying the space on

the highway monument sign, it shall be filled with a City of Woodland related image or logo to be provided by the City's Economic Development Department. Owner shall be responsible for installing imagery provided by the City.

Reference to Other Criteria. The Design Standards and Urban Form Characteristics provided in Section 3.06 D, Community Commercial Zone, were utilized in evaluating the Regional Commercial Development.

Public Art Requirement

In addition to the site plan and design development requirements, the City Zoning Ordinance, Section 17.104.200 (C)(2) Public Art Requirement, requires all commercial projects over a certain dollar amount to contribute to the public art within the City of Woodland. The Public Art Ordinance outlines different ways to meet the City's Public Art obligation. A developer may choose one of the following options to satisfy his or her public art obligation subject to the review and approval of the design review authority for the project as stated below:

- a. Install public art on the project site in a public place as approved by the design review authority. The creator of the public art shall be an artist as defined in this section.*
- b. Pay an in-lieu fee in an amount equal to one percent of the development project construction cost to the public art fund for the creation, acquisition, and placement of public art in the City. Payment of an in-lieu fee shall be subject to approval by the Community Development Director and not subject to further design review authority approval; or*
- c. Place the required public art on an alternative project site in a location approved by the design review authority.*

Staff finds that the proposed project as conditioned is consistent with the City's Zoning Ordinance.

Environmental Review:

California Environmental Quality Act (CEQA)

As part of the City's General Plan an associated EIR was prepared so that the City could streamline environmental review and approval of private and public projects that are consistent with the final General Plan and CAP. Subsequent CEQA documents can reference the policies, programs, and reduction strategies to demonstrate less-than-significant impacts and substantiate that later project-level issues are not "peculiar to the parcel," if they have been "substantially mitigated" by policies, programs, and reduction strategies adopted as part of the General Plan and CAP. Both the General Plan and CAP address transportation and land use.

City staff worked with Raney Planning and Management to prepare environmental documents as part of the project's CEQA analysis that include an Initial Study (IS) and Mitigated Negative Declaration (MND) that tiered from the General Plan EIR. Staff prepared and posted a Notice of Intent (NOI) for the Mitigated Negative Declaration with the Yolo County Recorder's office on March 12, 2021 for a 21 day public comment period. The lead agency shall provide a public review period pursuant to Section 15105 of not less than 21 days if it is a project that does not have a possible regional impact. To date staff has received no public comment on the MND for the proposed project. The Environmental Factors evaluated included Biological Resources, Geology and Soils, Cultural Resources, Transportation, Hazards and Hazardous Materials, and Tribal Cultural Resources.

Transportation.

The project prepared a Transportation Impact Analysis (TIA) as well as a VMT Impact Assessment. The TIA

determined the proposed project will generate 2,015 new daily trips, with 117 new trips occurring in the AM peak hour and 134 new trips in the PM peak hour. The new daily trips will not reduce LOS from existing conditions at any of the six intersections analyzed with the exception of the East Main Street/SR 113 northbound ramps intersection, which will decrease from LOS B to LOS C during the PM peak hour. However, such a decrease is still within compliance with GP Policy 3.A.1, which stipulates LOS D or better. Additionally, even though the LOS is projected to be at a level C during peak hours the applicant will be installing a traffic signal as part of the proposed project at East Main Street and Hazel Lane (the private entry drive) that will facilitate the orderly flow of traffic on and off the site.

The proposed project will comply with GP Policy 3.A.11, which requires all new development to provide convenient bicycle and pedestrian environments and access through building orientation, site layout, traffic management, and connections to transit service and local commercial and community facilities. For example, the proposed project will include short-term and long-term parking bicycle parking and electric vehicle charging stations.

Vehicle Miles Traveled (VMT)

The environmental analysis included a VMT traffic analysis conducted by Fehr & Peers and based on that study it was determined that all the proposed land uses would have less than significant impact when evaluated against the original baseline land use assessment in the General Plan EIR and due to clustering of services thus reducing the trips that residents or travelers would make to access the same services.

Restaurant/ 7-Eleven & Gas Station

The VMT assessment for the drive-through restaurant and 7-Eleven/Gas Station found that it was likely to be used by residents and travelers because of convenience and not as a specific destination. The availability of additional services such as these allows passerby users to not drive out of the way to access the same types of services. The location is adjacent to Interstate 5 and other commercial uses that allow users to cluster their trips and not drive additional vehicle miles. The study found that local trips to the proposed project site will actually improve VMT efficiency as a result of providing existing and future residents' to a nearby retail destination

Hotel

It was determined that the hotel site was not located in an area that had a unique draw, but rather would pull from other existing hotel draw thereby not increasing vehicle miles traveled. Additionally, the proximity to gas and food choices would likely further reduce vehicle trips with services clustered around the hotel. The net effect of the proposed hotel on VMT would be a reduction from baseline levels, as the trips to the project site would be shifted trips rather than new trips and the average trip length would be shorter for the proposed hotel than for similar hotels in the City.

Based on the analysis of potential VMT impacts associated with the proposed project's fast-food restaurant, gas station and convenience store, and hotel, implementation of each component will not result in the total VMT in the project area increasing compared to baseline conditions. Therefore, the proposed project will not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a *less-than-significant* impact will occur.

Greenhouse Gas Emissions (GHG)

As part of the CEQA analysis potential GHG impacts were also evaluated for the proposed project. The City of Woodland is located within the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require that federal and State ambient air quality standards (AAQS) be established, respectively, for six common air pollutants, known as criteria pollutants.

The CAA requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). General conformity requirements of the SIP include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS.

According to YSAQMD, if a project would not result in significant and unavoidable air quality impacts, after the application of all applicable YSAQMD rules and feasible mitigation, the project may be considered consistent with the air quality plans. Based on the air quality analysis, the project would not be considered to conflict with or obstruct implementation of regional air quality plans. Because the proposed project would not conflict with or obstruct implementation of the applicable air quality plans or result in a cumulatively considerable net increase in any criteria air pollutant for which the project region is non-attainment, impacts would be considered less than significant.

Finally, because the proposed project will be consistent with land use assumptions of the General Plan EIR and will comply with the required strategies listed in the CAP, the proposed project will not conflict with the objectives of the City to reduce GHG emissions. Based on the above, the proposed project is consistent with the City's CAP and, therefore, impacts related to operational GHG emissions will be considered less than significant.

Tribal Notification

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the Miwok Maidu United Auburn Indian Community of the Auburn Rancheria, Ione Band of Miwok Indians, Desert Cahuilla Indians, Cortina Band of Indians, Rumsey Indian Rancheria of Wintun, and Yocha Dehe Wintun Nation. The letters were distributed on December 14, 2020. The Yocha Dehe Wintun Nation submitted a response on January 14, 2021 that based on the information provided, the Yocha Dehe Wintun Nation has concerns that the project could impact known cultural resources. Yocha Dehe Wintun Nation highly recommends including cultural monitors during development and ground disturbance. In addition, they recommend cultural sensitivity training for any pre-project personnel.

The project has been conditioned to include the requested actions from the Yocha Dehe Wintun nation and standard requirements to stop construction and notify state agencies if any human remains, cultural or paleontological resource are found during the course of site work and construction.

The City has reviewed and considered the proposed project and has determined that the project will not have a significant effect on the environment with mitigation measure incorporated, with substantial supporting evidence provided in the Initial Study. The City hereby prepares and proposes to adopt a Mitigated Negative Declaration with associated mitigations and monitoring program for this project. Planning Commission based upon documents provided, public testimony, independent judgement, and the whole of the record is asked to make the decision to approve the IS/MND.

Yolo Habitat Conservation Plan / Natural Community Conservation Plan (HCP/NCCP)

In accordance with the review protocol required by the Yolo Habitat Conservancy, the project site was determined to be urban developed and therefore not subject to fees. However, there are existing trees around the perimeter and on adjacent properties requiring the project to adhere to standard Avoidance and Minimization Measures (AMM's) including the requirement for a preconstruction survey of potential Swainson's hawk or white-tailed kite nest tree during nesting season and, consistent with the guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000). The project has been conditioned

and the applicant shall comply with all AMM's outlined by the Yolo Conservancy per the HCP/NCCP's requirements specific to the project location.

Climate Action Plan (CAP)

The City of Woodland's 2035 Climate Action Plan (CAP) presents a set of community-generated strategies to guide the City of Woodland, its residents and local businesses in reducing greenhouse gas (GHG) emissions consistent with State goals for addressing California's contributions to climate change. The proposed project complies with various strategies as outlined in the CAP. In addition to meeting California Title 24 Cal Green building efficiency requirements, a few notable elements in the project include:

MO-3 Increased Energy Efficiency and Use of Renewable Energy (the entire facility will meet title 24 energy efficiency);

MO-3 Increased Use of Alternative-Fuel and Fuel-Efficient Vehicles (electric charging station EV);

W/W-I Increased Water Conservation (all landscape will meet State MWELo water efficiency standards), and

T/LU-I complete Streets Program (off site infrastructure improvements to support pedestrian use).

Public Notification:

Public notice advertising for the public hearing on this project were prepared by the Community Development Department in accordance with notification procedures set forth in the City of Woodland's Municipal Code and State Planning Law. Two methods of public notice were used:

1. Legal notice was published in the Woodland Daily Democrat on or before March 23, 2021.

2. Notices were mailed to all property owners within 300 feet of the project site.

Copies of the staff report for the proposed project have been on file at City Hall since March 26, 2021.

Conclusion:

Staff recommends that the Planning Commission: 1) Receive a staff report; 2) Conduct the public hearing; and 3) Approve Planning Commission Resolution PC 21-01, for the Woodland Depot Development proposal to include certification of a Mitigated Negative Declaration (MND) and approval of a Conditional Use Permit (CUP) for an 86-room La Quinta Hotel, a drive-through restaurant, and a 7-Eleven convenience store with gas station at 1670 -1680 East Main Street; PLNG 20-00031.

Prepared By: Megan Meier, Associate Planner

Reviewed By: Cindy Norris, Principal Planner

Attachments:

1. PC Resolution and Conditions of Approval Woodland Depot
2. Project Information Summary Sheet
3. Woodland Depot Project Application
4. Site Plans and Architectural Elevations
5. Google Image of I-5 With Signs
6. Freeway Sign Location and Initial Design Plan
7. Conceptual Project View Looking Southeast

8. Birds Eye View Looking Northwest to Southeast
9. Project view looking west along Main Street
10. Woodland Depot Initial Study and Mitigated Negative Declaration