

3

PROJECT DESCRIPTION

INTRODUCTION

This section provides a comprehensive description of the Second Street Crossing (Target Store) project components included in the Target Corporation's proposal. In addition, the proposed project's background, objectives, and schedule are discussed.

PROJECT LOCATION

The project site consists of approximately 19 acres of land within the City of Davis, Yolo County, California (See Figure 3-1, Regional Location Map). 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 (See Figure 3-2, Project Location Map). 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 (See Figure 3-3, Tentative Map).

Surrounding land uses include existing single-family and multi-family housing and a future neighborhood park to the north/northeast of the site. A drainage channel and bike path run along the northwestern portion of the site. Second Street, a Union Pacific Railroad rail line, and Interstate 80 are located south of the site. Business/light industrial buildings are located east/southeast of the site. The properties to the west are vacant; immediately southwest of the project site is the Frontier Fertilizer site.

SITE CHARACTERISTICS

The project site topography is essentially flat and the site does not contain any structures. Several trees are located along the southern boundary of the project site. Faraday Avenue bisects the project site from east to west. At the eastern boundary of the site, Faraday Avenue connects to Second Street and at the western end of the site Faraday Avenue currently terminates in a cul-de-sac. The current General Plan designations for the site are General Commercial, Business Park, and Public/Semi-Public; and the East Davis Specific Plan designations are Service Commercial, Light Industrial/Business Park, and Public/Semi-Public. The current zoning for the site is Planned Development 4-88 (Mace Ranch) with underlying subareas of Light Industrial/Business Park, Service Commercial, and Service Commercial/Park-and-Ride.

**Figure 3-1
Regional Location Map**

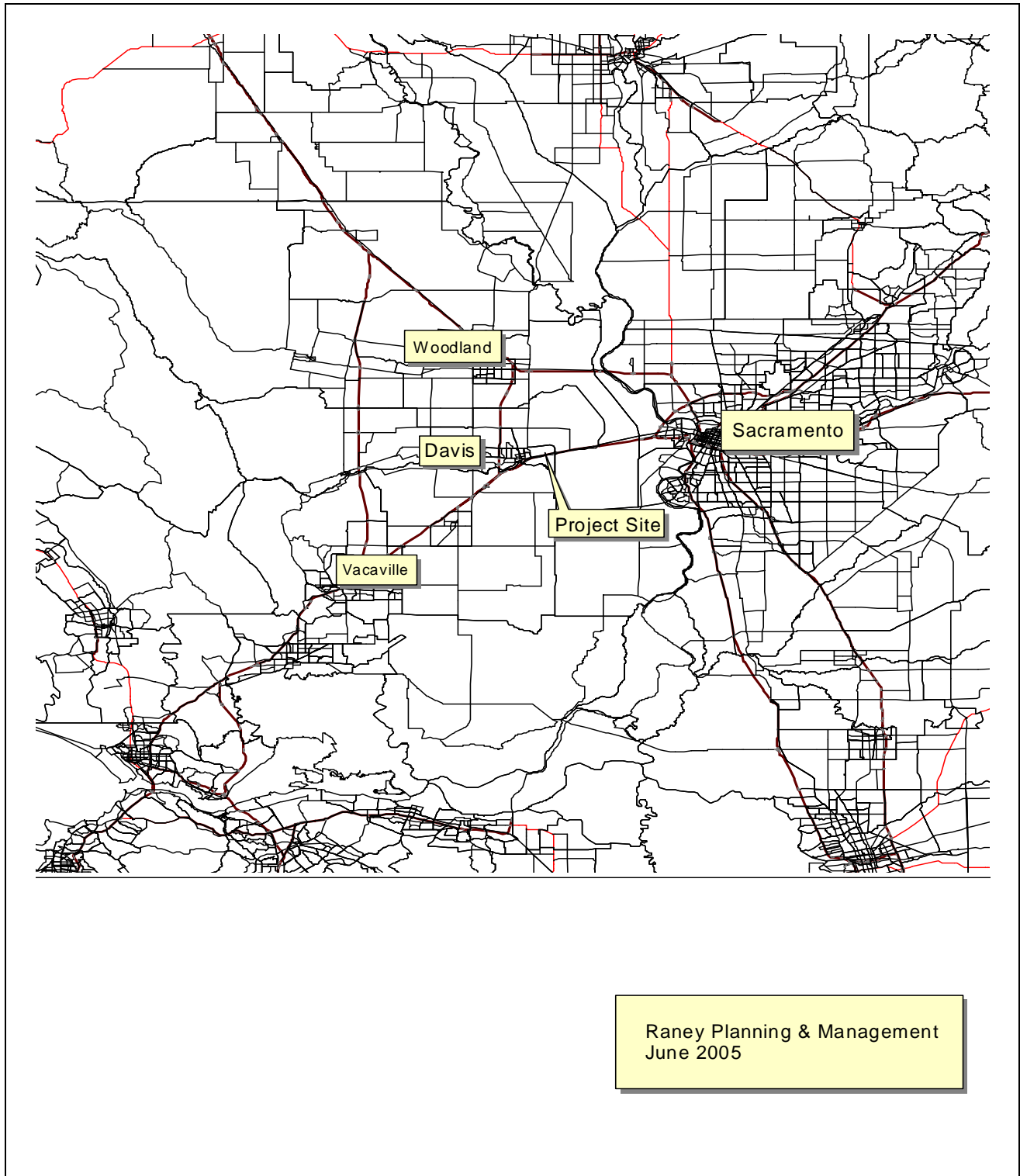
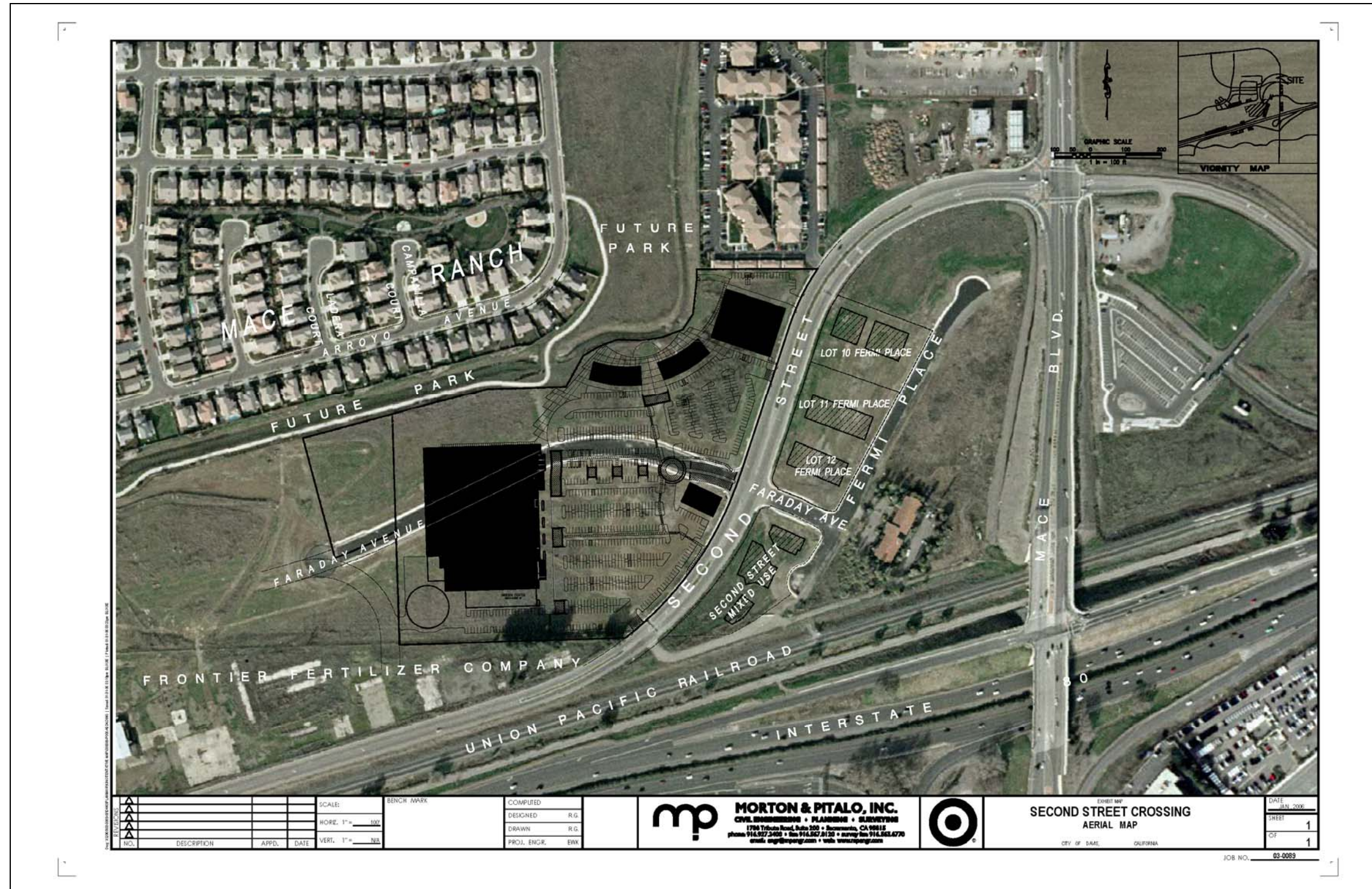


Figure 3-2
 Project Location Map




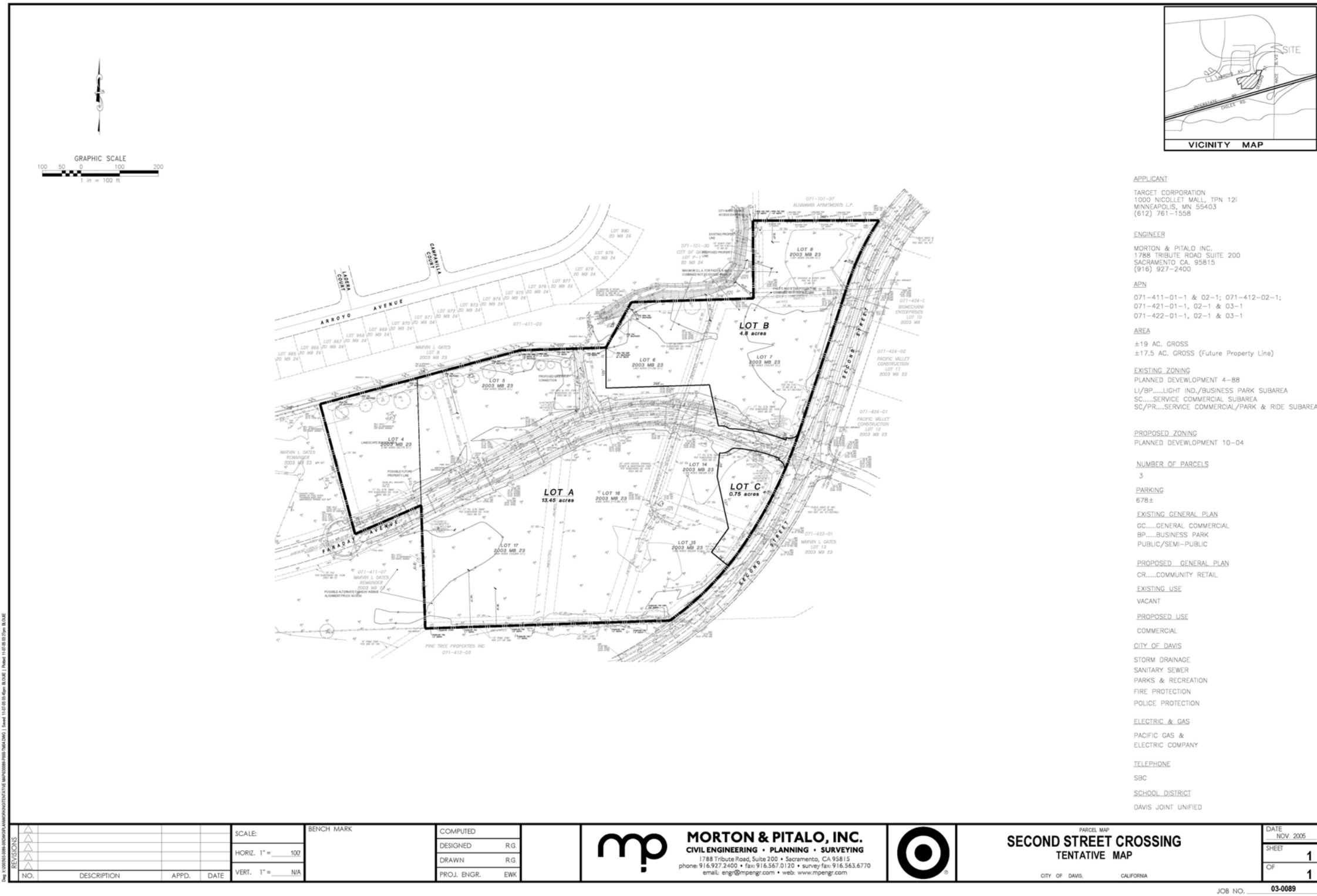
 = Indicate existing buildings across Second Street, which are not part of project

Figure 3-3
 Tentative Map



Additional site improvements include six groundwater monitoring wells, two groundwater piezometers, and one groundwater extraction well that were installed and are currently maintained by the United States Environmental Protection Agency (USEPA) as a part of their on-going work in connection with the adjacent Frontier Fertilizer Superfund investigation and remediation program. As mentioned above, Faraday Avenue currently terminates in a cul-de-sac at the western property boundary; this is due to the on-going remediation efforts of EPA on the adjacent Frontier Fertilizer (Prue Tree Properties) site. The City's intention is to establish Faraday Avenue as a looped roadway whether the proposed project is approved or not. The roadway would loop through the eastern portion of the Frontier Fertilizer site if the proposed project were approved, or looped on the current roadway alignment if the proposed project is not approved.

PROJECT COMPONENTS

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 for a total of 136,842 square feet (See Figure 3-4, Site Plan). In addition, the project includes the construction of four accessory building pads for future retail development totaling 46,000 square feet.

Primary site access would be provided from the existing Second Street / Faraday Avenue intersection. Three additional access driveways would be constructed along Second Street for the project. The project also includes a bike path connection at the northern portion of the site, north of the Target building. This path would provide access to the existing bike path located south of Mace Ranch and west of the project site. The following provides a more detailed overview of the project's components.

Site Plan

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). Daily operations of the proposed Target store would include deliveries of goods to the store via tractor-trailer trucks. Based on information provided by Target, a maximum of 12 heavy trucks per week (approximately 1.7 deliveries or 3.4 trips per day on average) would deliver goods to the project site. Target has also indicated that these operations would be expected to occur during a single hour after 9:00 p.m. The expected truck delivery route would be from I-80/Mace Boulevard Exit, to Mace Boulevard, to Second Street, where trucks would then enter the site at the southern-most entrance and proceed to the loading dock area on the south side of the store. The distance between the truck turn-around area on the south side of the store and the nearest noise-sensitive residential receivers to the north of the project site is approximately 650 feet. The proposed loading dock for the Target store located at the

southwest corner of the building, adjacent to the truck-turn-around area, is approximately 540 feet from the nearest noise-sensitive residential receivers to the north.

A landscape/grass area is proposed along the northwest corner of the property to buffer the rear portion of the Target Store from the residential development to the north. Additional trees and shrubs would line the Target Store and the proposed property line, thereby, further screening the proposed buildings. The Target Store is proposed to be approximately 115 feet at the closest point to the north property line. Furthermore, the residences north of the project site have an existing masonry wall along the backyards, which was constructed as a buffer from the Union Pacific Railroad tracks and I-80. The project Site Plan also includes an 8-foot masonry wall running north to south, adjacent to the loading dock area.

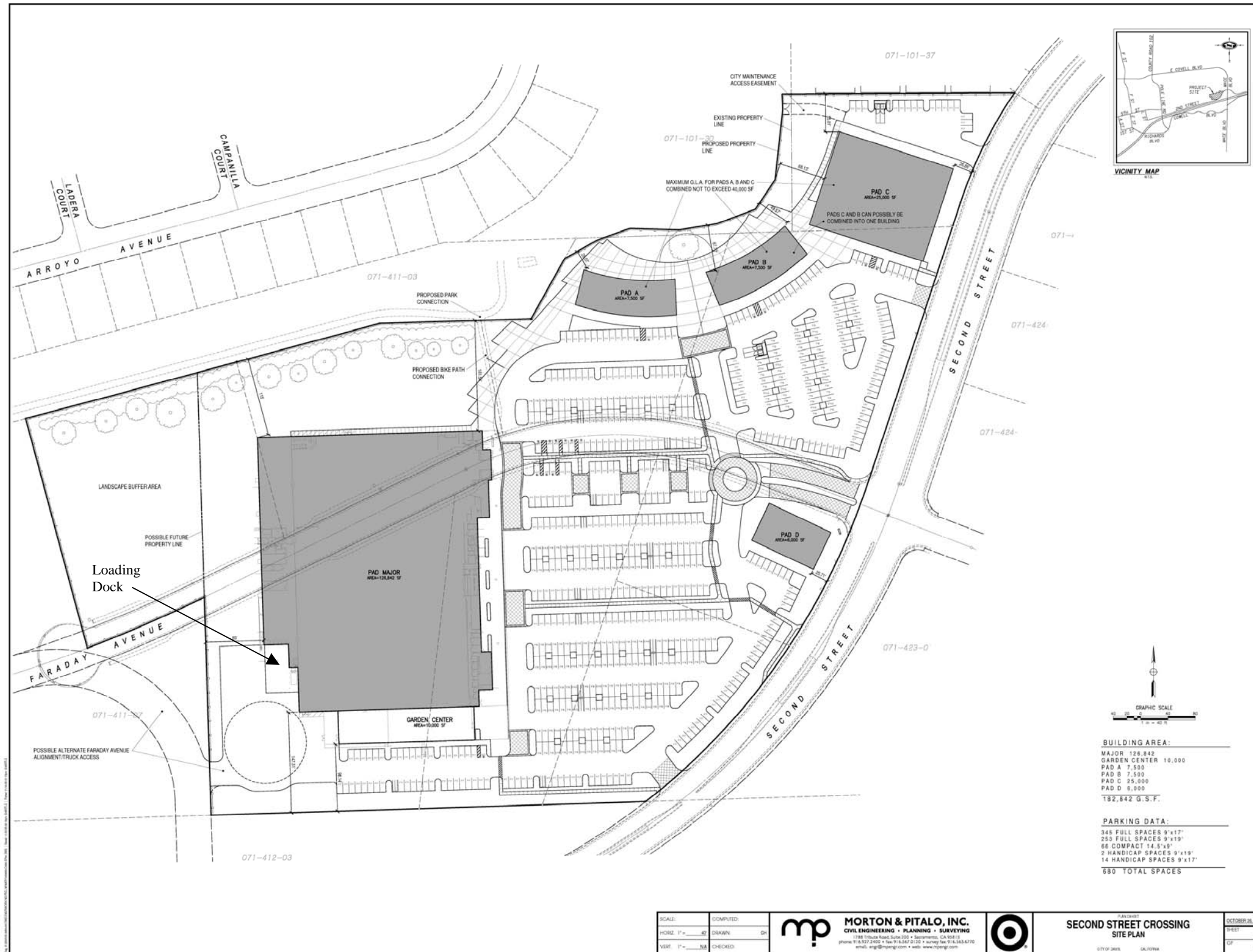
Retail Pads

The proposed project also includes four building pads for future retail development. Pads A, B, and C are located in the northern portion of the project site, east of the Target store. Pad D is located immediately south of the project’s primary access point at Second Street and Faraday Avenue. Table 3-1 provides details regarding the proposed building pads. As indicated in the table footnote, Pads A, B, C, and/or D may be combined but the maximum square footage would not exceed 46,000 square feet.

Pad #	Square Feet (sf)
Pad A	7,500 sf
Pad B*	7,500 sf
Pad C*	25,000 sf
Pad D*	6,000 sf
Total sf	46,000 sf
*Pads A,B, C, and/or D may be combined but the maximum square footage will not exceed 46,000 sf.	

The applicant is seeking entitlements for the proposed pad buildings; specific tenants have not yet been identified. The proposed General Plan Amendment of the site to General Retail would result in the following allowable uses: department stores, general merchandise stores, grocery and specialty food stores, appliance stores, electronics stores, furniture stores, clothing stores, soft goods stores, and other similar types of products, with ancillary retail, neighborhood serving, and restaurant uses. Zoning for the project would dictate a more site-specific list of uses. The applicant proposes to construct the proposed Target Store and all proposed site and landscape improvements, including all parking lots and driveways. The project applicant, or another developer, would construct the pad buildings either simultaneously or at a later date after completion of the Target Store.

Figure 3-4
 Site Plan



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. Currently, Faraday Avenue bisects the central portion of the project site and terminates in a cul-de-sac at the western boundary of the site. The project involves a request to vacate the Faraday Avenue right-of-way through the project site.

The primary project driveway provides a 20-foot entry drive and a 20-foot exit drive, separated by a raised median. An approximate 180-foot throat is proposed between Second Street and the first internal cross-aisle. At this internal intersection, a circular pavement treatment is included, which would be flush with the travel way (e.g., not a raised traffic circle). The primary parking/circulation aisles are 28 to 30 feet wide, and secondary parking aisles are 25 feet wide. Perpendicular parking is provided, with standard spaces at 9 feet by 17 feet and 9 feet by 19 feet, and compact spaces at 14.5 feet by 9 feet. The total number of parking spaces, which would be provided for all on-site uses is 680, and consists of 598 standard, 66 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.

Three secondary access driveways would be constructed on Second Street at the following general locations: north and south of Pad C, and south of Pad D. As indicated on the Site Plan, though not included as part of the project, an alternative access point is being considered at the southwestern corner of the project site as the primary access for the Target delivery trucks. This alternative access point would involve the construction of a 35-foot driveway on the adjacent parcel. The primary purposes in constructing this secondary access are to accommodate Target delivery trucks and allow the re-looping of Faraday Avenue as originally intended by the City. It should be noted that this scenario is evaluated as a project alternative in Chapter 5, *Alternatives Analysis*, of this Draft EIR.

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

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 as indicated on the Site Plan. The project also includes the construction of internal sidewalks, which provides pedestrian travel between the building pads, and throughout the majority of the site. Bicycle racks would be located throughout the development to encourage the use of bicycles as a means of travel to the site.

Landscape Plan

The Landscape Plan for the project (See Figure 3-5) includes a 25-foot landscape buffer between Second Street and the parking lot areas for screening purposes. Landscape screening is also shown along the northern boundary of the project and various trees would be provided within the parking lot area, bordering all drive aisles and separating parking spaces. The parking lot shading would provide a minimum of 50 percent shading, consistent with the requirements of the Davis zoning ordinance. Trellis and shade structures will be provided along the pedestrian path between the Target Store and pads A and B.

A large landscaped area would also be included at the northwestern corner of the project site. The width of the landscape area ranges from approximately 150 to 350 feet, with the largest dimension occurring at the western boundary of the site. This grass area would not be an active use area and would be fenced.

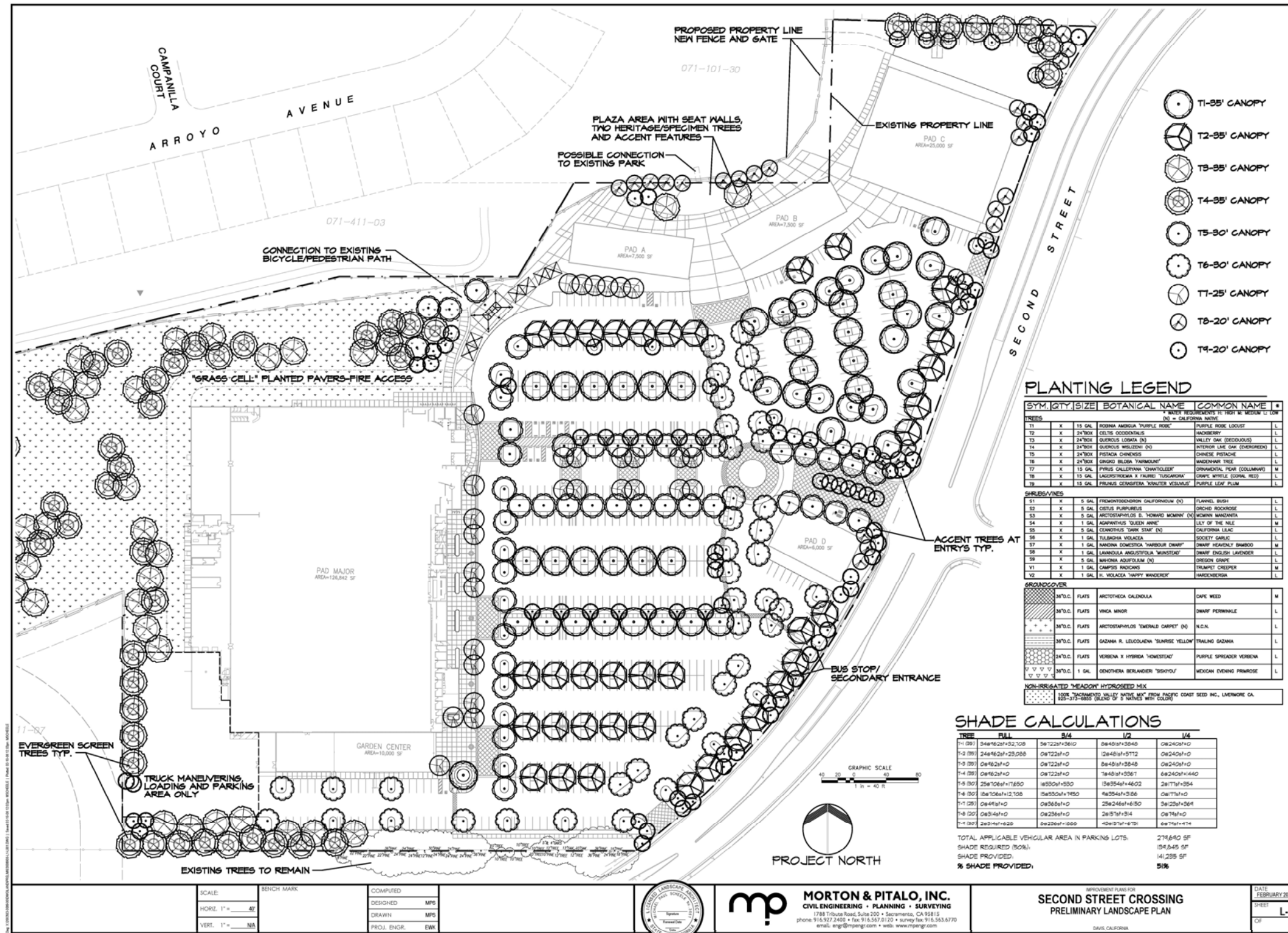
Infrastructure

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.

Tentative Map

Currently, the project site is made up of nine lots (Yolo County Assessor parcels: 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) (See Figure 3-3, Tentative Map). The proposed project involves a request for the approval of a Tentative Map to merge the nine parcels and subsequently re-subdivide them into three, labeled Lots A, B, and C on Figure 3-3. During this process, the right-of-way of Faraday Avenue as well as the appurtenant easements that bisect the Target Store location would be vacated. The vacation of this roadway and appurtenant easements would also require the relocation of existing utilities. Lot A would consist of 13.45 acres and would contain the Target store and associated parking; Lot B would consist of 4.8 acres and contain building pads A, B, and C and associated parking; and Lot C would consist of 0.75 acres and contain building pad D and associated parking. Reciprocal parking agreements will be established for the Target Store as well as Pads A through D in order for the parking spaces to be shared throughout the site.

Figure 3-5
 Landscape Plan



Required General Plan / Specific Plan Amendments

City of Davis 2001 General Plan

The project site is currently designated Business Park (BP), General Commercial (GC), and Public/Semi-Public by the 2001 Davis General Plan. In order to accommodate the project, the General Plan land use designations would need to be amended. Currently, the Davis General Plan does not have an established land use designation that allows for the size retail store proposed for the project. For example, the General Commercial (GC) land use designation limits the size and type of the conditionally allowed retail use to a maximum size of 30,000 square feet. Therefore, the establishment of a new General Plan land use designation is being proposed for the project (i.e., General Retail). The establishment of a General Retail land use designation would require a General Plan text amendment. The following language has been proposed by the City to be added to the “Land Use Categories” section starting on page 64 of the General Plan:

General Retail

Intent: To provide opportunities for retail stores and centers favoring retail uses that are not currently adequately available in Davis, and not likely to be able to locate in the downtown area, and that are consistent with the overall City goal of maintaining the economic vitality of the downtown and neighborhood centers.

Allowable Uses: Retail shopping centers and freestanding buildings, including but not limited to, department stores, general merchandise stores, grocery and specialty food stores, appliance stores, electronics stores, furniture stores, clothing stores, soft goods stores, and other similar types of products, with ancillary retail, neighborhood serving, and restaurant uses. Residential uses would be conditionally allowable.

Prohibited Uses: Discount superstores (e.g. department stores with more than 20% of the gross floor area dedicated to non-taxable / grocery sales), as such stores are considered inconsistent with desired goals related to community character, downtown primacy, blight, traffic impacts, and air pollution.

Maximum Floor Area Ratio: 50 percent, with an additional 10 percent allowed for development of shared parking facilities with neighboring uses. An additional 15 percent allowed for the housing component of a mixed-use project.

Specific Considerations for Designation: Designation of Regional Retail sites shall occur only with the concurrent adoption of a site-specific planned development (PD) zoning district, consistent with the City’s desire to ensure consideration of site planning and development standards in relation to the project context. Such designations shall be made with consideration of General Plan policies to prevent over-concentrations of retail uses as such concentrations are inconsistent with desired goals related to community character, downtown primacy, blight, traffic impacts, and air pollution.

In addition to the above General Plan text amendment, Figure 11b, *Land Use – City Area Enlargement*, would need to be amended to add the General Retail category in the legend and re-designate the project site accordingly.

The following General Plan text would also need to be amended as follows in order to accommodate the proposed project.

- Page 63 of Davis General Plan, Principle 18, regarding creation of Land Use Map:

It is the intent of this General Plan to prevent major concentrations of retail uses that would compete with the downtown and neighborhood centers. To implement this intent, ~~prohibit~~ limit new designations or rezonings for retail shopping centers outside of the downtown and neighborhood centers (a pattern commonly found in other suburban and urban edge cities) because such planning is considered inconsistent with desired goals related to community character, downtown primacy, alternate transportation (including pedestrian, bicycle and public transit) and the stability of existing and planned retail areas.

City of Davis East Davis Specific Plan

The project site is also within the East Davis Specific Plan. The current Specific Plan designations for the site consist of Light Industrial/Business Park, Service Commercial, and Public/Semi-Public. These land use designations do not allow for the proposed project. As a result, the project involves a request to amend the East Davis Specific Plan to add a General Retail designation similar to the request for the General Plan Amendment. The language for this proposed category would be consistent with the proposed language for the General Plan category as described above.

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 concurrent with the Target Store building area. Completion of the Target Store as well as other site improvements is anticipated in 2007.

REQUIRED PUBLIC APPROVALS

The Second Street Crossing project requires the following discretionary actions by the Davis City Council:

- Certification of the EIR;
- General Plan and East Davis Specific Plan Amendments (map and text);
- Rezone to a project-specific Planned Development, including preliminary and final planned development;
- Tentative map for a lot merger and re-subdivision, which would include vacation of Faraday Avenue right-of-way and appurtenant easements through the project site;

- Design review;
- Conditional Use Permit for the Target Store as specified in the site-specific Draft Planned Development; and
- Development Agreement.

The following ministerial approvals and actions are also required:

- Administrative design review for sign program;
- Final map approval;
- Issue building permits; and
- Complete other processing as required.

PROJECT OBJECTIVES

The applicant proposes the Second Street Crossing project to achieve the following objectives:

1. Provide an integrated high-quality retail center, including a 126,842 sq. ft. Target Store with a 10,000 sq. ft. garden center, and approximately 46,000 sq. ft. of additional retail and restaurant space.
2. Create a financially viable retail center that increases the employment opportunities and contributes a positive generation of tax revenue to the City of Davis.
3. Ensure the long-term financial success of the project by retaining flexibility to attract high-quality tenants in an evolving retail market.
4. Provide convenient access to the community and to the traveling public with a location immediately adjacent to Interstate 80 and the Mace Boulevard Interchange, while minimizing impacts on the local street system.
5. Develop an aesthetically pleasing site plan and architectural building design that incorporates the U.S. Green Building Council's "LEED" rating system to reduce the project's environmental impact and ensure the energy efficiency of the buildings.
6. Contribute to the development and usability of the adjacent city park by creating access points that enhance and encourage pedestrian/bicycle circulation and connectivity with the project site and surrounding areas.
7. Provide Davis residents with much needed retail goods and services with adequate parking facilities to accommodate convenient use.