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INTRODUCTION

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The Second Street Crossing (Target Store) Draft Environmental Impact Report (Draft EIR) was prepared in accordance with the California Environmental Quality Act of 1970 (CEQA) as amended. Important amendments to CEQA have occurred numerous times since its enactment; among the most notable amendments include those of 1976. The City of Davis is the lead agency for the environmental review of the Second Street Crossing project evaluated herein and has the principal responsibility for approving the project. As required by Section 15121 of the CEQA Guidelines, this EIR will (a) inform public agency decision-makers, and the public generally, of the significant environmental effects of the project, (b) identify possible ways to minimize the significant adverse environmental effects, and (c) describe reasonable and feasible project alternatives which reduce environmental effects. The public agency shall consider the information in the Draft EIR along with other information that may be presented to the agency.

PROJECT DESCRIPTION – SECOND STREET CROSSING

The project site consists of approximately 19 acres of land within the City of Davis, Yolo County, California. The project site is located in the eastern portion of the City along Second Street approximately at the intersection of Second Street and Faraday Avenue. The site consists of 9 parcels identified by Yolo County Assessor’s Parcel Numbers (APN) 071-411-01, 071-411-02, 071-412-02, 071-421-01, 071-421-02, 071-421-03, 071-422-01, 071-422-02, and 071-422-03.

The proposed project involves the development of a 19.06-acre site for commercial uses. The project consists of a 126,842 square foot Target Store building plus a 10,000 square foot garden center; and building pads A, B, C, and D, which total 46,000 square feet for future retail development. The total proposed on-site building square footage is approximately 182,842 square feet. Proposed site improvements include the construction of additional site driveways from Second Street, as well as a bike path connection, site landscaping, parking, and infrastructure required to serve the project. A more detailed description of the proposed project, including figures, is included in Chapter 3 – Project Description – of this Draft EIR.

Target Store

The proposed project includes the construction of a 126,842 square foot Target retail store and a 10,000 square foot garden center in the western portion of the project site. The garden center would be attached to the retail building and located at the southern end of the store. Proposed store operating hours are: 8 am to 10 pm (Mon – Sat) and 8 am to 9

pm (Sun). The Target Corporation proposes to construct the proposed Target Store and all proposed site and landscape improvements, including all parking lots and driveways.

Retail Pads

The proposed project also includes four building pads for future retail development, which are located in the northern portion of the site. Pads A and B are proposed to be approximately 7,500 square feet each, Pad C is proposed to be approximately 25,000 square feet, and Pad D is proposed to be approximately 6,000 square feet. The project applicant seeks entitlements for the proposed pad buildings.

Transportation, Circulation, and Parking

The proposed project includes both on-site and off-site roadway improvements. Faraday Avenue would provide primary vehicle access to the site; however, construction of the Target Store as well as other on-site improvements would require vacation of Faraday Avenue right-of-way. In addition, a 35-foot diameter circular pavement feature is proposed approximately 120 feet west of the project's main entrance and three secondary access driveways would be constructed on Second Street.

The off-site roadway improvements include signalization of the intersection of Second Street and Faraday Avenue. In addition, provision for a bus stop is proposed on the north side of Second Street, southwest of the intersection of Second Street and Faraday Avenue to accommodate any future Unitrans or Yolo bus lines.

The total number of parking spaces, which would be provided for all on-site uses is 680, and consists of 595 standard, 68 compact vehicle, and 16 accessible spaces. At least 50 percent parking lot shading with trees is proposed within 15 years, consistent with City zoning requirements.

Pedestrian / Bicycle Accommodations

The proposed project includes a bicycle path connection to the existing bicycle / pedestrian path at the northwest corner of the site. In addition, a possible pedestrian connection to the future park north of the site is being considered. Pathways connecting the parking lot, site and buildings to one another and to Second Street are also proposed. Bicycle racks would also be located throughout the development to encourage the use of bicycles as a means of transportation to the site.

Other Infrastructure

The proposed project would include the construction of necessary infrastructure to serve the site. The preliminary utility plan for the project indicates that stormwater, sanitary sewage, domestic water, and fire protection water pipes would be constructed throughout the site. The storm drain system would primarily consist of 12-inch storm drain pipes to

collect stormwater runoff generated on the project site. The stormwater collected on-site would be discharged to the existing drainage channel located northwest of the site. For sanitary sewage, an 8-inch sanitary sewage main north of the proposed Target store (east-west direction) would be constructed to handle the demands from the Target store and from Buildings A and D. This sanitary sewage main would continue to the west and eventually tie-in to an existing 10-in sewer main along the adjacent property. Domestic and fire protection water lines would also be constructed throughout the site.

Phasing

The first component of the project to be constructed is the proposed Target Store and all proposed site and landscape improvements, including all parking lots and driveways. Building pads A, B, C, and D would be graded at this time as well. Pads A and B are proposed to be approximately 7,500 square feet each, Pad C is proposed to be approximately 25,000 square feet, and Pad D is proposed to be approximately 6,000 square feet. Specific tenants have not been identified for these locations, but the project applicant is seeking entitlements for the proposed pad buildings. The project applicant, or another developer, would construct the pad buildings either simultaneously or at a later date after completion of the Target Store.

PURPOSE OF THE EIR

As provided in the CEQA Guidelines Section 15021, public agencies are charged with the duty to avoid or minimize environmental damage where feasible. The public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social issues.

CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. For the purposes of CEQA, the term *project* refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed Second Street Crossing Project, the City has determined that the proposed development is a *project* within the definition of CEQA, which has the potential for resulting in significant environmental effects.

The EIR is an informational document that appries decision makers and the general public of the potential significant environmental effects of a proposed project. An EIR must describe a reasonable range of feasible alternatives to the project and identify possible means to minimize the significant effects. The lead agency, which is the City of Davis for this project, is required to consider the information in the EIR along with any other available information in deciding whether to approve the application. The basic requirements for an EIR include discussions of the environmental setting, environmental impacts, mitigation measures, alternatives, growth inducing impacts, and cumulative impacts.

TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a *project-level EIR*, pursuant to CEQA guidelines Section 15161, which examines the environmental impacts of a specific project. The project-level EIR should focus primarily on changes in the environment, which result from the development of the project. All phases of the project, including planning, construction, and operation, should be included in the analysis.

EIR PROCESS

The EIR process begins with the decision by the lead agency to prepare an EIR, either during a preliminary review of a project or at the conclusion of an initial study. Once the decision is made to prepare an EIR, the lead agency sends a Notice of Preparation (NOP) to appropriate government agencies, and when required, to the State Clearinghouse (SCH) in the Office of Planning and Research (OPR), which will ensure that responsible State agencies reply within the required time. The SCH assigns an identification number to the project, which then becomes the identification number for all subsequent environmental documents on the project. Interested agencies have 30 days to respond to the NOP, indicating, at a minimum, reasonable alternatives and mitigation measures they wish to have explored in the Draft EIR and whether the agency will be a responsible agency or a trustee agency for the project.

As soon as the Draft EIR is completed, a notice of completion is filed with the OPR and public notice is published to inform interested parties that a Draft EIR is available for agency and/or public review and providing information regarding location of drafts and any public meetings or hearings that are scheduled. The Draft EIR is circulated for a specified period, typically 45 days, during which time reviewers may make comments. The lead agency must evaluate and respond to comments in writing, describing the disposition of any significant environmental issues raised and explaining in detail the reasons for not accepting any specific comments concerning major environmental issues. Should comments received result in the addition of significant new information to an EIR, after public notice is given, the revised EIR or affected chapters must be recirculated for another public review period with related comments and responses.

Once the lead agency is satisfied that the EIR has adequately addressed the pertinent issues in compliance with CEQA, a Final EIR will be prepared comprised of the Draft EIR, comments, responses to comments, and any errata and/or changes. The Final EIR is made available for review by the public or commenting agencies. Before approving a project, the lead agency shall certify that the Final EIR has been completed in compliance with CEQA and has been presented to the decision-making body of the lead agency and has been reviewed and considered by that body, and that the Final EIR reflects the lead agency's independent judgment and analysis.

A Notice of Preparation (NOP) for this Draft EIR was released June 27, 2005 for a 30-day review (Appendix A to the Draft EIR). 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. In addition, an Initial Study (Appendix C to the Draft EIR) was prepared to focus the scope of the Second Street Crossing (Target Store) EIR.

The Second Street Crossing (Target Store) Draft EIR will be circulated for a 45-day public review period. Comments received during the comment period and the public hearings will be addressed in a Response to Comments volume. The Davis Planning Commission, in accordance with CEQA, will review the Draft EIR and Responses to Comments prior to certification of the Final EIR.

In order to adopt the project, state law requires that the Council make several types of “findings.” Findings are a recitation of the conclusions of the Council on particular issues, including documentation of the evidence in support of those conclusions. The required findings are as follows:

- Certification of the EIR (CEQA Guidelines Section 15090) – These findings support the adequacy of the EIR for decision-making purposes.
- Significant Impacts (CEQA Guidelines Section 15091) – These findings explain how the Council chose to address each identified significant impact, including the mitigation measures adopted or an explanation of why such measures are infeasible.
- Project Approval (CEQA Guidelines Section 15092) – These findings support the Council’s action to adopt the project.
- Statement of Overriding Considerations (CEQA Guidelines Section 15093) – These findings document the Council’s decision to adopt the project despite the fact that unavoidable impacts will result, due to other overriding benefits of the project.

SCOPE OF THE DRAFT EIR

State CEQA Guidelines § 15126.2(a) states, in pertinent part:

An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.

Pursuant to these guidelines, the scope of this Draft EIR addresses specific issues and concerns identified as potentially significant. These were determined based on the

preparation of an Initial Study, review of comments received on the NOP and review of testimony received at the scoping hearing. The Initial Study prepared for the proposed project concluded that several environmental issues would result in a less-than-significant impact. The complete text of the Initial Study is contained in Appendix C.

Resources identified for study in this Draft EIR include:

- Aesthetics,
- Land Use,
- Transportation and Circulation,
- Air Quality,
- Noise,
- Cultural Resources,
- Biological Resources,
- Socio-Economic,
- Hazards,
- Hydrology, Water Quality, and Drainage, and
- Public Services and Facilities.

The evaluation of effects is presented on a resource-by-resource basis in Subchapters 4.1 through 4.11. Each subchapter is divided into four sections: Introduction, Environmental Setting, Regulatory Context, and Impacts and Mitigation Measures.

Impacts that are determined to be significant in Chapter 4 and for which no feasible mitigation measures are available to reduce those impacts to a less-than-significant level are identified as *significant and unavoidable*. Chapter 6 in the Draft EIR presents a discussion and comprehensive list of all significant and unavoidable impacts identified in Chapter 4.

COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City of Davis received 21 comment letters during the open comment period on the NOP for the Second Street Crossing EIR. In addition, one verbal comment was submitted during the NOP scoping meeting and recorded and subsequently transcribed by Capitol Reporters. A copy of each letter and scoping meeting transcript is provided in Appendix B of this EIR. The letters were authored by representatives of state and local agencies and residents:

State and Local Agencies

- Department of Transportation - Eastham, Katherine (1)
- Native American Heritage Commission - Pilas-Treadway, Debbie (1)

Residents and Other Interested Parties

- Hawkes, Wayne Chris – Community Member (1)
- Johnson, Diana - Community Member (1)
- McCarthy, Samantha - Community Member (1)
- Siepmann-Mills, Peri - Community Member (6)
- Nayyar, Rena - Community Member (1)
- Nieberg, Pamela S. - Community Member (1)
- Oertel, Ron/Ashton, Som - Community Member (2)
- O’Keefe, Suzanne - Community Member (1)
- Patterson, Sharyl - Community Member (1)
- Petterson, Roy - Community Member (1)
- Roe, Chuck - Community Member (1)
- Westergaard, Deb - Community Member (1)
- Westergaard, Rob - Community Member (1)

The following list, categorized by issue, summarizes the concerns in these letters:

<p><u>Aesthetics</u> (Chapter 4.1)</p>	<p>Concerns related to the following issues:</p> <ul style="list-style-type: none"> • Impacts related to light and glare. • Impacts related to visibility from Interstate 80. • Impacts related to adjacent residences, parks, and scenic walkways. • Consider expansion of existing greenbelt behind homes on Arroyo.
<p><u>Land Use</u> (Chapter 4.2)</p>	<p>Concerns related to the following issues:</p> <ul style="list-style-type: none"> • Potential inconsistencies related to General Plan land use policies that would result from implementation of the project. • Impacts related to incompatibility of surrounding land uses. • An alternative site plan that encompasses development within the constraints of the current zoning, or one with fewer impacts. • Consider retaining a Faraday Road loop alignment so as not to result in a long cul-de-sac. • Consider eliminating the connection from project to neighboring parks. • Consider placing a park/grassy area within the project site.
<p><u>Transportation and Circulation:</u> (Chapter 4.3)</p>	<p>Concerns related to the following issues:</p> <ul style="list-style-type: none"> • Impacts related to the increase of vehicle trips. • Comments related to capacity and safety. • Impact related to pedestrians, neighboring streets, and bicyclists from increase in congestion, circulation, and parking.

	<ul style="list-style-type: none"> • Mitigation fees to maintain all the streets affected by traffic associated with the project. • Inconsistencies related to General Plan transportation policies. • Impacts to the intersection at 2nd and Pena, especially with regard to left turn movements from Pena onto eastbound 2nd Street on weekdays. • Analyze traffic impacts at Mace Interchange. • Analyze traffic impacts for entire City, not just around project site. • Impacts to the I-80/Olive Drive westbound ramp. • Impacts to the I-80/Richards Boulevard westbound ramp. • Include a description of the methodologies and assumptions used to analyze project trip distribution and generation.
<p><u>Air Quality</u> (Chapter 4.4)</p>	<p>Concerns related to the following issues:</p> <ul style="list-style-type: none"> • Impacts related to air quality, including increased vehicle emissions.
<p><u>Noise</u> (Chapter 4.5)</p>	<p>Concerns related to the following issues:</p> <ul style="list-style-type: none"> • Impacts related to increase in noise levels from increased vehicle trips, and Target operational activities. • Concerns related to the exceedance of city Noise Ordinance. • Noise analysis should measure current noise levels from adjacent residential backyards with projected loading trucks and parking lot noises.
<p><u>Cultural</u> (Chapter 4.6)</p>	<p>Concerns related to:</p> <ul style="list-style-type: none"> • Review Government Code §65352.3 for the protection, and or mitigating impacts to cultural places.
<p><u>Biological Resources</u> (Chapter 4.7)</p>	<p>Concerns related to the following issues:</p> <ul style="list-style-type: none"> • Concerns related to burrowing owls (and their nests) and Swainson’s hawk. • Impacts on wildlife and biological resources should be evaluated.
<p><u>Socio-Economics</u> (Chapter 4.8)</p>	<p>Concerns related to the following issues:</p> <ul style="list-style-type: none"> • Inconsistencies related to General Plan economic development policies. • Impacts related to downtown businesses. • Include analysis as if of all the Second Street parcels were developed as retail uses to address the growth inducing impacts of the project. • Analyze/address human rights issues of Target, including union opportunities, Target labor practices. • Consideration of alternative retail stores, which would similarly decrease sales tax leakage. • Impacts related to the decrease of neighboring property values.

	<ul style="list-style-type: none"> • Evaluate new net income, not only new gross store sales.
<u>Hazards</u> (Chapter 4.9)	Concerns related to the following issues: <ul style="list-style-type: none"> • Efficiency of the clean-up of the Frontier Fertilizer Superfund site.
<u>Hydrology, Water quality, and Drainage</u> (Chapter 4.10)	Concerns related to the following issues: <ul style="list-style-type: none"> • Impacts related to the delay or elimination of the Environmental Protection Agency final clean-up plan, which could increase potential leakage into groundwater.
<u>Public Services and Utilities</u> (Chapter 4.11)	Consideration of the following issues: <ul style="list-style-type: none"> • Impacts related to police and fire services. • Analyze potential increase in crime. • Impacts and City costs to maintain, or build wastewater treatment facilities.
<u>Alternatives Analysis</u> (Chapter 5)	Concerns related to the following issues: <ul style="list-style-type: none"> • Consider off-site alternative in South Davis. • Consider off-site alternative on Con-Agra/Lewis site. • Consider off-site alternative at 2nd Street east of the Pelz bicycle/pedestrian over-crossing with an office building between the homes and Target. • Consider off-site alternative on the east side of Mace, next to Ikeda's. • Consider reduced size alternative, as a stand alone, no A,B,C building pads. • Consider impacts if the site is limited to 3 pads of community serving retail only.

The above issues are addressed in this DEIR, in the relevant sections identified in the first column, except for those issues that do not require a response according to CEQA Guidelines, such as a project's impacts on adjacent property values.

ORGANIZATION OF THE DRAFT EIR

The Second Street Crossing Draft EIR is organized into the following sections:

Chapter 1 – Introduction

Provides an introduction and overview describing the intended use of the Draft EIR and the review and certification process, as well as summaries of the chapters included in the Draft EIR and summaries of the environmental resources that would be impacted by the project.

Chapter 2 – Summary of Impacts and Mitigation Measures

Summarizes the elements of the project and the environmental impacts that would result from implementation of the proposed project, describes proposed mitigation measures and indicates the level of significance of impacts after mitigation. Acknowledges alternatives that would reduce or avoid significant impacts.

Chapter 3 – Project Description

Provides a detailed description of the proposed project, including its location, background information, major objectives, and technical characteristics.

Chapter 4 – Environmental Setting, Impacts and Mitigation

Contains a project-level and cumulative analysis of environmental issue areas associated with the Proposed Project and the High Density Alternative. The subsection for each environmental issue contains an introduction and description of the setting of the project site, identifies impacts and recommends appropriate mitigation measures.

Chapter 5 – Alternatives Analysis

Describes the alternatives to the proposed project, their respective environmental effects, and a determination of the environmentally superior alternative. As mentioned above, the High Density Alternative will be evaluated throughout the Draft EIR in each section of Chapter and not in the Alternatives Analysis Chapter of the Draft EIR.

Chapter 6 – Statutorily Required Sections

Provides discussions required by CEQA regarding impacts that would result from the proposed project, including a summary of cumulative impacts, potential growth-inducing impacts, significant and unavoidable impacts, and significant irreversible changes to the environment.

Chapter 7 – References

Provides bibliographic information for all references and resources cited.

Chapter 8 – Draft EIR Authors / Persons Consulted

Lists report authors who provided technical assistance in the preparation and review of the Draft EIR.

Appendices

Includes the NOP, responses to the NOP, the Initial Study, and additional technical information.