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INTRODUCTION

This Final Environmental Impact Report (FEIR) contains public and agency comments received during the public review period for the Second Street Crossing (Target Store) Draft Environmental Impact Report (DEIR). This document has been prepared by the City of Davis in accordance with the California Environmental Quality Act (CEQA).

BACKGROUND

A Notice of Preparation (NOP) for the DEIR was released June 27, 2005 for a 30-day review. A public scoping meeting was held on July 13, 2005. Comments provided by the public and public agencies in response to the NOP were received by the City of Davis and are provided in Appendix B to the Draft EIR.

The DEIR was circulated to the public for 45 days consistent with CEQA Guidelines §15105(a). The public review period began on February 14, 2006 and ended on March 30, 2006. Notice was provided to owners of all property within 500 feet of the project site, and public notice was published in the Davis Enterprise on February 14, 2006. Notice was also posted on the project site. In addition, a public hearing to receive comments on the DEIR was held on Wednesday, March 8, 2006 at 7pm in the Community Chambers. A total of 68 comment letters were received during the open public comment period on the DEIR by residents and State and local agencies. The Caltrans comment letter on the DEIR was received after the close of the DEIR public comment period. Although the City is not required to respond to the late comment letters according to the CEQA Guidelines Section 15088(a), the City has provided responses to these late comments as a courtesy (See Responses to Letter 8 in Chapter 4 of this Final EIR).

SUMMARY OF TEXT CHANGES

Chapter 2, Revisions to the DEIR text, identifies all changes to the DEIR. These changes are in response to comments on the DEIR made by the public during the public review period.

LIST OF COMMENTERS

A list of all of the comment letters, including the commenter/agency name as well as the page number that the responses to the letter occur in Chapter 4 are presented in Chapter 3, List of Commenters.

RESPONSES TO COMMENTS

Comments were received during the public comment period from written correspondence as well as orally during the public hearing on the DEIR. Responses to the comments received on the DEIR during the public comment period are presented in Chapter 4, Comments and Responses.

WILDHORSE RANCH APPLICATION INFORMATION

Since the release of the Second Street Crossing (Target Store) Draft EIR, an application was submitted for the Wildhorse Ranch property on March 9, 2006. This property is identified as Assessor's Parcel Number (APN) 017-140-11 and is located north of East Covell Boulevard at Monarch Lane and west of the existing City limits.

The proposed Wildhorse Ranch development includes 112 single-family homes and 79 townhomes on 25.8 acres. More specifically, the project includes approximately 14.8 acres of for-sale, single family residential housing and 5.8 acres of for-sale town homes; approximately 4 acres of greenbelt and park; approximately 0.5 acres of existing landscaped Right-of-Way on East Covell Blvd; and 0.5 acres contributed to the existing City greenbelt.

This project was not included in the cumulative traffic projections for the Second Street Crossing (Target Store) DEIR, because the project application had not been received by the City when the traffic analysis and DEIR were being prepared. However, as the Wildhorse Ranch project is located near the Target project site, the City has given consideration to this proposal and the project's relative contribution to cumulative effects. It should be noted that the City would require that adequate environmental review be conducted for the Wildhorse Ranch project. As part of this environmental review, technical studies would be prepared, which would identify impacts associated with the project and mitigation measures aimed at reducing these impacts to a less-than-significant level, to the extent possible.

Traffic

Although a detailed traffic study will be prepared for the Wildhorse Ranch project, the following is a brief summary prepared by Fehr & Peers of how it may impact traffic in the cumulative scenario. Using the trip generation equations in the Institute of Transportation Engineers *Trip Generation, 7th Edition*, the new homes are predicted to generate 1,679 daily trips, 131 AM peak hour trips, and 168 PM peak hour trips (see Table 1). These trips would be distributed to the local and regional roadway network via Pole Line Road to the north and south, and Covell Boulevard to the east and west. The exact percentage of trips to be distributed to each roadway, and to the roadways beyond these primary access roadways, cannot be determined without running the City of Davis Travel Demand Model. However, clearly some of the trips would travel through the intersections studied in the Second Street Crossing DEIR.

**Table 1
Wildhorse Ranch Estimated Trip Generation**

Use	ITE Code	Amount	Daily		AM Peak Hour			PM Peak Hour				
			Rate	Total	Rate	In	Out	Total	Rate	In	Out	Total
Single Family Homes	210	112	Eqn (1)	1,154	Eqn (3)	22	66	88	Eqn (5)	75	44	119
Townhomes	230	79	Eqn (2)	525	Eqn (4)	7	35	43	Eqn (6)	33	16	50
Total				1,679		29	101	131		108	60	168

Source: Institute of Transportation Engineers *Trip Generation, 7th Edition*

Equations:

- (1) $\ln(T) = 0.92\ln(x) + 2.71$
- (2) $\ln(T) = 0.85\ln(x) + 2.55$
- (3) $T = 0.70(x) + 9.43$; 25% in/75% out
- (4) $\ln(T) = 0.80\ln(x) + 0.26$; 17% in/83% out
- (5) $\ln(T) = 0.90\ln(x) + 0.53$; 63% in/37% out
- (6) $\ln(T) = 0.82\ln(x) + 0.32$; 67% in/33% out

Fehr & Peers, May 2006.

The DEIR intersections that would be expected to serve the highest Wildhorse Ranch traffic volumes are those along Covell Boulevard and Mace Boulevard, Alhambra Drive/5th Street, and Alhambra Drive/Loyola Drive. Based on the Second Street Crossing (Target Store) DEIR impact findings, the likelihood exists that the additional trips would contribute to the impact at Mace Boulevard/Second Street. The project traffic may create the need for modification of the mitigation beyond the two options presented in the DEIR. The project would also add traffic to I-80 both east and west of Mace Boulevard, and to the ramps, including the metered loop on-ramp from southbound Mace Boulevard to eastbound I-80. To determine whether any new significant cumulative impacts would be identified due to this additional traffic, a traffic impact analysis for the Wildhorse Ranch project would need to be performed. Similar to the Target project, a project-specific traffic analysis would be performed as part of the environmental review for the Wildhorse Ranch project.

Air Quality

The Wildhorse Ranch project would increase vehicle trips in the cumulative scenario, which would result in the generation of additional pollutants into the air basin. However, the DEIR identifies cumulative air quality impacts as being significant and unavoidable. Therefore, although the addition of the Wildhorse Ranch project to the cumulative scenario would result in further degradation of regional air quality, this would not create

a new significant impact for the proposed Second Street Crossing project. As noted above, the Wildhorse Ranch project will be required to prepare a project-level air quality analysis for the proposed project which will identify any project or cumulative impacts attributable to Wildhorse Ranch.

Noise

The Wildhorse Ranch project would increase vehicle trips in the cumulative scenario, which would generate additional traffic noise along surrounding roadways. However, because the Target project is not considered a noise-sensitive use, the increased traffic noise levels would not adversely affect the project. The increase in cumulative traffic noise levels associated with adding the Wildhorse Ranch project to the cumulative scenario would also not be expected to cause impacts to the residences north of the Target project because of the distance that these residences are setback from the roadways as well as the relatively small contribution of trips to the cumulative setting associated with the Wildhorse Ranch project (See Table 1 above). As noted above, the Wildhorse Ranch project will be required to prepare a project-level noise analysis for the proposed project which will identify any project or cumulative impacts attributable to Wildhorse Ranch.

Conclusion

Although the Wildhorse Ranch project was not included in the Second Street Crossing project EIR, additional significant impacts would not be expected to occur. In addition, any Wildhorse Ranch project-specific or cumulative impacts will be analyzed during the processing of the development application. This analysis will also take into consideration any potential development on the Second Street Crossing site.