



City of Woodland
Meeting Agenda
Planning Commission

City Hall
Council Chambers
300 First Street
Woodland, CA 95695

April 1, 2021
6:30 PM

***Please Note:** The numerical order of items on this agenda is for the convenience of reference; items may be taken out of order. No new items shall begin after 10:30 pm unless unanimous consent exists to continue.*

A. SPECIAL COMMENT:

PLEASE NOTE: The April 1, 2021 Woodland Planning Commission will be conducted pursuant to the Governor's Executive Order N-29-20.

The meeting will be held via teleconference and Commission members and the public will participate via teleconference. Those locations are not listed on the agenda and are not accessible to the public. The public is encouraged to listen to the Planning Commission meeting live on Woodland TV Channel 20 and also by going to the City of Woodland web site at www.cityofwoodland.org/meetings.

If you wish to make a comment during general Public Comment or on a specific agenda item, there are three (3) ways to do that. 1) Join the Zoom Planning Commission meeting remotely by either logging onto the Zoom link located on the meeting agenda (please download the app to your computer or mobile device) and enter the Meeting ID or by calling a listed number and enter the Meeting ID; 2) Leave a voice mail message at (530) 661-5900, press Option 1. All voice mail messages received by 6:30 p.m. will be played during the Planning Commission meeting and read into the record at the appropriate time; 3) If you are watching the live stream and wish to make a comment on an item as it is being heard, you may submit an email to the Planning Commission at the following link planningcommissionmeetings@cityofwoodland.org prior to Public Comment on that item. Email comments submitted to be read into the record shall be no more than three (3) minutes when read aloud. Please include the agenda item in the subject line.

Instructions are provided at the end of the agenda.

Please click the link below to join the Public Comment portion of the meeting:

<https://zoom.us/j/92170095836>

Or Telephone: Dial 669-900-6833

Webinar ID: 921 7009 5836

B. CALL TO ORDER

C. ROLL CALL

D. PLEDGE OF ALLEGIANCE

E. STAFF AND COMMISSIONER COMMENTS

This is an opportunity for the Planning Commission members and staff to make comments and announcements to express concerns, or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting.

1. SUBJECT: Long Range Calendar

RECOMMENDATION FOR ACTION: Staff recommends that the Planning Commission review the attached Long Range Calendar

F. LONG RANGE CALENDAR

G. SUBCOMMITTEE REPORTS

H. COMMUNICATIONS FROM THE PUBLIC

I. APPROVAL OF MINUTES

2. SUBJECT: Planning Commission Meeting Minutes of November 19, 2020 and January 7, 2021

RECOMMENDATION FOR ACTION: Staff recommends that the Planning Commission approve the minutes of the Planning Commission Meeting of November 19, 2020 and January 7, 2021.

J. PUBLIC HEARING

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 21-01, for the Woodland Depot Development proposal to include certification of a Mitigated Negative Declaration and approval of a Conditional Use Permit 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.

K. BUSINESS ITEMS

L. STAFF OR COMMISSIONER COMMENTS

M. ADJOURNMENT

The Planning Commission of the City of Woodland encourages all parties interested in a matter scheduled to be reviewed, discussed and acted on at a meeting, to participate in the public discourse, which may include the submission of written comments and materials. The Planning Commission notifies the public that those materials received less than 24hours before a meeting date and time may not be able to be considered completely. Further, the Planning Commission encourages interested parties to attend the meeting to discuss any matter of concern and to explain their comments more fully.



TO: THE MEMBERS OF THE PLANNING COMMISSION
AGENDA: Planning Commission Meeting
DATE: April 1, 2021
ITEM #: E.1
SUBJECT: Long Range Calendar

Staff recommends that the Planning Commission review the attached Long Range Calendar. Items may be subject to modification subject to COVID 19 considerations.

Attachments:

1. PLANNING COMMISSION LONG RANGE CALENDAR 3.24.2021

PLANNING COMMISSION LONG RANGE CALENDAR
Items subject to removal and/or rescheduling
March 24, 2021

REGULAR MEETING ITEMS

April 1, 2021	Regular Meeting	Notice
Woodland Depot CUP	Public Hearing	Notice and Mailer
April 15, 2020	Regular Meeting	Notice
1755 E. Beamer Tentative Parcel Map	Public Hearing	Notice and Mailer

SPECIAL MEETINGS

FUTURE AGENDA ITEMS – DATE TO BE DETERMINED:

Proposed Zoning Amendment to Consider Cannabis Dispensaries
Housing Element 6th Cycle Update Including Available Housing Sites Analysis
Comprehensive Zoning Ordinance Update



TO: THE MEMBERS OF THE PLANNING COMMISSION
AGENDA: Planning Commission Meeting
DATE: April 1, 2021
ITEM #: I.2
SUBJECT: Planning Commission Meeting Minutes of November 19, 2020 and January 7, 2021

Recommendation for Action: Staff recommends that the Planning Commission approve the minutes of the Planning Commission Meeting of November 19, 2020 and January 7, 2021.

Staff Contact:

Debbie Flemmer, Administrative Supervisor, (530) 661-5818, debbie.flemmer@cityofwoodland.org

Reviewed by: Cindy Norris, Principal Planner

Attachments:

1. 11.19.2020 PC Minutes DRAFT
2. 1.7.2021 PC Minutes DRAFT

City of Woodland

City Hall
Council Chambers
300 First Street
Woodland, CA 95695



Planning Commission Meeting - Via Teleconference –

Thursday, November 19, 2020

6:30 PM

A. SPECIAL COMMENT:

1. **PLEASE NOTE:** The November 19, 2020 Woodland Planning Commission will be conducted pursuant to the Governor's Executive Order N-29-20.

The meeting will be held via teleconference and Commission members and the public will participate via teleconference. Those locations are not listed on the agenda and are not accessible to the public. The public is encouraged to listen to the Planning Commission meeting live on Woodland TV Channel 20 and also by going to the City of Woodland web site at www.cityofwoodland.org/meetings.

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Webinar ID: 921 7009 5836

B. CALL TO ORDER

Meeting called to order at 6:30 PM

Staff present:

Ken Hiatt, City Manager

Erika Bumgardner, Business Liaison

J Kimura Information Technician

C. ROLL CALL

Planning Commission Members Present: Planning Commission Member Steve Harris, Planning Commission Vice-Chairperson Marco Lizarraga, Planning Commission Member Fred Lopez, Planning Commission Chairperson Kirby Wells, Planning Commission Member Valerie Hurst

Absent: Planning Commission Member Chris Holt

D. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Planning Commission Vice-Chairperson Marco Lizarraga

E. STAFF AND COMMISSIONER COMMENTS

This is an opportunity for the Planning Commission members and staff to make comments and announcements to express concerns, or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting.

None

F. SUBCOMMITTEE REPORTS

None

G. COMMUNICATIONS FROM THE PUBLIC

None

H. APPROVAL OF MINUTES

None

I. PUBLIC HEARING

J. BUSINESS ITEMS

2. SUBJECT: Woodland Research and Technology Park Draft Specific Plan

RECOMMENDATION FOR ACTION: Staff recommends that the Planning Commission receive a presentation on the Public Review Draft of the Woodland Research and Technology Park Specific Plan and an outline of the public review process over the coming 4-6 months including planned community and stakeholder engagement approach.

Presentation, discussion and comments between Staff, Commissioners, John Hodgson of Hodgson Company and the Public.

K. STAFF OR COMMISSIONER COMMENTS

None

L. ADJOURNMENT

Meeting adjourned at 7:25 PM.

City of Woodland

City Hall
Council Chambers
300 First Street
Woodland, CA 95695



Planning Commission Meeting - Via Teleconference –

Thursday, January 7, 2021

6:30 PM

A. SPECIAL COMMENT:

PLEASE NOTE: The January 7, 2021 Woodland Planning Commission will be conducted pursuant to the Governor's Executive Order N-29-20.

The meeting will be held via teleconference and Commission members and the public will participate via teleconference. Those locations are not listed on the agenda and are not accessible to the public. The public is encouraged to listen to the Planning Commission meeting live on Woodland TV Channel 20 and also by going to the City of Woodland web site at www.cityofwoodland.org/meetings.

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B. CALL TO ORDER

Meeting called to order at 6:30 PM

Staff Present:

Cindy Norris, Principal Planner

Megan Meier, Associate Planner

J Kimura, Information Technician

C. ROLL CALL

Planning Commission Members Present: Planning Commission Member Steve Harris, Planning Commission Member Chris Holt, Planning Commission Vice-Chairperson Marco Lizarraga, Planning Commission Member Fred Lopez, Planning Commission Chairperson Kirby Wells, Planning Commission Member Valerie Hurst
Absent: None

D. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Planning Commission Member Steve Harris.

E. STAFF AND COMMISSIONER COMMENTS

This is an opportunity for the Planning Commission members and staff to make comments and announcements to express concerns, or to request Commission's consideration of any items a Commission member would like to have discussed at a future Commission meeting.

None

F. SUBCOMMITTEE REPORTS

None

G. COMMUNICATIONS FROM THE PUBLIC

None

H. APPROVAL OF MINUTES

1. SUBJECT: Planning Commission Meeting Minutes of October 1, 2020

RECOMMENDATION FOR ACTION: Staff recommends that the Planning Commission adopt the minutes of the Planning Commission Meeting of October 1, 2020.

On a motion by Planning Commission Vice-Chairperson Marco Lizarraga, seconded by Planning Commission Member Fred Lopez and carried unanimously, to approve Planning Commission Meeting Minutes of October 1, 2020 with the following votes:

Ayes: Planning Commission Member Steve Harris, Planning Commission Member Chris Holt, Planning Commission Vice-Chairperson Marco Lizarraga, Planning Commission Member Fred Lopez, Planning Commission Chairperson Kirby Wells, Planning Commission Member Valerie Hurst

Noes: None

Absent: None

I. PUBLIC HEARING

2. SUBJECT: Design Review for Richmond American; Harvest, part of the Spring Lake Central map, Phase 3

RECOMMENDATION FOR ACTION: Staff recommends that the Planning Commission: 1) Receive a staff report; and 2) Review and approve the proposed conceptual residential designs for 84 lots as part of the Richmond American; The Harvest at Spring Lake project subject to the conditions of approval.

On a motion by Planning Commission Vice-Chairperson Marco Lizarraga, seconded by Planning Commission Member Fred Lopez and carried unanimously; a motion to approve the proposed conceptual residential designs for 84 lots as part of the Richmond American; The Harvest at Spring Lake project subject to the conditions of

approval.

Ayes: Planning Commission Member Steve Harris, Planning Commission Member Chris Holt, Planning Commission Vice-Chairperson Marco Lizarraga, Planning Commission Member Fred Lopez, Planning Commission Chairperson Kirby Wells, Planning Commission Member Valerie Hurst

Noes: None

Absent: None

J. BUSINESS ITEMS

None

K. STAFF OR COMMISSIONER COMMENTS

None

L. ADJOURNMENT

Meeting adjourned at 7:12 PM



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 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:

Megan Meier, Associate Planner – (530) 661-5814, megan.meier@cityofwoodland.org

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 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.

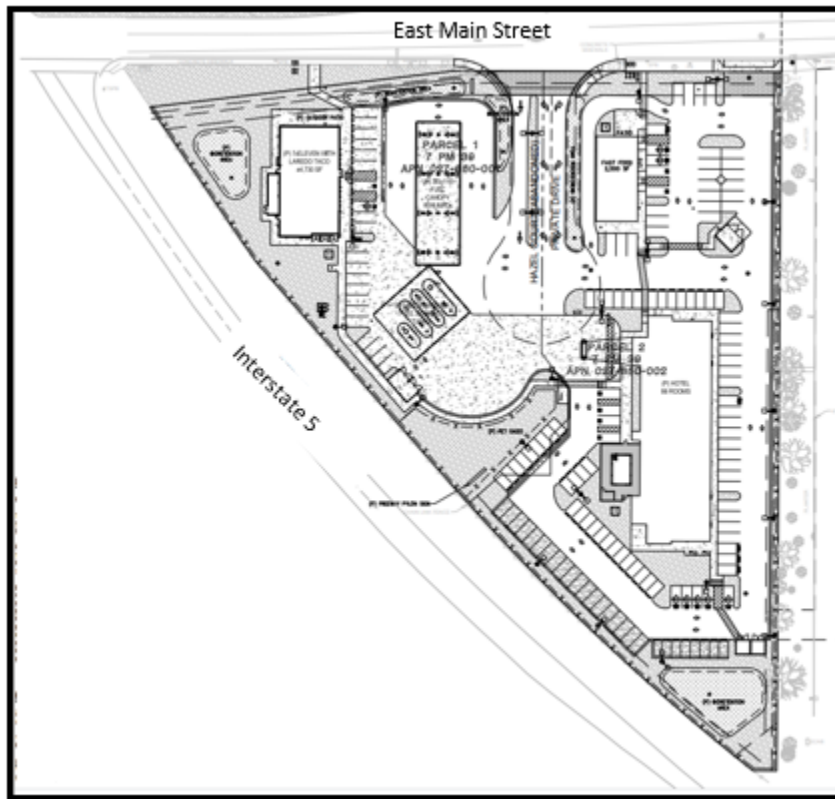
The proposed drive-through restaurant will be located in the northeast section of the site and will initially be developed as a commercial pad to be built out once a commercial tenant has been identified. Staff will work with the end user on final design of the restaurant building at time of development. 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 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.

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

RESOLUTION NO. PC 21-01

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
WOODLAND TO APPROVE THE CONDITIONAL USE PERMIT FOR
WOODLAND DEPOT AND ASSOCIATED MITIGATED NEGATIVE
DECLARATION, LOCATED AT 1670 -1680 EAST MAIN STREET (APN 927-
860-001, and -002)**

WHEREAS, the applicant, TAIT & Associates, filed Planning Application # PLNG 20-00031, on behalf of owner HEM Moorefield LLC, proposing a Conditional Use Permit to allow the development of a proposed 86-room La Quinta Hotel, a drive-through restaurant, and a 7-Eleven convenience store with gas station over two contiguous parcels at approximately 4.12 acres (APN 927-860-001, and -002) within the Regional Commercial /Light Industrial Flex Overlay Zoning (RC/LIF) located at 1670 -1680 East Main Street in Woodland California; and

WHEREAS, the applicant prepared a site plan, as attached to this Resolution as **Exhibit “A”**; and

WHEREAS, the City of Woodland Planning Commission held a duly noticed public hearing on April 1, 2021, to review and consider approval of the proposed Woodland Depot Project (“Project”) and associated Mitigated Negative Declaration; and

WHEREAS, pursuant to California state law and the Woodland Municipal Code, public hearing notices were mailed to all property owners within a three-hundred-foot radius of the subject property, and a public hearing notice was published for a minimum of ten days prior to the public hearing in the Daily Democrat; and

WHEREAS, the Planning Commission considered the proposed Mitigated Negative Declaration, Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) provides that the lead agency shall prepare an Initial Study for the proposed project. Per Section 15070 of the California Environmental Quality Act (CEQA), 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 measures incorporated, and based on substantial supporting evidence provided in the Initial Study. (The City hereby prepares and proposes to adopt a Mitigated Negative Declaration for this project); and

WHEREAS, the City of Woodland hereby finds that the submitted technical studies along with the 2035 General Plan program-level EIR prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.) and Per Section 15152 of the CEQA Guidelines, finds that a project which is consistent with the General Plan and zoning of the City may tier from the analysis contained in the General Plan EIR. The proposed project is consistent with the General Plan land use and zoning designations for the project site; therefore, in accordance with Section 15152 of the CEQA Guidelines, the analysis within the Initial Study will rely on analysis previously prepared in the General Plan EIR; and

WHEREAS, Pursuant to CEQA Section 15105, staff prepared, posted and mailed to responsible agencies a Notice of Intent (NOI) for the Mitigated Negative Declaration and posted with the Yolo County Recorder's office on March 12, 2021 for a 20 day public comment period; and

WHEREAS, the proposed use and its operating characteristics are consistent with the 2035 General Plan, as the site is located in the Regional Commercial/ Light Industrial Flex (RC/LIF) designation, which provides for the commercial uses (hotel, drive-through restaurant and convenience store/gas station); and

WHEREAS, the Planning Commission finds that the proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the RC/LIF zoning district in which it is located; and

WHEREAS, the proposed use is in on a site that is physically suitable in terms of location, size, topography, and access, and that with offsite improvements will be adequately served by public and private services and utilities; and

WHEREAS, the proposed commercial uses will not adversely affect the peace or general welfare of any residential neighborhood because the site is not close to any residential are or residential access; and

WHEREAS, the Planning Commission has reviewed all written evidence and oral testimony presented to date.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission of the City of Woodland, based on substantial evidence in the administrative record of proceedings and pursuant to its independent review and consideration, does hereby make the above findings, determinations, and recommendations with respect to the proposed Conditional Use Permit and recommends the approval of the proposed Conditional Use Permit, as conditioned and attached hereto.

PASSED AND ADOPTED by the Planning Commission of the City of Woodland at a regular meeting on the 1st day of April, 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Kirby Wells, Chairperson

ATTEST:

Cindy Norris, Planning Commission Secretary

Exhibit “A” – Woodland Depot Site Plan

Exhibit “B” – Conditions of Approval

Exhibit “B-1” - Build Out Diagram for COA# 13

Woodland Depot Development Site Plan

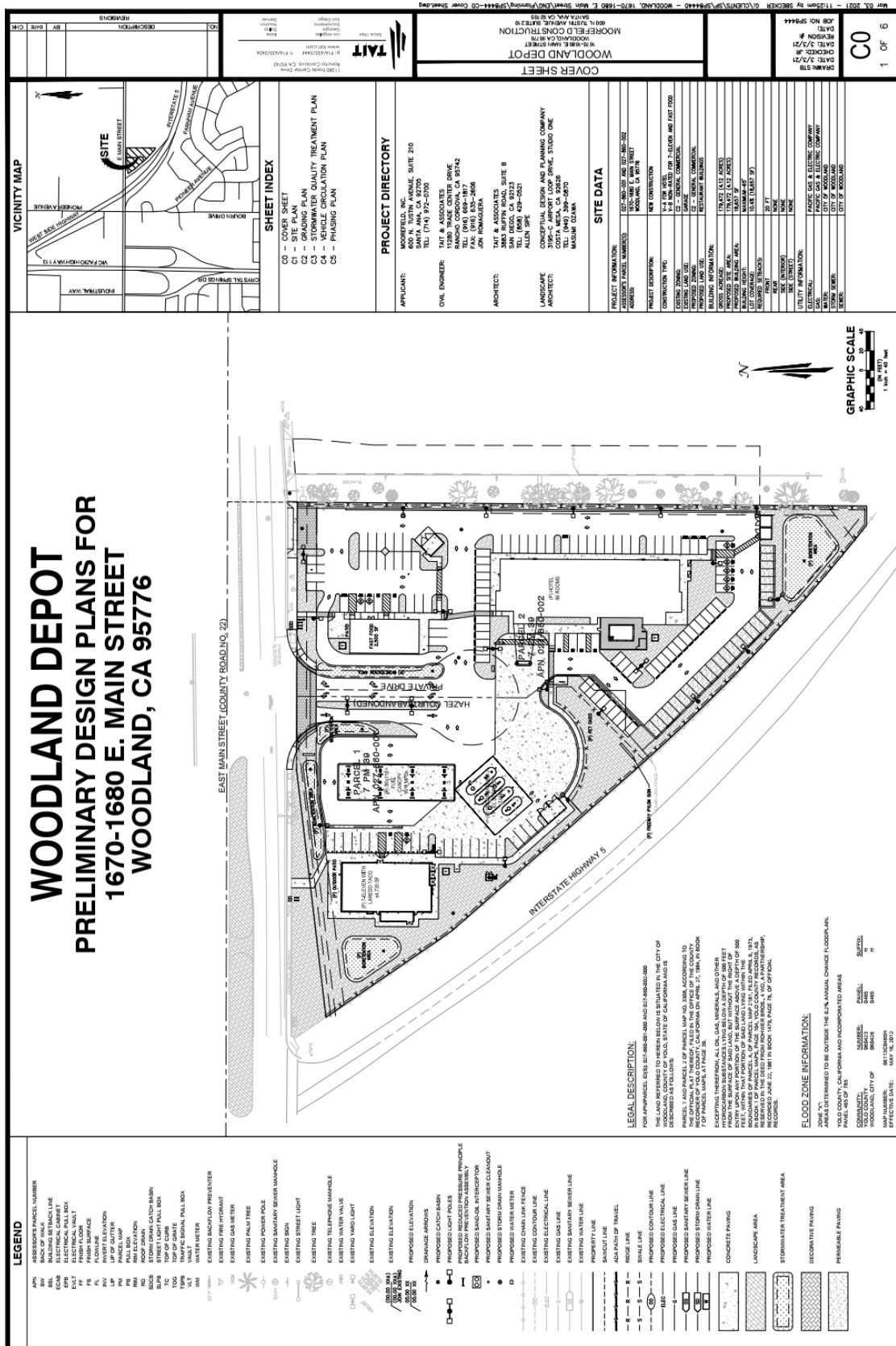


EXHIBIT – B

Woodland Depot Conditions of Approval

GENERAL CONDITIONS:

1. Project Approval. The project shall be substantially (as determined by the City) developed as described in the staff report (April 1, 2021) and depicted on exhibits dated March 3rd, 2021 and shall consist of a comprehensive development package to include a hotel, fast food restaurant and gas station to be located at 1670-1680 East Main Street (APN 927-860-001, 002). The project site is comprised of two contiguous parcels totaling 4.12 acres and is zoned Regional Commercial with a Light Industrial Flex overlay (RC/LIO). The proposed development includes an 86-room La Quinta hotel, a +/- 2500 sq. ft. drive-thru fast food restaurant (tenant as yet to be determined), a +/- 4,730 sq. ft. 7-Eleven convenience store, and a 4,284 10 multi-product dispensers (MPD) under one fueling canopy. The diesel fueling stations will be marketed to delivery-type box trucks only and not serve large 18 wheel trucks. The gas stations and convenience store hours will operate 7-days a week at 24 hours a day. The project site will provide for 149 parking spaces with six EV charging stations.
2. Project Changes. Should there be a change in the use or intensification or expansion of the described use or project design, the change shall be described and provided in writing to be evaluated by the Community Development Director to determine general consistency with the provisions of the use permit. The Director shall either approve the proposed changes based on a finding that the changes shall not result in significant traffic, noise, safety or security concerns or other potential nuisance to surrounding property owners or within public right-of-ways beyond that anticipated by the original approval, or, if these findings cannot be made, the Director shall make a determination that a Zoning Administrator Permit Modification is required, which shall include Planning Commission review including applicable processing and development fees.
3. Indemnification. The applicant/owner shall defend, indemnify, and hold harmless the City of Woodland, its agents, officers or employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the subject application by the City, its legislative body, advisory agencies or administrative officers. The City will promptly notify the applicant of any such claim, action or proceeding against the City, and the applicant will either, at the City's discretion, undertake defense of the matter and pay the City's associated legal costs, or will advance funds to pay for defense of the matter by the City Attorney.
4. Requirements of agencies. Applicant shall secure approval and satisfy requirements of all agencies with jurisdiction prior to operating.

5. Appeal Period. The Conditional Use Permit shall not be issued until the 14-calendar day appeal period has expired or final action on an appeal has been rendered.
6. Expiration. The Conditional Use Permit must be exercised within one year of issuance, or it shall be deemed null and void.
7. Fee Statement. The conditions of approval set forth herein include certain fees, dedication requirements, reservation requirements and/or other exactions. Pursuant to Government Code, Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions.

The applicant is hereby notified that the 90-day protest period, commencing from the date of project approval, has begun. If the applicant fails to file a timely protest regarding any of the fees, dedication requirements, reservation requirements and/or other exactions contained in this notice, complying with all the requirements of Government Code, Section 66020, the applicant will be legally barred from later challenging such fees, dedications requirements, reservation requirements and/or other such exactions. Notwithstanding the foregoing, the City does not waive any rights it may have to enforce any settlement agreement, memorandum of understanding, or other agreement with the applicant which authorizes the City to impose certain fees, and which may waive the applicant's right to challenge the imposition of some or all of the fees, dedication requirements, reservation requirements, and/or other exactions set forth in these conditions of approval.

8. Coordination of Plan. Concurrent with **submittal for Building Division Plan Check**, the applicant shall submit plans, including landscape plans and elevations for review and approval by the Planning Division (review of landscape plans can occur concurrent to building plan-check). Plans shall be coordinated and submitted as a single package. This plan set shall include all Conditions of Approval incorporated or clearly listed on the plans. The Conditions shall be printed on a full-sized plan sheet. A copy of the full-sized plan sheet with Conditions shall also be included in the Building Plan Check submittal packet.
9. Final Plan Set. **Prior to the issuance of building permits**, the applicant shall include a Final Plan Set, with all conditions of approval incorporated or clearly listed on the plans. The conditions shall be printed on a full-size plan sheet(s). All plans, including site, grading, civil, mechanical, street improvement, landscaping, and architectural elevations shall be coordinated for consistency prior to issuance of permits.
10. Informing subcontractors. The applicant shall be responsible for informing all subcontractors, consultants, engineers or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein in the City of Woodland Municipal Code, including the requirement that a business license be obtained by all entities.

PLANNING

11. Concurrent with the construction of the first building and prior to issuance of Certificate of Occupancy for that permit, the project shall complete the construction and installation (as illustrated in Exhibit B-1) of:
 - a. the entire northern bio-retention area,
 - b. traffic signal at East Main Street
 - c. re-landscaping of the median on East Main Street
 - d. installation of all landscape and frontage improvements along Main Street
 - e. the entire entryway (Hazel Court) including west facing curb of the proposed drive thru.
 - f. all landscaping and fencing adjacent to the Interstate-Five (I-5) off-ramp excluding the southern bio-retention area shall be designed and installed
12. Construction of the proposed drive through restaurant shall only occur concurrently with or after the construction of the approved Hotel.
13. Eighteen-wheel truck traffic shall be discouraged from the site by the property owners with the use of signage and the installation of a fuel pump canopy limited in height to only service single-axle vehicles.
14. Trash receptacles shall meet the City's Recycle and Trash Enclosure Specifications (per City Environmental Services) and be fully enclosed with materials that are architecturally compatible with the design of the main buildings. Enclosure(s) shall contain a roof to cover the enclosure to prevent rainfall from entering into containers and shall be of sufficient size and dimensions to accommodate recycling containers. Design elevations shall be provided to the Community Development Department for review and approval **prior to issuance of building permit.**
15. Applicant shall obtain a building permit for any exterior signs prior to installation. All signs shall be in accordance with the City's Sign Ordinance and Community Design Standards and shall be reviewed through a Design Review process and approved by the Community Development Department prior to issuance of building permits.
16. All signs shall be maintained and kept in good working order consistent with Section 17.120.080 of the Zoning Ordinance.
17. The freeway monument sign shall be occupied by business logos advertising active business located on the site (APN 027-860-001, 002) or directly surrounding the site.

18. 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.
19. The final approval (materials, height, location and signage) of the freeway sign and comprehensive sign program for all signs in the center shall be reviewed and approved by the Community Development Director consistent with direction provided by the Planning Commission.
20. All roof mounted, mechanical and utility equipment, including transformers and backflow devices shall be integrated in to a building structure or screened from public view to the satisfaction of the Community Development Director. The method of screening shall be architecturally integrated with the structure in terms of materials, color, shape and size. If necessary, visual assessment of equipment and screening methods shall be provided to illustrate the visual impact from public ways. All gas and electrical meters shall be concealed and/or painted to match the building.
21. All pedestrian crossings throughout the project and paving immediately surrounding the hotel shall use a textured, colored, stamped concrete design or a similar design to set the pedestrian realm apart from the parking area. Concrete design shall be submitted for review and approval by the Community Development Director **prior to building permit issuance**.
22. Textured, colored, stamped concrete design or a similar design shall be provided at the primary driveway entrance off East Main Street, and at the hotel entry at the south end of APN 027-860-001. Concrete design shall be submitted for review and approval by the Community Development Director **prior to building permit issuance**.
23. All perimeter fencing shall consist of a black tubular steel material along the east, west and south property boundaries. The fencing along the west property boundary shall be placed along the property line just inside the Caltrans right-of-way.
24. A detailed on-site lighting plan shall be reviewed and approved by the Community Development Department prior to the issuance of building permits. Such plan shall indicate style, illumination, location, height, and materials of all lighting fixtures. Such plan shall also indicate photometric data that demonstrates that the parking area will meet one (1) foot-candle of minimum maintained illumination per square foot of parking surface, over the entire paved area. Lighting shall be constructed using sufficient poles and fixtures so that the lighting is evenly distributed over the surface area of the parking lot(s) and does not impact adjacent public and/or private properties. The parking area shall be illuminated from dusk until the termination of business every operating day. Lighting shall be shielded from neighboring properties and directed at a specific task or target. Exposed bulbs are prohibited.
25. Lighting in "public use" areas such as parking lots, shall be pedestrian oriented in scale. Light standards shall not exceed **20-feet** in height and shall be spaced as required to meet City illumination requirements. Light pole base(s), if pedestals are required, shall utilize a decorative design to provide an enhanced appearance at the pedestrian level.

26. Up-lighting shall be provided along the street front façade and Hotel facade to create ambience at night. Location and information regarding lighting shall be reviewed and approved prior to issuance of building permits.
27. **Prior to issuance of a building permit**, Applicant shall submit detailed landscape plans that comply with the City's Water Conservation Ordinance and the State of California's Water Efficient Landscape Ordinance upon submitting for building permits. The landscape architect shall document and attest to the compliance with the State ordinance on the final landscape plans.
28. The property owner shall work with Caltrans to provide landscape and/or hardscape solution on the submitted landscape plans for the shared Caltrans Right-of-way at the intersection of Main Street and Highway-five off ramp, **prior to issuance of the building permit**
29. Detailed Landscape and Irrigation plans shall be submitted and approved by the Community Development, and Public Works Departments concurrent with public improvement plans and **prior to issuance of building permits**. Landscape plans shall be consistent with Section 17.112 of the Zoning Code and shall specify the following:
- Landscape and or hardscape solution for the shared Caltrans Right-of-way at the intersection of Main Street and Highway-five off ramp.
 - Robust landscaping at North West corner adjacent to 7-11 building.
 - Final planting design including all final landscape coverage calculations and ensure compliance with Article 22 of the City Zoning Ordinance
 - Locations, size, and quantity of all plant materials.
 - A plant legend specifying species type (botanical and common names), container size, maximum growth habit, and quantity of all plant materials.
 - Location of all pavements, fencing, buildings, accessory structures, parking lot light poles, property lines, and other pertinent site plan features.
 - Planting and installation details; and notes including soil amendments.
 - Details of all irrigation (drip, sprinkler, and bubbler) as well as equipment such a backflow controller and water meter devices identified.
 - Final parking lot shading planting and calculations to attest to compliance with Cal Green code 50% parking lot shading requirement.
 - Soils analysis and specification of any amendment requirements
 - Tree preservation measures
30. All trees shall be planted and staked with Reddy stakes in accordance with city standards.
31. Shade trees shall be planted and evenly distributed within the uncovered portions of the auto parking area on the ground level (employee and customer) so that at the tree's maturity, fifty percent (50%) of the parking stalls and back up area will be in shade at high noon at such times as the trees have full foliage. The landscape architect shall document the calculations and attest to this on the final landscape plan. A shade calculation diagram shall be provided for review and approval.

32. Vegetative matter shall cover a minimum of 75 percent (75%) of the landscape area within 2 years of planting. The landscape architect shall document the calculations and attest to this on the final landscape plan.
33. A minimum of 15-gallon (or larger) trees and 1-gallon (shrubs) are required. All landscape stock shall be inspected by the project landscape architect prior to installation. No root bound plants shall be used; only healthy, well-formed, and vigorous plant material shall be used. Landscape architect to provide written verification as to inspection of plant health prior to and after planting.
34. Bicycle parking facilities shall be provided and maintained. The racks shall be visible and located in a safe, well lit, and secure location to be **identified on the final site plan** and approved by the Community Development Department. One bike parking space per 15 guest rooms shall be provided for a total of 6 bike parking spaces. A minimum of 3 bike parking spaces for employees shall be located in a covered and secure location.
35. A minimum of 6 electric vehicle charging stations shall be provided, 2 at 7-11/ gas station, 1 at fast food, 3 at the hotel area. The site shall be pre-wired for additional future charging stations.
36. No banners flags or freestanding advertisement shall be allowed at back or side of building, along highway-five, exit ramp or at corner of Main Street and highway-five.
37. Outdoor storage of any nature shall be prohibited except where screened to the satisfaction of the Community Development Department.
38. All buildings shall be equipped with security Lighting, amplified music and security cameras to deter criminal activity, loitering and or encampments.
39. Any undeveloped portion of the parcels shall be secured with temporary fencing and lighting to deter criminal activity, loitering and or encampments.
40. **Prior to issuance of a grading or any ground disturbance**, or building permit or other improvement activities on the site the applicant shall submit a final grading plan concurrent with the initial building plan check submittal to the Community Development Department. All accessibility features and access routes are to be clearly shown on the site and grading plan. Coordination with the concurrent city improvement project will be necessary.
41. **Prior to the start of any work on-site**, the applicant shall request and attend a pre-construction meeting to include the project superintendent, architect, subcontractors, as well as City representatives including Community Development and/or Public Works.
42. Construction Impact Management Plan. **Prior to issuance of any permit or inception** of any construction activity on the site, the developer shall submit a construction impact management plan including a project development schedule and “good neighbor” information for review and approval by the Community Development Department. The plan shall include, but is not limited to public notice requirements for periods of significant impacts (noise/vibration/street closures, tree removal, etc.), special street posting, construction vehicle parking plan, phone listing for community concerns, names of persons who can be contacted to correct problems, hours of

construction activity, noise limits, dust control measures, and security fencing and temporary walkways.

43. If temporary perimeter fencing is installed during construction/development, it shall consist of chain link or better.
44. An effective dust control program should be implemented whenever earth moving activities occur on site.
45. In order to minimize the release of Ozone precursors associated with construction, the following standard requirements developed by the Yolo/Solano AQMD shall be implemented:

Construction equipment and engines shall be properly-maintained.

- a. Vehicle idling shall be kept below ten minutes.
 - b. Construction activities shall utilize new technologies to control ozone precursor emissions, as they become available and feasible.
 - c. During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
46. **Prior to issuance of first building permit**, the applicant shall enter into a recorded landscape maintenance agreement with the City of Woodland. The landscape maintenance agreement shall run with the property. The agreement shall provide for the continual maintenance of the property in a neat and tidy manner, landscape maintenance and replenishment of plants. Additionally, maintain all frontage landscaping, including the park strips in the City Right of Way via a set monetary contribution. City will provide tree trimming services for trees located in the public right-of-way. A copy of the recorded landscape maintenance agreement shall be provided to the Planning Division to be kept on file.
 47. **Prior to certificate of occupancy**, all Conditions of Approval shall be completed to the satisfaction of the Community Development Department. The site and buildings shall be inspected for compliance prior to the Certificate of Occupancy.
 48. **Prior to issuance of certificate of occupancy**, Applicant shall provide a public art installation that consists of an original design, which shall be reviewed and approved by the Planning Commission and installed on-site or in a location within close proximity to the project site. Or, alternatively, the Applicant shall pay an in-lieu fee as described in the City Zoning Ordinance (17.104.200 Public art requirements).

Mitigation Measures

49. Conform to the mitigation measures outlined in the California Environmental Quality Act (CEQA) Mitigated Negative Declaration (MND) for the Woodland Depot project.
50. Yolo HCP/NCCP. The project applicant shall comply with all Avoidance and Minimization Measures (AMM's) outlined by the Yolo Conservancy per the HCP/NCCP's requirements specific to the project location and shall pay all applicable fees.
51. Prior to commencing any ground-disturbing activities, the project applicant shall retain a qualified biologist to conduct planning-level surveys and identify any nesting or foraging habitat

present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership shall be surveyed only if access is granted or if the parcels are visible from publicly accessible areas.

The results of the survey shall be submitted to the Conservancy and CDFW. If nesting or foraging habitat are not present within the project area, no further mitigation would be necessary. If active nests are found during the preconstruction survey, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist shall monitor the nest and shall, along with the project applicant, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities, including tree pruning or removal, are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior.

If this project involves pruning or removal of a potential Swainson's hawk or white-tailed kite nest tree, the project applicant shall conduct a preconstruction survey that is consistent with the guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000). If active nests are found during the preconstruction survey, no tree pruning or removal of the nest tree shall occur during the period between March 1 and August 31, unless a qualified biologist determines that the young have fledged and the nest is no longer active.

All findings and results of the preconstruction surveys shall be submitted to the Community Development Department for review and approval.

52. The project applicant shall implement the following measures to avoid or minimize impacts to raptors and federally-protected nesting raptors and migratory birds:

- If any site disturbance or construction activity for any phase of development begins outside the February 1 to August 31 breeding season, a preconstruction survey for active nests shall not be required.
- If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active nests from publicly accessible areas within 14 days prior to site disturbance or construction activity for any phase of development. The survey area shall cover the construction site and the area surrounding the construction site, including a 100-foot radius for MBTA birds, and a 500-foot radius for birds of prey. If an active nest of a bird of prey, MBTA bird, or other protected bird is not found, then further mitigation measures are not necessary. The preconstruction survey shall be submitted to the City of Woodland Community Development Department for review.
- If an active nest of a bird of prey, MBTA bird, or other protected bird is discovered that may be adversely affected by any site disturbance or construction or an injured or killed bird is found, the project applicant shall immediately:
 - Stop all work within a 100-foot radius of the discovery;

- Notify the City of Woodland Community Development Department;
 - Do not resume work within the 100-foot radius until authorized by the biologist; and
 - The biologist shall establish a minimum 500-foot Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-foot ESA around the nest if the nest is of an MBTA bird other than a bird of prey. The ESA may be reduced if the biologist determines that a smaller ESA would still adequately protect the active nest. Further work may not occur within the ESA until the biologist determines that the nest is no longer active.
53. Prior to approval of any building permits, the project Civil Engineer shall show on the project plans that the project design adheres to all engineering recommendations provided in the site-specific Geotechnical Engineering Investigation prepared for the proposed project by Salem Engineering Group, Inc. The project plans shall include, but not be limited to, slabs on grade supported by a uniform layer of imported non-expansive engineered fill, applicable drying of near surface soils prior to compaction as engineered fill, applicable stabilization of the bottom of excavations due to wet soil conditions, and site demolition activities, which shall include removal of all surface obstructions not intended to be incorporated into final site design. The site demolition activities shall also specify that undocumented fill, underground buried structures, and/or utility lines encountered during demolition and construction shall be properly removed and the resulting excavations backfilled with imported non-expansive engineered fill. Proof of compliance with all recommendations specified in the Geotechnical Engineering Investigation shall be subject to review and approval by the City Engineer.
54. Prior to initiation of construction activities associated with permanent structures on the project site, the project applicant shall complete an analysis of the on-site soils and/or groundwater at the previous AST location to determine whether substantial concentrations of petroleum hydrocarbons and other Title 22 contaminants are present above the applicable direct exposure Environmental Screening Levels (ESLs) set by the Regional Water Quality Control Board, the residential screening levels set by the Department of Toxic Substances Control's Human Health Risk Assessment Note 3, and/or the U.S. Environmental Protection Agency's Regional Screening Levels (RSL) for Region 9. If contaminants are not detected above applicable ESLs/RSLs, then further mitigation is not required. If contaminants are detected above the applicable ESLs/RSLs, then the soils and/or groundwater shall be remediated by off-hauling to a licensed landfill facility. Such remediation activities shall be performed by a licensed hazardous waste contractor (Class A) and contractor personnel that have completed 40-hour Occupational Safety and Health Administration (OSHA) hazardous training. The results of soil and/or groundwater sampling and analysis, as well as verification of proper remediation and disposal, shall be submitted to the City's Community Development Department for review and approval.
55. Prior to any construction activities at the project site, the project applicant shall prepare a detailed Construction Traffic Control Plan and submit it for review and approval to the City Public Works Department. The applicant the City shall consult with Caltrans, Unitrans, Yolobus, and local emergency service providers for their input prior to approving the Plan. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained during construction. At a minimum, the plan shall include:
- The number of truck trips, time, and day of street closures;
 - Time of day of arrival and departure of trucks;

- Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting;
- Provision of a truck circulation pattern;
- Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas);
- Safe and efficient access routes for emergency vehicles;
- Manual traffic control, when necessary;
- Proper advance warning and posted signage concerning street closures; and
- Provisions for pedestrian safety.

A copy of the Construction Traffic Control Plan shall be submitted to local emergency response agencies, and the agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct roadways.

56. In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section: 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the Yolo County Coroner has been notified to determine if an investigation into the cause of death is required. If the Coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. The potential exists that the Native American Heritage Commission may be unable to identify a most likely descendant, the most likely descendant fails to make a recommendation within 24 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner. In such a case, the landowner or their authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department
57. In the event a potentially significant cultural or paleontological resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease, and workers shall avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the find. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The qualified archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to, culturally appropriate temporary and permanent treatment, which may include avoidance of cultural resources, in-place preservation, and/or re-burial on project property so the resource(s) are not subject to further disturbance in perpetuity. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared

and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. If necessary, excavation and evaluation of the finds shall comply with Section 15064.5 of the CEQA Guidelines. Potentially significant cultural resources include, but are not limited to, stone, bone, glass, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate State of California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to the City of Woodland, the Northwest Information Center, and the State Historic Preservation Offices (SHPO), as required.

DEVELOPMENT SERVICES

Required Submittals

58. Applicant shall prepare improvement plans for utility connections and all work within the public right-of-way and submit them to the Development Engineering Division of Community Development Department with encroachment permit application for review and approval. The submittal shall include an engineer's estimate of cost for the public improvements and applicant shall pay a plan check and inspection fee in accordance with the fee schedule. Prior to building permit issuance, applicant shall obtain encroachment permit and post security determined necessary during the permit process. All public improvements shall conform to the current City of Woodland Standard Specifications. The improvement plan sheets shall include the title block as outlined in the City of Woodland Standard Specifications. This submittal is separate from the building permit submittal.
59. All required public improvements, as listed below, are required as a condition of development of this site and shall be completed under the encroachment permit prior to Certificate of Occupancy of the first building providing the above conditions are met prior to building permit issuance.
60. Unless otherwise determined by the City Engineer, construction of public improvements will require that the applicant enter into an improvement agreement, and provide bonds and insurance.

Required Public Improvements

61. Applicant shall install City standard and ADA compliant curb ramps at driveway location.
62. Applicant shall remove and replace existing driveway at eastern edge of property with a City standard ADA compliant commercial driveway.
63. Applicant shall remove and replace cracked and broken, non ADA compliant, or otherwise substandard curb, gutter and sidewalk per City standards along property frontage.
64. Applicant shall construct all recommended features per traffic study for the project including, but not limited to the new traffic signal.
65. Applicant shall provide new services for water and sewer to the street or to private mains within a shared utility easement in a private drive. If any existing services are proposed to be used,

services shall be inspected prior to use, and all existing water and sewer services including laterals, cleanouts, meter settings, and backflow device shall be brought up to current City standards. All commercial, landscape, and fire services shall have a City approved backflow device.

66. The applicant shall install separate landscape irrigation services with meter and backflow. A backflow device is required on the landscape irrigation service.
67. Applicant shall abandon any unused water, sewer or storm drain laterals along the property frontage. Laterals shall be abandoned to the main in the street and per City standards.

Fees

68. Prior to approval of improvement plans, the Owner shall pay all fees for plan check and inspection of public infrastructure improvements, as approved by City Council and defined in the City Fee Schedule. If Owner pays a deposit only at improvement plan submittal, the balance shall be paid prior to improvement plan approval by the City Engineer.
69. All buildings shall pay applicable Development Impact Fees or connection fees in effect at the time of building permit issuance.
 - a. Applicant shall pay all Impact fees prior to issuance of the building permit.
 - b. All submittals shall pay fees in accordance with the City of Woodland fee schedule.
 - c. Prior to approval of improvement plans, the Owner shall pay all fees for plan check and inspection of offsite infrastructure improvements, as approved by City Council and defined in the City Fee Schedule. If Owner pays a deposit only at improvement plan submittal, the balance shall be paid prior to improvement plan approval by the City Engineer. If contract inspection is necessary for the project Owner shall prefund a liability account and sign an advanced funding agreement.

Easements Dedications

70. Appropriate easements shall be required for City maintained facilities located outside of City owned property or the public right-of-way.
71. Owner shall dedicate a 10' public utility easement along East Main Street.
72. Applicant shall dedicate easements to allow connection of sewer, water, storm drain facilities across parcels and vehicular and pedestrian access, so that each parcel may attach to the public system.

General Conditions

73. The applicant shall install new utility connections, which shall conform to City of Woodland Standards and Specifications. If existing services are proposed to be used, they shall be inspected by the City prior to use and brought up to City Standards if the current services do not meet standards. This may include but is not limited to installation of new meter boxes, backflow prevention, cleanouts and/or laterals in a location approved by the Public Works Department.
74. Conform to any mitigation measures outlined in the traffic study.

75. Public improvement plans shall tie into two City control network monuments in accordance with the City's electronic submission ordinance
76. This project is subject to the construction and demolition debris recycling and diversion ordinance; contact Environmental Resource Analyst, at 661-2063 for more information.
77. Applicant shall provide documentation that there are no private wells on site or that the project shall abandon any on site wells with construction of site improvements.
78. Prior to building permit issuance, the entire site shall be cleared and grubbed to remove all existing asphalt and concrete foundations. Any portion of the site to remain undeveloped shall also be hydroseeded.
79. Prior to building permit issuance, any portion of the site that is to remain undeveloped after the first phase of site construction shall be secured with temporary fencing and/or barricades and lighting.
80. The entirety of the primary proposed driveway entrance shall be constructed prior to Certificate of Occupancy of the first building.
81. Any perimeter fencing and/or masonry walls (including footings) shall reside within the private property and shall be privately owned and maintained.

Water Infrastructure

82. Backflow protection devices shall be installed on all commercial and landscape irrigation water services. Backflow devices shall be tested by a City-approved tester and results provided to the Public Works Department prior to occupancy. Work shall be covered by an encroachment permit.
83. All perimeter Fire hydrants shall be installed per current City of Woodland Standards. Existing hydrants may not be reused. Hydrants to remain shall be removed and replaced with new hydrant in the same location.
84. All final plans for fire hydrant systems and private water mains supplying a fire hydrant system shall be submitted to the City of Woodland Fire Department for approval prior to construction of the system. All fire protection systems and appurtenances thereto shall be subject to such periodic tests as required by the City of Woodland Fire Department.

Sanitary Sewer Collection System

85. If onsite mains are used to collect sewage flows from the various buildings, Private ownership and maintenance responsibilities of sanitary sewer facilities shall terminate at the first connection point (manhole) to the City's system within a public street. Privately owned lines shall be constructed to City standards. Alternatively, a manhole may be installed at the right-of-way line to denote the separation of the public from private system.
86. If the applicant chooses to connect to the existing 6-inch sewer lateral, the applicant shall remove and replace the existing sewer cleanout per City standards.

Storm Drainage

87. A drainage plan shall be prepared and shall identify specific storm drainage design features to control increased runoff from the project site. This may be achieved through one or more of the following: onsite detention or retention facilities, channel modifications, and/or equally effective measures to control the rate and volume of runoff. The drainage plan shall demonstrate the effectiveness of the proposed storm drainage system to prevent negative impacts to existing downstream facilities and to prevent additional flooding at off-site downstream locations. All necessary calculations, assumptions, and design details shall be submitted to the City Community Development Department for review and approval. The design features proposed by the applicant shall be consistent with the most recent version of the City's Storm Drainage Master Plan criteria and Standard Specifications and Details.
88. Connections to existing storm drain mains shall be done with a manhole (direct taps are not permitted).

Storm Water Quality

89. Project shall include low impact development standards to minimize storm drain run off, applicant shall submit a plan to minimize run off to the City for approval. The plan shall include such measures as bioretention basins, porous pavement, dry wells/trench drains, or other approved method as described in section E.12.b.(ii) of the phase II MS4 General permit (CAS000004), and demonstrate that the amount of treated run off is in accordance with the section E.12.f E.12.e.ii.c of the phase II MS4 General permit. Applicant shall enter into an access, maintenance, and reporting agreement for such measures prior to Certificate of Occupancy. Owner will be required to enter into a maintenance agreement for onsite storm water treatment devices. Stormwater treatment for the project shall be in addition to existing treatment features. Sizing for new treatment measures shall consider the existing treatment facilities plus what is required for the new development.
90. Prior to Building Permit, Owner shall submit post construction work sheet in accordance with Appendix 8 of the City's Post Construction Standards Manual to demonstrate how the project is meeting low impact development standards, Hydromodification standards, and Storm Water Quality Standards. These calculations will be necessary to determine the final sizing of the proposed bioretention planters.

OWNER may reference the City's Post Construction Standards Manual on the web.

<http://www.cityofwoodland.org/gov/depts/cd/divisions/engineering/development/h2oquality.asp>

Owner shall enter into a Stormwater Treatment Measure Access and Maintenance Agreement prior to Certificate of Occupancy.

91. Construction of projects disturbing more than one acre of soil shall require a National Pollution Discharge Elimination System (NPDES) construction permit. Applications/projects disturbing less than one acre of soil shall implement BMP's to prevent and minimize erosion. The improvement plans for construction of less than 1 acre shall include a BMP to be approved by the City Engineer. Projects greater than one acre shall prepare a SWPPP.

General Conditions

92. Prepare improvement plans for any work within the public right-of-way and public utility easements and submit them to the Public Works department for review and approval. The improvement plan sheets shall include the title block as outlined in the City of Woodland Standard Specifications. This submittal is separate from the building permit submittal. All public improvements shall conform to the current City of Woodland Standard Specifications.
93. Conform to any mitigation measures outlined in the traffic study.
94. Public improvement plans shall tie into two City control network monuments in accordance with the City's electronic submission ordinance
95. This project is subject to the construction and demolition debris recycling and diversion ordinance; contact Environmental Resource Analyst, at 661-2063 for more information.

BUILDING

96. This project must meet all criteria and mandates for these City adopted codes or the most current code:
 - 2019 California Building Code
 - 2019 California Plumbing Code
 - 2019 California Mechanical Code
 - 2019 California Electrical Code
 - 2019 Building Energy Efficiency Standards
 - 2019 California Green Building Code
 - The Code of the City of Woodland
97. Other City and County Agencies (Health, Fire, Public Works, and Planning) may be required to approve the project prior to a building permit being issued.
98. Recycle plan is required at time of permit issuance along with a \$1000 deposit.
99. Prior to any demolition work being performed, clearance from Yolo Solano Air Quality Management District is required.
100. Any deferred submittals that are not a part of the initial permit application must be listed on the cover sheet of the plan at the time of application for the project.
101. All plans, computations and specifications to be prepared and designed by an architect or engineer licensed by the state of California.

102. A licensed architect or licensed engineer shall be responsible for reviewing and coordinating all submittal documents prepared by others, including deferred submittal items, for compatibility with the design of the building.
103. **Prior to issuance of a grading permit**, the applicant/developer shall incorporate the recommendations of a design-level geotechnical report into the Improvement Plans for approval by the City Engineer. Should expansive, or otherwise unstable soils be found within the project site, the design-level geotechnical report shall include measures necessary to ensure that such on-site conditions are fully mitigated. Methods of mitigating potential on-site expansive soils may include, but are not limited to the following measures:
- Strengthen foundations (e.g., post-tensioned slab, reinforced mat or grid foundation, or other similar system) to resist excessive differential settlement associated with soil expansion; and/or
 - Support the proposed structures on an engineered fill pad, of sufficient thickness, in order to reduce differential settlement resulting from post-seismic pore pressure dissipation.

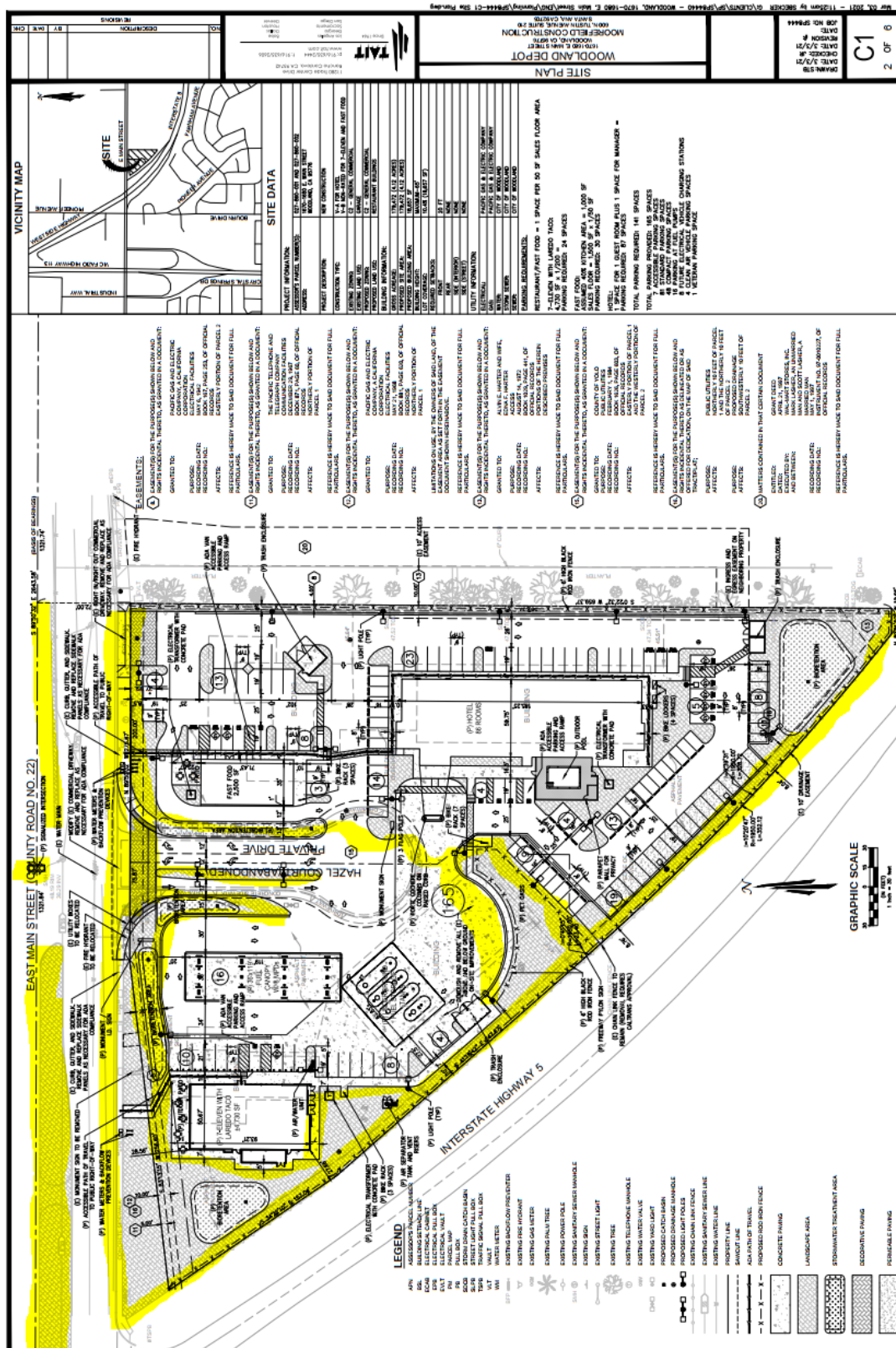
FIRE

104. No Parking -Fire Lane stripping shall be required to be painted (or signage posted) in approved locations where parking of vehicles may restrict the 20-foot access lanes.
105. The turning radius of a fire apparatus access road shall be a minimum standard turning radius of 20 feet inside and 40 feet outside diameter, please indicate fire apparatus radii on plans.
106. Dead-end roads greater than 150 feet in length shall have an approved turn around, per Table D103.4 of 2019 CFC.
107. A Knox Box shall be installed at an approved location for fire department access into buildings.
108. Approved address numbers shall be placed on all new buildings in such a position as to be plainly visible and legible from the street or road fronting the property and within internal access roads and drives. Numbers shall contrast with background.
109. The minimum fire flow for hotel site is determined to be 1,000 GPM at 20 psi assuming 45,708 square feet of Type VA construction with the maximum reduction allowed for the fire sprinkler system. Submit a fire flow analysis that proves the minimum fire flow is available at the most hydraulically-remote on-site hydrant.
110. Per CFC 903.5.1; hotel will require standpipe system installed. Not less than one standpipe shall be provided during construction, **prior to construction reaching 40 feet in height** above the lowest level of fire department access.
111. Confirm if a fire pump will be provided as part of the project for hotel. If a fire pump is required, show the fire pump room location on the floor plan/life safety plan, including room dimensions and fire rated separation.
112. Firewater underground plans, along with Fire hydrant locations shall be submitted, designed per NFPA 24 and 2019 California Fire Code as a deferred submittal for Fire

Department approval. Plans may be submitted electronically at fire-prevention@cityofwoodland.org.

113. Fire alarm system shall be designed and installed per NFPA 72 and 2019 California Fire Code. Plans shall be submitted to the Woodland Fire Department as a deferred set for approval. Plans may be submitted electronically at fire-prevention@cityofwoodland.org
114. Automatic fire sprinkler system shall be designed and installed per NFPA 13 and 2019 California Fire Code on all buildings greater than 5,000 square feet. Plans shall be submitted to the Woodland Fire Department as a deferred set for approval. Plans may be submitted electronically at fire-prevention@cityofwoodland.org
115. Underground storage tank installation shall be additionally coordinated with the Yolo County Environmental Health Department.
116. Fuel Dispensing operations shall comply with Chapter 23 of the 2019 California Fire Code
117. Emergency responder radio coverage shall be provided in accordance with Section 510, 2019 California Fire Code

Build Out Diagram for COA# 13



WOODLAND DEPOT

PROJECT INFORMATION SUMMARY SHEET

Woodland Depot CUP, (PLNG 20-00031): The project, request TAIT & Associates on behalf of the owners, HEM Moorefield LLC The proposed project includes a request for a Conditional Use Permit to to develop a prosed 86-room La Quinta hotel, a +/- 2,500 sq. ft. drive-thru fast food restaurant (tenant as yet to be determined), a +/- 4,730 sq ft 7-Eleven convenience store, with a 10 MPD fueling canopy to serve automobiles and delivery vans. The gas stations and convenience store hours will operate 7-days a week at 24 hours a day with 8-12 employees.

Street Access: The main access to the development area is off of East Main Street (former private drive Hazel Court) at the center of the site frontage with secondary access on the east property line with Wal-Mart. To help facilitate traffic circulation in and out of the project site, a traffic signal is proposed at the main entrance connection to East Main Street.

Location: The proposed Project is located at 1670-1680 East Main on two parcels (APN: 927-860-001 and -002) in Woodland, California

Environmental Report: 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 for this project.

APN: 927-860-001 and -002

Project Applicant: TAIT & Associates, 11280 Trade Center Drive, Rancho Cordova, CA 95742

Property Owner: HEM Moorefield LLC, 600 Tustin Avenue, Suite # 210, Santa Ana, CA 92705

Project Planner: Megan Meier, Associate Planner

Staff Recommendation: Planning Commission Recommend to, Conditional Approval

Report For: Planning Commission Public Hearing – April 1, 2021

General Plan Designation: Regional Commercial/Light Industrial Flex Overlay

Direction	Land Use	Zoning
North	Industrial	I
South	Interstate 5	N/A
East	Commercial	RC/LIF
West	Interstate 5	N/A

Flood Zone: X – Area Outside the 2% Annual Chance Flood Event, FIRM Community Panel Number – 060426-0445H
Revised May 16, 2012

Applicable Laws, Codes & Ordinances:

This project is subject to several laws, codes and ordinances:

- The City of Woodland General Plan
- The City of Woodland Zoning Ordinance
- California Environmental Quality Act (CEQA)
- Woodland 2035 Climate Action Plan (CAP)

TRANSMITTAL		
To: City of Woodland, Planning Department	Date: 07/02/20	
300 First Street	Subject: Planning Submittal #1	
Woodland, CA 95695	1670 E. Main Street Woodland Gateway Project	
Attn: Cindy Norris	Job No:	Via:

The following items are transmitted: ☐ For Your Approval ☒ Per Your Request ☐ For Your File

Copies	Description
	Planning Submittal Exhibits – 3 x 24x36; 1 x 11X17; Digital submittal
1	Planning Application, Letter of Agency
1	Submittal Checklist
1	Initial Study with Environmental Form
1	7-Eleven Signage Plan
1	La Quinta Signage Plan
1	Mailing labels – Property owners within 300'
1	Project Narrative
1	Contextual Map
1	Site Photos
1	ALTA
1	Title Report
1	Legal Description

Please feel free to contact me if you have any questions or comments, via email cmiehe@tait.com or telephone (916)669-1823.

Sincerely,

Tait & Associates, Inc.
 Chandra Miehe | 916.669.1823

General Application Form

1. OWNER/APPLICANT

Property Owner:

HEM Moorefield LLC

Mailing Address:

600 Tustin Avenue, Suite 210

City State Zip Code:

Santa Ana, CA 92705

Phone Number:

714-972-0700

E-mail Address:

mike@moorefieldconstruction.com

Project Applicant:

HEM Moorefield LLC

Mailing Address:

600 N. Tustin Avenue, Suite 210

City State Zip Code:

Santa Ana, CA 92705

Phone Number:

714-972-0700

E-mail Address:

mike@moorefieldconstruction.com

2. PROJECT DESCRIPTION

Project Name:

Woodland Gateway

Total Acres or Square Feet:

179,472 sq ft (4.12 acres)

General Plan Land Use Designation:

C2 - General Commercial

Existing Zoning:

C2 - General Commercial

Site Address or Location:

1670 - 1680 E. Main Street

Assessor's Parcel Number(s):

027-860-001 & 027-860-002

Is Project in Flood Zone? ☐ Yes ☒ No

Requested Entitlement/Permit Type:

CUP, Design Review, Site Plan Review

PROJECT NARRATIVE/JUSTIFICATION STATEMENT: On a separate sheet, please provide a written description of the project being proposed for development including justification. It must include a description of the project and detailed scope of work including how the project will address potential negative effects on the community. A Design Concept Narrative is also required for Site Plan and Design Review entitlement requests.

3. AUTHORITY TO FILE APPLICATION

Check one: ☐ Property Owner ☐ Power of Attorney* ☐ Contract to Purchase* ☒ Other*

*Attach Evidence of Authority/Letter of Agency (see attached template)

ACKNOWLEDGEMENT: I hereby certify that the above information and accompanying documents are true and accurate to the best of my knowledge and acknowledge that the processing of this application may require additional fees and expenses for the preparation of necessary environmental documentation and planning studies. I certify that I have reviewed the current Hazardous Waste and Substances Site List, developed pursuant to AB 3750, and found that my project is not on the list.

APPLICATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF LEGAL OWNER OR OFFICIAL AGENT

Applicant

Date

Applicant

Date

Legal Owner

Date

Legal Owner

Date

DEPARTMENT USE ONLY

Entitlement Type

- | | | |
|--|---|---|
| ☐ Zoning Administrator Permit (ZAP) | ☐ Zoning Amendment | ☐ Sign Plan |
| ☐ Conditional Use Permit (CUP) | ☐ Zone Interpretation | ☐ Tentative Parcel Map |
| ☐ CUP/PUD/ZAP Modification | ☐ Design Review | ☐ Tentative Subdivision Map |
| ☐ Annexation Application | ☐ Site Plan Review | ☐ Amendment to Tentative Map |
| ☐ Lot Line Adjustment | ☐ General Plan Petition | ☐ Variance |
| ☐ Lot Merger | ☐ General Plan Amendment | ☐ Other: _____ |

Is this request related to another development?

☐ Yes ☐ No

Explain: _____

Intake

Amount Paid: _____

Amount Owed: _____

Logged by: _____ Date: _____

Planner: _____ Date: _____

Project No: _____



City of Woodland

Community Development Department, 300 First Street, Woodland CA 95695, (530) 661-5820 fax (530) 406-0832

LETTER OF AGENCY

If the applicant is not the owner of record of the subject site, a Letter of Agency from the owner, or the owner's authorized representative must be submitted which grants the applicant permission to apply for the requested entitlements(s). The Letter of Agency must be notarized.

Date: July 23, 2019

To: City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695

Community Development Department:

To apply for the entitlement(s) listed below

☐ General Plan Amendment	☐ Zoning Amendment	☐ Tentative Subdivision Map
☐ Tentative Parcel Map	☐ Specific Plan Amendment	☐ Lot Line Adjustment
☐ Variance	☒ Conditional Use Permit	☐ Planned Development
☒ Site Plan Review	☒ Design Review	☐ Zoning Administrator Permit
☐ Specific Plan	☐ Cannabis Business Permit	☐ Cannabis Conditional Use Permit
Is this request part of another application? Yes ☐ No ☐	Other:	

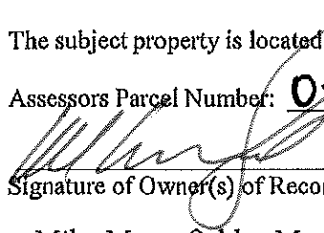
I, the undersigned legal owner of record, hereby grant permission to:

Applicant: TAIT & ASSOC. Phone: (916) 635-2444

Applicant's Address: 11280 Trade Center Dr. Rancho Cordova, CA

The subject property is located at: 1670 & 1680 E. Main St. Woodland, CA

Assessors Parcel Number: 027-860-001, 027-860-002


Signature of Owner(s) of Record (must be an original signature)

Mike Moorefield ~ Member
Print Legal Owner(s) of Record Name

600 N Tustin Avenue ~ Suite 210, Santa Ana, CA 92705
Address of Legal Owner (attach title report)

714-972-0700
Phone:

E-mail Owner(s) of Record: mike@moorefieldconstruction.com OR lee.gcre@yahoo.com

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of ORANGE)

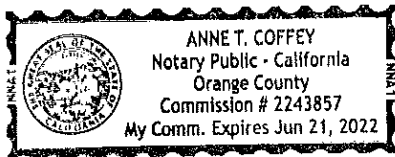
On July 23, 2019 before me, ANNE T. COFFEY, Notary Public
Date Here Insert Name and Title of the Officer

personally appeared MIKE MOOREFIELD
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Anne T. Coffey
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Letter - City of Woodland Document Date: 7-23-19

Number of Pages: 1 Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

☐ Corporate Officer — Title(s): _____

☐ Partner — ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer Is Representing: _____

Signer's Name: _____

☐ Corporate Officer — Title(s): _____

☐ Partner — ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer Is Representing: _____

WOODLAND DEPOT

1670 E Main St Woodland, CA

Project Description:

THE PROJECT WILL CONSIST OF THE CONSTRUCTION OF AN 86-ROOM LA QUINTA HOTEL, A +/- 4730 7-ELEVEN EVOLUTION CONCEPT STIRE WITH LAREDO TACO RESTAURANT, 8 MPD FUELING CANOPY, AND A FUTURE +/- 2500 DRIVE-THRU FAST FOOD RESTAURANT. THE PROPOSED LOCATION IS 1670 EAST MAIN STREET IN THE CITY OF WOODLAND. THE PROJECT SITE HAS BEEN DEVELOPED FOR OPTIMUM VEHICLE CIRCULATION. THE SITE IMPROVEMENTS HAVE BEEN DESIGNED FOR COMPLIANCE WITH THE CITY'S DESIRE FOR ENHANCED LANDSCAPING, ADA PARKING AND PATH OF TRAVEL REQUIREMENTS. IN AN EFFORT TO MEET THE CITY'S DESIRE FOR ARCHITECTURE THAT HAS BOTH AN AGRICULTURAL AND TECHNICAL VERNACULAR, THE PROPOSED STRUCTURES INCORPORATE STANDING SEAM METAL PITCH ROOFS, STUCCO FINISHES AND SIMPLE SHAPES INDICATIVE OF THE AGRICULTURAL STRUCTURES USED THROUGHOUT THE REGION. THE ABSENCE OF LARGE OVERHANGING ROOFS AND SIMPLE CLEAN LINE ALSO BRINGS A TECHNICAL ASPECT TO THE OVERALL FEEL OF THE CAMPUS.

Project Team

Owner

HEM MOOREFIELD, LLC
600 N. TUSTIN AVENUE, SUITE 210
SANTA ANA, CA 92705
CONTACT: MIKE MOOREFIELD
TELEPHONE: (714) 972-0700

Architect

TAIT & ASSOCIATES, INC.
3883 RUFFIN ROAD, SUITE 'B'
SAN DIEGO, CA 92123
CONTACT: ALLEN SIPE
TELEPHONE: (858) 429-0521
EMAIL: ASIPE@TAIT.COM

Civil Engineer

TAIT & ASSOCIATES, INC.
11280 TRADE CENTER DRIVE,
RANCHO CORDOVA, CA 95742
CONTACT: JON ROMAGUERA
TELEPHONE: (916) 669-1817
EMAIL: JROMAGUERA@TAIT.COM



BIRDS EYE VIEW FROM MAIN STREET

Vicinity Map

Project Summary

Sheet Index

Site Information

Zoning Designation: C2 - General Commercial
APN: 027-860-002

Development Standards

Building Setbacks
Front: 20 feet
Side (interior): N/A
Side (street): N/A
Rear: N/A

Maximum Building Height: 65 feet
Lot coverage: 4.3% (7805 SF)

Building Area / Parking

7-Eleven With Laredo Taco	4,730 SF x 1/200 = Parking Required : 24 SPACES
Fast Food	Assumed 40% Kitchen Area 1,000 SF Sales Floor 1,500 SF x 1/50 = Parking Required : 30 SPACES
Hotel	1 Space For 1 Guest Room Plus 1 Space For Manager = Parking Required: 87 SPACES
Total	Parking Required: 141 SPACES

Proposed Parking

Accessible	7 Stalls
Standard	81 Stalls
Compact	48 Stalls
Parking At Fuel Pumps	16 Stalls
Future EV Charging Stations	8 Stalls
Clean Air Vehicle	4 Stalls
Veteran Parking	1 Stalls
Total	165 Stalls

Civil Sheets

TS	Title Sheet
C0	Cover Sheet
C1	Site Plan
C2	Grading Plan
C3	Storm Water Quality Treatment Plan
C4	Vehicle Circulation Plan
C5	Phasing Plan

Architectural Sheets

A1.0	Floor Plan 7-Eleven
A1.1	First and Second Floor Plans - Hotel
A1.2	Third and Fourth Floor Plans - Hotel
A2.0	Roof Plan 7-Eleven
A2.1	Roof Plan - Hotel
A3.0	Elevations 7-Eleven
A3.1	Elevations 7-Eleven
A3.2	Elevations Fuel Canopy
A3.3	Elevations Hotel
A3.4	Elevations Hotel
A4.0	Rendering 7-Eleven
A4.1	Rendering Offramp 1
A4.2	Rendering Offramp 2
A4.3	Rendering Hotel
A4.4	Rendering Hotel & Restaurant Pad
A4.5	Rendering Hotel & Restaurant Pad
A4.6	Rendering 7-Eleven Back Side



WOODLAND DEPOT
PRELIMINARY DESIGN PLANS FOR
1670-1680 E. MAIN STREET
WOODLAND, CA 95776

LEGAL DESCRIPTION:

FOR APN/PARCEL ID(S): 027-860-001-000 AND 027-860-002-000

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF
WOODLAND, COUNTY OF YOLO, STATE OF CALIFORNIA AND IS
DESCRIBED AS FOLLOWS:

PARCEL 1 AND PARCEL 2 OF PARCEL MAP NO. 3308, ACCORDING TO THE OFFICIAL PLAT THEREOF, FILED IN THE OFFICE OF THE COUNTY RECORDER OF YOLO COUNTY, CALIFORNIA ON APRIL 27, 1984, IN BOOK 7 OF PARCEL MAPS, AT PAGE 39.

EXCEPTING THEREFROM, ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCES LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE OF SAID LAND, BUT WITHOUT THE RIGHT OF ENTRY UPON ANY PORTION OF THE SURFACE ABOVE A DEPTH OF 500 FEET, WITHIN THAT PORTION OF SAID LAND LYING WITHIN THE BOUNDARIES OF PARCEL A, OF PARCEL MAP 2181, FILED APRIL 6, 1973, IN BOOK 1 OF PARCEL MAPS, PAGE 104, YOLO COUNTY RECORDS, AS RESERVED IN THE DEED FROM ROHWER BROS., 4 WD, A PARTNERSHIP, RECORDED JUNE 22, 1981 IN BOOK 1479, PAGE 78, OF OFFICIAL RECORDS.

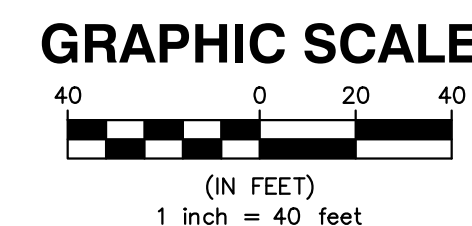
FLOOD ZONE INFORMATION:

ZONE "X":
AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

YOLO COUNTY, CALIFORNIA AND INCORPORATED AREAS
PANEL 465 OF 785

<u>COMMUNITY:</u>	<u>NUMBER:</u>	<u>PANEL:</u>	<u>SUFFIX:</u>
YOLO COUNTY	060423	0465	H
WOODLAND, CITY OF	060426	0465	H

MAP NUMBER: 06113C0465H
EFFECTIVE DATE: MAY 16, 2012



INDUSTRIAL WAY

VIC FAZIO HIGHWAY 113

WEST SIDE HIGHWAY

PIONEER AVENUE

SITE

E MAIN STREET

INTERSTATE 5

FARNHAM AVENUE

PIONEER AVENUE

BOURN DRIVE

CRYSTAL SPRINGS DR

N

C0 - COVER SHEET
C1 - SITE PLAN
C2 - GRADING PLAN
C3 - STORMWATER QUALITY TREATMENT PLAN
C4 - VEHICLE CIRCULATION PLAN
C5 - PHASING PLAN

APPLICANT:	MOOREFIELD, INC. 600 N. TUSTIN AVENUE, SUITE 210 SANTA ANA, CA 92705 TEL: (714) 972-0700
CIVIL ENGINEER:	TAIT & ASSOCIATES 11280 TRADE CENTER DRIVE RANCHO CORDOVA, CA 95742 TEL: (916) 669-1817 FAX: (916) 635-2606 JON ROMAGUERA
ARCHITECT:	TAIT & ASSOCIATES 3883 RUFFIN ROAD, SUITE B SAN DIEGO, CA 92123 TEL: (858) 429-0521 ALLEN SIPE
LANDSCAPE ARCHITECT:	CONCEPTUAL DESIGN AND PLANNING COMPANY 3195-C AIRPORT LOOP DRIVE, STUDIO ONE COSTA MESA, CA 92626 TEL: (949) 399-0870 MASUMI OZAWA

PROJECT INFORMATION:	
ASSESSOR'S PARCEL NUMBER(S):	027-860-001 AND 027-860-002
ADDRESS:	1670-1680 E. MAIN STREET WOODLAND, CA 95776
PROJECT DESCRIPTION:	
CONSTRUCTION TYPE:	V-A FOR HOTEL V-B NON-RATED FOR 7-ELEVEN AND FAST FOOD
EXISTING ZONING:	C2 - GENERAL COMMERCIAL
EXISTING LAND USE:	GARAGE
PROPOSED ZONING:	C2 - GENERAL COMMERCIAL
PROPOSED LAND USE:	RESTAURANT BUILDINGS
BUILDING INFORMATION:	
GROSS ACREAGE:	179,472 (4.12 ACRES)
PROPOSED SITE AREA:	179,472 (4.12 ACRES)
PROPOSED BUILDING AREA:	18,657 SF
BUILDING HEIGHT:	MAXIMUM-65'
LOT COVERAGE:	10.4% (18,657 SF)
REQUIRED SETBACKS:	
FRONT	20 FT
REAR	NONE
SIDE (INTERIOR)	NONE
SIDE (STREET)	NONE
UTILITY INFORMATION:	
ELECTRICAL:	PACIFIC GAS & ELECTRIC COMPANY
GAS:	PACIFIC GAS & ELECTRIC COMPANY
WATER:	CITY OF WOODLAND
STORM SEWER:	CITY OF WOODLAND
SEWER:	CITY OF WOODLAND

DATE: 3/3/21
CHECKED: JR
DATE: 3/3/21
REVISION #:
DATE:
JOB NO: SP8444

C0
OF 6

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Georgia	Dallas
Sacramento	Houston
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WOODLAND DEPOT
1670-1880 E. MAIN STREET
WOODLAND, CA 95776

MOOREFIELD CONSTRUCTION
600 N. TUSTIN AVENUE, SUITE 210
SANTA ANA, CA 92705

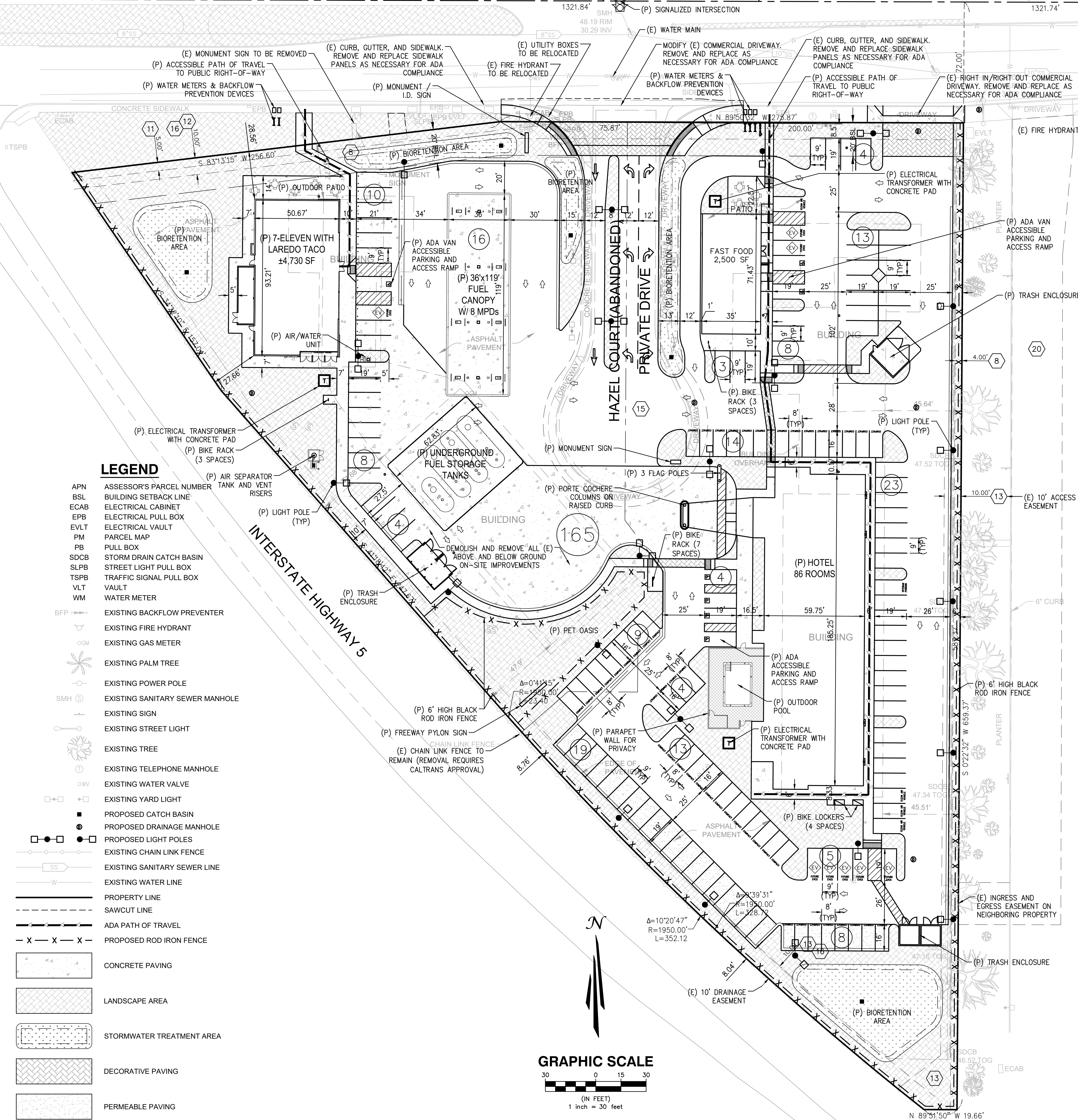
WOODLAND DEPCO

FIELD CONSTRUCTION
TUSTIN AVENUE, SUITE 210
SANTA ANA, CA 92705

Mar 03, 2021 - 11:25am by SBECKER G:\CLIENTS\SP\SP84440 - WOODLAND, 1670-1680 E. Main Street\ENG\Planning\SP8444-C0 Cover Sheet.dwg

EAST MAIN STREET (COUNTY ROAD NO. 22)

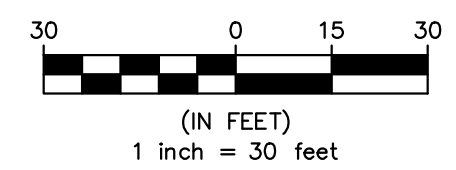
S 89°50'32" E 2643.58' (BASIS OF BEARINGS)



LEGEND

APN	ASSESSOR'S PARCEL NUMBER
BSL	BUILDING SETBACK LINE
ECAB	ELECTRICAL CABINET
EPB	ELECTRICAL PULL BOX
EVL	ELECTRICAL VAULT
PM	PULL MAP
PB	PULL BOX
SDCB	STORM DRAIN CATCH BASIN
SLPB	STREET LIGHT PULL BOX
TSPB	TRAFFIC SIGNAL PULL BOX
VL	VAULT
WM	WATER METER
BFP	EXISTING BACKFLOW PREVENTER
OH	EXISTING FIRE HYDRANT
OM	EXISTING GAS METER
PT	EXISTING PALM TREE
SP	EXISTING POWER POLE
SMH	EXISTING SANITARY SEWER MANHOLE
SS	EXISTING SIGN
SL	EXISTING STREET LIGHT
ST	EXISTING TREE
TM	EXISTING TELEPHONE MANHOLE
WV	EXISTING WATER VALVE
YL	EXISTING YARD LIGHT
CB	PROPOSED CATCH BASIN
DM	PROPOSED DRAINAGE MANHOLE
LP	PROPOSED LIGHT POLES
CLF	EXISTING CHAIN LINK FENCE
SSL	EXISTING SANITARY SEWER LINE
WL	EXISTING WATER LINE
PL	PROPERTY LINE
SL	SAWCUT LINE
APT	ADA PATH OF TRAVEL
RF	PROPOSED ROD IRON FENCE
CP	CONCRETE PAVING
LA	LANDSCAPE AREA
STA	STORMWATER TREATMENT AREA
DP	DECORATIVE PAVING
PP	PERMEABLE PAVING

GRAPHIC SCALE



EASEMENTS:

8. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: PACIFIC GAS AND ELECTRIC COMPANY, A CALIFORNIA CORPORATION
PURPOSE: ELECTRICAL FACILITIES
RECORDING DATE: MAY 6, 1942
RECORDING NO.: BOOK 167, PAGE 253, OF OFFICIAL RECORDS
AFFECTS: EASTERLY PORTION OF PARCEL 2

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

11. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY
PURPOSE: COMMUNICATION FACILITIES
RECORDING DATE: DECEMBER 29, 1967
RECORDING NO.: BOOK 571, PAGE 60, OF OFFICIAL RECORDS
AFFECTS: NORTHERLY PORTION OF PARCEL 1

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

12. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: PACIFIC GAS AND ELECTRIC COMPANY, A CALIFORNIA CORPORATION
PURPOSE: ELECTRICAL FACILITIES
RECORDING DATE: MAY 21, 1968
RECORDING NO.: BOOK 881, PAGE 620, OF OFFICIAL RECORDS
AFFECTS: NORTHERLY PORTION OF PARCEL 1

LIMITATIONS ON USE, BY THE OWNERS OF SAID LAND, OF THE EASEMENT AREA AS SET FORTH IN THE EASEMENT DOCUMENT SHOWN HEREINABOVE.

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

13. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: ALVIN E. HARTER AND WIFE, EDNA F. HARTER
PURPOSE: ACCESS
RECORDING DATE: AUGUST 14, 1972
RECORDING NO.: BOOK 1029, PAGE 441, OF OFFICIAL RECORDS
AFFECTS: PORTIONS OF THE HEREIN DESCRIBED PREMISES

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

15. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: COUNTY OF YOLO
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: FEBRUARY 1, 1984
RECORDING NO.: BOOK 1628, PAGE 803, OF OFFICIAL RECORDS
AFFECTS: EASTERLY PORTION OF PARCEL 1 AND THE WESTERLY PORTION OF PARCEL 2

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

16. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT:

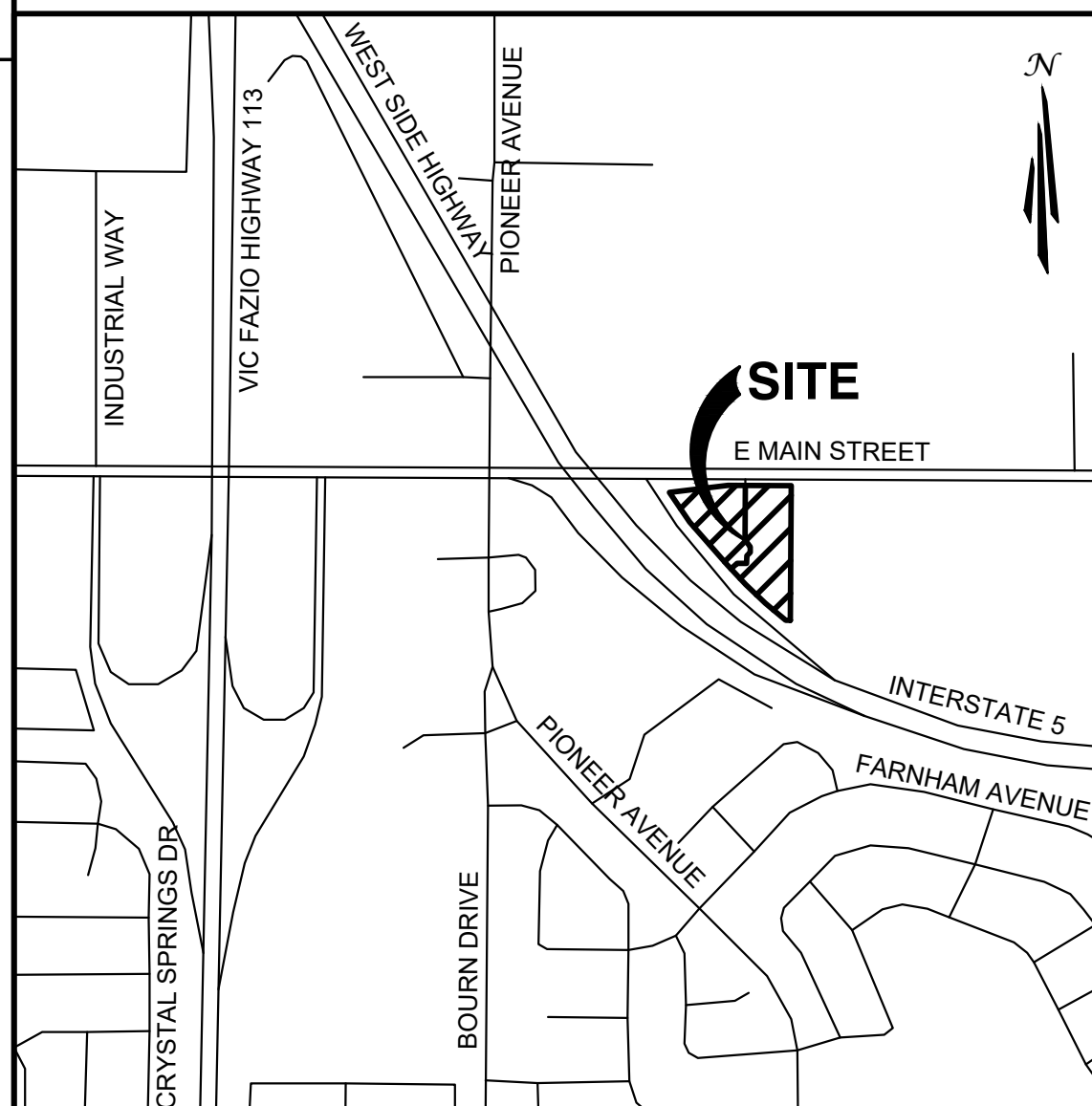
PURPOSE: PUBLIC UTILITIES
AFFECTS: NORTHERLY 10 FEET OF PARCEL 1 AND THE NORTHERLY 10 FEET OF PARCEL 2
PURPOSE: PROPOSED DRAINAGE
AFFECTS: SOUTHWESTERLY 10 FEET OF PARCEL 2

20. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT

ENTITLED: GRANT DEED
DATED: APRIL 21, 1997
EXECUTED BY: WAL-MART STORES, INC.
AND BETWEEN: MARK LASHER, AN UNMARRIED MAN AND SCOTT LASHER, A MARRIED MAN
RECORDING DATE: MAY 1, 1997
RECORDING NO.: INSTRUMENT NO. 97-0010227, OF OFFICIAL RECORDS

REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

VICINITY MAP



SITE DATA

PROJECT INFORMATION:	
ASSESSOR'S PARCEL NUMBER(S):	027-860-001 AND 027-860-002
ADDRESS:	1670-1680 E. MAIN STREET WOODLAND, CA 95776
PROJECT DESCRIPTION:	NEW CONSTRUCTION
CONSTRUCTION TYPE:	V-A FOR HOTEL V-B NON-RATED FOR 7-ELEVEN AND FAST FOOD
EXISTING ZONING:	C2 - GENERAL COMMERCIAL
EXISTING LAND USE:	GARAGE
PROPOSED ZONING:	C2 - GENERAL COMMERCIAL
PROPOSED LAND USE:	RESTAURANT BUILDINGS
BUILDING INFORMATION:	
GROSS ACREAGE:	179,472 (4.12 ACRES)
PROPOSED SITE AREA:	179,472 (4.12 ACRES)
PROPOSED BUILDING AREA:	18,657 SF
BUILDING HEIGHT:	MAXIMUM-65'
LOT COVERAGE:	10.4% (18,657 SF)
REQUIRED SETBACKS:	
FRONT	20 FT
REAR	NONE
SIDE (INTERIOR)	NONE
SIDE (STREET)	NONE
UTILITY INFORMATION:	
ELECTRICAL:	PACIFIC GAS & ELECTRIC COMPANY
GAS:	PACIFIC GAS & ELECTRIC COMPANY
WATER:	CITY OF WOODLAND
STORM SEWER:	CITY OF WOODLAND
SEWER:	CITY OF WOODLAND
PARKING REQUIREMENTS:	
RESTAURANT/FAST FOOD = 1 SPACE PER 50 SF SALES FLOOR AREA	
7-ELEVEN WITH LAREDO TACO: 4,730 SF x 1/200 = PARKING REQUIRED: 24 SPACES	
FAST FOOD: ASSUMED 40% KITCHEN AREA = 1,000 SF SALES FLOOR = 1,500 SF x 1/50 SF PARKING REQUIRED: 30 SPACES	
HOTEL: 1 SPACE FOR 1 GUEST ROOM PLUS 1 SPACE FOR MANAGER = PARKING REQUIRED: 87 SPACES	
TOTAL PARKING REQUIRED: 141 SPACES	
TOTAL PARKING PROVIDED: 165 SPACES 7 ACCESSIBLE PARKING SPACES 81 STANDARD PARKING SPACES 48 COMPACT PARKING SPACES 16 PARKING AT FUEL PUMPS 8 FUTURE ELECTRICAL VEHICLE CHARGING STATIONS 4 CLEAN AIR VEHICLE PARKING SPACES 1 VETERAN PARKING SPACE	

SITE PLAN

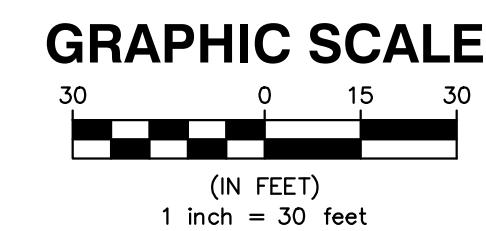
WOODLAND DEPOT
1670-1680 E. MAIN STREET
WOODLAND, CA 95776
MOOREFIELD CONSTRUCTION
600 N. TUSTIN AVENUE, SUITE 210
SANTA ANA, CA 92705

DRAWN: STB
DATE: 3/3/21
CHECKED: JR
DATE: 3/3/21
REVISION #:
DATE:
JOB NO: SP8444

C1

2 OF 6

S 89°50'32" E 2643.58' (BASIS OF BEARINGS)
1321.74'



APN	ASSESSOR'S PARCEL NUMBER
BW	BACK OF WALK
BSL	BUILDING SETBACK LINE
ECAB	ELECTRICAL CABINET
EPB	ELECTRICAL PULL BOX
EVL7	ELECTRICAL VAULT
FF	FINISH FLOOR
FS	FINISH SURFACE
FL	FLOWLINE
INV	INVERT ELEVATION
LIP	LIP OF GUTTER
PM	PARCEL MAP
PB	PULL BOX
RIM	RIM ELEVATION
RD	ROOF DRAIN
SDCB	STORM DRAIN CATCH BASIN
SLPB	STREET LIGHT PULL BOX
TC	TOP OF CURB
TOG	TOP OF GRATE
TSPB	TRAFFIC SIGNAL PULL BOX
VLT	VAULT
WM	WATER METER

- | | |
|--|---------------------------------|
| | EXISTING BACKFLOW PREVENTER |
| | EXISTING FIRE HYDRANT |
| | EXISTING GAS METER |
| | EXISTING PALM TREE |
| | EXISTING POWER POLE |
| | EXISTING SANITARY SEWER MANHOLE |
| | EXISTING SIGN |
| | EXISTING STREET LIGHT |
| | EXISTING TREE |
| | EXISTING TELEPHONE MANHOLE |
| | EXISTING WATER VALVE |
| | EXISTING YARD LIGHT |
| | EXISTING ELEVATION |
| | EXISTING ELEVATION |
| | EXISTING ELEVATION |
| | PROPOSED ELEVATION |
| | DRAINAGE ARROWS |
| | PROPOSED CATCH BASIN |
| | PROPOSED STORM DRAIN MANHOLE |
| | EXISTING CHAIN LINK FENCE |
| | EXISTING CONTOUR LINE |
| | PROPERTY LINE |
| | SAWCUT LINE |
| | RIDGE LINE |
| | SWALE LINE |
| | PROPOSED CONTOUR LINE |
| | PROPOSED STORM DRAIN LINE |
| | CONCRETE PAVING |
| | LANDSCAPE AREA |
| | STORMWATER TREATMENT AREA |
| | DECORATIVE PAVING |
| | PERMEABLE PAVING |
| | PROPOSED LIGHT POLES |

DRAWN: STR DATE: 3/3/21 CHECKED: JR DATE: 3/3/21 REVISION #: DATE: JOB NO: SP8444	C2 3 OF 6	DRAIN PLAN WOODLAND DEPOT 1670-1680 E. MAIN STREET WOODLAND, CA 95776 MOOREFIELD CONSTRUCTION 1600 N. SANTA ANA, CA 92705
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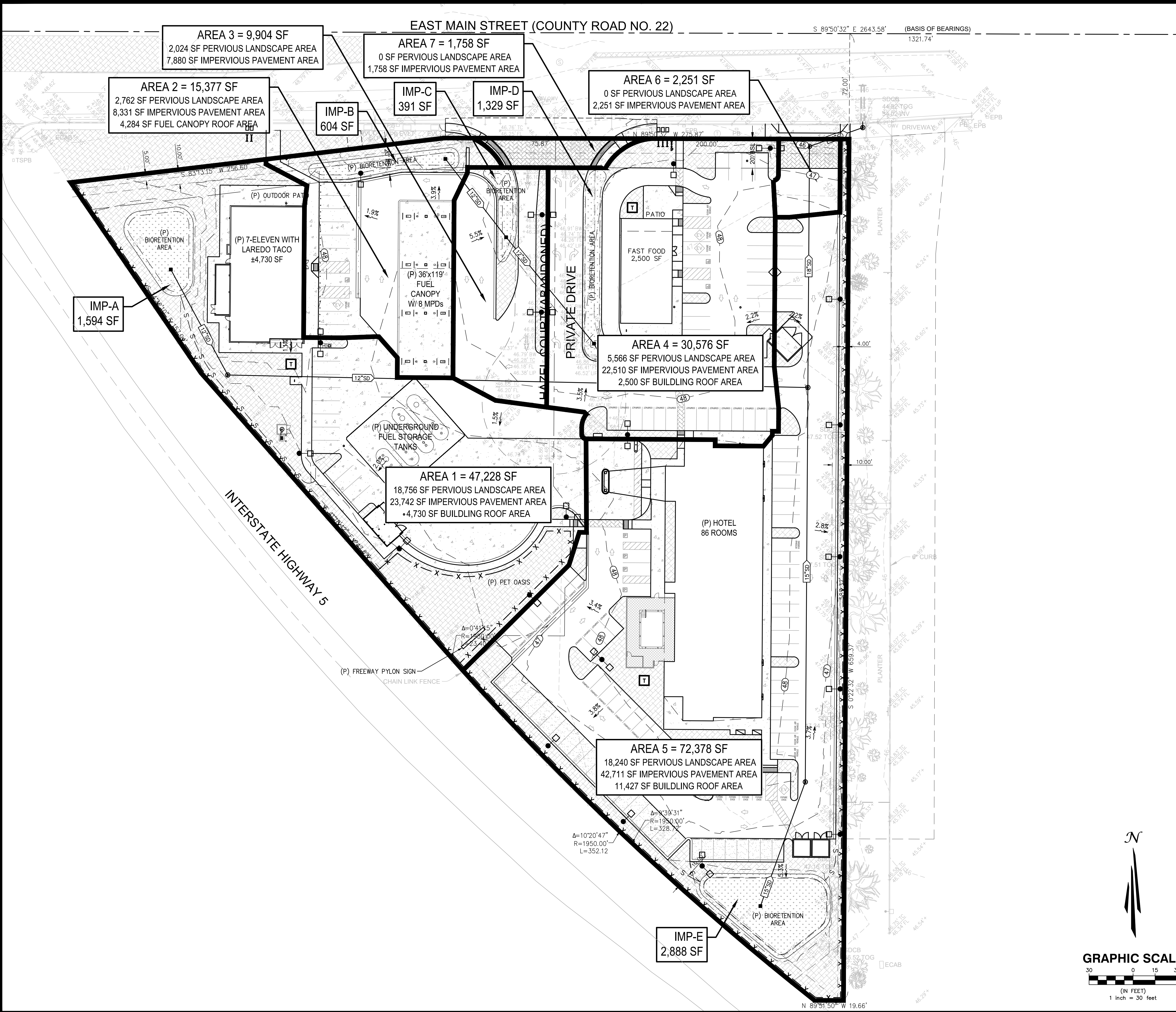


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NO.	DESCRIPTION	BY	DATE	
	REVISIONS			



LEGEND

APN	ASSESSOR'S PARCEL NUMBER
BW	BACK OF WALK
BSL	BUILDING SETBACK LINE
ECAB	ELECTRICAL CABINET
EPB	ELECTRICAL PULL BOX
EVL	ELECTRICAL VAULT
FF	FINISH FLOOR
FS	FINISH SURFACE
FL	FLOWLINE
INV	INVERT ELEVATION
LIP	LIP OF GUTTER
PM	PARCEL MAP
PB	PULL BOX
RIM	RIM ELEVATION
RD	ROOF DRAIN
SDCB	STORM DRAIN CATCH BASIN
SLPB	STREET LIGHT PULL BOX
TC	TOP OF CURB
TOG	TOP OF GRATE
TSPB	TRAFFIC SIGNAL PULL BOX
VLT	VAULT
WM	WATER METER
BFP	EXISTING BACKFLOW PREVENTER
OGM	EXISTING GAS METER
SMH	EXISTING SANITARY SEWER MANHOLE
STL	EXISTING STREET LIGHT
TMH	EXISTING TELEPHONE MANHOLE
OWV	EXISTING WATER VALVE
YL	EXISTING YARD LIGHT
EE	EXISTING ELEVATION
PE	PROPOSED ELEVATION
DA	DRAINAGE ARROWS
CB	PROPOSED CATCH BASIN
SDM	PROPOSED STORM DRAIN MANHOLE
CLF	EXISTING CHAIN LINK FENCE
CL	EXISTING CONTOUR LINE
PL	PROPERTY LINE
SL	SAWCUT LINE
RL	RIDGE LINE
SWL	SWALE LINE
PC	PROPOSED CONTOUR LINE
PSDL	PROPOSED STORM DRAIN LINE
CP	CONCRETE PAVING
LA	LANDSCAPE AREA
STWA	STORMWATER TREATMENT AREA
DP	DECORATIVE PAVING
PP	PERMEABLE PAVING
PLP	PROPOSED LIGHT POLES

STORMWATER QUALITY TREATMENT PLAN

WOODLAND DEPOT

1670-1680 E. MAIN STREET
WOODLAND, CA 95776

MOOREFIELD CONSTRUCTION

600 N. TUSTIN AVENUE, SUITE 210
SANTA ANA, CA 92705

DRAWN: STB
DATE: 3/3/21
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DATE: 3/3/21
REVISION #:
DATE:
JOB NO: SP8444

C3

4 OF 6

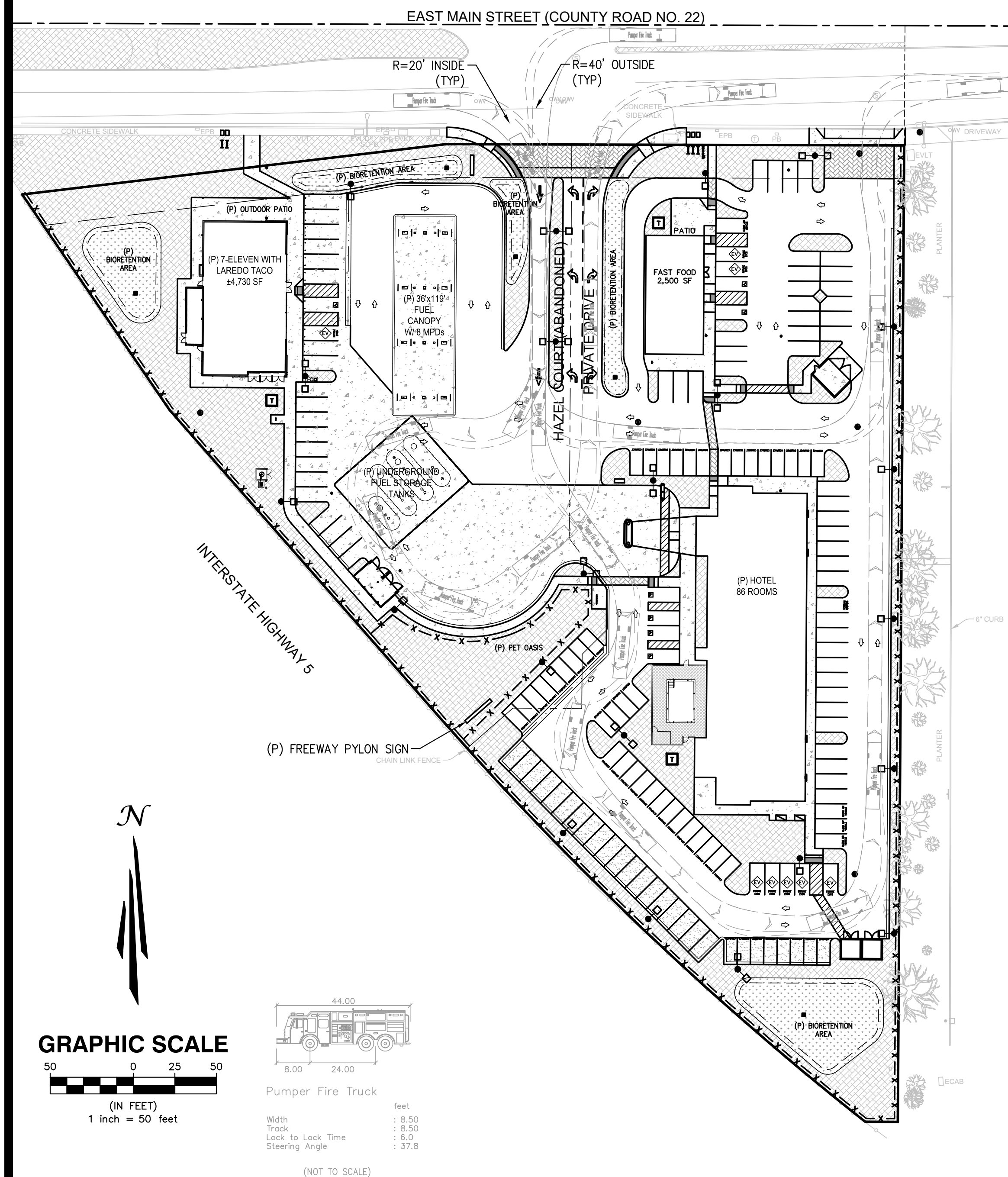
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Since 1964

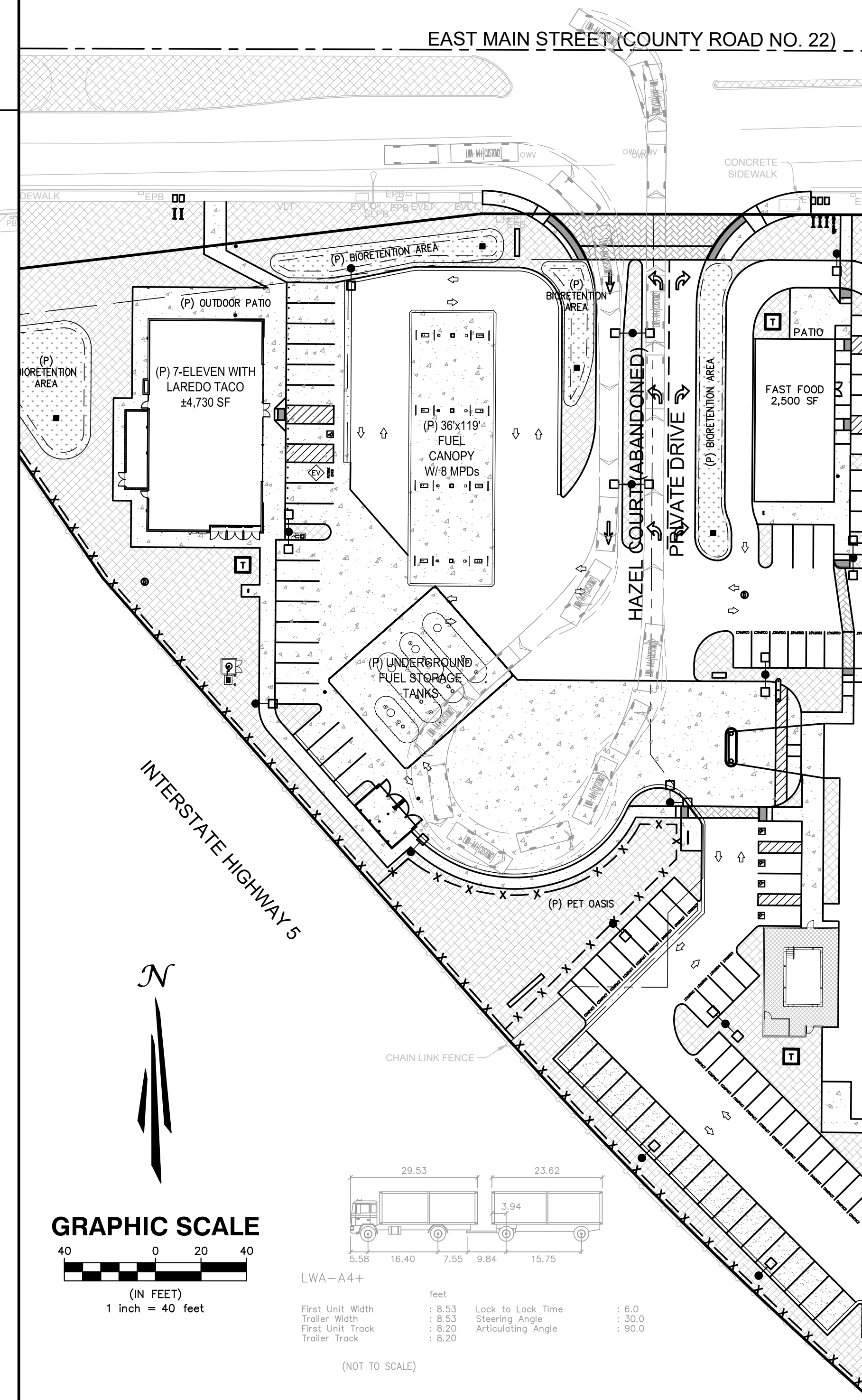
Los Angeles
San Francisco
San Diego

TAIT

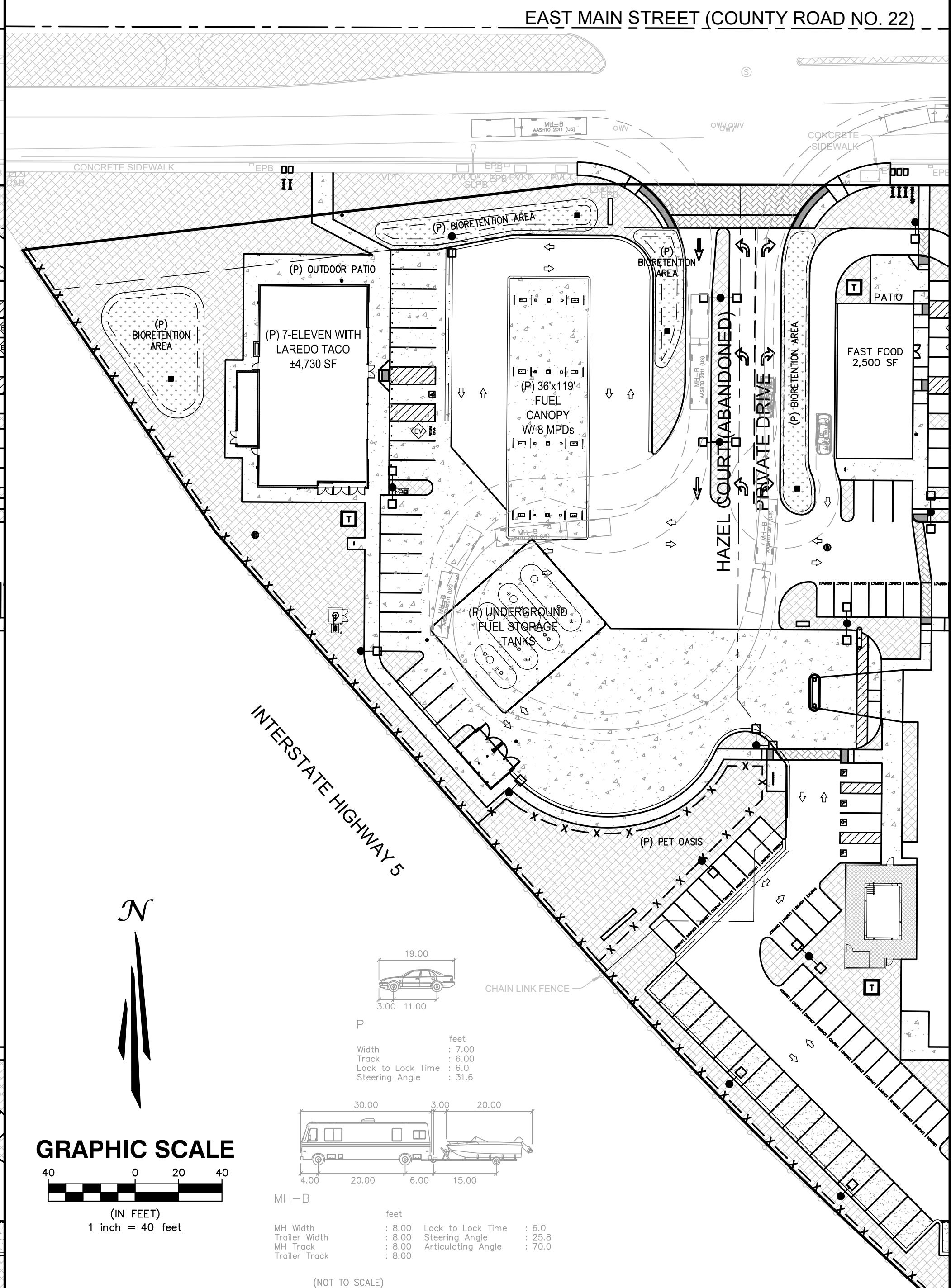
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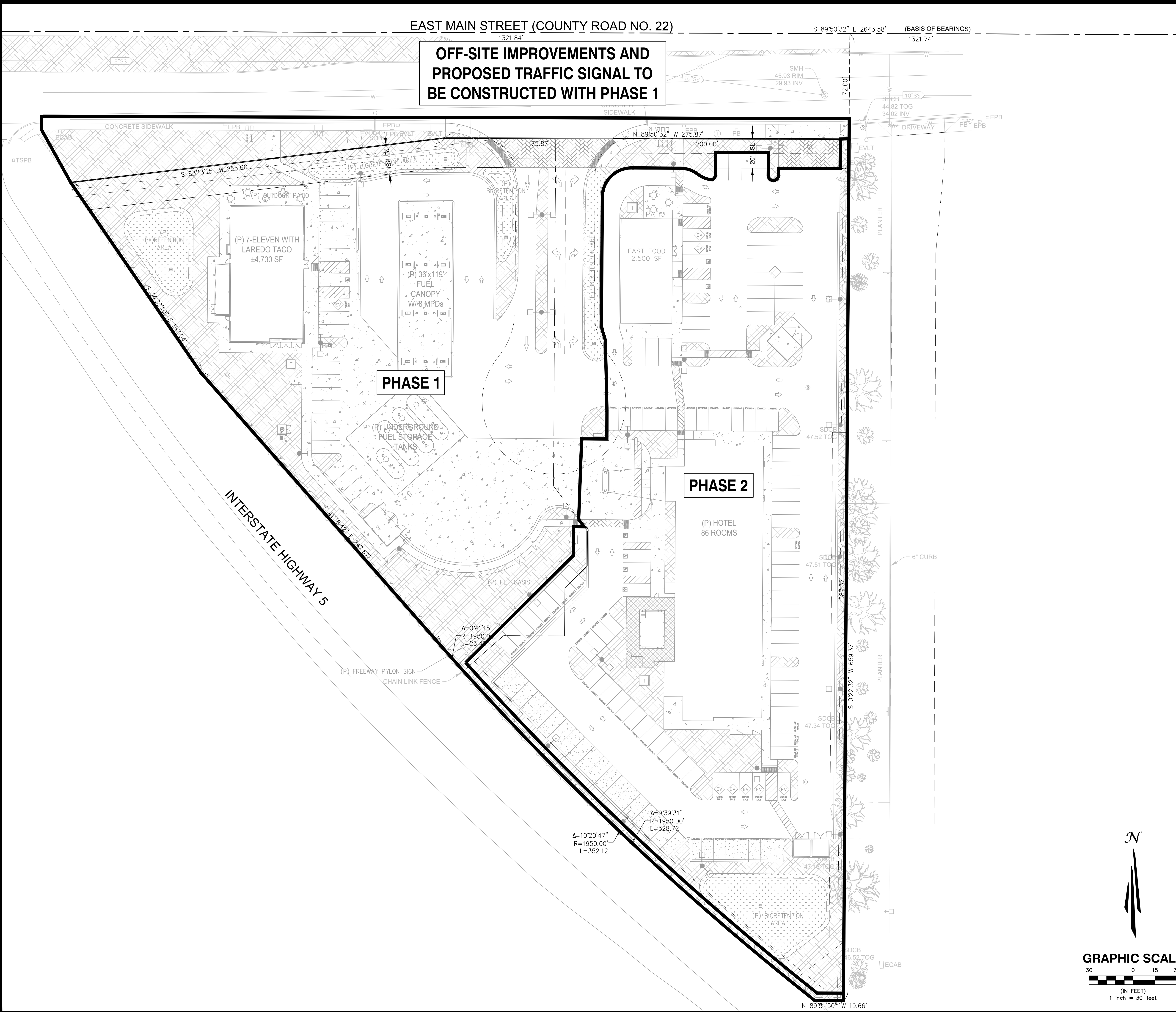
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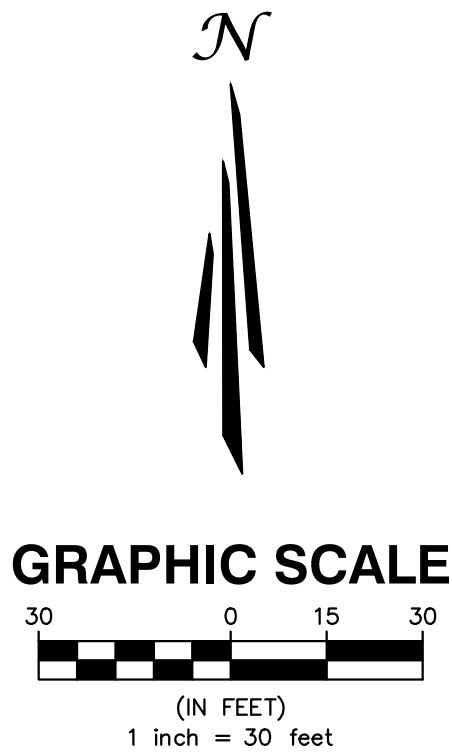
2 FUEL DELIVERY CIRCULATION



3 MISCELLANEOUS VEHICLE CIRCULATION



LEGEND	
APN	ASSESSOR'S PARCEL NUMBER
BSL	BUILDING SETBACK LINE
ECAB	ELECTRICAL CABINET
EPB	ELECTRICAL PULL BOX
EVL	ELECTRICAL VAULT
PM	PULL BOX
PB	PULL BOX
SDCB	STORM DRAIN CATCH BASIN
SLPB	STREET LIGHT PULL BOX
TSPB	TRAFFIC SIGNAL PULL BOX
VLT	VAULT
WM	WATER METER
BFP	EXISTING BACKFLOW PREVENTER
○	EXISTING FIRE HYDRANT
○	EXISTING GAS METER
✱	EXISTING PALM TREE
○	EXISTING POWER POLE
○	EXISTING SANITARY SEWER MANHOLE
○	EXISTING SIGN
○	EXISTING STREET LIGHT
○	EXISTING TREE
○	EXISTING TELEPHONE MANHOLE
○	EXISTING WATER VALVE
□	EXISTING YARD LIGHT
■	PROPOSED CATCH BASIN
○	PROPOSED DRAINAGE MANHOLE
○	PROPOSED LIGHT POLES
○	EXISTING CHAIN LINK FENCE
SS	EXISTING SANITARY SEWER LINE
W	EXISTING WATER LINE
—	PROPERTY LINE
- - -	SAWCUT LINE
- X - X - X -	PROPOSED ROD IRON FENCE
CONCRETE PAVING	
LANDSCAPE AREA	
STORMWATER TREATMENT AREA	
DECORATIVE PAVING	
PERMEABLE PAVING	



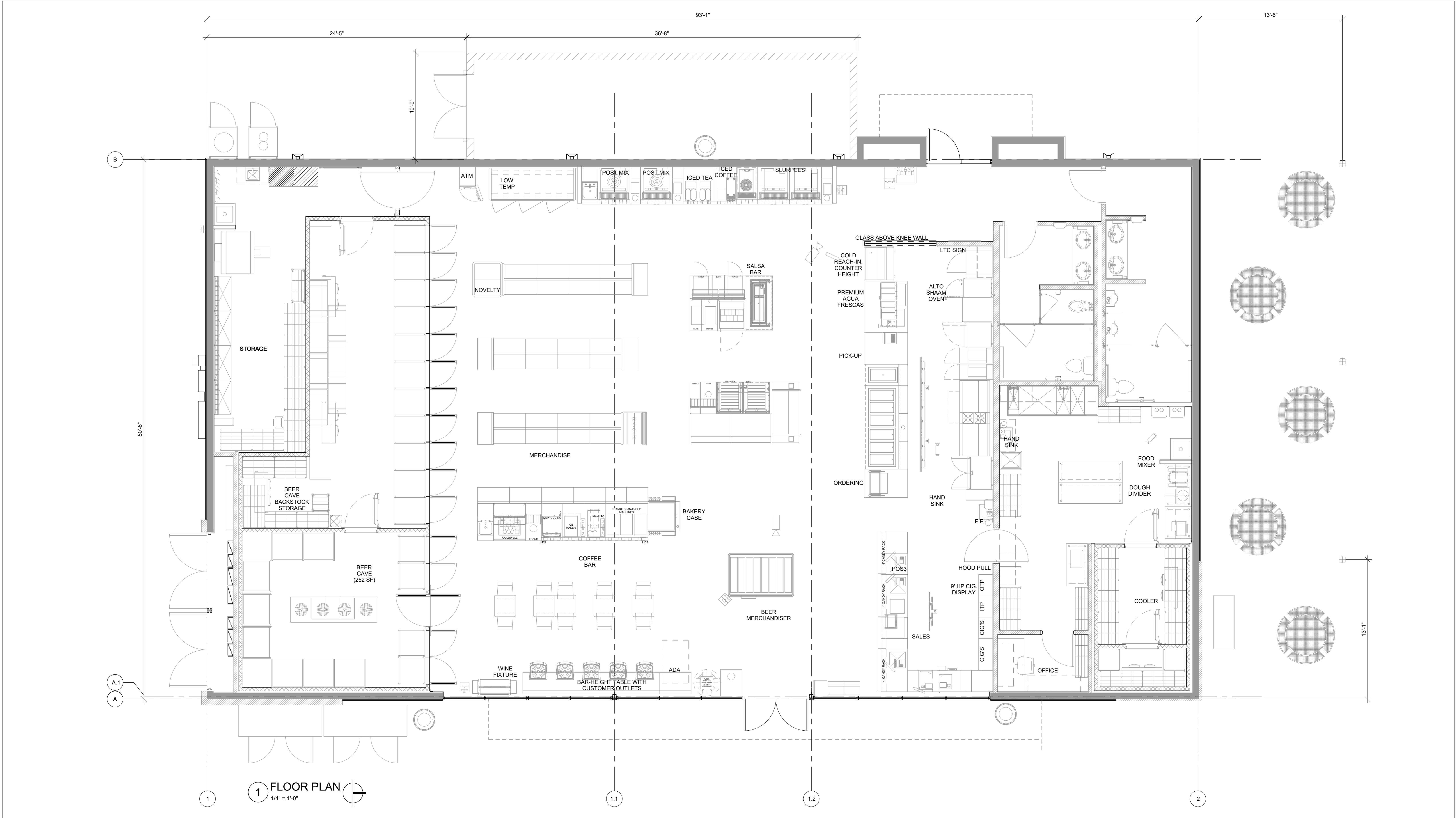
PHASING PLAN		WOODLAND DEPOT	
1670-1880 E. MAIN STREET		WOODLAND, CA 95776	
MOOREFIELD CONSTRUCTION		600 N. TUSTIN AVENUE, SUITE 210	
SANTA ANA, CA 92705		SANTA ANA, CA 92705	
DRAWN: STB	DATE: 3/3/21	CHECKED: JR	DATE: 3/3/21
REVISION #	DATE	REVISION #	DATE
JOB NO. SP8444		JOB NO. SP8444	
C5		6 OF 6	

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WOODLAND DEPOT

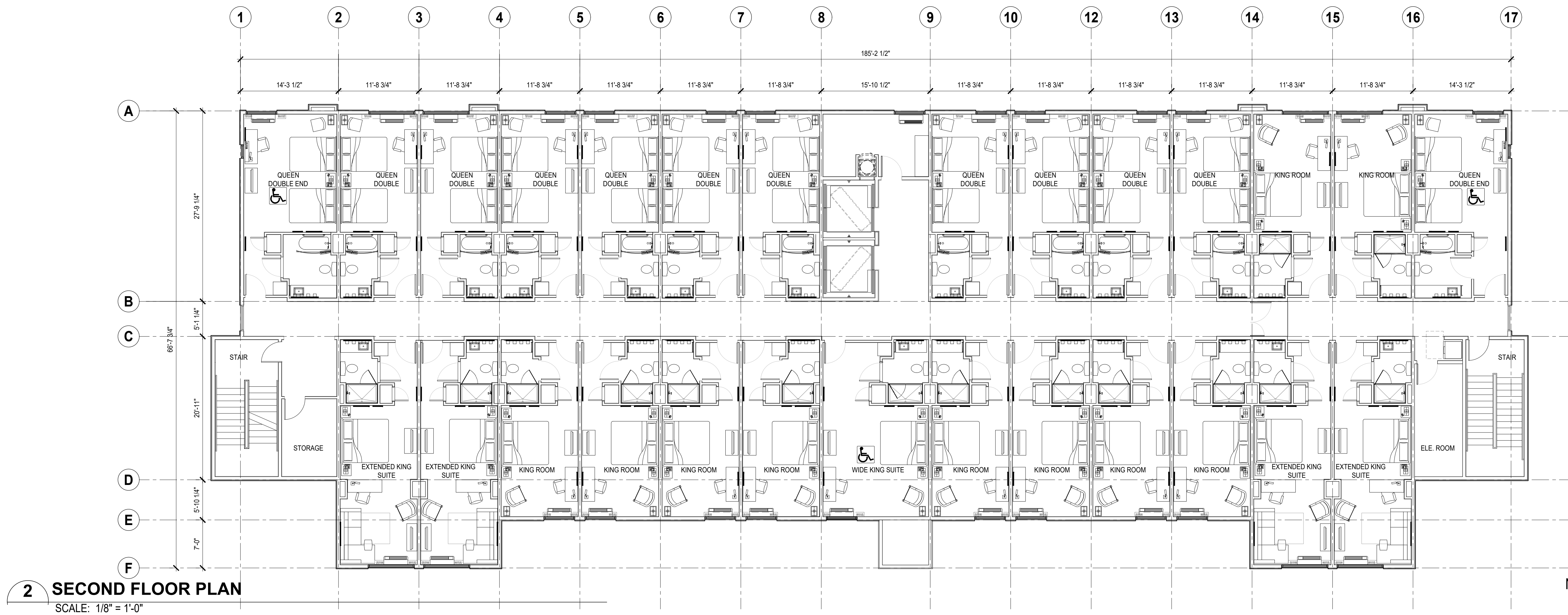
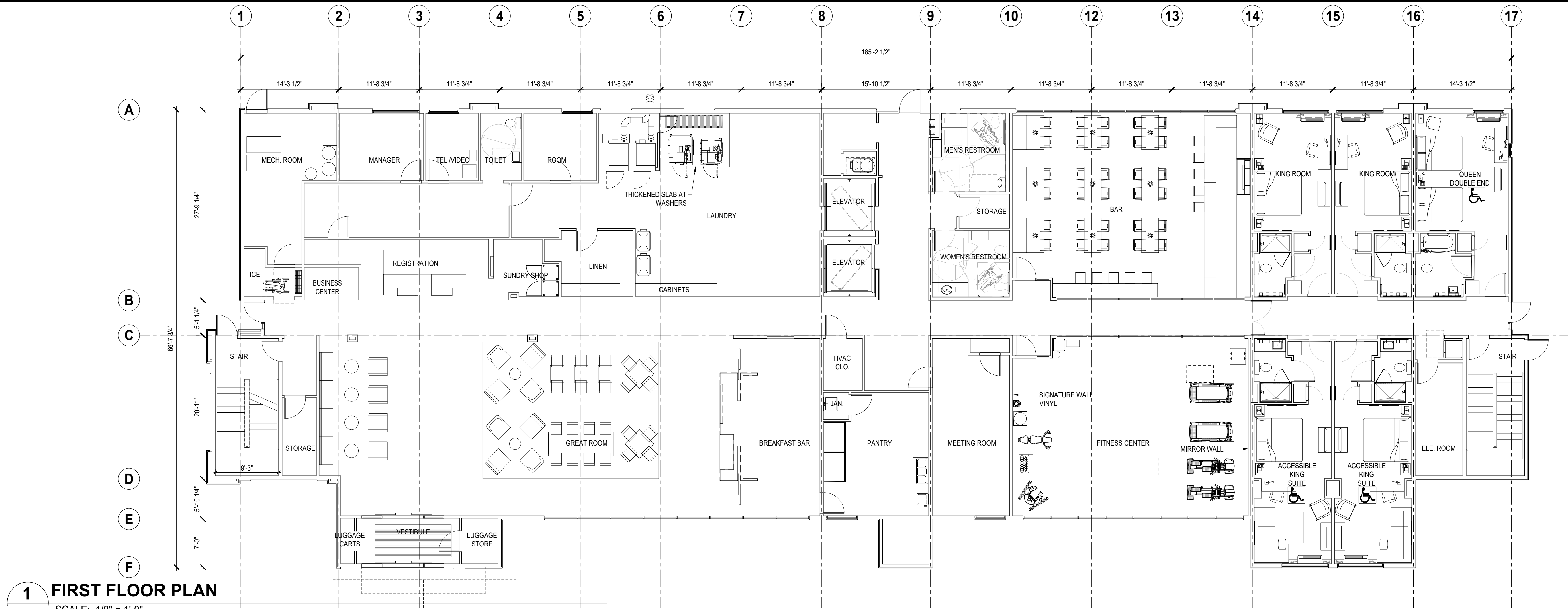
1670 E. MAIN STREET
WOODLAND, CA 95776



CLIENT
7 - ELEVEN, INC.
3200 HACKBERRY
IRVING, TX 75063
PROJECT ADDRESS
7-11 #1043794
1670 - 1680 E MAIN ST
WOODLAND, CA, 95776

PROJECT NO. SP8444
DATE 11/30/2020
SCALE 1/4" = 1'-0"
SHEET TITLE
FLOOR PLAN
7-ELEVEN

A1.0

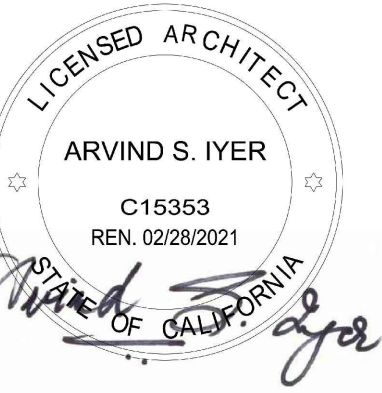


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WOODLAND DEPOT
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Sheet
FIRST AND SECOND FLOOR
PLANS -HOTEL

Date
11/30/2020

Issued for:
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Checked by AMB

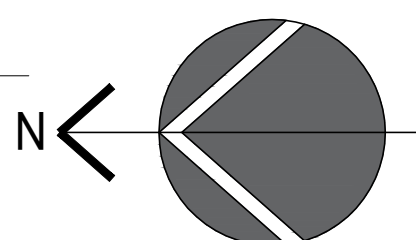
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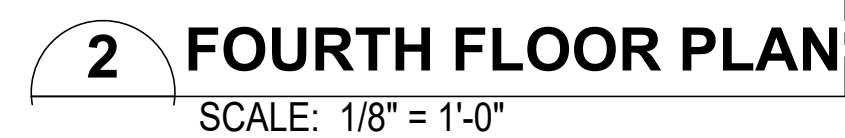
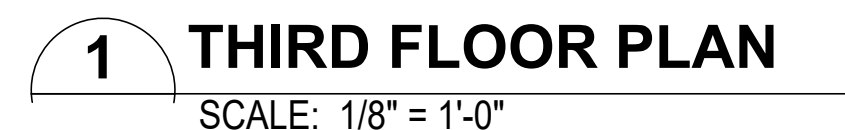
Project no.

12160727

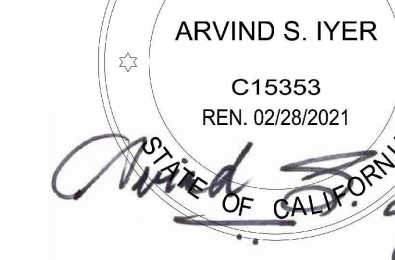
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A1.1





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WOODLAND DEPOT
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Sheet
THIRD AND FOURTH FLOOR
PLANS -HOTEL

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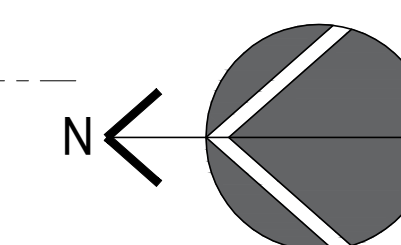
Drawn by ARD

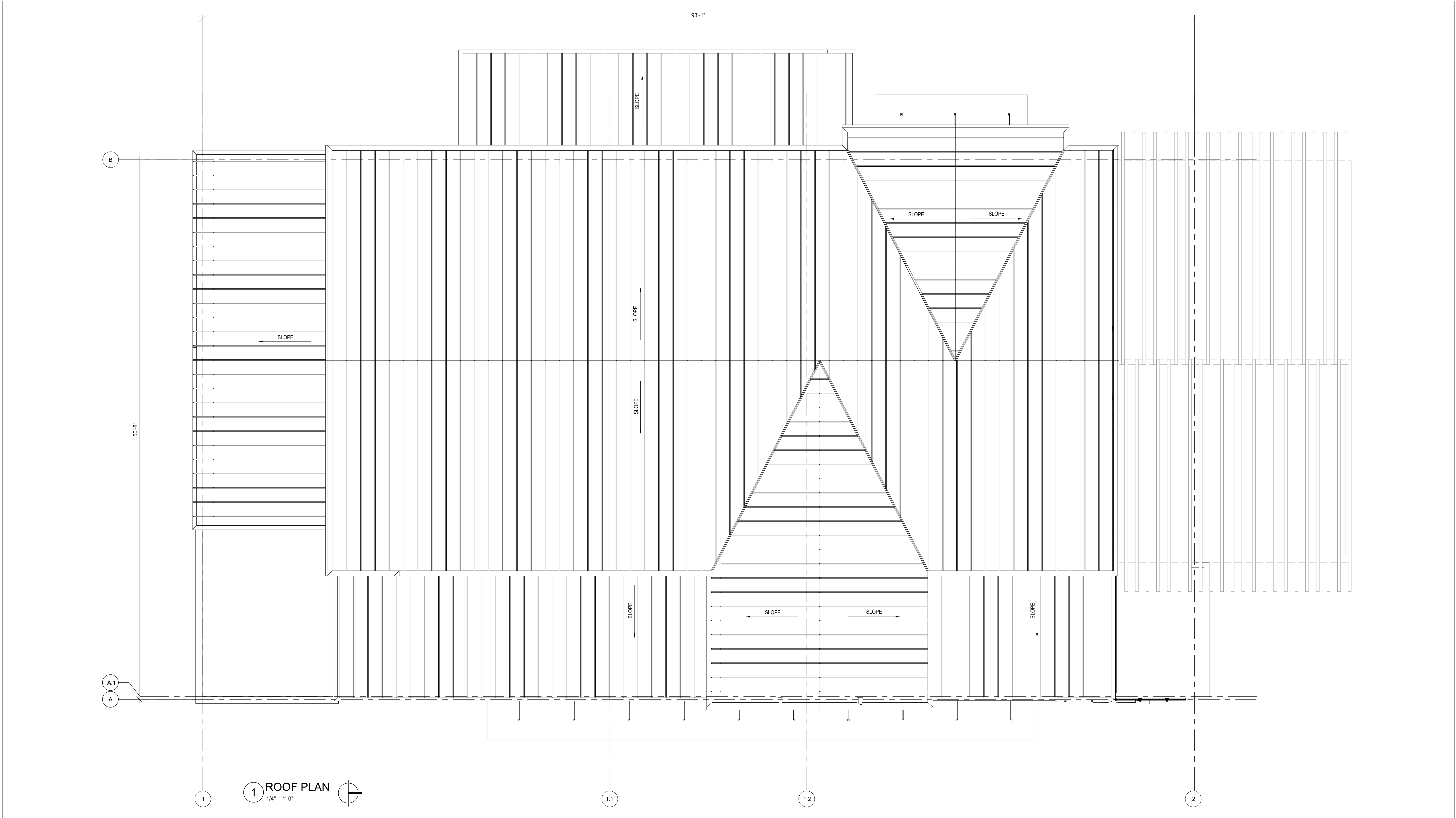
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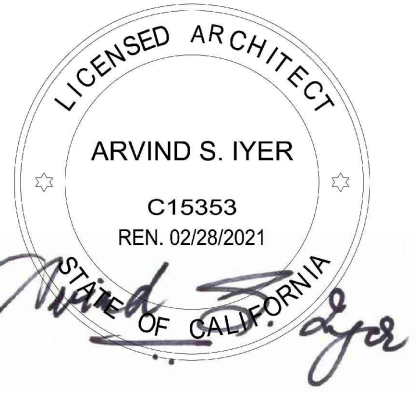
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Project no.
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Sheet no. A1.2







WOODLAND DEPOT
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Sheet
ROOF PLAN
HOTEL

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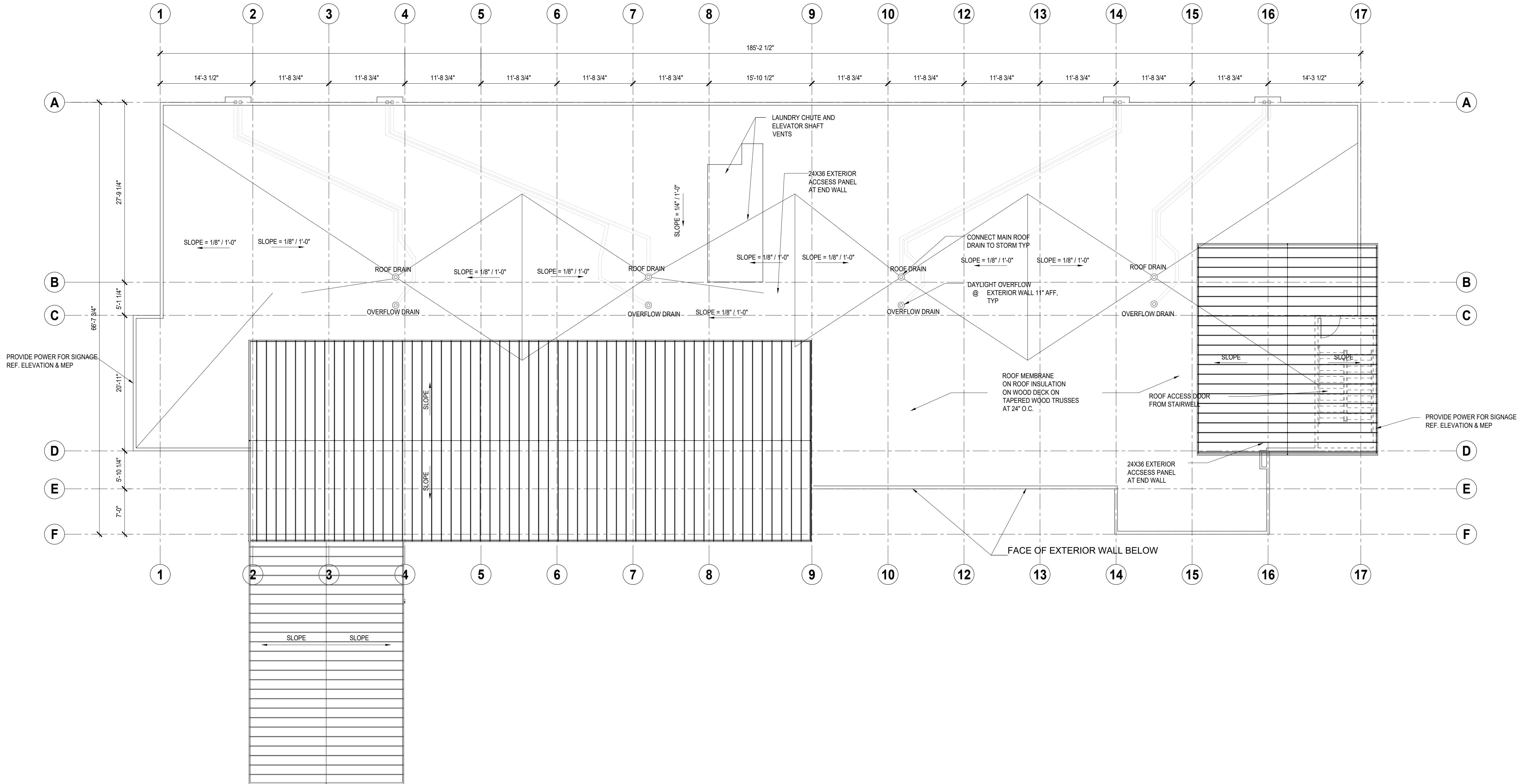
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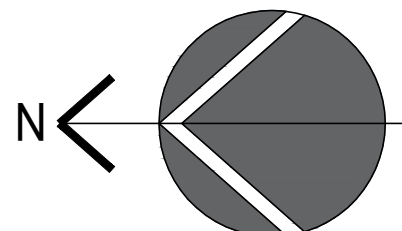
12160727

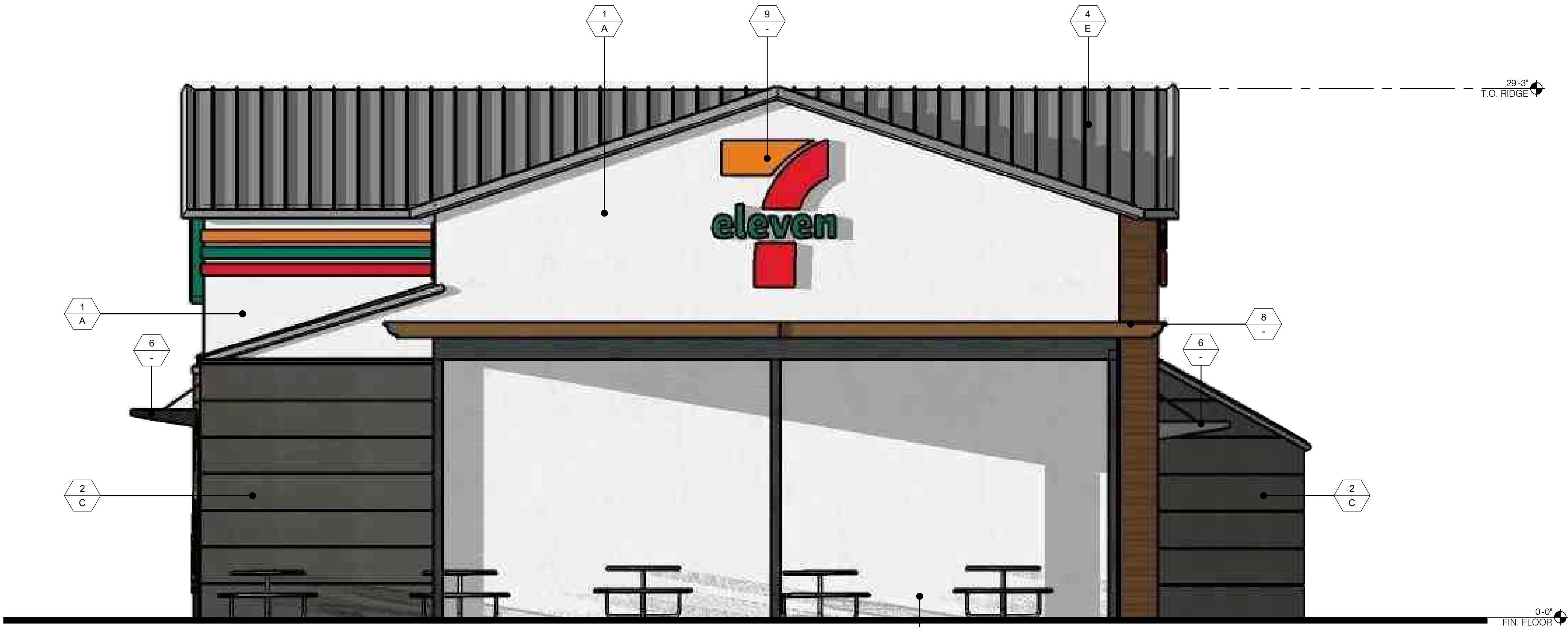
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A2.1



1 ROOF PLAN
SCALE: 1/8" = 1'-0"



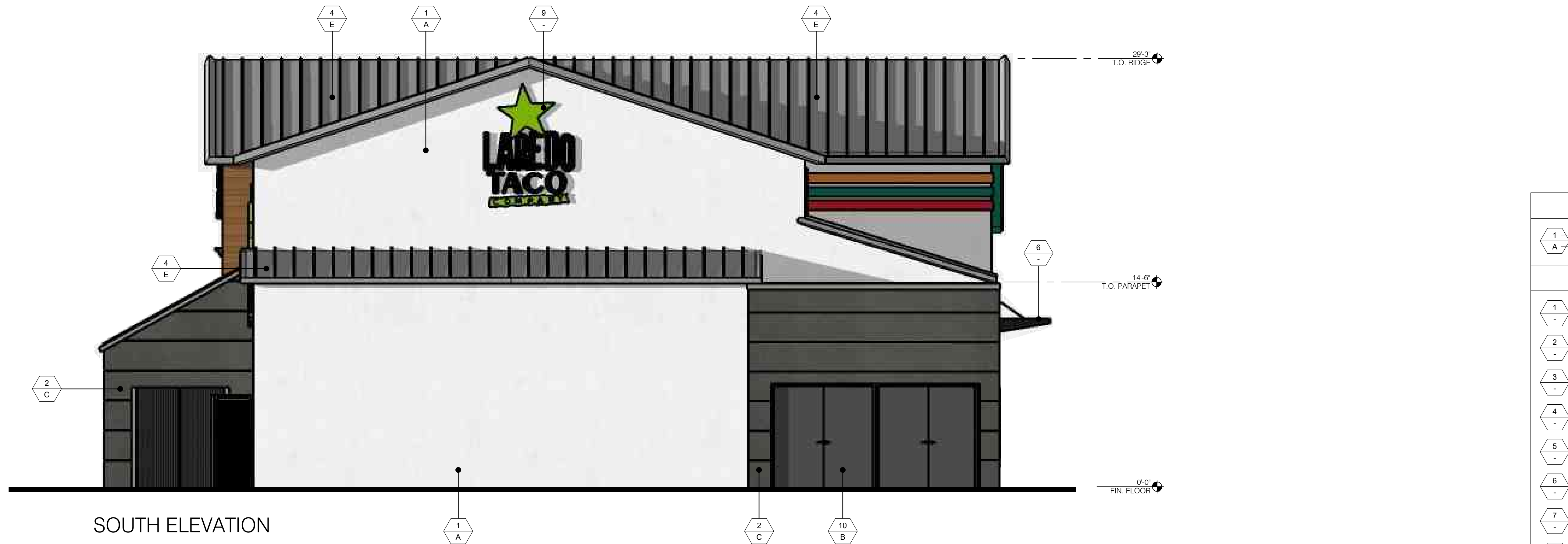


NORTH ELEVATION

LEGEND	
1 A	MATERIAL FINISH
MATERIALS	
1	PAINT OVER 7/8" THICK, 3-COAT CEMENT PLASTER
2	TRADITIONAL LAP SIDING 12"
3	TRADITIONAL LAP SIDING 8"
4	SPAN-LOCK HP METAL ROOFING / SIDING
5	BLACK ANODIZED ALUMINUM STOREFRONT SYSTEM
6	ALUMINUM CANOPY
7	GLAZING
8	TRELLIS
9	ILLUMINATED SIGNAGE - BY OTHERS
10	HOLLOW METAL DOOR
FINISH	
A	MFR: SHERWIN WILLIAMS COLOR: SW 7005 "PURE WHITE"
B	MFR: SHERWIN WILLIAMS COLOR: SW 7069 "IRON ORE"
C	MFG: ALLURA PRODUCT: FIBER CEMENT BOARD COLOR: KNIGHT'S ARMOR
D	MFG: ALLURA PRODUCT: FIBER CEMENT BOARD COLOR: RED ROCK FALLS
E	MFG: AEP SPAN PRODUCT: SPAN-LOK HP METAL ROOFING COLOR: OLD TOWN GRAY



EAST ELEVATION

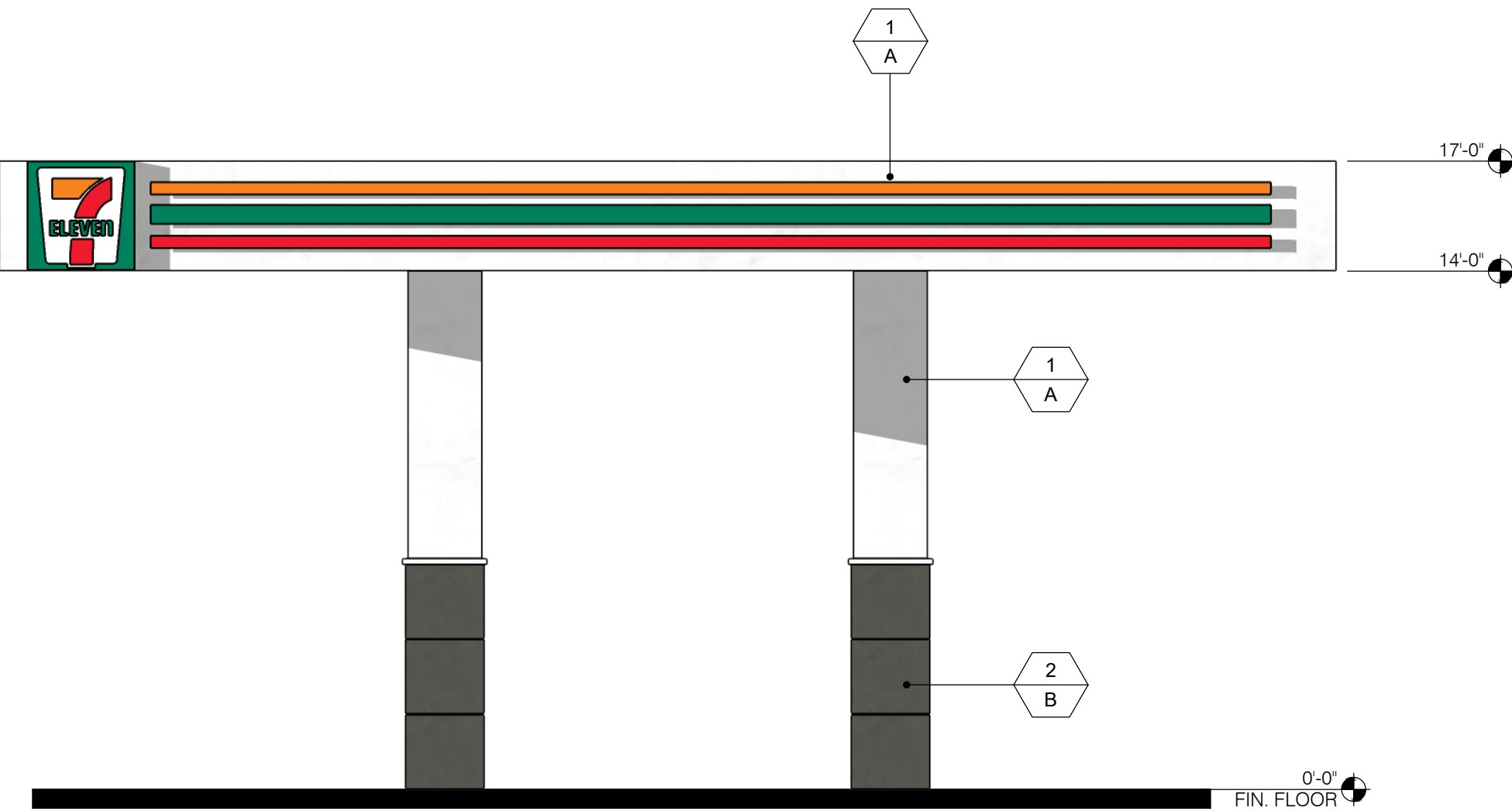


SOUTH ELEVATION



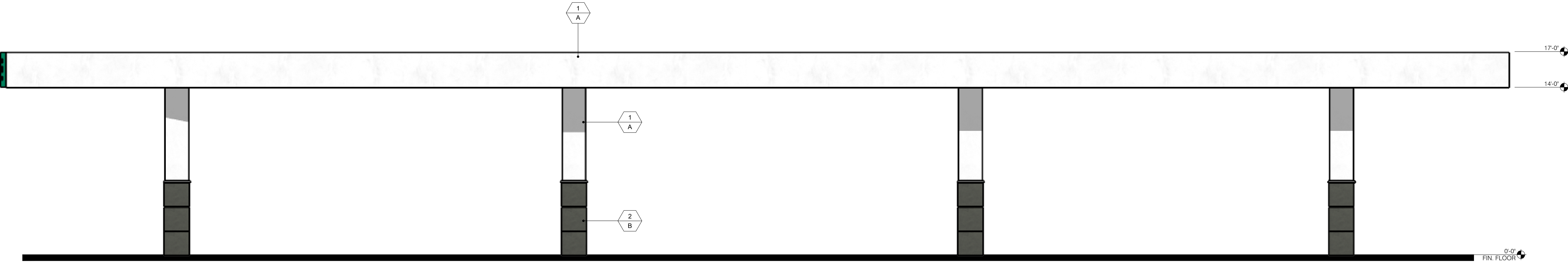
WEST ELEVATION

LEGEND	
1 -	MATERIAL
A -	FINISH
MATERIALS	
1 -	PAINT OVER 7/8" THICK, 3-COAT CEMENT PLASTER
2 -	TRADITIONAL LAP SIDING 12"
3 -	TRADITIONAL LAP SIDING 8"
4 -	SPAN-LOCK HP METAL ROOFING / SIDING
5 -	BLACK ANODIZED ALUMINUM STOREFRONT SYSTEM
6 -	ALUMINUM CANOPY
7 -	GLAZING
8 -	TRELLIS
9 -	ILLUMINATED SIGNAGE - BY OTHERS
10 -	HOLLOW METAL DOOR
FINISH	
- A	MFR: SHERWIN WILLIAMS COLOR: SW 7005 "PURE WHITE"
- B	MFR: SHERWIN WILLIAMS COLOR: SW 7069 "IRON ORE"
- C	MFG: ALLURA PRODUCT: FIBER CEMENT BOARD COLOR: KNIGHTS ARMOR
- D	MFG: ALLURA PRODUCT: FIBER CEMENT BOARD COLOR: RED ROCK FALLS
- E	MFR: DURA TECH COLOR: OLD TOWN GRAY



NORTH ELEVATION

LEGEND		
1 A	MATERIAL FINISH	
MATERIALS		
1 -	PAINt OVER 7/8" THICK, 3-COAT CEMENT PLASTER	
2 -	TRADITIONAL LAP SIDING 12"	
FINISH		
- A	MFR: SHERWIN WILLIAMS COLOR: SW 7005 "PURE WHITE"	
- B	MFG: ALLURA PRODUCT: FIBER CEMENT BOARD COLOR: KNIGHTS ARMOR	

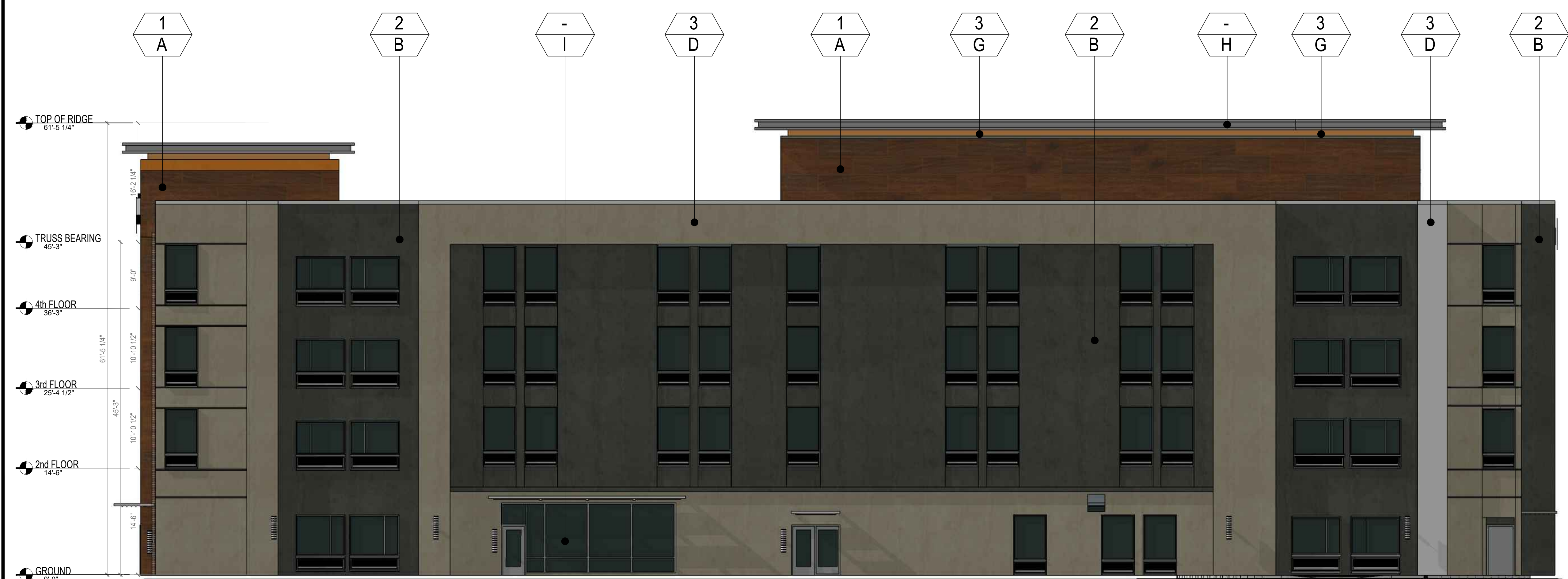


EAST ELEVATION





1 FRONT ELEVATION

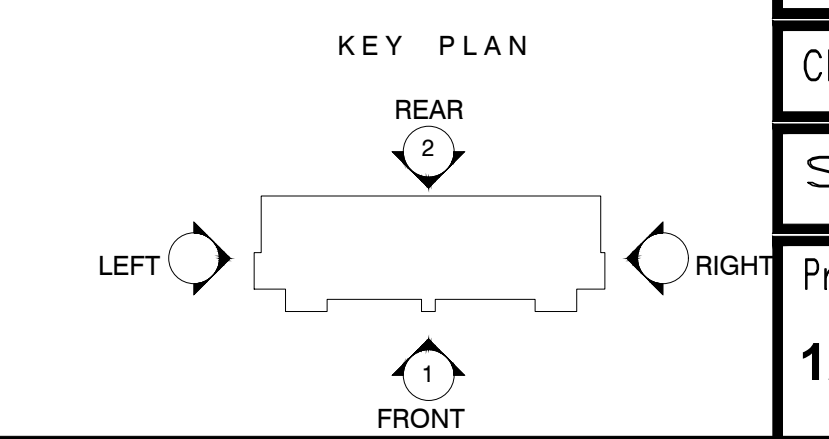


2 REAR ELEVATION

LEGEND	
1 -	MATERIAL
-	FINISH

MATERIALS	
1 -	EXTERIOR PANELS
2 -	COARSE SAND TEXTURE PAINT
3 -	FINE SAND TEXTURE PAINT
4 -	ILLUMINATED SIGNAGE -BY OTHERS
5 -	HOLLOW METAL DOOR
6 -	ALUMINUM FLUSH PANELS

FINISH	
- A	MFR. NEOLITH COLOR: IRON CORTEN
- B	COLOR: SW 7645 "THUNDER GRAY"
- C	COLOR: SW 7031 "MEGA GREIGE"
- D	COLOR: SW 7010 "DUCK WHITE"
- E	DOOR FRAME & PAINT COLOR: SW 7645 "THUNDER GRAY"
- G	COLOR: SW 6374 "TORCHLIGHT"
- H	ALUMINUM (TOWER PARAPET EXTENSIONS) PAC-CLAD-SILVER
- I	ALUMINUM (WINDOWS, STOREFRONT PTAC GRILLS) CLEAR ANODIZED
- J	ALUMINUM FLUSH PANELS (PORTE-COCHERE) PAC-CLAD-STONE WHITE FINISH



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WOODLAND DEPOT

1670 E. MAIN ST.
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Sheet
FRONT AND REAR
ELEVATIONS -HOTEL

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1 LEFT ELEVATION
SCALE: 1/8" = 1'-0"



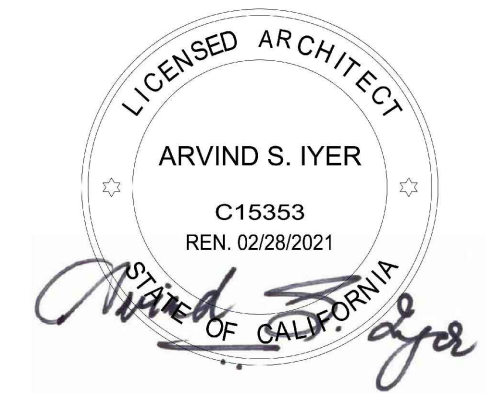
2 RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

LEGEND	
1 -	MATERIAL FINISH
MATERIALS	
1 -	EXTERIOR PANELS
2 -	COARSE SAND TEXTURE PAINT
3 -	FINE SAND TEXTURE PAINT
4 -	ILLUMINATED SIGNAGE -BY OTHERS
5 -	HOLLOW METAL DOOR
6 -	ALUMINUM FLUSH PANELS
FINISH	
- A	MFR. NEOLITH COLOR: IRON CORTEN
- B	COLOR: SW 7645 "THUNDER GRAY"
- C	COLOR: SW 7031 "MEGA GREIGE"
- D	COLOR: SW 7010 "DUCK WHITE"
- E	DOOR FRAME & PAINT COLOR: SW 7645 "THUNDER GRAY"
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- I	ALUMINUM (WINDOWS, STOREFRONT PTAC GRILLS) CLEAR ANODIZED
- J	ALUMINUM FLUSH PANELS (PORTE-COCHERE) PAC-CLAD-STONE WHITE FINISH

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WOODLAND DEPOT
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Sheet
LEFT AND RIGHT SIDE
ELEVATIONS - HOTEL

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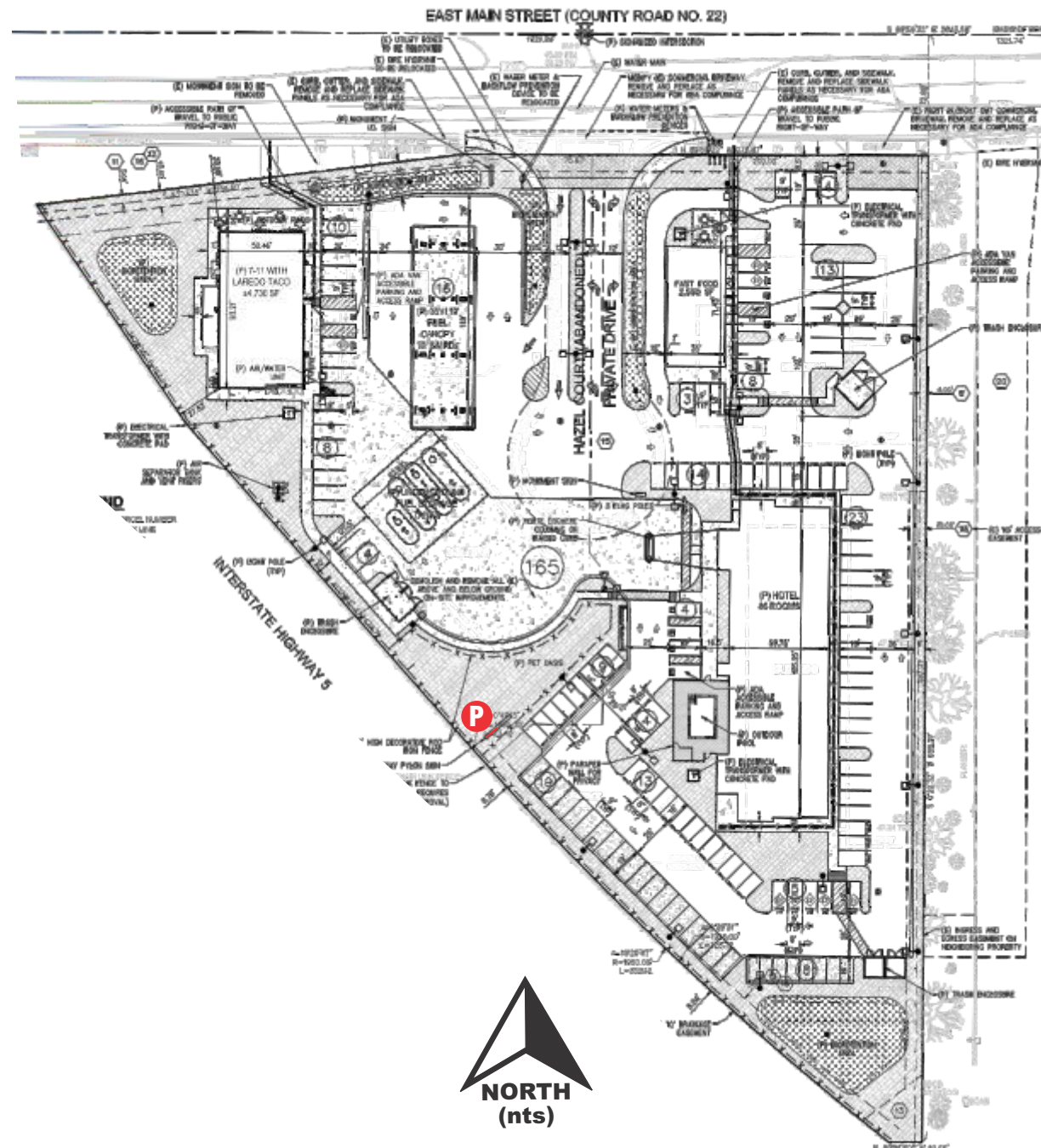


Google image showing the existing Food 4 Less sign to the west of the I-5, and the proposed project site to the east with the former “Buick/GMC” sign.

PRODUCT LIST

SQ. FT.	QTY	ITEM
EXTERIOR GROUND SIGNS		
198.9	1	DF PYLON SIGN (HWY.)

P

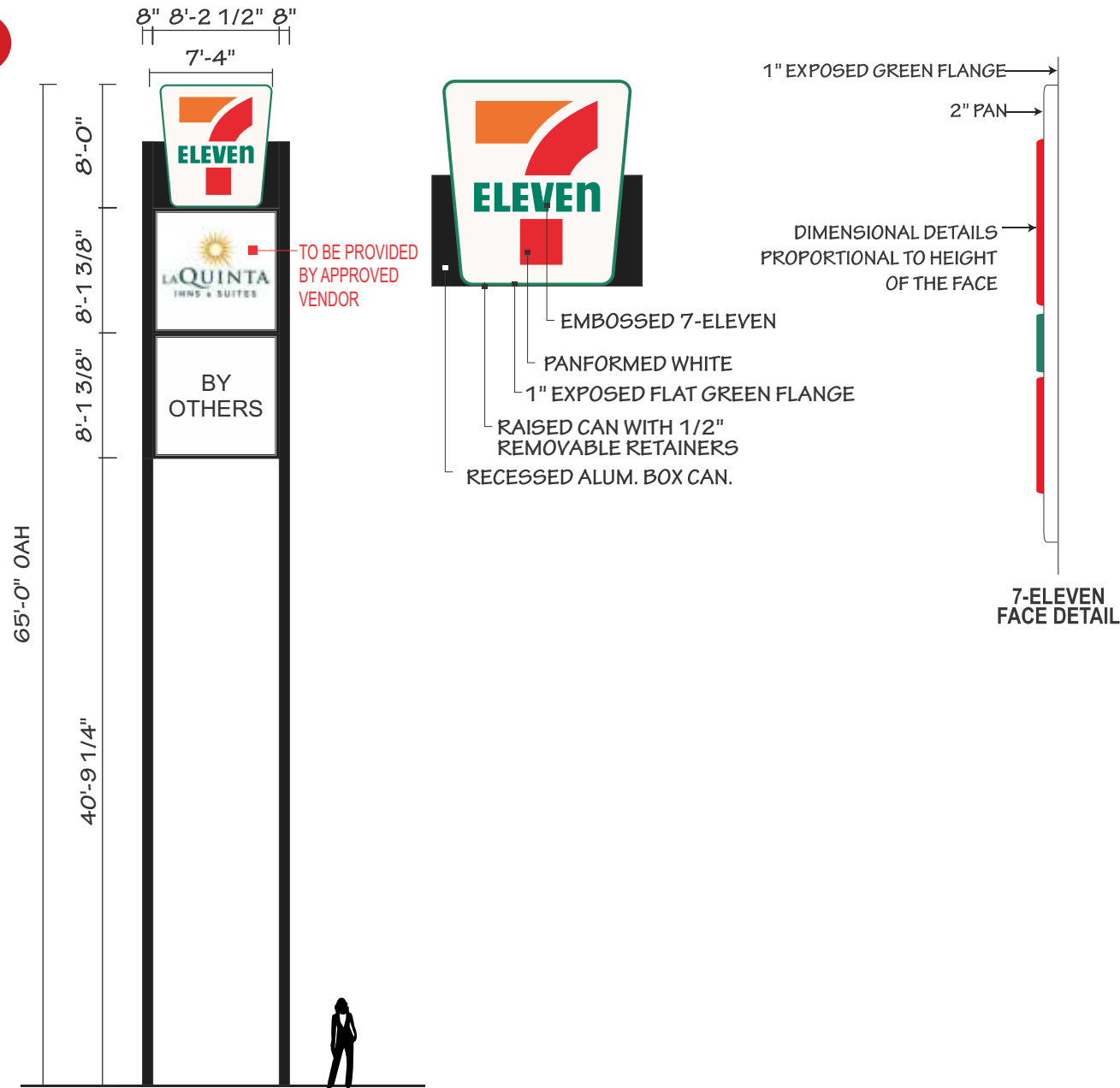


Job Location: 41143
1670 E. Main St.,
Woodlands, CA 95776
Date: February 23, 2021



D-ORDER# 103035.03 (PYLON ONLY)
Project Mgr.: Austyn Travis
austyn.travis@cummingsigns.com
Page: 1 of 2

P



DF INTERNALLY ILLUMINATED PYLON SIGN

7-ELEVEN SIGN HEAD

- 8" DEEP, DF EXTRUDED ALUMINUM CABINET & RETAINERS PAINTED GREEN TM PMS 341C.
- PAN-FORMED & EMBOSSED POLYCARBONATE FACES W/1ST SURFACE DECORATION
- LED ILLUMINATION
- FABRICATED ALUM. RECESSED BOX CAN TO BE PAINTED TRICORN BLACK.

TENANT SIGN HEADS

- 8" DEEP, DF EXTRUDED ALUMINUM CABINETS & RETAINER PAINTED TRICORN BLACK SW 6258
- PAN-FORMED WHITE POLYCARBONATE FACES W/1ST SURFACE FLAT DECORATION (BY OTHERS)
- LED ILLUMINATION

7-ELEVEN COLORS

3M 3630-26 3M 3630-33 3M 3630-44
WHITE

198.9 SQ. FT.

Job Location: 41143
1670 E. Main St.,
Woodlands, CA 95776
Date: February 23, 2021









City of Woodland
Community Development Department



Woodland Depot
Initial Study/Mitigated Negative Declaration

March 2021

Prepared by



1501 Sports Drive, Suite A, Sacramento, CA 95834

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Appendix

Appendix A	CalEEMod Results
Appendix B	Woodland Depot Vehicle Miles Traveled Impact Assessment
Appendix C	Traffic Impact Analysis for Woodland Motors Re-Use Auto Center Drive
Appendix D	Subsurface Investigation Report: Woodland Motors
Appendix E	Geotechnical Engineering Investigation: Proposed 7-Eleven With Fuel Station and Two (2) QSR's
Appendix F	Phase II Environmental Site Assessment

INITIAL STUDY

MARCH 2021

A. BACKGROUND

1. Project Title: Woodland Depot Project
2. Lead Agency Name and Address: City of Woodland
Community Development Department
300 First Street
Woodland, CA 95695
3. Contact Person and Phone Number: Megan Meier
Associate Planner
(530) 661-5814
4. Project Location: 1670-1680 East Main Street
Woodland, CA 95776
Assessor Parcel Numbers (APNs) 927-860-001 and -002
5. Project Sponsor's Name and Address: HEM Moorefield LLC
600 Tustin Avenue, Suite 210
Santa Ana, CA 92705
6. Existing General Plan Designation: Regional Commercial/Light Industrial Flex Overlay
(RC/LIF)
7. Existing Zoning Designation: Regional Commercial/Light Industrial Flex Overlay
(RC/LIF)
8. Required City Approvals: Design Review
Site Plan Review
Conditional Use Permit
9. Surrounding Land Uses and Setting:

The proposed project is located at 1670-1680 East Main Street and consists of two parcels. The project site is identified by APNs 927-860-001 and -002 in the City of Woodland, California. The project site measures approximately 4.12 acres. The location currently sits vacant and previously served as an auto dealership. The project site is bound to the north by East Main Street and to the south by Interstate 5 (I-5). Surround existing land uses include light industrial businesses to the north, commercial businesses to the east and west, and single- and multi-family residences to the south, beyond I-5. The City's General Plan designates the site as Regional Commercial/Light Industrial Flex Overlay (RC/LIF). Per the City's Interim Zoning Ordinance, adopted May 1, 2018, the site is zoned as RC/LIF.

10. Project Description Summary:

The Woodland Depot Project (proposed project) will include development of an 86-room La Quinta Hotel, a 2,958-square-foot (sf) 7-Eleven convenience store and gas station, a 2,500-sf drive-thru fast-food restaurant, and 149 parking spaces. The gas station will consist of a fueling canopy featuring ten multiproduct dispensers (MPD). The site was designed to discourage 18-wheel semi-trucks from entering the property. The diesel canopies will be marketed to delivery-type box trucks, such as vehicles driven for Amazon, UPS, etc. Primary site access will be from East Main Street, with a traffic signal proposed at the main entrance, at the East Main Street/Hazel Court intersection. Hazel Court previously and continues to serve as a private driveway.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

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, Lone 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. 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 and recommend cultural sensitivity training for any pre-project personnel. (Mitigation Measure XVIII-1)

B. SOURCES

All the technical reports and modeling results used for the purposes of this analysis are available upon request at the City of Woodland Community Development Department, located at 300 First Street, Woodland, California. Due to COVID-19 precautions, the Community Development Department is handling requests from the public through the City's website <https://www.cityofwoodland.org/>. The following documents are referenced information sources utilized by this analysis:

1. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective* [pg. 32]. Available at: <https://ww3.arb.ca.gov/ch/handbook.pdf>. Accessed November 2020.
2. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2030sp_pp_final.pdf. Accessed November 2020.
3. California Building Standards Commission. *California Green Building Standards Code*. Available at: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen>. Accessed November 2020.
4. California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/app/>. Accessed November 2020.
5. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Available at: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps>. Accessed November 2020.

6. California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details: Yolo County Central Landfill (57-AA-0001)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/689?siteID=4033>. Accessed November 2020.
7. California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: <https://dtsc.ca.gov/dtscs-cortese-list>. Accessed November 2020.
8. California Department of Transportation. *Caltrans Scenic Highways*. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed November 2020.
9. California Energy Commission. *California Energy Commission 2019 Building Energy Efficiency Standards What's New for Nonresidential*. Available at: <https://www.energy.ca.gov/media/3455>. Accessed November 2020.
10. City of Woodland. *City of Woodland General Plan 2035*. [pg. 7-27]. Available at: <https://www.cityofwoodland.org/DocumentCenter/View/1180/Final-General-Plan-May-16-2017-PDF>. Accessed November 2020.
11. City of Woodland. *City of Woodland General Plan 2035*. [pg. SE 8-56]. Available at: <https://www.cityofwoodland.org/DocumentCenter/View/1180/Final-General-Plan-May-16-2017-PDF>. Accessed November 2020.
12. Federal Emergency Management Agency. *Flood Insurance Rate Maps 06113C0465H, effective May 16, 2012*. Available at: <https://msc.fema.gov/portal/search?AddressQuery=1670%20East%20Main%20Street%2C%20Woodland%2C%20CA#searchresultsanchor>. Accessed November 2020.
13. Fehr & Peers. *Technical Memorandum: Woodland Depot Vehicle Miles Traveled Impact Assessment – DRAFT*. February 22, 2021.
14. KD Anderson & Associates, Inc. *Traffic Impact Analysis for Woodland Motors Re-Use Auto Center Drive, Woodland, CA*. March 9, 2020.
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19. Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts, Adopted July 11, 2007*. [p. 21]. Available at: <http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf>. Accessed November 2020.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “less-than-significant with mitigation” as indicated by the checklist on the following pages.

- | | | |
|---------------------------------|------------------------------------|--------------------------------------|
| ● Aesthetics | ● Agriculture and Forest Resources | ● Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ● Energy |
| ☒ Geology and Soils | ● Greenhouse Gas Emissions | ☒ Hazards and Hazardous Materials |
| ● Hydrology and Water Quality | ● Land Use and Planning | ● Mineral Resources |
| ● Noise | ● Population and Housing | ● Public Services |
| ● Recreation | ☒ Transportation | ☒ Tribal Cultural Resources |
| ● Utilities and Service Systems | ● Wildfire | ● Mandatory Findings of Significance |

D. DETERMINATION

On the basis of this initial study:

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Megan Meier, Associate Planner
Printed Name

Date

City of Woodland
For Woodland Depot Project

E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed.

The mitigation measures prescribed for environmental effects described in this IS/MND will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the proposed project through project conditions of approval. The City will adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with approval of the project.

The City of Woodland adopted the 2035 General Plan and certified the General Plan Environmental Impact Report (EIR) on May 16, 2017. The General Plan EIR was prepared as a program-level EIR, pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.). The Woodland General Plan EIR analyzed the proposed General Plan and Alternatives. Additionally, the City of Woodland adopted the 2035 Climate Action Plan (CAP) in May 2017, which presented a set of community-generated strategies to guide the City of Woodland, residents, and local businesses in reducing greenhouse gas (GHG) emissions consistent with the State goals for addressing California's contribution to climate change. Information for the environmental setting discussions for each section of this IS/MND is largely based on information on the City of Woodland General Plan, General Plan EIR, and CAP.

In May of 2018 the City adopted the Interim Zoning Ordinance (IZO), which was further updated in April of 2020. The IZO was adopted to ensure consistency with the 2035 General Plan.

Per Section 15152 of the CEQA Guidelines, a project which is consistent with the General Plan and zoning of the City may tier from the analysis contained in the General Plan EIR, incorporating by reference the general discussions from the broader EIR. The proposed project will be consistent with the General Plan and zoning designations for the project site; therefore, in accordance with Section 15152 of the CEQA Guidelines, the analysis within this IS/MND will rely on analysis previously prepared in the General Plan EIR.

F. PROJECT DESCRIPTION

The following section includes a description of the proposed project location and surrounding land uses, as well as a discussion of the project components and necessary discretionary actions.

Project Location and Setting

The project site is located at 1670 and 1680 East Main Street, bound to the north by East Main Street and to the south by I-5, at the off-ramp (see Figure 1), in the City of Woodland, California. The site measures approximately 4.12 acres and is identified by APNs 927-860-001 and -002. The location previously included three on-site buildings associated with the site's previous use as an auto dealership. The project site currently sits vacant, with paved parking and remnants of the building foundations remaining. The site is currently zoned Regional Commercial with a Light Industrial Flex Overlay (RC/LIF). Primary access to the project site is provided by way of the East Main Street/Hazel Court intersection. Hazel Court will serve as a private driveway. Surrounding existing land uses include light industrial businesses to the north, a Wal-Mart retail store and Applebee's restaurant to the east, a mixture of fast-food restaurants, motels, and a Food 4 Less

grocery store to the west, beyond I-5, and single- and multi-family residences to the south, beyond I-5 (see Figure 1).

Figure 1
Project Regional Map

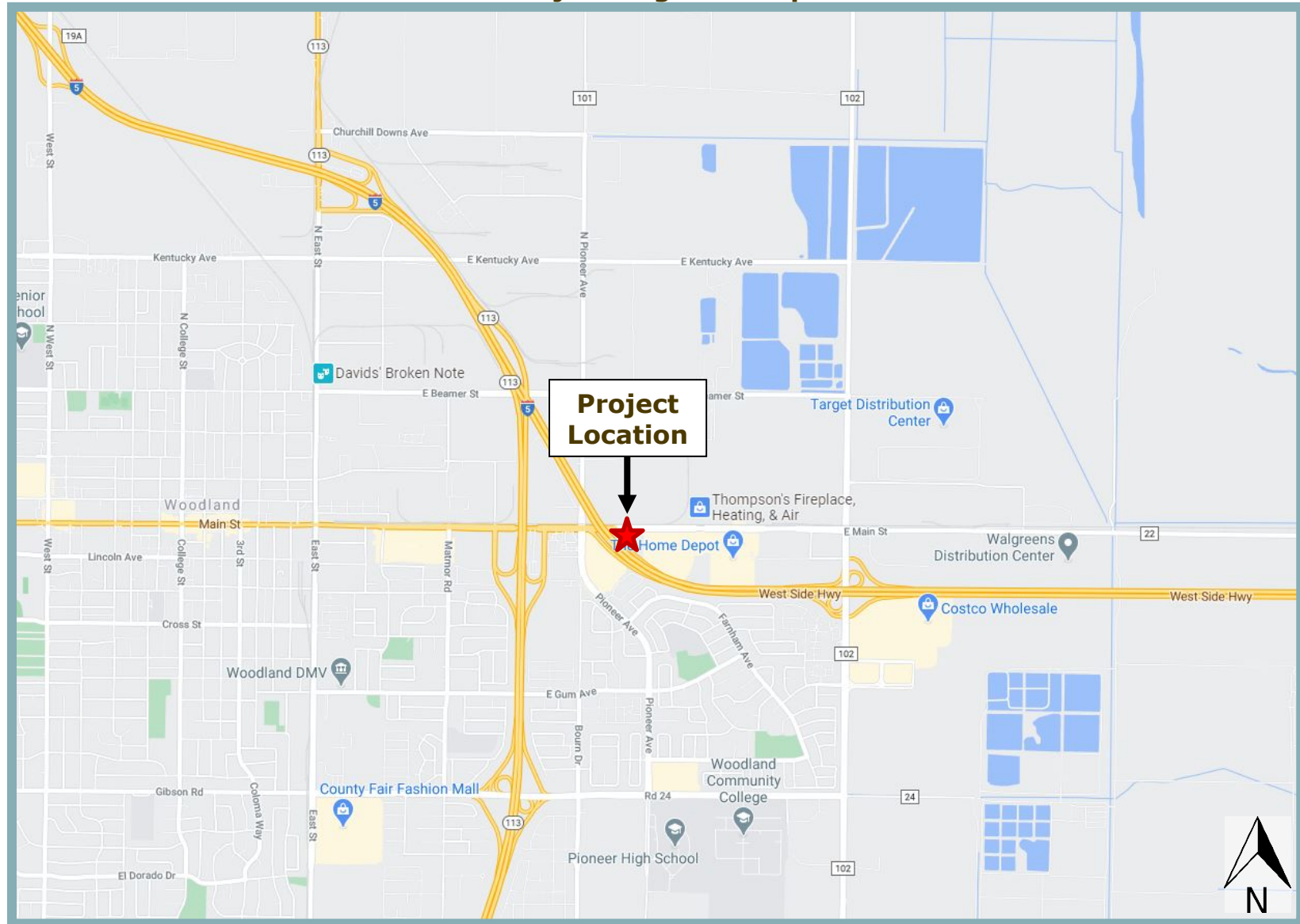


Figure 2
Project Location



Project Components

The proposed project will include development of three different commercial buildings along with accompanying parking spaces, with the project site spanning two separate parcels totaling approximately 4.12 acres in size. The commercial properties will include an approximately 11,068-sf La Quinta Hotel, an approximately 9,014-sf 7-Eleven convenience store and gas station, and a 2,500-sf drive-thru fast-food restaurant, with 149 parking spaces to serve the project area (see Figure 3).

The La Quinta will include 86 rooms across four floors. The hotel amenities will include a pool, fitness center, meeting room, and business center catered to business travelers. During the busiest hours, the hotel could schedule up to 10 employees per eight-hour shift.

The 7-Eleven gas station will consist of a 4,284 sf fueling canopy featuring ten multiproduct dispensers MPDs. The fueling canopy diesel pumps will be marketed toward delivery-sized box trucks. The development will include signage, landscaping, site lighting, three trash enclosures, and an air/water machine in a landscaped area toward the southern side of the convenience store.

The 4,730 sf 7-Eleven convenience store will operate 24 hours a day, seven days a week. Typically, a store of this size employs eight to twelve people, with two employees, at most, in scheduled 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. 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 and other amenities such as an automated teller machine (ATM). 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.

Access and Parking

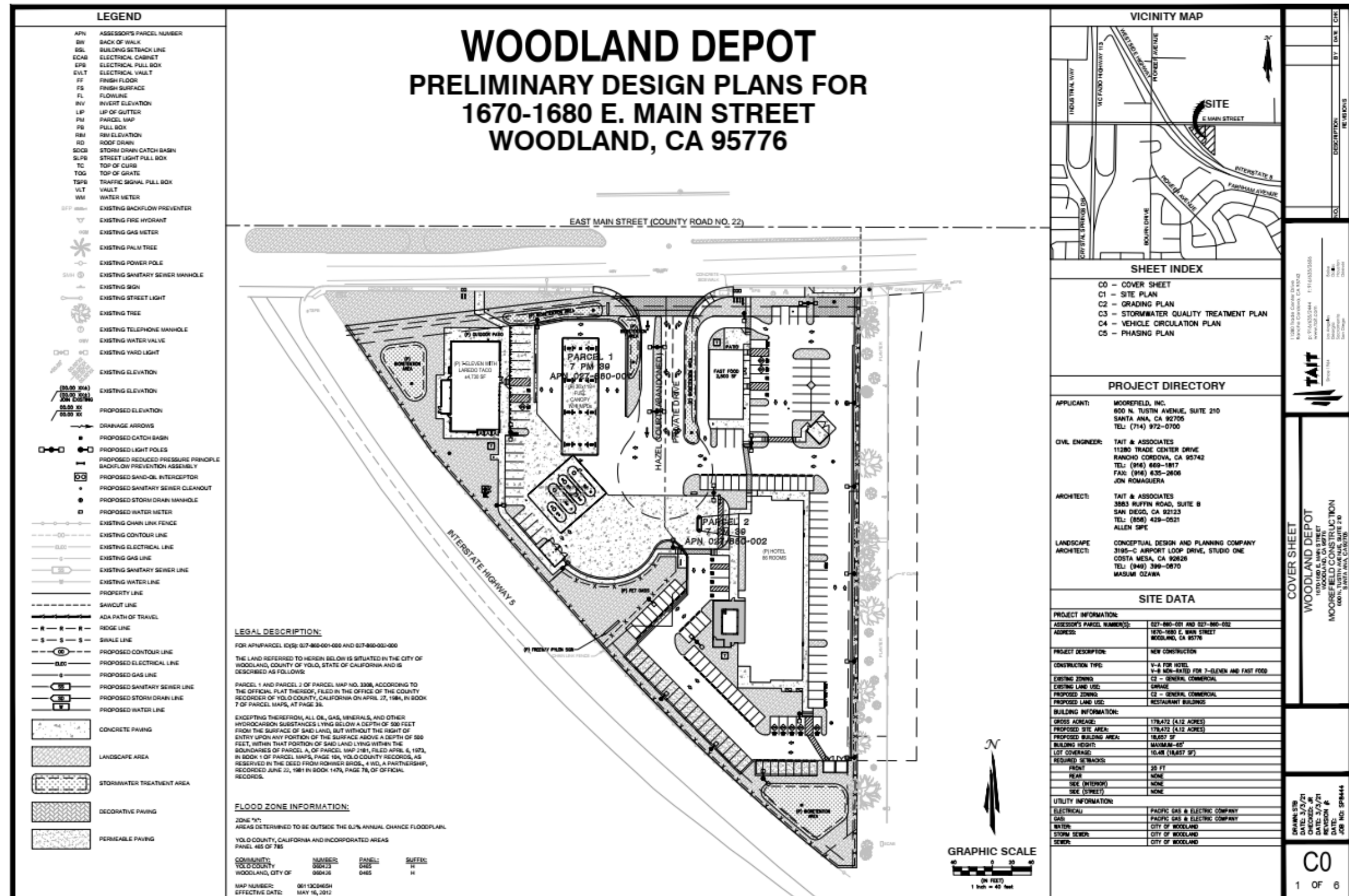
The proposed project will redevelop the entire site, but will maintain the same access points to East Main Street. Primary site access will be provided by the East Main Street/Hazel Court intersection. Hazel Court serves as a private driveway to the project site. A traffic signal is proposed at the East Main Street/Hazel Court intersection to help facilitate circulation in and out of the location. Site improvements will be in compliance with Americans with Disabilities Act (ADA) parking and path of travel requirements. The project site will include regular parking spaces, ADA parking spaces, parking designated for Clean Air Vehicles (CAVs), charging stations for electric vehicles (EVs), a parking space for military veterans, and short-term and long-term bicycle parking. 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 will be required to adhere to the City's design standards, as specified by the provisions contained 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 will be subject to Section 17.116.020 of the Municipal Code, which contains requirements for off-street parking.

Utilities

The proposed project's electricity and natural gas provider will be 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 areas. The project site will feature stormwater bioretention areas and vegetated swales to provide water-quality treatment on-site, prior to being discharged to the public storm drain system. Utilities infrastructure exists in the immediate vicinity of the project site, including a 12-inch water line and 10-inch sewer line, both running along the south side of East Main Street, a four-inch gas main running along East Main Street, and an 18-inch storm-drain line in the center of East Main Street.

Figure 3
Site Plan



Energy Efficiency

Structures built as part of the project will be subject to Titles 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. Additionally, the City's 2035 General Plan includes policies to encourage the spread of energy-efficient technology, including Policy 2.C.2, which ensures that new development is consistent with the objectives and targets laid out in the City's CAP, Policy 2.C.4, which encourages and incentivizes buildings to be constructed to consume less energy, water, and other resources, and Policy 7.F.2, which requires all projects to implement Best Management Practices (BMPs) for reducing air pollutant emissions associated with the construction and operation of development projects as a standard City condition of approval.

Discretionary Actions

Implementation of the proposed project will require the following discretionary actions by the City:

- Adoption of the IS/MND;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of a Conditional Use Permit (CUP).

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	●	●	●	✗
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	●	●	●	✗
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	●	●	✗	●
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	●	●	✗	●

Discussion

- a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista will occur if development of the project will substantially change or remove a scenic vista. The City's General Plan EIR determined the topography of the City to be almost completely level, not providing natural raised vistas of the surroundings. The project site was previously developed and is located in a flat, urban, and built-up area of the City and will not interfere with a scenic vista.

Furthermore, according to the California Scenic Highway Mapping System, the nearest eligible State Scenic Highway is a portion of State Route (SR) 16 beginning west of I-505. The eligible portion of SR 16 is located approximately 16.9 miles west of the site.¹ SR 16 does not have views of the project site. Therefore, the project site is not located within the vicinity of any scenic vistas, as described by the General Plan, or a State Scenic Highway. As a result, construction of the proposed project will not have an adverse effect on any scenic vista or substantially damage scenic resources and historic buildings within a State scenic highway, and there will be **no impact**.

- c. The project site was previously developed and is located within an urbanized area of the City, surrounded by existing commercial, industrial, and residential uses and roadways. Currently, the project site includes pavement and remnants of the previous building foundations. Given that the proposed project is consistent with the General Plan land use designation and zoning designation, buildout of the project site and associated changes to the visual character and quality of the site have been anticipated by the City and analyzed in the General Plan EIR. Additionally, during the CUP review, the City will review the building design and ensure that the plans are compatible with the surrounding land uses. = Sections 3.07.D, 3.08.E, and 3.11.B.7 of the Interim Zoning Ordinance establish

¹ California Department of Transportation. *Caltrans Scenic Highways*. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed November 2020.

performance standards with which the proposed project must comply. As such, the proposed project will be required to comply with all applicable regulations and will be subject to review and approval by the City, which will ensure the project will not degrade the visual character of the existing setting. Thus, a **less-than-significant** impact will occur regarding the creation of a conflict with applicable zoning and other regulations governing scenic quality.

- d. As noted previously, the project site previously served as an auto dealership and now includes only pavement and remnants of the previous building foundations. As such, the only possible sources of light or glare currently on-site come from the parking lot lights.

However, the project site is bordered by existing commercial uses to the east. To the west is the off-ramp from I-5 to the south is also a portion of I-5. Further south, single- and multi-family residences exist on the opposite side of I-5. To the west is a mixture of fast-food restaurants, an existing shopping center, gas station, and a grocery store. To the north, the project is bordered by East Main Street, which includes streetlights, with several industrial businesses located further north. Thus, the project vicinity contains numerous existing sources of light and glare.

The proposed project will introduce new sources of light from exterior lighting on the hotel, convenience store, MPD canopies, and restaurant as well as light spillage from the buildings, parking lot lighting, and vehicles visiting the site. However, the proposed project is consistent with the type and intensity of commercial development within the surrounding area. Additionally, the residences to the south of the project site are separated from the project site by the I-5 freeway which is raised and presents a barrier from view. The surrounding development and I-5 sitting between the proposed project and the nearest residences will ensure that the proposed project will not create a new source of substantial light or glare that will adversely affect day or nighttime views in the area.

Per Section 3.11.B.7.a., the proposed project's lighting will be designed and located in a manner that produces no glare on public streets or on any other parcel. Lights will be of the minimum illumination necessary for the given application and will be directed downward and shielded at lot lines so as to confine all direct rays to the project site's premises. Exterior lighting will also be fully shielded. As a result, the proposed project will not result in glare onto I-5 or East Main Street, and a **less-than-significant** impact will occur.

II. AGRICULTURE AND FOREST RESOURCES.

Will the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	○	○	○	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	○	○	○	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	○	○	○	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	○	○	○	☒
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	○	○	○	☒

Discussion

- a,e. The project site is currently designated as Urban and Built-Up Land, per the California Department of Conservation Important Farmland Finder tool.² Furthermore, the site, which previously was developed with an auto dealership and now includes only pavement and remnants of the previous building foundations, is not zoned or designated in the General Plan for agriculture uses and will be consistent with the General Plan land use and zoning designations. Given the Urban and Built-Up Land designation of the site, development of the proposed project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use. Therefore, **no impact** will occur.
- b. Currently the project site is designated RC/LIF, per the City's General Plan, and is zoned RC/LIF. The project site is not under any Williamson Act contract and the area is not designated or zoned for agricultural uses. In addition, the project area is surrounded by development. Because buildout of the proposed project will not conflict with existing zoning for agricultural use or a Williamson Act contract, **no impact** will occur.
- c,d. The project area is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project will have **no impact** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

² California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/app/>. Accessed November 2020.

III. AIR QUALITY.

Will the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	●	●	✗	●
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	●	●	✗	●
c. Expose sensitive receptors to substantial pollutant concentrations?	●	●	✗	●
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	●	●	✗	●

Discussion

- a,b. 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 SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards.

The CAA requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, YSAQMD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal AAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

General conformity requirements of the SIP include whether a project will 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. In addition, a project will be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project will be inconsistent with the emissions inventories contained in the air quality plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on General Plans and zoning designations for the region.

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the PM_{2.5} Implementation/Maintenance Plan, and the 2012 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. Thus, by exceeding the YSAQMD's mass emission thresholds for operational or construction

emissions of reactive organic gas (ROG), nitrogen oxide (NO_x), or PM₁₀, a project will be considered to conflict with or obstruct implementation of the YSAQMD's air quality planning efforts. The YSAQMD mass emission thresholds for operational and construction emissions are shown in Table 1 below.

Table 1 YSAQMD Thresholds of Significance		
Pollutant	Construction Thresholds	Operational Thresholds
ROG	10 tons/yr	10 tons/yr
NOX	10 tons/yr	10 tons/yr
PM ₁₀	80 lbs/day	80 lbs/day
<i>Source: YSAQMD. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.</i>		

To assess the proposed project's potential impacts related to construction and operational emissions of the pollutants presented in Table 1 above, the proposed project's operational emissions were estimated using the California Emissions Estimator Model Version 2016.3.2 (CalEEMod). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, vehicle mix, trip length, average speed, etc. Where project-specific information is available, such information should be applied in the model. Based on information provided by the project applicant, the proposed project's modeling assumed the following:

- Construction will begin in Spring of 2021;
- Construction will occur over an approximately 12-month period;
- 55,000 sf of building foundation material and pavement will be removed during demolition;
- During site preparation, 3,300 cubic yards (CY) of soil will be exported;
- During grading, 3,300 CY of soil will be imported, and 4.1 acres of land will be disturbed;
- Trip rates were adjusted based on a Traffic Impact Analysis (TIA) prepared for the proposed project by KD Anderson & Associates; and
- The proposed project will comply with all relevant provisions of the 2019 California Building Standards Code (CBSC), 2019 CALGreen Code, and Model Water Efficient Landscape Ordinance (MWELO).

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. All Cal EEMod results are included in Appendix A to this IS/MND.

Construction Emissions

The proposed project's estimated construction-related emissions are presented in Table 2. As shown in the table, the proposed project's construction emissions of ROG, NO_x, and PM₁₀ will be below the applicable YSAQMD thresholds of significance.

Table 2 Maximum Project Construction-Related Emissions		
Pollutant	Project Emissions	YSAQMD Thresholds of Significance
ROG	0.69 tons/yr	10 tons/yr
NO _x	2.89 tons/yr	10 tons/yr
PM ₁₀	20.54 lbs/day	80 lbs/day
<i>Source: CalEEMod, November 2020 (see Appendix).</i>		

Therefore, the proposed project's construction-related emissions will not result in a contribution to the region's nonattainment status of ozone or PM and will not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Operational Emissions

Based on the modeling parameters presented above, the proposed project's estimated operational-related emissions are presented in Table 3. As shown in the table, the proposed project's operational emissions of ROG, NO_x, and PM₁₀ will be below the applicable YSAQMD thresholds of significance. Therefore, the proposed project's operational-related emissions will not result in a contribution to the region's nonattainment status of ozone or PM and will not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Table 3 Maximum Project Operational Emissions		
Pollutant	Project Emissions	YSAQMD Thresholds of Significance
ROG	1.04 tons/yr	10 tons/yr
NO _x	3.04 tons/yr	10 tons/yr
PM ₁₀	3.86 lbs/day	80 lbs/day
<i>Source: CalEEMod, November 2020 (see Appendix).</i>		

Cumulative Emissions

By nature, air pollution is largely a cumulative impact. Thus, the proposed project, in combination with other proposed and pending projects in the region will significantly contribute to air quality effects within the SVAB, resulting in an overall significant cumulative impact. However, any single project is not sufficient enough in size to, alone, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's incremental impact on air quality will be considered significant. In developing thresholds of significance for air pollutants, YSAQMD considered the emission levels for which a project's individual emissions will be cumulatively considerable. If a project exceeds the identified significance thresholds that project's emissions will be cumulatively considerable, resulting in a significant adverse air quality impact to the region's existing air quality conditions. As discussed above, implementation of the proposed project will result in construction-related and operational emissions below YSAQMD's thresholds of significance. Therefore, based on the project's consistency with YSAQMD's thresholds of significance, the proposed project will not be anticipated to result in an incrementally significant contribution to the cumulatively significant impact.

Conclusion

According to YSAQMD, if a project will not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation, the project may be considered consistent with the air quality plans. Based on the above, the proposed project's criteria pollutant emissions will be below applicable YSAQMD thresholds. As such, the project will not be considered to conflict with or obstruct implementation of regional air quality plans. Because the proposed project will 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 will be considered ***less than significant***.

- c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors will be the existing multi-family residential development, located approximately 370 feet south of the project site across I-5.

The major pollutant concentrations of concern are localized CO emissions and Toxic Air Contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of carbon monoxide (CO) are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. The YSAQMD recommends the use of screening thresholds to assess a project's potential to create an impact through the creation of CO hotspots. A violation of the CO standard could occur if either of the following criteria is true of any street or intersection affected by the mitigated project:³

- The project will reduce peak-hour level of service (LOS) on one or more streets or at one or more intersections to an unacceptable LOS (typically LOS E or F); or
- The project will increase a traffic delay by 10 or more seconds on one or more streets or at one or more intersections in the project vicinity where a peak hour LOS of F currently exists.

If either or both of the above criteria are met by the mitigated project, YSAQMD recommends performing a full CO Protocol Analysis. As discussed in Section XVII, Transportation, of this IS/MND, the project is not expected to generate a significant increase in peak hour trips that will exceed the screening criteria presented above. Per the TIA prepared for the proposed project by KD Anderson & Associates, Inc.,⁴ 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

³ Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [p. 21]. July 11, 2007.

⁴ KD Anderson & Associates, Inc. *Traffic Impact Analysis for Woodland Motors Re-Use Auto Center Drive, Woodland, CA*. March 9, 2020.

existing conditions at any of the six intersections analyzed in the TIA. All intersections during the AM and PM peak hours will continue to operate at the same LOS under Existing Plus Project conditions as they will under Existing conditions, 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 will still be acceptable. Thus, a full CO Protocol Analysis is not required. In addition, intersections where air mixing is inhibited do not exist in proximity to the project site. As such, the proposed project will result in a less-than-significant impact related to localized CO emissions concentrations and will not expose sensitive receptors to substantial concentrations of localized CO.

Toxic Air Contaminants

Another category of environmental concern is TACs. The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, gasoline dispensing facilities (GDFs), chrome plating operations, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Gasoline includes multiple TACs, which are released through various processes during the operation of GDFs. Such TACs include, but are not limited to, benzene, ethyl benzene, toluene, and xylene. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations will correlate to a higher health risk.

The proposed project will involve several components that will result in emissions of TACs. In particular, implementation of the proposed project will result in emissions related to project-construction, the use of heavy-duty diesel trucks to transport goods to and from the site, and operations of the proposed GDF. Each source of TACs is discussed in further depth in the sections below.

Construction Emissions

Construction-related activities have the potential to generate concentrations of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction will be temporary and will occur over a relatively short duration in comparison to the operational lifetime of the proposed project. Only portions of the site will be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. Operation of construction equipment within portions of the overall development area will allow for the dispersal of emissions, and will ensure that construction-activity is not continuously occurring in the portions of the project site closest to existing receptors.

During construction, only portions of the project site will be disturbed at a time. In addition, per the City's Noise Ordinance, construction activities will be limited to the hours of 7:00 AM and 6:00 PM Monday through Saturday and 9:00 AM through 6:00 PM Sunday. In addition, all construction equipment and operation thereof will be regulated per the In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure,

reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of Best Available Control Technologies.

Due to the temporary nature of construction and substantial distance to the closest sensitive receptors, the project will not result in any one nearby sensitive receptor being exposed to high concentration of DPM for an extended period of time.

Heavy-Duty Diesel Trucks On-site

Operation of the proposed retail uses and the GDF will require the movement of goods to and from the project site through the use of trucks, which will likely include heavy-duty diesel trucks. The use of diesel trucks on-site will represent a source of DPM. The CARB considers distribution centers to be significant sources of DPM due to the high volume of heavy-duty diesel vehicles used in the distribution of goods. As defined by CARB, distribution centers are facilities that serve as a distribution point for the transfer of goods. Such facilities include cold storage warehouses, goods transfer facilities, and inter-modal facilities such as ports that attract in excess of 100 heavy-duty trucks per day.

Considering the scale and type of proposed buildings, the proposed project will not be considered a distribution center, nor will project operations be anticipated to involve more than 100 heavy-duty trucks accessing the site per day. Thus, operations of the proposed project will not be considered to involve a substantial amount of DPM emissions from heavy-duty diesel vehicles. In addition, heavy-duty diesel vehicles are prohibited from idling for more than five minutes per CARB regulations, to minimize stationary DPM emissions.

Research conducted by CARB indicates that DPM is highly dispersive in the atmosphere. Thus, emissions of DPM from trucks at the project site will be partially dispersed at the nearest sensitive receptors, and the concentration of DPM at the nearest sensitive receptors will be lower than the concentration of DPM at the source of emissions.

Given the limited number of truck deliveries per day, idling regulations, and the dispersive nature of DPM, operation of the proposed project will not be considered a significant source of DPM from heavy-duty vehicles.

GDF (gasoline dispensing facilities) Operations

As noted previously, GDFs are considered sources of various types of TACs. In order to prevent potential long-term health risks, the CARB Handbook recommends a setback for sensitive receptors of 300 feet from a large GDF (defined as a facility with a throughput of 3.6 million gallons per year or greater) or a setback of 50 feet from a typical GDF (defined as a facility with a throughput of less than 3.6 million gallons per year).⁵ As noted above, the project site is located approximately 370 feet from the nearest sensitive receptor, separated by I-5. Therefore, the proposed gas station will be located outside of the CARB-recommended setback for large GDFs and, thus, will not expose sensitive receptors to substantial pollutant concentrations.

Furthermore, as discussed under YSAQMD Rule 2.22, Gasoline Dispensing Facilities, required vapor recovery systems will limit the release of gasoline vapors during refueling. In addition, the proposed project will be required to obtain a YSAQMD Stationary Source

⁵ California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective* [pg. 32]. Available at: <https://ww3.arb.ca.gov/ch/handbook.pdf>. Accessed November 2020.

Permit and comply with the YSAQMD's Air Toxics Hot Spots Program, which will further ensure that emissions from the proposed GDF are minimized.

Conclusion

Based on the above discussion, the proposed project will not expose any sensitive receptors to substantial concentrations of localized CO or TACs from construction or operations. Therefore, the proposed project will result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

- d. Emissions of pollutants have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections "a" through "c" above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

According to the YSAQMD, common types of facilities that are known to produce odors include, but are not limited to, wastewater treatment facilities, chemical or fiberglass manufacturing, landfills, auto body shops, composting facilities, food processing facilities, refineries, dairies, and asphalt or rendering plants.⁶ While offensive odors rarely inflict physical harm, the YSAQMD notes that odors can still generate considerable distress among the public because of their unpleasant nature, which in turn, potentially leads to citizen complaints to local governments and the YSAQMD. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables, including: the nature of the odor source; the frequency of odor generation; the insensitivity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary and construction equipment will operate intermittently throughout the course of a day, will be restricted to daytime hours Section 9.28.090 of the City's Municipal Code, and will likely only occur over portions of the improvement area at a time. In addition, all construction equipment and operation thereof will be regulated per the In-Use Off-Road Diesel Vehicle Regulation. Project construction will also be required to comply with all applicable YSAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations will help to minimize air pollutant emissions as well as any associated odors related to operation of construction equipment. Considering the short-term nature of construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, construction of the proposed project will not be expected to create objectionable odors affecting a substantial number of people.

The proposed project will include a GDF, which could generate odorous emissions. However, as noted previously, the project site is located approximately 370 feet from the nearest sensitive receptor and separated by I-5. Given the distance to the nearest

⁶ Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*, Adopted July 11, 2007. [pg. 14]. Available at: <http://www.ysaqmd.org/documents/CEQAHandbook2007.pdf>. Accessed November 2020.

sensitive receptor, odors will likely dissipate prior to reaching any nearby receptors. In addition, gas pumps are required to include vapor-recovery systems, which limit the release of gasoline vapors during vehicle refueling and underground tank refilling. Therefore, the GDF will not result in emissions of odors that will adversely affect the nearest receptor.

The YSAQMD regulates objectionable odors through Rule 2.5 (Nuisance), which prohibits any person or source from emitting air contaminants or other material that result in any of the following: cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; endanger the comfort, repose, health, or safety of any such persons or the public; or have a natural tendency to cause injury or damage to business or property. Rule 2.5 is enforced based on complaints. If complaints are received, the YSAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made during construction or operation of the project, the YSAQMD will ensure that such odors are addressed and any potential odor effects reduced to less than significant.

Dust

All projects within the YSAQMD are required to implement construction mitigation measures, such as a dust control program. The dust control program will ensure that water or dust palliatives will be applied to exposed surfaces, grading operations will not take place during periods of high winds, and construction-related trucks will be covered at the end of the day. In addition, the project will be required to comply with YSAQMD Rule 2.11, Particulate Matter Concentration, and Rule 2.19, Particulate Matter Process Emission Rate, as well as the BMPs for reducing air pollutant emissions associated with the construction and operation of development projects noted in Policy 7.F.2 of the City's General Plan.

Implementation of all applicable YSAQMD rules will ensure that construction of the proposed project will not result in substantial emissions of dust. Following project construction, vehicles operating within the project site will be limited to paved areas of the site. Thus, project operations will not include sources of dust that could adversely affect a substantial number of people.

Conclusion

For the aforementioned reasons, construction and operation of the proposed project will not result in emissions (such as those leading to odors and dust) that will affect a substantial number of people, and a ***less-than-significant*** impact will result.

IV. BIOLOGICAL RESOURCES.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	○	✗	○	○
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	○	○	✗	○
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	○	○	✗	○
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	○	○	✗	○
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	○	○	✗	○
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	○	○	✗	○

Discussion

- a. The proposed project is located within the boundaries of the Yolo Habitat Conservation Plan/Natural Conservation Community Plan (Yolo HCP/NCCP). The project site's land cover type is "Developed," as defined by the Yolo HCP/NCCP. Per the Yolo HCP/NCCP, developed areas are dominated by pavement and building structures. Vegetation in developed areas generally consists of vegetated corridors (e.g., vegetation maintained adjacent to highways) and patches of mostly ornamental vegetation, such as tree groves, street strips, shade trees, lawns, and shrubs that are typically supported by irrigation. Developed areas include urban vegetation and all areas with structures, graded lots, road and highway medians, anthropogenic drainage canal vegetation, rail rights-of-way, and sewage treatment ponds that do not provide habitat.

Given the project site's land cover type, the presence of on-site special-status species is unlikely. However, to confirm the proposed project's potential for substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), a search of the California Natural Diversity Database (CNDDDB) was conducted for special-status species that have been recorded in the vicinity of the project site and the site's surrounding area. The CNDDDB data was drawn from the project site's U.S. Geological Survey (USGS) quadrangle as well as the eight surrounding USGS quadrangles.

Special-status species queried in the CNDDDB search included plant and wildlife species that are formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and State Endangered Species Acts, each of which afford protection to listed and proposed species. In addition, CDFW Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, USFWS Birds of Conservation Concern, sensitive species included in USFWS Recovery Plans, and CDFW special-status invertebrates are all considered special-status species. Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on California Native Plant Society (CNPS) Lists 1 and 2 are considered special-status plant species and are protected under CEQA. The results of the database searches are discussed below.

Special-Status Plants

Special-status plants generally occur in relatively undisturbed areas within vegetation communities such as vernal pools, marshes and swamps, chenopod scrub, seasonal wetlands, riparian scrub, and areas with unusual soil characteristics. Based on the CNDDDB search results, 13 special-status plants have been recorded throughout the nine-quad area surrounding the project site.

As previously mentioned, the project site has undergone heavy disturbance through the location's previous use as an auto dealership. The vast majority of the project site is covered in pavement, with lampposts stationed along the site's perimeter and the Hazel Court driveway. The site is surrounded by urban development. East Main Street abuts the site's northern border, and I-5 and the I-5 northbound off-ramp abuts the site's southwestern border. Immediately to the east is a Wal-Mart retail store and the store's accompanying parking lot. Of the project site's available vegetation, only ruderal grasses and several landscaping trees exist on the site, primarily along the location's eastern and western borders, with a few interior island areas also featuring grassy areas and a few trees.

Given the project site's previous disturbance, the site's lack of heavy vegetation, and the urban development surrounding the location, suitable habitat for any of the special-status plant species identified in the nine-quad CNDDDB search – including wetlands, grasslands, marshes, and swamps – does not exist on the project site.

Therefore, because special-status plants are not anticipated to be present on the site upon commencement of construction, construction activities associated with the proposed project will not result in adverse effects to special-status plant species.

Special-Status Wildlife

The CNDDDB search returned 32 special-status wildlife species for the nine-quad area encompassing and surrounding the project site. However, as mentioned previously, the project site has been heavily disturbed from previous development, sits primarily covered in vacant pavement, lacks vegetation in most areas, and is devoid of aquatic habitats. Additionally, as mentioned, the project site is surrounded by urban development and roadways. Consequently, the few areas of vegetation that do exist within the project site and along the site's perimeter lack open water, grasslands, rocky outcroppings, marshes

or creeks, chaparral vegetation, aquatic vegetation, or other types of high-quality habitat that would be needed to provide for most of the special-status wildlife species identified by the CNDDB search, notably, the amphibians, insects, crustaceans, fish, reptiles, and mammals. As a result, construction activities associated with the proposed project would not result in adverse effects to the aforementioned groups.

However, trees can provide suitable habitat for nesting migratory birds and raptors. As such, trees and parking lot islands on the site and on adjacent parcels may be used by raptors and migratory birds protected by the MBTA. Construction activities that adversely affect the nesting success of raptors and migratory birds (i.e., lead to the abandonment of active nests) or result in mortality of individual birds constitute a violation of State and federal laws. Thus, project-related activities that would occur during the breeding season could result in an adverse effect to species protected under the MBTA, should such species be present.

Included in the CNDDB search results for birds recorded in the nine-quad area in which the project site sits were Swainson's hawk and white-tailed kite. The trees within the project site will be unlikely to support either type of raptor. Swainson's hawk, listed as threatened in California by CDFW, breeds in grasslands with scattered trees or agricultural lands with groves of trees and requires adjacent areas suitable for foraging such as grasslands or alfalfa or grain fields, which support rodent populations. White-tailed kite, a CDFW fully protected species, are typically found in California foothills and valleys with scattered oaks and river bottomlands or marshes near deciduous forests or woodlands. Kites typically nest in dense-topped trees along rivers and streams or near wetlands. The habitats do not exist in close proximity to the project site; however, the required pre-construction survey for migratory birds would detect the presence of Swainson's hawk or white-tailed kite, which would be impacted by the proposed project's construction.

Conclusion

Based on the above, although the project site generally lacks high-quality habitat due to the disturbed nature of the location, the proposed project could potentially affect migratory birds and raptors protected under the MBTA and considered covered species by the Yolo HCP/NCCP. An application for coverage under an incidental take permit regarding Swainson's hawk and white-tailed kite has been submitted by the project applicant to the Yolo HCP/NCCP. However, without compliance with the avoidance and minimization measures (AMMs) specified by the permit, the proposed project could have an adverse effect, either directly or through habitat modifications, on species identified as special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS. Therefore, a **potentially significant** impact could result.

Mitigation Measure(s)

Implementation of the following mitigation measures will reduce the above impact to a *less-than-significant* level. Mitigation Measures IV-1 and IV-2 are adopted from the standard AMMs included in the Yolo HCP/NCCP.

Swainson's Hawk and White-Tailed Kite

- IV-1. *Prior to commencing any ground-disturbing activities, the project applicant shall retain a qualified biologist to conduct planning-level surveys and identify any nesting or foraging habitat present within 1,320 feet of the*

project footprint. Adjacent parcels under different land ownership shall be surveyed only if access is granted or if the parcels are visible from publicly accessible areas.

The results of the survey shall be submitted to the Conservancy and CDFW. If nesting or foraging habitat are not present within the project area, no further mitigation will be necessary. If active nests are found during the preconstruction survey, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist shall monitor the nest and shall, along with the project applicant, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities, including tree pruning or removal, are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior.

If this project involves pruning or removal of a potential Swainson's hawk or white-tailed kite nest tree, the project applicant shall conduct a preconstruction survey that is consistent with the guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000). If active nests are found during the preconstruction survey, no tree pruning or removal of the nest tree shall occur during the period between March 1 and August 31, unless a qualified biologist determines that the young have fledged and the nest is no longer active.

All findings and results of the preconstruction surveys shall be submitted to the Community Development Department for review and approval.

Nesting Raptors and Migratory Birds

IV-2. The project applicant shall implement the following measures to avoid or minimize impacts to raptors and federally-protected nesting raptors and migratory birds:

- If any site disturbance or construction activity for any phase of development begins outside the February 1 to August 31 breeding season, a preconstruction survey for active nests shall not be required.*
- If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active nests from publicly accessible areas within 14 days prior to site disturbance or construction activity for any phase of development. The survey area shall cover the construction site and the area surrounding the construction site, including a 100-foot*

radius for MBTA birds, and a 500-foot radius for birds of prey. If an active nest of a bird of prey, MBTA bird, or other protected bird is not found, then further mitigation measures are not necessary. The preconstruction survey shall be submitted to the City of Woodland Community Development Department for review.

- *If an active nest of a bird of prey, MBTA bird, or other protected bird is discovered that may be adversely affected by any site disturbance or construction or an injured or killed bird is found, the project applicant shall immediately:*
 - *Stop all work within a 100-foot radius of the discovery;*
 - *Notify the City of Woodland Community Development Department;*
 - *Do not resume work within the 100-foot radius until authorized by the biologist; and*
 - *The biologist shall establish a minimum 500-foot Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-foot ESA around the nest if the nest is of an MBTA bird other than a bird of prey. The ESA may be reduced if the biologist determines that a smaller ESA will still adequately protect the active nest. Further work may not occur within the ESA until the biologist determines that the nest is no longer active.*

- b,c. The project site consists primarily of vacant pavement from the previous use (an auto dealership), along with ruderal grasses and trees situated along portions of the property's perimeter, and a few islands in the parking lot with grasses and trees. The project site is surrounded by largely built-up land, with East Main Street bordering the site to the north, I-5 and the highway's northbound off-ramp to the south and west, and a Wal-Mart retail store and parking lot to the east. Industrial sites are located on the northern side of East Main Street across from the project site, and a mix of commercial and residential uses are located to the west, across from I-5. In addition, as documented in the proposed project's application for incidental take permit coverage under the Yolo HCP/NCCP, the project site does not include sensitive natural communities, and therefore, does not include riparian habitat, other sensitive natural communities, or State or federally protected wetland.

Furthermore, the General Plan EIR provided general demarcations of common habitat types in the City's Planning Area. The project site is located firmly in a developed area, which the General Plan EIR noted is generally limited to horticultural landscaping in maintained areas and weedy vegetation in areas that are subject to frequent ground disturbance. The General Plan EIR described in further detail the occurrences of various aquatic habitats within the Planning Area or vicinity of the Planning Area – including alkali prairies, detention basins, drainages, freshwater marshes, freshwater wetlands, riparian forests, and waterways. The project site does not include these habitats, and therefore, will have a ***less-than-significant*** impact related to adverse effects on any riparian habitat or other sensitive community or on state or federally protected wetlands through direct removal, filling, or other means.

- d. The project site is located in an urbanized area and is bordered by East Main Street to the north, I-5 and the I-5 northbound offramp to the south and west, and commercial

developments and parking lots to the east. Thus, the surrounding area does not support any wildlife movement corridors. As such, the project will not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Thus, a **less-than-significant** impact will occur.

- e. Per Sec. 12.48.090 of the City's Municipal Code, an application for a development project must be accompanied by a tree plan containing a map of all existing trees on the project site, identification of trees which the applicant proposes to preserve and those proposed to be removed with the reason for removal, and a program for the preservation of street trees, heritage, specimen, landmark trees and trees with aesthetic value during and after completion of the development project. An application for a development project must also contain a program for replacement of any trees proposed to be removed, per Sec. 12.48.100. As previously mentioned, the project site includes landscaping trees on portions of the property's perimeter, as well as a few trees on island areas in the parking lot. As such, the proposed project will be required to adhere to the tree requirements of the Municipal Code. Therefore, the proposed project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and a **less-than-significant** impact will occur.
- f. As discussed above, per the Yolo HCP/NCCP, the land cover type on the project site is best described as "Developed," because the project site has been previously disturbed, and besides vacant pavement, includes only ruderal grass, landscaping trees, and vegetated corridor as land cover types. Per the Yolo HCP/NCCP, "Developed" land cover types are not subject to payment of land cover or wetland fees. Furthermore, an application for coverage under an incidental take permit regarding Swainson's hawk and white-tailed kite nest trees within 1,320 feet of the project footprint has been submitted for the proposed project. As a result, the proposed project will comply with Mitigation Measures IV-1 and IV-2 through implementing and adhering to the applicable AMMs and fees from the Yolo HCP/NCCP to minimize potential take and adverse effects on any nests within the mentioned footprint. Therefore, a **less-than-significant** impact will occur related to conflict with an adopted habitat conservation plan.

V. CULTURAL RESOURCES.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	●	✗	●	●
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	●	✗	●	●
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	●	✗	●	●

Discussion

- a-c. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. The City's General Plan and the General Plan EIR list multiple significant historic buildings, districts, events, and artifacts which relate to the development of the community. Of architectural significance is a wide range of structures built between 1860 and 1940 that exhibit styles ranging from Classical Revival farmhouses to high-style Queen Anne buildings from the nineteenth century, to Modern and International styles popular in the twentieth century.

Currently, the project site, which has been previously disturbed, includes pavement with remnants of building foundations. The project site does not contain any structures which are listed or eligible for listing as a historical landmark or point of interest. The project site is not located in the Downtown Woodland Historic District. Additionally, the project site is surrounded by development, with East Main Street abutting the location's northern border, the I-5 off-ramp bordering the site to the south and west, and the Wal-Mart parking lot running along the location's eastern border.

Nonetheless, the City's General Plan EIR notes that future projects within the City have a moderate potential for previously unrecorded historic or archaeological resources to be present. Therefore, while the project site has been subject to disturbance associated with prior development, the potential exists that unknown archaeological resources could occur within the project area. Considering that unknown archaeological resources, including human remains, have the potential to exist on-site, ground-disturbing activity related to project construction could encounter such resources. Consequently, the proposed project could cause a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of formal cemeteries during construction. Such impacts could be considered **potentially significant**.

Mitigation Measure(s)

Implementation of the following mitigation measures will reduce the above impact to a *less-than-significant* level.

- V-1. *The following shall be included on the improvement plans for the proposed project. In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur*

until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the Yolo County Coroner has been notified to determine if an investigation into the cause of death is required. If the Coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. The potential exists that the Native American Heritage Commission may be unable to identify a most likely descendant, the most likely descendant fails to make a recommendation within 24 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner. In such a case, the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.

V-2.

The following shall be included on the improvement plans for the proposed project. In the event a potentially significant cultural or paleontological resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and workers shall avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the find. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The qualified archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to, culturally appropriate temporary and permanent treatment, which may include avoidance of cultural resources, in-place preservation, and/or re-burial on project property so the resource(s) are not subject to further disturbance in perpetuity. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. If necessary, excavation and evaluation of the finds shall comply with Section 15064.5 of the CEQA Guidelines.

Potentially significant cultural resources include, but are not limited to, stone, bone, glass, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site shall be

recorded on appropriate State of California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to the City of Woodland, the Northwest Information Center, and the State Historic Preservation Offices (SHPO), as required.

VI. ENERGY.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	●	●	✗	●
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	●	●	✗	●

Discussion

- a,b. The main forms of available energy supply are electricity and oil. A description of the 2019 California Green Building Standards Code (CALGreen Code) and the Building Energy Efficiency Standards, with which the proposed project will be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2019 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11) is a portion of the CBSC, which became effective on January 1, 2020.⁷ The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' MWELO, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2019 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards.

⁷ California Building Standards Commission. *California Green Building Standards Code*. Available at: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen>. Accessed November 2020.

The 2019 Building Energy Efficiency Standards are in effect for building permit applications submitted after January 1, 2020.

Energy reductions relative to previous Building Energy Efficiency Standards are achieved through various regulations, including requirements for the use of high-efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. For nonresidential buildings, hotels, motels, and high-rise residential buildings, the most significant changes in compliance with the 2019 standards are in lighting design.⁸ Other changes in compliance include alterations to a development's envelope, mechanical systems, and covered processes.

Construction Energy Use

Construction of the proposed project will involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction will not involve the use of natural gas appliances or equipment.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site will be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof will be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation will therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

The CARB prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan),⁹ which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that will support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather

⁸ California Energy Commission. *California Energy Commission 2019 Building Energy Efficiency Standards What's New for Nonresidential*. Available at: <https://www.energy.ca.gov/media/3455>. Accessed November 2020.

⁹ California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2030sp_pp_final.pdf. Accessed November 2020.

than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The In-Use Off-Road Diesel Vehicle Regulation and idling restriction regulations described above, with which the proposed project must comply, will be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project will not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project will be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which will help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, PG&E will provide electricity and natural gas to the project site. Energy use associated with operation of the proposed project will be typical of hotel uses, convenience store/gas station uses, and fast-food restaurant uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, will involve the use of electric- or gas-powered equipment. In addition to on-site energy use, the proposed project will result in transportation energy use associated with vehicle trips generated by employee commutes, patrons to the project site, and the movement of goods.

The proposed project will be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards will ensure that the proposed structures will consume energy efficiently. Required compliance with the CBSC will ensure that the building energy use associated with the proposed project will not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by PG&E will comply with the State's Renewables Portfolio Standard, which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during project operations will originate from renewable sources.

With regard to transportation energy use, the proposed project will comply with all applicable regulations associated with vehicle efficiency and fuel economy, including mandatory charging spaces for EVs. The parking lot will additionally include spaces for CAVs and short- and long-term bicycle parking. As discussed later in Section XVII, Transportation, of this IS/MND, the project site is also located within close proximity to existing residences, other commercial uses, bicycle infrastructure, and transit infrastructure.

Conclusion

Based on the above, construction and operation of the proposed project will not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a **less-than-significant** impact will occur.

VII. GEOLOGY AND SOILS.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	○	○	⊘	○
ii. Strong seismic ground shaking?	○	○	⊘	○
iii. Seismic-related ground failure, including liquefaction?	○	○	⊘	○
iv. Landslides?	○	○	⊘	○
b. Result in substantial soil erosion or the loss of topsoil?	○	○	⊘	○
c. Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	○	○	⊘	○
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	○	⊘	○	○
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	○	○	○	⊘
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	○	⊘	○	○

Discussion

The following is based on a Geotechnical Report prepared for the proposed project by Salem Engineering Group, Inc.¹⁰

ai-aii. Based on the proximity of several dominant active faults and seismogenic structures, as well as the historic seismic record, the area of the proposed project is considered subject to relatively high seismicity. However, the area is not within an Alquist-Priolo Special Studies Zone and will not require a special site investigation by an Engineering Geologist. Soils on site are classified as Site Class D in accordance with Chapter 16 of the California Building Code. The proposed structures are determined to be in Seismic Design Category D.

To determine the distance of known active faults within 100 miles of the site, Salem Engineering Group, Inc. used the USGS web-based application *2008 National Seismic Hazard Maps - Fault Parameters*. The ten closest active faults are summarized in Table 4 below.

¹⁰ Salem Engineering Group, Inc. *Geotechnical Engineering Investigation: Proposed 7-Eleven With Fuel Station and Two (2) QSR's 1670-1680 East Main Street, Woodland California*. June 7, 2019.

Table 4 Regional Fault Summary		
Fault Name	Distance to Site (miles)	Maximum Earthquake Magnitude (M_w)
Great Valley 3, Mysterious Ridge	16.6	7.1
Great Valley 4a, Trout Creek	16.8	6.6
Great Valley 4b, Gordon Valley	19.4	6.8
Hunting Creek-Berryessa	28.9	7.1
Great Valley 5, Pittsburg Kirby Hills	29.9	6.7
Green Valley Connected	31.2	6.8
West Napa	38.5	6.7
Great Valley 2	41.1	6.5
Bartlett Springs	44.8	7.3
Great Valley 1	51.1	6.8
Source: Salem Engineering Group, Inc. Geotechnical Engineering Investigation. June 7, 2019. (see Appendix X).		

The project site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. In addition, the project site does not include active faults with the potential for surface fault rupture directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low.

Additionally, the proposed buildings will be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Proper engineering of the proposed project will ensure that seismic-related effects will not cause adverse impacts.

Based on the above information, a **less-than-significant** impact will occur related to directly or indirectly causing substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking.

a.iii, a.iv, The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence are discussed in detail below.

Liquefaction and Subsidence/Settlement

Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. However, liquefaction has occurred in soils other than clean sand.

The near surface soils encountered at the project site were, in general, predominantly comprised of sandy lean clay soils to depths of about five feet below site grade (BSG) and underlain silty sands to 10 feet BSG. Below the silty sands, sandy lean clay was encountered to the maximum depth explored during drilling of 36.5 feet BSG. Free groundwater was encountered at a depth of 15 feet BSG during the investigation. Based

on available historical water well data, a high groundwater depth of about 12 feet BSG was reported.

A seismic hazard, which could cause damage to the proposed development during seismic shaking, is the post-liquefaction settlement of the liquefied sands. Based on Salem Engineering Group, Inc.'s experience in the Woodland area, the presence of fine grained and clay subgrade soils, the relative density of the soils encountered during the investigation, and the relatively low peak ground acceleration, the Geotechnical Report concluded that the potential for liquefaction/seismic settlement to impact the site is considered low.

Landslides and Lateral Spreading

Per the Geotechnical Report, known landslides do not exist at the project site, nor is the site in the path of any known or potential landslides. Thus, the proposed project does not include the potential hazard of a landslide.

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. Due to the relatively flat topography of the project site and clayey nature of the near surface soils encountered in the geotechnical investigation, the likelihood of lateral spreading at the project site is considered to be negligible.

Conclusion

Based on the above, the distance of the project site from the nearest active fault, the relatively flat topography of the project site, and the acceptable subsurface conditions will ensure that the proposed project will not be susceptible to liquefaction, landslides, lateral spreading, or subsidence on-site. Thus, the project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or landslides, and will not be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Thus, a ***less-than-significant*** impact will occur.

- b. The proposed project will include grading and development of the project site with a hotel, a convenience store, a fueling canopy, a diesel canopy, a fast-food restaurant, parking areas, and associated improvements. During early stages of construction, and prior to overlaying the ground surface with structures and impervious surfaces, the potential exists for wind erosion to occur, which could affect the project area and potentially inadvertently transport eroded soils to downstream drainage facilities. However, the General Plan states that rates of erosion can vary depending on the soil material and structure, and the placement and level of human activity. As stated by the General Plan, the City is generally level and the erosion potential for soils is generally low. Additionally, Sec. 08-08-070 of the Municipal Code requires an erosion and sediment control plan be submitted prior to issuance of a grading or building permit. Sec. 08-08-070 also requires any industrial or commercial facility first obtain and comply with any required National Pollution Discharge Elimination System (NPDES) requirements, which regulates sites over one acre. Given that the project site will disturb approximately 4.12 acres, the project will be subject to NPDES regulations.

In accordance with NPDES regulations, in order to minimize the potential effects of construction runoff on receiving water quality, any construction activity affecting one acre or more must obtain a General Construction Activity Stormwater Permit. Permit applicants are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement best management practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures.

Additionally, because the project site is relatively flat and is not located near bodies of water, the project site will not be likely to experience heavy erosion. Thus, with implementation of the erosion and sediment control plan, as well as the SWPPP, and based upon on-site conditions, construction both on-and off-site will not be likely to result in substantial soil erosion or loss of topsoil, and a ***less-than-significant*** impact will occur.

- d. Per the Geotechnical Report, the primary geotechnical constraints identified at the project site involve the presence of medium expansive sandy lean clay soils, the potential for wet unstable soils condition, and the presence of former improvements such as building foundations, slab-on-grade, and underground utilities. In general, the near surface soils encountered were predominantly comprised of sandy lean clay soils to depths of about 5 feet BSG and underlain silty sands to 10 feet BSG. Below the silty sands, sandy lean clay was encountered to the maximum depth explored during drilling of 36.5 feet BSG. Based on the laboratory tests performed, the near surface soils carry moderate compressibility characteristics, slight collapse potential, medium expansion potential, and when as engineered fill, poor pavement support characteristics compacted. Due to the expansive nature of the near surface soils encountered, the Geotechnical Report recommended to support slabs on grade on a uniform layer of imported non-expansive engineered fill.

Additionally, due to existing foundations and pavements, the Geotechnical Report cautioned that undocumented fill could be located throughout the project site. Existing improvements will be required to be removed and backfilled with compacted engineered fill. Furthermore, it should be anticipated that undocumented fill soils could be present within the site. Because undocumented fills could pose a risk to settlement and shallow depressions within pavement areas, undocumented fill soils will need to be removed throughout the site.

Considering the above, without implementation of appropriate design measures, a ***potentially significant*** impact could occur related to being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code, creating substantial direct or indirect risks to life or property.

Mitigation Measure(s)

Implementation of the following mitigation measures will reduce the above impact to a ***less-than-significant*** level.

- VII-1. *Prior to approval of any building permits, the project Civil Engineer shall show on the project plans that the project design adheres to all engineering recommendations provided in the site-specific Geotechnical Engineering Investigation prepared for the proposed project by Salem Engineering Group, Inc. The project plans shall include, but not be limited to, slabs on grade supported by a uniform layer of imported non-expansive engineered fill, applicable drying of near surface soils prior to compaction as engineered fill, applicable stabilization of the bottom of excavations due to*

wet soil conditions, and site demolition activities, which shall include removal of all surface obstructions not intended to be incorporated into final site design. The site demolition activities shall also specify that undocumented fill, underground buried structures, and/or utility lines encountered during demolition and construction shall be properly removed and the resulting excavations backfilled with imported non-expansive engineered fill. Proof of compliance with all recommendations specified in the Geotechnical Engineering Investigation shall be subject to review and approval by the City Engineer.

- e. Sewer collection for the proposed project will be provided by connection to the City's sewer system. The construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, **no impact** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems will occur.
- f. The General Plan EIR indicates that unique paleontological resources or sites are found in levees, channels, and basin deposits. Prehistoric resources have not been recorded in the City.

The City is located in the Great Valley geomorphic province of California and consists of level alluvial plains. The Great Valley area generally consists of Holocene alluvium or basin deposit, as well as Quaternary Modesto and Riverbank formations. Such soil types are not considered unique geologic features and are common within the geographic area of the City. Furthermore, the City's General Plan does not specify the existence of any unique geologic features within the City.

Although the proposed project will not have the potential to result in the destruction of unique geologic features, unknown paleontological resources could exist within the project site. Should previously unknown paleontological resources be discovered during ground-disturbing activities, such as grading, trenching, or excavating, the proposed project could have the potential to disturb or destroy such features. Consequently, the proposed project could result in the direct or indirect destruction of a unique paleontological resource and a **potentially significant** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure will reduce the above potential impact to a *less-than-significant* level.

VII-2.	Implement	Mitigation	Measure	V-2.
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VIII. GREENHOUSE GAS EMISSIONS.

Will the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	●	●	⌀	●
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	●	●	⌀	●

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project will cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development will be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO₂e/yr).

A number of regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020. Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050. SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030. In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions. The City of Woodland adopted the CAP, which is designed to place the community on a path to achieve GHG emissions reductions targets that were adopted by the City Council in May 2017.

The proposed project's GHG emissions for both construction and operation were quantified with CalEEMod using the same assumptions as presented in the Air Quality section of this IS/MND, and compared to the applicable thresholds of significance. The proposed project's required compliance with the current California Building Energy Efficiency Standards Code was assumed in the modeling. In addition, the CO₂ intensity factor within the model was adjusted to reflect the PG&E's anticipated progress towards statewide renewable portfolio standard goals. All CalEEMod results are included in Appendix A to this IS/MND.

The YSAQMD, in their *Handbook for Assessing and Mitigating Air Quality Impacts*, acknowledges that new emissions generated by development projects could potentially conflict with existing GHG emissions reductions targets, and thus, a need for development of GHG emissions thresholds exists. However, the YSAQMD has not yet established or adopted any such thresholds. The YSAQMD is currently recommending GHG analysis consistent with the Sacramento Metro Air Quality Management District (SMAQMD) adopted thresholds of significance. While SMAQMD recognizes that emissions from a single project cannot be determined to substantially impact overall GHG emissions levels in the atmosphere, an emissions threshold is useful to trigger further project review and assess mitigation. As such, SMAQMD designed emissions thresholds to ensure that 90 percent of new GHG emissions related to land use projects will be reviewed and assessed for mitigation. Thus, projects exceeding SMAQMD's thresholds will constitute the vast majority of GHG emissions, and exceedance of the thresholds will allow for further project review contributing to the emissions reductions goals of AB 32, SB 32, the Scoping Plan, and relevant Executive Orders. SMAQMD has established a threshold for both construction and operational GHG emissions of 1,100 MTCO₂e/yr. It should be noted that the nearby Placer County Air Pollution Control District has independently adopted an operational threshold of 1,100 MTCO₂e/yr, for use in project GHG analysis, while the El Dorado County Air Pollution Control District similarly recommends use of SMAQMD's 1,100 MTCO₂e/yr threshold.

Construction-Related GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, construction-related GHG emissions have been estimated for implementation of the project and such emissions have been compared to the applicable threshold of significance, as presented below in Table 5. Construction-related emissions were modeled using CalEEMod under the assumptions described in Section III, Air Quality, of this IS/MND.

Table 5	
Maximum Unmitigated Construction-Related GHG Emissions	
Construction Year	Project Emissions (MTCO₂e)
2021	377.74
2022	142.75
Applicable Threshold of Significance	1,100
<i>Source: CalEEMod, November 2020 (see Appendix A).</i>	

As shown in the table, the proposed project's maximum annual construction emissions of 377.74 MTCO₂e/yr will be below the YSAQMD-recommended 1,100 MTCO₂e/yr threshold. Because the maximum annual and total construction GHG emissions for the project will be below the applicable threshold of significance, the proposed project will not be considered to generate construction-related GHG emissions that will have a significant impact on the environment.

Operational GHG Emissions

According to the City's CAP, if a project is consistent with the General Plan, is not exempt from CEQA, falls within the assumptions of the General Plan EIR, and is consistent with

the CAP, GHG-related impacts associated with the project are determined to be less than significant, and further CEQA analysis for the area of impact is generally not required.

To be determined consistent with the CAP, a project must demonstrate that development of the site has been anticipated and is within the growth estimates projected for the CAP. The proposed project is a commercial land use and is consistent with the existing land use designation for the project site. Development of the proposed project will not induce population growth that has not been previously analyzed in the General Plan EIR. In addition, the proposed project will incorporate all applicable GHG Reduction Strategies required for the development type, including the following:

- E-1: Lighting Efficiency Upgrades
- E-4: Improved Building Temperature Controls ; and
- T/LU-3: Smart Growth in New Development. Infill with cluster of commercial uses potentially reducing vehicle trips generated.

Consistent with GHG Reduction Strategy T/LU-3, the project will include the provision of bicycle parking and electric vehicle charging stations. In addition, consistent with GHG reduction Strategy T/LU-2, the project site is considered to be an infill and/or underutilized site.

Finally, discussed in Section XVII, Transportation, of this IS/MND, subsequent CEQA documents can reference the General Plan's and CAP's 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. The CAP identifies transportation and land use as a focus area for reducing GHGs and identifies strategies, including implementing land use policies to support reduced motor vehicle use, reducing VMT and equipment idling emissions, and replacing gas/diesel vehicles with alternative-fuel vehicles. For example, as part of Strategy T/LU-6 in the CAP pertaining to reduced emissions from vehicle idling and other equipment, the CAP provides that drive-through restaurants, pharmacies, and other drive-through services should be encouraged to post requests or requirements for vehicle engines to be shut off during extended waiting times. The General Plan contains Policy 3.A.4 regarding reduction of VMT, which along with the other reduction strategies within the General Plan and CAP, ensures that the City achieves its share of the state's emissions reduction targets, thereby mitigating the air quality impact identified in the General Plan and CAP EIR. While the proposed project will include drive-thru fast-food restaurant and gas station components, as discussed later, the proposed project will comply with policies established in the General Plan and CAP and will not result in significant impacts related to VMT.

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.

Conclusion

Because implementation of the proposed project will result in construction-related GHG emissions below the applicable threshold of significance of 1,100 MTCO₂e/yr and will be consistent with the City's CAP, the project will not be considered to generate GHG emissions, directly or indirectly, that will have a significant impact on the environment.

Therefore, the proposed project will not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Impacts will be considered ***less than significant***.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	●	●	✗	●
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	●	✗	●	●
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	●	●	✗	●
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	●	●	●	✗
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard or excessive noise for people residing or working in the project area?	●	●	●	✗
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	●	●	✗	●
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	●	●	✗	●

Discussion

- a. Projects that involve the routine transport, use, or disposal of hazardous materials are typically industrial in nature. As such, the proposed project's hotel and fast-food restaurant will not involve the routine transport, use, disposal, or generation of substantial amounts of hazardous materials. The proposed project's gas station component, however, will involve the routine transport and use of gasoline and diesel fuels through the gas station's underground storage tanks (USTs) and MPDs, as well as the storage and selling of automotive fluids through the location's convenience store.

As part of the regulations governing the site, the proposed project will be required to obtain a CUP, and will be required to comply with all requirements set forth by the City in the permit related to operational use. Additionally, the underground storage of hazardous materials will be subject to the provisions of the California Health and Safety Code and Title 23 of the CCR. The proposed project will also be subject to regulations by the Yolo County Environmental Health Division (YCEHD), which is the Certified Unified Program Agency (CUPA) for the County. The Unified Program is a statewide program overseen by the California EPA (CalEPA) that delegates the responsibility of applying regulatory standards established by state agencies to local agencies through inspections, permitting, and enforcement activities. The Unified Program encompasses regulatory standards from the Governor's Office of Emergency Services (OES), Department of Toxic Substances Control (DTSC), Office of the State Fire Marshal (OSFM), the State Water Resources Control Board, and CalEPA.

As the proposed project will be required to comply with all applicable provisions of the California Health and Safety Code, Title 23 of the CCR, and the YCEHD, impacts related to the routine transport, use, or disposal of hazardous materials will be **less-than-significant**.

- b. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

Construction Activities

Construction activities will involve the use of heavy equipment, which will contain fuels and oils, and various other products such as concrete, paints, and adhesives. However, the project contractor will be required to comply with all California Health and Safety Codes and local ordinances regulating the handling, storage, and transportation of hazardous and toxic materials, as overseen by CalEPA and DTSC.

Existing On-Site Hazardous Materials

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the proposed project by Professional Service Industries, Inc. for the purpose of identifying potential recognized environmental conditions (RECs) associated with the project site.¹¹ In response to the Phase I ESA, a Phase II Environmental Site Assessment (Phase II ESA) was prepared to follow up on findings from the Phase I ESA.¹² Based in part on the findings contained in both reports, the following is a discussion of the existing and future conditions of hazardous materials on the project site:

According to the Phase I ESA, because the addresses associated with the project site are listed as historically having gasoline underground storage tanks (USTs), a subsurface investigation was conducted to evaluate the potential presence of gasoline USTs and any potential impacts related to the presence of USTs. Additionally, the Phase I ESA noted the presence of underground hydraulic hoists for which a subsurface investigation had not been conducted. As such, the investigation also included an evaluation of potentially significant impacts associated with the hoists.

A total of six soil borings were completed at the project site. Borings B-1 to B-3 were drilled in the presumed downgradient direction from the hydraulic hoists, and B-4 to B-6 were drilled in the area of the presumed former USTs. Soil samples were collected and described at two, five, 10, 15, and 20 feet BSG. Although material found in B-5 was much softer and had a higher moisture content than any of the other borings, none of the borings were found to have any indication of contamination during drilling or sampling and photoionization detector readings of the soil samples were all below detection limits. Investigation into the presence of USTs was completed through a geophysical survey of the area using ground-penetrating radar. Although a few anomalous features were apparent, none were indicative of a UST, with the exception of an area where an above-ground storage tank (AST) existed.

Altogether, the Phase I ESA concluded the project site did not include an indication of petroleum hydrocarbon impacts from any of the drilled soil borings. However, following the

¹¹ Professional Service Industries, Inc. *Subsurface Investigation Report: Woodland Motors, 1670 & 1680 E. Main Street, Woodland, California 95776*. February 22, 2016.

¹² Stantec Consulting Services, Inc. *Phase II Environmental Site Assessment*. September 18, 2019.

results of the geophysical survey, the Phase I ESA concluded further investigation of the anomalous area near the previous AST was warranted to determine whether the area housed a UST.

According to the Phase II ESA, another subsurface investigation was conducted at the project site, which included five boreholes. From the borings, Stantec submitted 10 soil samples, as well as groundwater samples, to be tested for total petroleum hydrocarbons-gasoline range organics (TPH-GRO), TPH-diesel range organics (TPH-DRO), and TPH-oil range organics (TPH-ORO). Soil and groundwater samples were also analyzed for benzene, toluene, ethylbenzene, and total xylenes (collectively BTEX). Select soil and groundwater samples were analyzed for heavy metals identified in the California Administrative Manual (CAM metals) and polychlorinated biphenyls (PCBs).

Based on the testing results, the Phase II ESA concluded the project site is impacted with petroleum hydrocarbons, which could affect the project site's development as a fuel location. Impacted soil and/or groundwater will likely be encountered during development of the proposed project, and if groundwater disposal were needed, the Phase II ESA recommended additional sampling for Title 22 metals prior to disposal to confirm the concentration detected in the Phase II ESA, and to determine if the water will require special disposal options.

Conclusion

Because the development of the proposed project could be affected by the potential presence of petroleum hydrocarbons in the soil (per the Phase II ESA), the project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment and a **potentially significant** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure will reduce the above potential impact to a *less-than-significant* level.

- VIII-1. *Prior to initiation of construction activities associated with permanent structures on the project site, the project applicant shall complete an analysis of the on-site soils and/or groundwater at the previous AST location to determine whether substantial concentrations of petroleum hydrocarbons and other Title 22 contaminants are present above the applicable direct exposure Environmental Screening Levels (ESLs) set by the Regional Water Quality Control Board, the residential screening levels set by the Department of Toxic Substances Control's Human Health Risk Assessment Note 3, and/or the U.S. Environmental Protection Agency's Regional Screening Levels (RSL) for Region 9. If contaminants are not detected above applicable ESLs/RSLs, then further mitigation is not required. If contaminants are detected above the applicable ESLs/RSLs, then the soils and/or groundwater shall be remediated by off-hauling to a licensed landfill facility. Such remediation activities shall be performed by a licensed hazardous waste contractor (Class A) and contractor personnel that have completed 40-hour Occupational Safety and Health Administration (OSHA) hazardous training. The results of soil and/or groundwater sampling and analysis, as well as verification of proper*

remediation and disposal, shall be submitted to the City's Community Development Department for review and approval.

- c. The proposed project site is not located within one-quarter mile of an existing or proposed school. The nearest existing school to the site, Ramon S. Tafoya Elementary School, is located approximately 0.4 mile southeast of the site. Therefore, the proposed project will have a **less-than-significant** impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. The project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.¹³ Therefore, the project will not create a significant hazard to the public or the environment, and **no impact** associated with such will occur.
- e. The project site is not located within the vicinity of a public airport or private airstrip as the nearest airstrip to the site is the Medlock Field airport, located approximately four miles south of the site, and the Sacramento International Airport, located approximately 8.4 miles east of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, **no impact** will occur.
- f. The proposed project will be consistent with the land use and zoning designations determined by the City's General Plan and Municipal Code. Additionally, the proposed project will not involve any changes to roadways or circulation, or increase hazards in the area in a way which will conflict with the City of Woodland Emergency Operations Plan. Thus, the proposed project will not impair implementation or physically interfere with an adopted emergency response plan, and a **less-than-significant** impact will occur.
- g. The project site consists of a vacant lot, landscaping trees along parts of the edge of the property, and is surrounded by urban development, with a main roadway to the north, an interstate highway to the south and west, and a Wal-Mart retail store and parking lot to the east. Although an area designated in the City's General Plan as a Local Responsibility Area, which carries a moderate fire threat, sits approximately 4,547 feet to the east of the project site along County Road (CR) 102, the proposed project is not located near any Fire Hazard Severity Zone¹⁴ as specified by CalFire. In fact, the City's Planning Area and the Planning Area's vicinity does not include any State Responsibility Areas or Very High Fire Hazard Severity Zones. Thus, the potential for wildland fires to reach the project site will be limited and the proposed project will not expose people or structures, either directly or indirectly, to the risk of loss, injury, or death involving wildland fires, and a **less-than-significant** impact will occur.

¹³ California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: <https://dtsc.ca.gov/dtscs-cortese-list>. Accessed November 2020.

¹⁴ California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Available at: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps>. Accessed November 2020.

X. HYDROLOGY AND WATER QUALITY.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	○	○	⊗	○
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	○	○	⊗	○
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which will:	○	○	⊗	○
i. Result in substantial erosion or siltation on- or off-site;	○	○	⊗	○
ii. Substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or offsite;	○	○	⊗	○
iii. Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	○	○	⊗	○
iv. Impede or redirect flood flows?	○	○	⊗	○
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	○	○	○	⊗
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	○	○	⊗	○

Discussion

- a,ci. The following discussion provides a summary of the proposed project's potential to result in substantial erosion or siltation, violate water quality standards/waste discharge requirements, or otherwise degrade water quality during construction and operation.

Construction

During the early stages of construction activities, topsoil will be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground surface with impervious surfaces, landscaping and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality downstream.

The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. Given the proposed project will disturb more than one acre of land, the proposed construction activities will be subject to applicable SWRCB regulations. The City's NPDES permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a SWPPP to be prepared for the site. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading and erosion impacts and non-point source pollution impacts of the development project. Because the proposed project will disturb greater than one acre

of land, the proposed project will be subject to the requirements of the State's General Construction Permit.

In addition, the proposed project will comply with the City of Woodland Municipal Code Chapter 8.08, Urban Stormwater Quality Management and Discharge Control, which establishes requirements for commercial facilities to comply with the NPDES permit and waste discharge requirements. Because the proposed project will obtain an NPDES permit, create a SWPPP, and adhere to all applicable City permits and regulations, construction activities will not result in substantial erosion or violate any water quality standards or waste discharge requirements.

Operation

Following completion of the proposed project, the project site will be largely covered with impervious surfaces and topsoil will not be exposed. As such, erosion will not be likely to occur during operation. However, the project will include vehicle trips to and from the hotel, convenience store/fueling station, and fast-food restaurant. Vehicles could release contaminants onto the impervious surfaces, such as pollutants from oil and grease, metals, organics, pesticides, sediment, trash, and other debris due to leaks and maintenance activities. Thus, water quality degradation could result if runoff containing such contaminants entered receiving waters in sufficient quantities to exceed water quality objectives.

All projects within the City of Woodland are required to comply with the conditions of the NPDES Phase II MS4 permit, adopted by the City in 2003. Under the MS4 permit, the City is required to develop, administer, implement, and enforce a Comprehensive Stormwater Management Program (CSWMP) to reduce pollutants in urban runoff to the maximum extent practicable. To obtain coverage under the MS4 Permit, projects within the City are required to comply with the City's Post Construction Standard Plan to treat runoff through the incorporation of BMPs, Low-Impact Development, and hydromodification management techniques.

The proposed project will include grading designed to keep stormwater runoff on-site and directed toward bioretention areas and vegetated swales. The bioretention areas and swales have been designed to provide water-quality treatment on-site prior to the stormwater being discharged to the City's storm drain system – a stormwater gravity main, measuring 30 to 36 inches, running along the north of East Main Street.

In addition, Chapter 8.08 of the City's Municipal Code requires operation of commercial and industrial facilities to comply with any required NPDES permit or waste discharge requirements and demonstrate coverage through creation of a SWPPP. The SWPPP will ensure BMPs are implemented for any water discharged into the drainage system.

Conclusion

Based on the above, the proposed project will adhere to all applicable permits and regulations mandated by the City and State. Thus, the proposed project will not result in any substantial erosion or siltation, violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality during construction or operation, and a ***less-than-significant*** impact will occur.

- b,e. The City water service area encompasses an area of approximately 14.5 square miles. The City serves the entire area encompassed by the City limits including residential, commercial, industrial, and fire use. Water demands in 2015 totaled 8,650 acre-feet per year (AF/yr). The City anticipates 2020 demands to reach 15,911 AF/yr. The City maintains an Urban Water Management Plan (UWMP) that is updated every five years and describes the current and future water uses, sources of supply, reliability, and existing and planned conservation measures within the City. The 2015 UWMP was adopted by the City Council in June 2016. The General Plan, adopted subsequent to the UWMP, incorporated the water supplies projections specified in the UWMP.

Per the UWMP, until 2016, the City relied entirely on groundwater to meet all system water demands. However, the City currently has transferred to surface water as the primary water supply. Historically, groundwater elevations in the region have ranged from roughly -20 feet to -60 feet mean sea level. Through 2030, the City is expected to produce 20,160 AF/yr of surface water and 800 acre-feet per year of recycled water. The supply is anticipated to meet the demands of the City through a recycled water system, a surface water treatment facility, and implementation of Water Supply Programs. The City plans to use groundwater as an emergency supply in the future and plans to maintain and replace groundwater wells as needed to meet all future demands for the near-term.

Additionally, the General Plan EIR assessed potential impacts from buildout of the General Plan related to the City's water supplies. The General Plan EIR cited the data from the UWMP as part of the analysis, and additionally cited Policy 7.A.2 related to groundwater management, Policy 7.A.3 related to watershed protection, and Policy 7.A.4 related to BMPs, which will all serve to reduce the risk of having insufficient water supplies. The General Plan EIR concluded that with compliance with existing and future federal, State, and local regulations and implementation of General Plan policies, buildout of the General Plan will result in a less-than-significant impact to water supplies and will not require new or expanded water entitlements.

Because the proposed project is consistent with the General Plan land use designation, the General Plan and the UWMP have accounted for development of the proposed project in future water requirement projections. Thus, the proposed project will not decrease groundwater supplies such that the project may impede sustainable groundwater management of the basin or conflict with or obstruct implementation of a water quality control plan, and a **less-than-significant** impact will occur.

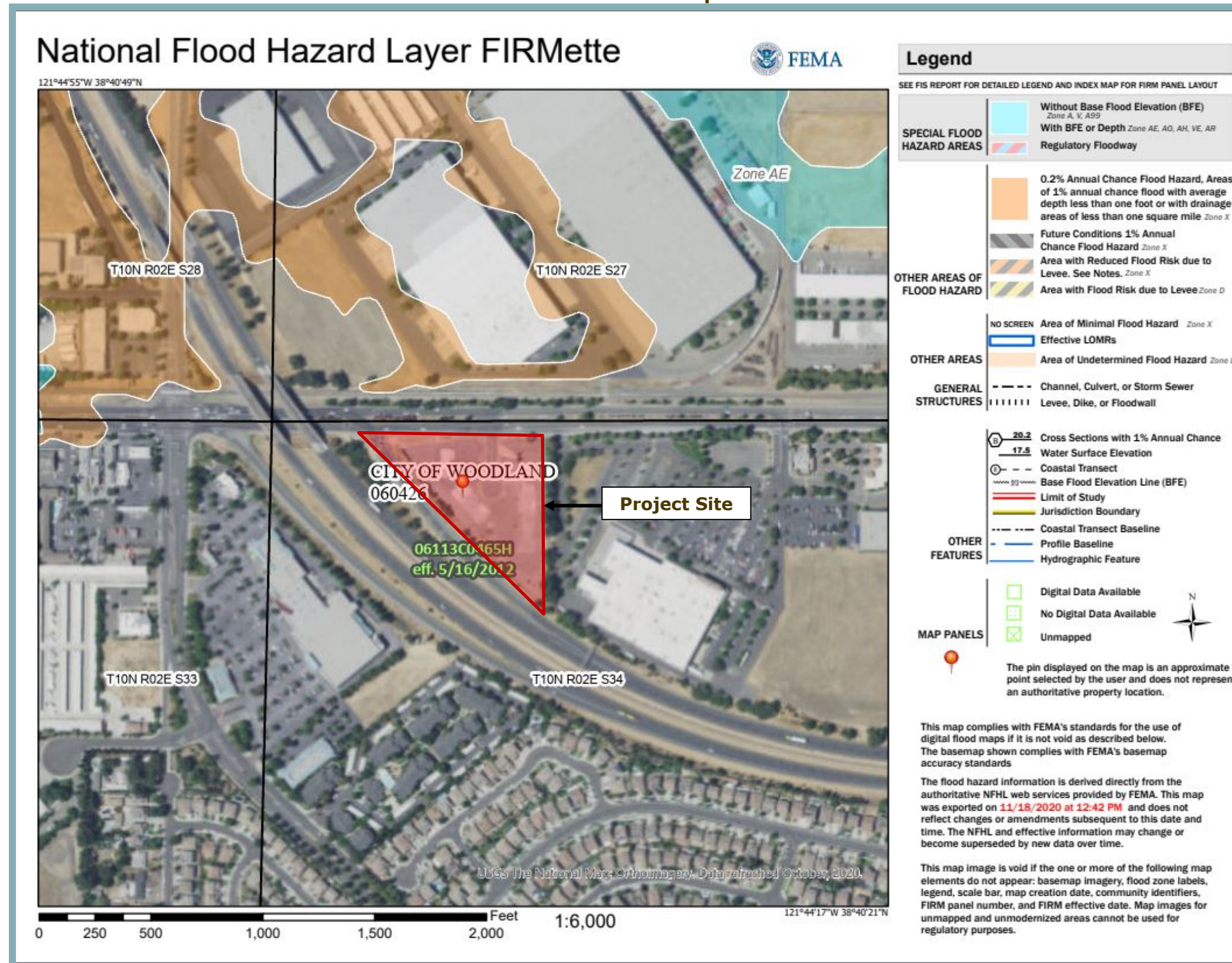
- cii,ciii. Upon completion of the proposed project, the site will be primarily covered by impervious surfaces. As previously mentioned, the proposed project will additionally incorporate bioretention areas and vegetated swales to capture diverted on-site runoff, followed by the runoff's discharge to the City's storm drain system. Per the Phase II MS4 Permit requirements, developments must minimize the area of impervious surfaces and infiltrate or reuse runoff from the project site so that the project does not create an increase in flow volume compared to pre-project conditions. As discussed above, the proposed project will comply with the City's Post Construction Standard Plan, in order to reduce post-runoff in compliance with the MS4 Permit. Furthermore, Policy 5.I.4 of the General Plan requires new development incorporate site design and low impact development runoff requirements in accordance with the Municipal Code to reduce runoff rates, filter out pollutants, and facilitate groundwater infiltration. Adherence to the NPDES standards, as well as applicable City regulations, will ensure the proposed project will not substantially increase the rate or amount of surface runoff in a manner which will result in flooding or

exceed the capacity of the existing or planned stormwater drainage systems. Thus, a **less-than-significant** impact will occur.

- civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06113C0465H, the project site is located within Zone X, Area of Minimal Flood Hazard (see Figure 4).¹⁵ FEMA defines Zone X as an area not within a 100-year or.

¹⁵ Federal Emergency Management Agency. *Flood Insurance Rate Maps 06113C0465H, effective May 16, 2012*. Available at: <https://msc.fema.gov/portal/home>. Accessed November 2020.

Figure 4
FEMA Flood Map



500-year floodplain. Therefore, the proposed project will not impede or redirect flood flows, and a ***less-than-significant*** impact will occur.

- d. As discussed above, the project site is not located within a flood hazard zone. The project area is located more than 72 miles from the Pacific Ocean and tsunamis typically affect coastlines and areas up to one-quarter mile inland. Therefore, due to the project site's distance from the coast, potential impacts related to a tsunami are minimal. Additionally, the project site is not susceptible to impacts resulting from a seiche because of the site's distance from any enclosed bodies of water. Based on the above, the proposed project will not pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and ***no impact*** will occur.

XI. LAND USE AND PLANNING.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Physically divide an established community?	○	○	✗	○
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	○	○	✗	○

Discussion

- a. The project site currently includes only pavement and remnants of building foundations. The location is surrounded in the immediate vicinity by commercial uses and roadways, with industrial sites on the opposite side of the road to the north and retail businesses, and single- and multi-family residences across the highway to the south and west. The location was previously developed with an auto dealership. The site is designated RC/LIF by the General Plan and zoned RC/LIF by the Interim Zoning Ordinance. Given that the site adheres to the land use and zoning designations, has already been disturbed, and is surrounded by existing industrial, commercial, and residential uses, the project will have a **less-than-significant** impact related to the physical division of an established community.
- b. According to the City's General Plan, the 4.12-acre project site is designated RC/LIF. The project site is zoned RC/LIF, per the Interim Zoning Ordinance. As established by the Interim Zoning Ordinance's Comprehensive Use Table, The project as proposed will require a CUP, in a RC/LIF zone. Additionally, the General Plan RC designation is intended to accommodate retail establishments that serve residents and visitors of the region at large, with the goal of developing shopping malls and large-format retail, while also allowing for supporting uses such as gas stations and hotels. The proposed project will adhere to the goals of the RC designation, which include pedestrian and bicycle connections to adjacent neighborhoods, attractive landscaping with shade trees, architectural features in keeping with the overall urban design of the center, and shaded walkways and parking areas. Thus, the proposed project will be consistent with the General Plan and zoning designation, and will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and thus, a **less-than-significant** impact will occur.

XII. MINERAL RESOURCES.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	●	●	●	✗
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	●	●	●	✗

Discussion

- a,b. According to the City's General Plan, Cache Creek and its floodplain is a source of aggregate resources and six aggregate mines are currently in operation along Cache Creek.¹⁶ However, the project site is located in the Planning Area of the General Plan and will be located approximately six miles from the nearest mine – the operations of Teichert Aggregates Woodland. Given the developed setting of the project site and the distance from the nearest mine and Cache Creek, the proposed project will not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site, and **no impact** will occur.

¹⁶ City of Woodland. *City of Woodland General Plan 2035*. [pg. 7-27]. Available at: <https://www.cityofwoodland.org/DocumentCenter/View/1180/Final-General-Plan-May-16-2017-PDF>. Accessed November 2020.

XIII. NOISE.

Will the project result in:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	●	●	✗	●
b. Generation of excessive groundborne vibration or groundborne noise levels?	●	●	✗	●
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	●	●	✗	●

Discussion

- a. The following is a discussion of the existing noise environment of the project site as well as how construction and the operation of the proposed project will impact future noise levels.

Existing Noise Environment

The existing noise environment at the project site is primarily vehicle noise from traffic along East Main Street and I-5 as well as vehicle and pedestrian traffic from neighboring commercial businesses. Based on the noise contours depicted within the Noise chapter of the City's General Plan, noise generated by traffic on East Main Street will reach approximately 60 dB at the project site, while noise from I-5 will range from 65 dB to 70 dB. The project site is further surrounded to the north, past East Main Street, by industrial sites, to the south and west, past I-5, by retail and single- and multi-family residences, and to the east by a Wal-Mart retail store.

Construction Noise

During the construction of the proposed project, heavy equipment will be used for grading, excavation, paving, and building construction, which will increase ambient noise levels when in use. Noise levels will vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site will vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and trucks, will be used on-site.

Table 7 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction will generate maximum noise levels up to 85 dB at a distance of 50 feet.

Table 6 Construction Equipment Noise	
Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Pneumatic Tools	85
<i>Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.</i>	

As one increases the distance between equipment, or increases separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of combining separate noise sources. The noise levels from a source will decrease at a rate of approximately 6 dB per every doubling of distance from the noise source. The nearest sensitive receptor to the project site is the Sycamore Pointe Apartments, approximately 370 feet to the south, across from I-5 (as measured from the closest corner of the project site to the nearest building of the residence). Thus, noise levels experienced by the nearest residences from the proposed project's construction will likely be reduced from the levels depicted in Table 6 by at least 30 dB. Additionally, the assumption could be fairly made that noise generated by existing traffic along I-5 will supplant construction noise from the proposed project, nullifying the potential impact of the proposed project's construction noise on the Sycamore Pointe Apartments.

Per General Plan Policy 8.G.11, temporary construction noise is an acceptable impact that is an expected byproduct of planned growth, so long as the land use is consistent with the General Plan, and noise levels are consistent with the General Plan and Construction Noise Ordinance. Per Sec. 9.28.090 of the Municipal Code, construction is limited to the hours of 7:00 AM to 6:00 PM Monday through Saturday, and 9:00 AM to 6:00 PM on Sundays. Should project construction occur during prohibited time periods, construction activity will be considered to result in a potentially significant impact related to the creation of temporary increases in ambient noise.

Operational Noise

Noise generated by the proposed project will in large part be associated with vehicle trips to and from the on-site structures as well as operational noise of the structures. As discussed later in the Transportation Section of this IS/MND, the proposed project has been projected to generate 3,766 daily trips, including 230 trips in the AM peak hour and 238 trips during the PM peak hours. As to how the increase in daily trips could affect traffic noise generated along East Main Street and I-5, the General Plan EIR concluded that upon buildout of the General Plan (of which, the proposed project is in conformance), traffic noise along the segment of East Main Street between I-5 and CR 102 will be approximately 66 dB. While the level of traffic-generated noise at buildout will be higher than existing conditions (the General Plan EIR's analysis concluded existing traffic-generated noise to be 65 dB), the anticipated noise level will not exceed the 70 dB standard established in the General Plan's Safety element for the maximum allowable

noise exposure from transportation sources for residential land uses.¹⁷ Thus, the General Plan EIR's projected noise level generated by traffic along East Main Street under buildout scenario will not represent a significant impact to the nearest sensitive receptor from the proposed project. In addition, the General Plan EIR assessed how buildout will affect future highway noise contours, concluding the noise contours nearest to and running along I-5 will range from 65 dB to 70 dB. This includes both sides of the stretch of I-5 running along the project site. Therefore, based on the General Plan EIR's buildout projections, traffic-generated noise along I-5 could reach – but will generally not exceed – the 70 dB standard for maximum allowable noise exposure from transportation sources for residential land uses.

Regarding the hotel's operations, typical sources of operational noise from hotel developments include mechanical building equipment (heating and ventilation equipment, air conditioning systems, boilers), landscape maintenance equipment, and outdoor pool/patio areas. Mechanical building equipment associated with operation of the proposed project could contribute to long-term increases in ambient noise levels at sensitive receptors; however, such equipment is shielded from direct public exposure and usually placed on rooftops, within equipment rooms, or within exterior enclosures. Landscape equipment such as leaf blowers, lawn mowers, edgers, and trimmers associated with the maintenance of the proposed project could also contribute to long-term increases in ambient noise levels. Noise levels ranging from approximately 80 to 90 dBA could result at a distance of three feet. Such noise levels produced from landscaping equipment could occur during sensitive evening hours and will be intermittent and temporary. However, as noted above, the nearest sensitive receptor is located approximately 370 feet from the project site and separated by I-5. As such, the temporary landscaping maintenance will not be perceivable by the nearest receptor. The outdoor area for the proposed hotel will include an outdoor pool and patio area. Like all noise, the noise levels associated with the recreational activities on the project site will decline as the distance from the activities grows. The noise levels generated by activities associated with the outdoor area will also attenuate, as I-5 will lessen noise levels perceived by the Sycamore Pointe Apartments south of the project site.

The General Plan EIR acknowledged that actual noise levels, in comparison to the General Plan EIR's projections, will vary from day to day, depending on factors, such as local traffic volumes and speed, shielding from existing and proposed structures, variations in attenuation rates resulting from changes in surface parameters, and meteorological conditions. The General Plan EIR required Mitigation Measure 4.11-2a, which mandates noise-reducing mitigation to meet allowable outdoor and indoor noise exposure standards, and Mitigation Measure 4.11-2b, which lists General Plan policies designed to mitigate noise from vehicle and land use operations. However, in recognition of new development anticipated under the General Plan, the General Plan EIR acknowledged the City cannot demonstrate that adverse operational noise exposure impacts could be avoided in all cases and no additional feasible mitigation will be available.

17 City of Woodland. *City of Woodland General Plan 2035*. [pg. SE 8-56]. Available at: <https://www.cityofwoodland.org/DocumentCenter/View/1180/Final-General-Plan-May-16-2017-PDF>. Accessed November 2020.

Conclusion

Based on the above, operation of the proposed project will not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and the Municipal Code. Additionally, compliance with the standard construction hours established by the City's Noise Ordinance will be mandatory to ensure that the project does not result in adverse effects related to construction noise. Thus, the proposed project will result in a ***less-than-significant*** impact related to causing a temporary increase in ambient noise levels in the project area.

- b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 7, which was developed by Caltrans, shows the vibration levels that will normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, will likely cause annoyance to sensitive receptors.

The proposed project will only cause elevated vibration levels during construction, as the proposed project will not involve any uses or operations that will generate substantial ground-borne vibration. Although noise and vibration associated with the construction phases of the project will add to the noise environment in the immediate project vicinity, construction activities will be temporary in nature and are anticipated to occur during normal daytime working hours. Because the proposed project will not cause continuous, long-term vibrations, the project will not be expected to result in extended annoyance to the nearby sensitive receptors.

The primary vibration-generating activities associated with the proposed project will occur during grading, placement of utilities, and construction of foundations. Table 8 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of ground-borne vibrations associated with project construction will be the use of vibratory compactors.

Table 7
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., will minimize “architectural” damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but will cause “architectural” damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

Table 8
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.029
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
Jackhammer	0.035	0.011
Vibratory Hammer	0.070	0.023
Vibratory Compactor/roller	0.210	0.070

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

Operation of vibratory compactors/rollers used for construction of the proposed parking areas will operate at a distance of approximately 370 feet or further from the nearest existing residential structure, approximately 129 feet from the nearest existing commercial structure, and approximately 50 feet from the I-5 northbound offramp. Thus, per the vibration levels shown in Table 8, ground-borne vibrations will be less than 0.070 in/sec PPV, which will be below both the 0.20 and 0.10 in/sec PPV threshold established by Caltrans for potential damage to buildings and human annoyance, respectively.

Based on the above, development of the proposed project will not expose people to or generate excessive ground-borne vibration or ground-borne noise levels, and a **less-than-significant** impact will occur.

- c. The project site is not located within the vicinity of a public airport or private airstrip. The nearest airstrips to the site are Medlock Field airport, located approximately four miles south of the site, and the Sacramento International Airport, located approximately 8.4 miles east of the site. Therefore, the project will not be located within the vicinity of a private airstrip or airport land use plan, or within two miles of a public airport where the project will expose people residing or working in the project area to excessive noise levels. Thus, a **less-than-significant** impact will occur.

XIV. POPULATION AND HOUSING.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	●	●	Ø	●
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	●	●	●	Ø

Discussion

- a. The proposed project will include the development of an 86-room, four-level hotel, a 2,958-sf convenience store and gas station, a 2,500-sf drive-thru fast-food restaurant, and 149 parking spaces. Development of the project site for commercial purposes will not result in direct population growth. Furthermore, because the proposed project is consistent with the General Plan and zoning designations, the City has anticipated the expected development within the City. Therefore, the proposed project will not induce substantial unplanned population growth either directly or indirectly, and a ***less-than-significant*** impact will occur.
- b. The project site is currently vacant and does not include existing housing or other habitable structures. As such, the proposed project will not displace a substantial number of existing housing or people and will not necessitate the construction of replacement housing elsewhere. Therefore, ***no impact*** will occur.

XV. PUBLIC SERVICES.

Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Fire protection?	○	○	ⓧ	○
b. Police protection?	○	○	ⓧ	○
c. Schools?	○	○	ⓧ	○
d. Parks?	○	○	ⓧ	○
e. Other Public Facilities?	○	○	ⓧ	○

Discussion

- a,b. The Woodland Fire Department provides fire and emergency medical services in the City. The Fire Department protects an area of 56 square miles, which includes 41 square miles of rural area located north, east, and south of the city limits. As the project site is located within the city limits, the Fire Department already serves the site. The Fire Department operates three fire stations, with an engine company at each one: 101 Court Street, 1619 West Street, and 1550 Springlake Court. The Fire Department is staffed with 47 personnel and is assisted by part-time administrative staff persons. In the General Plan, the City noted that to help maintain adequate response times, the Fire Department has identified the need for additional fire stations in the City, with a fourth fire station planned for the Spring Lake Specific Plan area on a one-acre site that will adjoin the Central Park. However, in a 2019 community meeting update on the development status of Spring Lake, the City's Planning Department described the fire station as a relocation of the existing Spring Lake Court fire station with the construction timeline set for four to six years. The Insurance Services Office distributes ratings on fire departments' preparedness to fight fires effectively. The City received a rating of three on a scale of one to 10 for areas inside the city limits, with one being exemplary.

Law enforcement services are provided by the City of Woodland Police Department. Similar to fire protection services, the City already provides law enforcement services to the project site. The Police Department has a staff of 86 paid employees, according to the Police Department's 2019 Annual Report, including 64 sworn patrol officers and a combined 22 non-sworn support personnel in full-time and part-time positions. The Police Department is located at 1000 Lincoln Avenue. The City currently staffs four full-time patrol beats as well as one daytime-only beat, which covers downtown. The City stated in the General Plan that upon buildout, the City will require seven full-time beats. The Police Department does not have service standards based on population. Instead, staffing needs are determined based on the amount of uncommitted time per officer, number of calls for service per officer per day, and the number of major crimes assigned to detective per day. According to the General Plan, patrol officers should average a minimum of 40 percent unobligated patrol time per shift, but the General Plan stated that in actuality, based on the most recent figures at the time the General Plan was published, officers averaged 15 percent unobligated patrol time per shift. The General Plan then noted that as the City continues to develop, the average unobligated patrol time should never drop below 15

percent and the Police Department should take active steps to achieving the 40 percent standard.

Based on the above information, because the proposed project is consistent with the General Plan's land use designation and zoning designation, the City has accounted for development of the proposed project and will not require additional policing services outside of what the City has already anticipated. Furthermore, the proposed project's hotel component will be required to adhere to Chapter 9, Fire Prevention and Emergency Services, of the Municipal Code, which dictates the requirements of new development to install automatic sprinkler systems and comply with the provisions of Sections 12500 to 12726 of the Health and Safety Code of the state and the rules and regulations of the State Fire Marshal. While the proposed project's various components will involve potentially hazardous aspects – such as on-site storage of flammable fuels at the gas station, and possibly, grease fryers and a grill at the fast-food restaurant – the Fire Department's Fire Prevention Division will provide plan review services, including the review of designs and installation of automatic sprinklers and fire alarms to ensure the proposed project adheres to code requirements regulating the safety of people who will occupy the building or area. Thus, because the General Plan has determined the fire and policing needs of the City and determined increased need based on development, the proposed project will be consistent with the General Plan and will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios related to fire or police protection. Therefore, a ***less-than-significant*** impact will occur.

- c-e. Development of the proposed project will not induce significant population growth, as the project will not include the construction of permanent housing or the creation of a substantial number of new jobs. As such, the proposed project will not introduce new residents to the area that will use local schools, parks, or other public facilities. Thus, the proposed project will result in a ***less-than-significant*** impact regarding any substantial increase in demand for public facilities such as parks, schools, and government facilities.

XVI. RECREATION.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	○	○	✗	○
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	○	○	✗	○

Discussion

- a,b. The proposed project will include development of a gas station, hotel, and fast-food restaurant on a site designated for commercial uses. The proposed project will not result in population growth that will lead to increased use of existing recreational facilities, nor will the proposed project include or require construction or expansion of recreational facilities. Therefore, a ***less-than-significant*** impact will occur.

XVII. TRANSPORTATION.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	●	●	✗	●
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	●	●	✗	●
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	●	✗	●	●
d. Result in inadequate emergency access?	●	✗	●	●

Discussion

- a. The following is a discussion of the transportation impacts of the proposed project based on information from the General Plan and General Plan EIR and details from the TIA prepared for the proposed project and a VMT Impact Assessment was prepared for the proposed project by Fehr & Peers.¹⁸

The General Plan includes several policies in the Transportation and Circulation Element with which the proposed project will need to comply so as not to conflict with a policy addressing the circulation system. For example, Policy 3.A.1 stipulates LOS D or better, as defined in the latest edition of the Transportation Research Board's *Highway Capacity Manual*, be maintained on City roadways. LOS is a qualitative description of intersection performance based on the average delay that vehicles experience during peak travel hours, with LOS A representing free-flow conditions and LOS F representing congested conditions with long delays. As part of the TIA's evaluation of potential impacts of the proposed project to the circulation system and alternative modes of transportation, 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 in the TIA. All intersections during the AM and PM peak hours will continue to operate at the same LOS under Existing Plus Project conditions as they will under Existing conditions, 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 will still be in compliance with Policy 3.A.1.

Additionally, as detailed below in the discussion on consistency with CEQA Guidelines Section 15064.3(b), the proposed project will comply with Policy 3.A.4, which pertains to requirements that new development projects reduce VMT. As explained in further detail below, implementation of the proposed project's fast-food restaurant, gas station and convenience store, and hotel components will not result in the total VMT in the project area increasing compared to baseline conditions.

Finally, the proposed project will comply with 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

¹⁸ Fehr & Peers. *Technical Memorandum: Woodland Depot Vehicle Miles Traveled Impact Assessment - DRAFT*. February 22, 2021.

will include short-term and long-term parking bicycle parking. The TIA also noted the bicycle facilities near the project site. East Main Street includes a Class II Bikeway along the stretch of roadway proceeding by the proposed project. Per the General Plan, a Class II Bikeway is an on-street striped lane designated for one-way bicycle traffic, typically providing at least five feet in width for bike travel. In addition, the project site is located within the vicinity of transit service. The Yolo County Transportation District's YoloBus provides service along East Main Street between County Fair Mall and the Wal-Mart retail store, which borders the proposed project immediately to the east, via Routes 212 and 214. The 212 operates in a counterclockwise direction while the 214 operates in a clockwise direction. According to the TIA, both routes operate seven days a week with the routes operating from 8:00 AM to 8:00 PM on weekdays, 8:00 AM to 7:00 PM on Saturday, and 8:00 AM to 6:00 PM on Sunday. The route departs County Fair Mall with a 50-minute circuit back to the Mall. The TIA added that there are several other routes providing service to downtown Sacramento and Sacramento International Airport that pass the site as they exit I-5 and proceed west along East Main Street, including Routes 42B, 45, 45X, and 46. The closest time stop is at East Main Street and Matmor Avenue, approximately less than a mile to the west of the project site.

Based on the proposed project's compliance with policies related to LOS, VMT, and bicycle and pedestrian environments, the project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a ***less-than-significant*** impact will occur.

- b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. A lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. While changes to driving conditions that increase intersection delay are an important consideration for traffic operations and management, the method of analysis does not fully describe environmental effects associated with fuel consumption, emissions, and public health. Section 15064.3(3) changes the focus of transportation impact analysis in CEQA from measuring impact to drivers to measuring the impact of driving.

The General Plan and CAP 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. The CAP identifies transportation and land use as a focus area for reducing GHGs and identifies strategies, including implementing land use policies to support reduced motor vehicle use, reducing VMT and equipment idling emissions, and replacing gas/diesel vehicles with alternative-fuel vehicles. The General Plan's Transportation and Circulation Element also promotes "an integrated, multimodal transportation system to reduce air pollution and GHG emissions, reduce the need for costly roadway improvements, and allow residents and business the opportunity to operate, recreate, and move through the city efficiently without an automobile whenever possible." The General Plan contains Policy 3.A.4 regarding reduction of VMT, which states that new development projects must achieve a 10 percent reduction in VMT per capita or VMT per service population compared to the General Plan 2035 VMT performance, or a 10 percent

reduction compared to baseline conditions for similar land uses when measuring transportation impacts for subsequent projects and making General Plan consistency findings. Policy 3.A.4, along with the other reduction strategies within the General Plan and CAP, ensures that the City achieves its share of the state's emissions reduction targets, thereby mitigating the air quality impact identified in the General Plan and CAP EIR.

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. CEQA Guidelines Section 15064.3 describes the applicable criteria for analyzing transportation impacts with respect to VMT. For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less-than-significant transportation impact. In addition, while Policy 3.A.4 states that new development projects must achieve a 10 percent reduction in VMT per capita or VMT per service population, the VMT Impact Assessment prepared for the proposed project by Fehr & Peers was prepared in accordance with direction provided by the City. As such, for the purposes of this analysis and in accordance with CEQA Guidelines, a VMT impact is considered significant if implementation of any component of the proposed project will result in the total VMT in the project area increasing compared to baseline conditions. The following discussions are based on the VMT Impact Assessment and address the VMT associated with each of the proposed project's components.

Drive-Thru Fast-Food Restaurant

In accordance with the Office of Planning & Research's *2018 Technical Advisory: On Evaluating Transportation Impacts in CEQA*, the VMT Impact Assessment concluded that by improving retail destination proximity, local-serving retail tends to shorten trips and thereby reduce VMT. Conversely, regional-serving retail, which generally includes stores larger than 50,000 square feet, can lead to a substitution of longer trips for shorter ones. The proposed project is located closer to the burgeoning population in south and southeast Woodland than fast-food restaurants in west Woodland. In addition, access to the project site is or will be available at efficient roadway connections. For example, SR 113 or Pioneer Avenue (a major four-lane arterial connecting E. Main Street to the Spring Lake neighborhood) could be used to access the project site by residents in south Woodland, where fast-food restaurants do not exist.

Because of the proximity to the market's housing growth that will be served by the proposed fast-food restaurant, the restaurant will be more likely to attract local trips than regional trips. The fast-food restaurant will also attract pass-by trips due to its proximity to I-5 and SR 113. Pass-by trips are not considered new trips to the roadway network. Local trips to the proposed project will likely improve VMT efficiency by providing residents and future residents' greater proximity to a retail destination. Thus, the fast-food restaurant component of the proposed project will have a *less-than-significant* VMT impact.

Gas Station and Convenience Store

Similar to the fast-food restaurant, the gas station and convenience store will be unlikely to attract regional trips and likely to attract local or pass-by trips, especially given that there are eight similar gas station/convenience store offerings near freeway interchanges within the City.

The 7-Eleven brand itself can be found in two locations within City limits: adjacent to the West Court Street/Cottonwood Street intersection and adjacent to the East Main Street/East Street intersection. Both locations provide a convenience store but no gas station. While residents have access to other convenience stores, the proposed project will provide customers targeting the 7-Eleven brand (and not interested in gas) with a new location to choose from. The new 7-Eleven will reduce trip length for current and future residents on the east side of the City (i.e., east of SR 113) specifically targeting the 7-Eleven brand.

Due to the likelihood of attracting local trips and providing an additional retail brand destination with proximity to current and future residents, the proposed 7-Eleven gas station and convenience store will be likely to maintain or improve VMT efficiency. Therefore, the gas station component of the proposed project will have a *less-than-significant* VMT impact.

Hotel

A hotel land use operates differently than more common land uses like residential, office and retail. Common land uses can be evaluated using travel demand models such as those maintained by the City and SACOG. The models do not contain a specific land use input for hotels and will not be appropriately sensitive to the VMT effects of a hotel land use. Under these conditions, CEQA Guidelines Section 15064.3(b)(3) allows for the use of a qualitative methodology and recommends considering factors such as the availability of transit and proximity to other destinations to gauge potential VMT impacts. Such factors influence the ability to access the project site by walking, bicycling, and transit while also contributing to shorter trip lengths for vehicle trips. A final factor in the qualitative assessment is whether the approval of the project will encourage development in a travel efficient location. In consideration of the above information, the following qualitative assessment explains the hotel's effect on VMT.

- For a hotel to cause new VMT, the hotel will need to generate new demand for hotel rooms such that new visitors will be attracted to the destination. The proposed project, per the VMT Impact Analysis, does not contain unique features that by themselves will attract new visitors.
- Based on hotel occupancy data obtained by the project applicant, average occupancy at a competitive set of hotels in the City was 78 percent in 2018. The percentage suggests a strong market for hotels in the City and that people looking for rooms can generally find a room in the area, though it may not always be in the most optimal location. On an annual basis, demand is shown not to exceed supply. Thus, a new hotel will likely draw market share from other existing hotels in the area. While an increase in the number of vehicles near the project site could result due to the new hotel, the trips will not necessarily be newly generated by the proposed project.
- The mix of uses provided by the proposed project will result in a small level of internal capture. For example, some hotel guests and employees will walk to eat at the fast-food restaurant or to shop at the convenience store. The opportunity to fill up on gas will also be provided on-site. A trip generation analysis of the proposed project's land uses suggests an internal capture of about 1.3 percent and 1.1 percent during AM and PM peak hours, respectively, and an internal capture of 0.2 percent on a daily basis, meaning that the proposed hotel will

generate slightly fewer off-site vehicle trips than a hotel without a similar mix of nearby uses.

- The average trip length to the proposed hotel will be shorter than the existing trip length to some similar hotels in the City, per three months of Street Light Data origin-destination data collected for four similar hotels in the northeast quadrant of the City's I-5/CR 102 interchange. The data, from GPS-enabled devices, estimates origins and destinations for vehicle trips traveling to and from the selected hotels. An analysis of the data revealed that, compared to the I-5/CR 102 hotels, the proposed hotel will have an average trip length that is 5.8 percent shorter, as the proposed hotel will be located closer to the City core, where a large share of hotel trips has an origin or destination.
- The proposed hotel will generate new employment and demand for vendor services that will generate new vehicle trips and VMT; however, new trips and VMT created by the hotel will be offset by the much larger number of visitors using the site.

Based on the above information, the net effect of the proposed hotel on VMT will be a reduction from baseline levels, as the trips to the project site will be shifted trips rather than new trips and the average trip length will be shorter for the proposed hotel than for similar hotels in the City. Therefore, the hotel will have a *less-than-significant* VMT impact.

Conclusion

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.

- c,d. The proposed project does not include changes to existing roadways or the introduction of an incompatible use or any design features that will be considered hazardous. Site access will be provided by way of existing access points along East Main Street – the main entrance to the project site at the East Main Street/Hazel Court intersection and an additional driveway at the northeast edge of the property. A new traffic signal has been proposed for the East Main Street/Hazel Court intersection to help facilitate circulation in and out of the project site. Additionally, site improvements have been designed to accommodate several different types of vehicular users, including delivery-type box trucks. While East Main Street is a principal arterial in the City, the project site's entrances and exits will not be obstructed from view from any vantage point.

Furthermore, the General Plan EIR evaluated the potential impact of development facilitated by the General Plan and concluded a less-than-significant impact will occur related to substantially increasing hazards due to a design feature or resulting in inadequate emergency access. In reaching the conclusion, the General Plan EIR noted that all existing facility modifications and new facilities will be constructed to the City's Community Design Standards, which were developed to minimize the potential for conflicts or collisions. The General Plan EIR additionally cited various goals and policies in the General Plan under the General Plan EIR's analysis of Impact 4.13-1. The aforementioned cited goals and policies were designed to reduce the impact of new development on emergency access.

Because the proposed project adheres to the General Plan's land use designation and the City's zoning designation, the proposed project, based on the site design, will not substantially increase hazards due to design features or incompatible uses, and emergency access to the site will be adequate. However, during construction of the proposed project, the possibility exists for potential impacts. Because construction of the project will generate employee trips and a variety of construction-related vehicles, construction activities will include disruptions to the transportation network near the project site. Such disruptions will include the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Bicycle and transit access could also be disrupted. As a result, the above activities could degrade roadway conditions and result in a ***potentially significant*** impact.

Mitigation Measure(s)

Implementation of the following mitigation measure will reduce the above impact to a *less-than-significant* level.

XVII-1 *Prior to any construction activities at the project site, the project applicant shall prepare a detailed Construction Traffic Control Plan and submit it for review and approval to the City Public Works Department. The applicant the City shall consult with Caltrans, Unitrans, YoloBus, and local emergency service providers for their input prior to approving the Plan. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained during construction. At a minimum, the plan shall include:*

- *The number of truck trips, time, and day of street closures;*
- *Time of day of arrival and departure of trucks;*
- *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting;*
- *Provision of a truck circulation pattern;*
- *Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas);*
- *Safe and efficient access routes for emergency vehicles;*
- *Manual traffic control, when necessary;*
- *Proper advance warning and posted signage concerning street closures; and*
- *Provisions for pedestrian safety.*

A copy of the Construction Traffic Control Plan shall be submitted to local emergency response agencies, and the agencies shall be notified at least 14 days before the commencement of construction that will partially or fully obstruct roadways.

XVIII. TRIBAL CULTURAL RESOURCES.

Will the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	○	✗	○	○
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	○	✗	○	○

Discussion

- a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the project site has been previously disturbed and now includes only pavement and remnants of the previous buildings' foundations. The project site does not contain any structures which will be considered a historical resource by City or State standards.

In compliance with AB 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to tribes which submitted requests for consultation to the City. A project notification letter was distributed to the Miwok Maidu United Auburn Indian Community of the Auburn Rancheria, Lone 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. 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, we recommend cultural sensitivity training for any pre-project personnel.

Due to the possibility that construction of the proposed project could result in a substantial adverse change in the significance of a Tribal Cultural Resource if previously unknown tribal cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a **potentially significant** impact to tribal cultural resources could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure will reduce the above impact to a *less-than-significant* level.

XVIII-1. Implement Mitigation Measures including cultural monitors during development and ground disturbance and cultural sensitivity training for any pre-project personnel.

XVIII-2. In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section: 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the Yolo County Coroner has been notified to determine if an investigation into the cause of death is required. If the Coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. The potential exists that the Native American Heritage Commission may be unable to identify a most likely descendant, the most likely descendant fails to make a recommendation within 24 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner. In such a case, the landowner or their authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department

XVIII-3. In the event a potentially significant cultural or paleontological resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease, and workers shall avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the find. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The qualified archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to, culturally appropriate temporary and permanent treatment, which may include avoidance of cultural resources, in-place preservation, and/or re-burial on project property so the resource(s) are not subject to further disturbance in perpetuity. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. If necessary, excavation and evaluation of the finds shall comply with Section 15064.5 of the CEQA Guidelines. Potentially significant cultural resources include, but are not limited to, stone, bone, glass, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate State of California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to the City of Woodland, the Northwest Information Center, and the State Historic Preservation Offices (SHPO), as required.

XIX. UTILITIES AND SERVICE SYSTEMS.

Will the project:

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	○	○	⌘	○
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	○	○	⌘	○
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	○	○	⌘	○
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	○	○	⌘	○
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	○	○	⌘	○

Discussion

a,c. The proposed project will include development of a hotel, convenience store/gas station, fast-food restaurant, parking lot, and associated improvements. The City's Public Works Department provides wastewater treatment service to the City. The proposed project will be required to pay all applicable operational and maintenance fees to the City. The City diverts wastewater to the City's Water Pollution Control Facility (WPCF). The treatment plant is located east of the project site and is connected to a sanitary sewer system which conveys wastewater to the WPCF. Water is treated and then eventually drained to the Tule Canal on the east side of the Yolo Bypass. Future average flow to WPCF is expected to grow, from about 6.6 mgd to about 8.3 mgd by 2035. The projected future capacity of the WPCF is about 9.2 mgd. Thus, the City will be able to accommodate projected wastewater within the Planning Area and the proposed project will not require expansion of the wastewater treatment facility.

The project site is located within a developed area of the City and is situated within close proximity to existing electrical power, natural gas, and telecommunications infrastructure. Thus, the construction or expansion of dry utility facilities will not be necessary.

Given that the proposed project is consistent with the General Plan land use and zoning designations, wastewater treatment needs have been anticipated by the City and will adequately serve the project site. The General Plan EIR concluded that the policies within the General Plan will be sufficient to ensure that buildout of the General Plan will result in a less-than-significant impact related to standard utility improvements associated with buildout of the City. Moreover, because development previously existed and is planned for the project site within the General Plan, the utility infrastructure within the project vicinity has been designed with adequate capacity to accommodate demand from development of the project site. Thus, a **less-than-significant** impact related to the relocation or

construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

- b. The City's Public Works Department currently provides municipal water to residents in the Development Area. Treated Sacramento River water supplied by the Woodland-Davis Clean Water Agency's Regional Water Treatment Facility is the primary source of drinking water within the City. Groundwater is a backup to the surface water supply. The proposed project will include connection to the City's water main along East Main Street. As discussed in Section X, Hydrology and Water Quality, of this IS/MND, the proposed project will not decrease or substantially impede water supplies within the City. Per the UWMP, through 2030, the City is expected to produce 20,160 AF/yr of surface water and 800 acre-feet per year of recycled water. The supply is anticipated to meet the demands of the City through a new recycled water system, a new surface water treatment facility, and implementation of Water Supply Programs. The City plans to use groundwater as an emergency supply in the future and plans to maintain and replace groundwater wells as needed to meet all future demands for the near-term. Therefore, the City will have adequate water supply to serve buildout of the General Plan. Thus, the proposed project will not require the expansion of water facilities.

The proposed project's hotel and fast-food uses will constitute the primary water demand, with the convenience store and landscaping also requiring water use. All landscaping installed within the City is required to adhere to the California Water Code as well as Chapter 17.112 of the City Municipal Code, both of which regulate water usage and reduce water waste. Per Sec. 13.44.190 of the Municipal Code, landscape irrigation is required to use recycled water within the recycled water use area and where recycled water is available to the property or feasible to extend to the property.

The General Plan EIR concluded that with the applicable policies and regulations set forth by the City, water supply will be sufficient through the year 2035 based on land uses set forth by the General Plan. Considering the above, the proposed project will have sufficient water supplies available and for the reasonably foreseeable future during normal, dry, and multiple dry years. Thus, a **less-than-significant** impact will occur.

- d,e. Solid waste services are provided by the City through a franchise agreement with Waste Management. Solid waste and yard waste are disposed of at the Yolo County Central Landfill, a Class II and III site. According to the General Plan EIR, which cited the Yolo County Integrated Waste Management Plan, the Yolo County Central Landfill is expected to reach capacity in the year 2090, based on historical rates of disposal.

Because the proposed project is consistent with the project site's current General Plan land use and zoning designations, construction and operation of the proposed project will not result in increased solid waste generation beyond what has been previously anticipated for the site by the City and analyzed in the General Plan EIR. The General Plan EIR concluded that although buildout of the General Plan will result in increased solid waste disposal at the Yolo County Central Landfill, adequate capacity exists at the landfill to continue to serve the City's solid waste disposal needs. Buildout of the project site and solid waste generation from project construction and operations will be consistent with the growth projections analyzed in the General Plan EIR. Therefore, a **less-than-significant** impact related to solid waste will occur as a result of the proposed project.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, will the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	○	○	Ø	○
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	○	○	Ø	○
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	○	○	Ø	○
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	○	○	Ø	○

Discussion

- a-d. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the proposed project site is not located within a Very High Fire Hazard Severity Zone nor are very high severity hazard zones located in close proximity to the project site.¹⁹ Furthermore, the General Plan EIR notes that most of the City's Planning Area is non-wildland/non-urban area that is not at risk for wildland fires and existing regulations related to fire flow, access, and clearances around structures will ensure a less-than-significant impact. Therefore, the proposed project will not be subject to risks related to wildfires, and a **less-than-significant** impact will occur.

¹⁹ California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Available at: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps>. Accessed November 2020.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

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

Discussion

- a. As described throughout this IS/MND, while implementation of the proposed project will have the potential to adversely impact the environment by reducing available habitat for Swainson's hawk, white-tailed kite, and migratory birds, Mitigation Measures IV-1 and IV-2 will ensure that impacts to special-status species will be less-than-significant. The project site has been previously disturbed, and does not contain any known historic or prehistoric resources. Thus, implementation of the proposed project is not anticipated to have the potential to result in impacts related to historic or prehistoric resources. Nevertheless, Mitigation Measures V-1 and V-2 will ensure that in the event that historic or prehistoric resources are discovered within the project site, such resources are protected in compliance with the requirements of CEQA. The proposed project will implement and comply with applicable City of Woodland General Plan and Municipal Code policies, as discussed throughout this IS/MND. With implementation of the mitigation measures required by this IS/MND, compliance with General Plan policies, Municipal Code sections, and application of standard BMPs during construction, development of the proposed project will not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, a **less-than-significant** impact will occur.

- b. The proposed project in conjunction with other development within the City of Woodland could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation will be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations. In addition, the project will be consistent with the site's existing land use and zoning designations. The project site is surrounded by existing development and is located in an urbanized setting. Accordingly, buildout of the site for commercial uses was generally considered in the cumulative analysis of buildout of the General Plan within the General Plan EIR.

As noted in Section 21083.3 of the CEQA Guidelines, where a project is consistent with zoning and general plan designations for the site, and an EIR has been certified with respect to that general plan, the analysis of potential environmental impacts resulting from the individual project should focus on those effects that are peculiar to the proposed project. As demonstrated throughout this IS/MND, the proposed project will not result in any significant environmental impacts peculiar to the project, and, thus, the proposed project will not contribute any new or additional impacts not previously analyzed in the General Plan EIR. Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project will not result in a cumulatively considerable contribution to cumulative impacts in the City, and the project's incremental contribution to cumulative impacts will be ***less than significant***.

- c. As described in this IS/MND, the proposed project will comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, and mitigation measures included herein. In addition, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this IS/MND, the proposed project will not cause substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials and noise. Therefore, the proposed project's impact will be ***less than significant***.