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ALTERNATIVES ANALYSIS

INTRODUCTION

The primary intent of the alternatives evaluation in an EIR, as stated in Section 15126.6(a) of the CEQA Guidelines, is to “[...] describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives [...].”

The following objectives for the project were provided by the applicant:

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.

Section 15126.6 (a) of the CEQA Guidelines states that “[...] An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public

participation. An EIR is not required to consider alternatives which are infeasible.” Furthermore, Section 15126.6 (f) states that “[...] The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice [...].”

The CEQA Guidelines (§15126.6 (e)(1)) state that a ‘no project’ alternative should be evaluated along with its impact. Specifically, the Guidelines state:

The specific alternative of the “no project” shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The no project alternative analysis is not the baseline for determining whether the Proposed Project’s environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline.

Lastly, Section 15126.6 (d) of the CEQA Guidelines states that “[...] If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

SELECTION OF ALTERNATIVES

Alternatives that are included and evaluated in this EIR must be feasible alternatives. According to the CEQA Guidelines Section 15126.6(f), “[...] the alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project [...].” In addition, Section 15126.6(f)(1) states that the feasibility of an alternative may be determined based on a variety of factors including, but not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control.

ALTERNATIVES CONSIDERED AND ELIMINATED FROM FURTHER ANALYSIS

Consistent with CEQA, primary consideration was given to alternatives that could reduce significant impacts, while still meeting most of the project objectives. Those alternatives that would have impacts identical to or more severe than the Proposed Project, and/or that would not meet any or most of the project objectives were rejected from further consideration. These rejected alternatives (1-4) are discussed below.

The City of Davis prepared 9 alternatives for the Second Street Crossing (Target Store):

Alternatives Considered But Rejected

Alternative 1: Relocation of Project Site 0.5 miles to the west.

- Alternative 2: Relocation of Project Site to northeast corner of Second Street and Mace Boulevard.
- Alternative 3: Relocation of building pads closer to Second Street.
- Alternative 4: Conversion of the Target store to a two-story building and removal of building pads A-D.

Alternatives Considered and Analyzed

- Alternative 5: No Project/No Development.
- Alternative 6: No Project/Buildout Pursuant to Existing Zoning.
- Alternative 7: Off-site Alternative (Con Agra).
- Alternative 8: Alternative Access.
- Alternative 9: Reduced Project Size.

Alternatives 1 through 4 have been rejected for the reasons listed below:

Alternative 1 – Relocation of Project Site 0.5 Miles to the West

Alternative 1 would move the location of the project site roughly 0.5 miles west down Second Street, adjacent to the Dave Pelz Bike Overcrossing and directly west of the existing Faraday Avenue extension off of Second Street. This Alternative was initially considered because aesthetic impacts, including light and glare, could possibly be reduced if future development occurred between the Target Store and pad buildings and the residences to the north. The southernmost parcel in this vicinity is APN 071-411-06, consisting of 6.22 acres; the northernmost parcel is APN 071-411-05, consisting of 8.07 acres. The Target store and associated parking, even without pads A through D, would not fit on the southernmost parcel; therefore, the project would extend onto the northern parcel, which would create a remainder parcel between the project and residents to the north. Although development could still occur on this remainder parcel, the parcel would be too small to accommodate business park development as anticipated for the site in the General Plan. If pads A through D and their associated parking are included, the remainder parcel is either eliminated or is reduced to a size that development as business park is impacted. The Alternative 1 location would possibly result in greater traffic impacts by relocating the site further from the Mace Ranch/I-80 interchange. In addition, development of the Target Store and pad buildings in this location could foreseeably induce retail development between this site and Mace Boulevard along Second Street as the sites to the east would become more attractive to retail developers. Therefore, Alternative 1 fails to meet some of the basic project objectives, including providing convenient access from I-80, not reducing project impacts, and may increase traffic and result in increased pressures for additional retail development. For the above reasons, Alternative 1 is removed from further consideration.

Alternative 2 - Relocation of Project Site to Northeast corner of Second Street and Mace Boulevard.

Alternative 2 would move the project site to the northeast corner of the Second Street and Mace Boulevard intersection. The proposed Alternative 2 location meets most of the project objectives and would minimize aesthetic, light, and noise impacts, as the project would not be adjacent to existing residences. However, Alternative 2 could result in greater agricultural impacts due to the fact that the site is currently prime farmland and is undergoing active farming. The possibility also exists that the Alternative would result in increased biological impacts due to the site's location (i.e., adjacent to open lands on three sides). The project site would be outside the current City of Davis city limits and would therefore require annexation. Alternatively, the project would require rezoning and approval through Yolo County, making it subject to review under the City/County Pass Through Agreement. Approval of such a project in the County would be considered urban development and inconsistent with the intent of the agreement. If annexed into the City, the project would involve a General Plan Amendment at this site from Agriculture to General Retail, the project would be subject to Measure J approval. Locating retail of this scale on the east side of Mace Boulevard could also have growth-inducing impacts. Therefore, Alternative 2 is dismissed from further consideration.

Alternative 3 - Relocation of building pads closer to Second Street

Alternative 3 consists of an alternative site plan that would relocate the Target store and the building pads closer to Second Street. The alternative site plan was originally considered in order to decrease aesthetic, light, and noise impacts by moving the buildings further away from existing residential uses and increase consistency with new urbanist principles. However, because the truck delivery locations and parking lots for the proposed buildings would be reconfigured to the rear of the buildings, the noise and light impacts may actually be greater than the project as proposed. Truck unloading and parking lot activity occurring closer to existing residential would expose residents to increases in vehicle noise, door slams, and vehicle lights. In addition, the existing residents would be more susceptible to parking lot lighting exposure. Because these impacts would be greater than the project as proposed, Alternative 3 is dismissed from consideration.

Alternative 4 - Conversion of the Target store to a two-story building and removal of building pads A-D.

Alternative 4 would reduce the project size, by constructing the Target store as a two-story building and removing building pads A – D from the site plan. By reducing the project size, the traffic noise and traffic circulation impacts could be minimized due to a decrease in the number of vehicle trips. However, the increased height of the Target store could increase aesthetic and light impacts by bringing the store into the line-of-sight of additional residents to the north of the project site. Furthermore, rooftop equipment would be at a greater height, resulting in greater noise exposure to adjacent residents. In

addition, construction costs associated with this Alternative may not be within the acceptable range for the applicant. Based on the above reasons, this Alternative is rejected from further consideration.

ALTERNATIVES CONSIDERED IN THIS EIR

This section provides a description of the alternatives to the Proposed Project analyzed in this Draft EIR and evaluates the anticipated environmental effects of those alternatives.

Alternative 5: No Project/No Development Alternative

The No Project/No Development Alternative would allow the continued existence of the Second Street Crossing project site in its current vacant condition. While this alternative would not meet the project objectives, CEQA requires the alternative to be analyzed.

Environmental Effects:

Aesthetics

The project site currently consists of vacant land surrounded by residential, light industrial, business park uses and vacant land. The No Project/No Development Alternative would not result in construction of buildings on the project site, and would therefore not alter the existing views of the surrounding land uses and would also not add new sources of light and glare to the project site. Additionally, this alternative would not alter the existing character of the project site. Therefore, the No Project/No Development Alternative would result in fewer impacts associated with aesthetics than the Proposed Project.

Land Use

The No Project/No Development Alternative would result in the project site remaining an undeveloped area of the City of Davis. The Davis General Plan designates the 19-acre project site as General Commercial, Public/Semi-Public, and Business Park. The East Davis Specific Plan designates the site as Service Commercial, Light Industrial/Business Park, and Public/Semi-Public. The Davis General Plan designates the land uses surrounding the project site as single-family and multi-family residential to the north, office to the northwest; and light industrial/business park to the west, south and east. Current land uses surrounding the site include single and multi-family homes to the north, vacant lands to the west, light industrial and office to the east, and to the south the project site is bordered by Second Street, a Union Pacific Railroad line and Interstate 80. Because development would not take place on the site, the potential for noise and light related impacts related to residents to the north of the proposed site would not occur. Therefore, land use compatibility conflicts occurring with the Proposed Project would not result from implementation of this Alternative.

The Proposed Project would include the creation of a new General Plan and Specific Plan designation (General Retail) for the City of Davis to accommodate the size of the proposed Target store. The No Project/No Development Alternative would leave the proposed project site vacant and undeveloped; therefore, a new General Plan and Specific Plan designation would not be needed. For these reasons, the No Project/No Development Alternative would result in fewer land use impacts in comparison to the impacts generated by the Proposed Project.

Transportation and Circulation

The No Project/No Development Alternative would not cause a traffic increase in the surrounding areas because the site would not be developed with commercial/retail uses. A portion of the Woodland, Vacaville, and Sacramento Target Store sales are generated by Davis residents. For this Alternative, Davis residents would continue to travel to these stores. Should the Proposed Project be approved, it can be reasonably expected that a certain percentage of regional traffic trips would be eliminated as Davis residents make local trips to the Target at the proposed project site. Overall, the No Project/No Development Alternative would have fewer impacts to traffic.

Air Quality

The Proposed Project would create air quality impacts from both the construction of commercial/retail uses and the additional vehicles from future consumers in the project area. Under the No Project/No Development Alternative, structures and parking lots would not be constructed; therefore, construction related air quality impacts would not be created. In addition, construction operation emissions would be non-existent, as the site would remain vacant. Therefore, this Alternative would have no air quality impacts when compared to the Proposed Project.

Noise

The Proposed Project would create an increase in noise levels due to construction and operation of a commercial center. Although the proposed project would result in noise increases due to operation of the project, the EIR determined that project noise levels would be within the acceptable limits of City standards and less-than-significant impacts would result. Construction noise impacts were determined to be significant for the Proposed Project. Although these would be temporary impacts, construction noise would not occur for this Alternative. Therefore, the noise impacts at the project site would be eliminated under this Alternative.

Cultural

The Draft EIR found that the Proposed Project would result in potentially significant impacts to uncovering previously unearthed cultural resources during construction activities such as grading and excavation. The No Project/No Development Alternative

would not result in grading or excavating the project site. Therefore, the No Project/No Development Alternative would not impact cultural resources.

Biology

The No Project/No Development Alternative would not result in development of the project site. Therefore, existing biological resources onsite and in the immediate vicinity of the site would not be adversely impacted, including trees and Swainson's hawk foraging habitat. The No Project/No Development Alternative would therefore have no impacts to biological resources.

Socio-economic

The No Project/No Development Alternative would not introduce new sources of competition in the City of Davis. The No Project/No Development Alternative would not divert sales from existing businesses; however, the Alternative would not capture any of the sales tax leakage currently occurring in the primary market area, which would potentially have a counterbalancing effect. Overall, this Alternative would be expected to have fewer impacts compared to the Proposed Project.

Hazards

The project site is currently vacant, though the site has a history of agricultural uses, which typically include the use of pesticides. Additionally, the Proposed Project site is adjacent to former Frontier Fertilizer site, which is a source of groundwater pollution. The Alternative would not place buildings on-site, and therefore, impacts to existing groundwater extraction/monitoring wells would not occur. The No Project/No Development Alternative would not place sensitive receptors close to these potential hazards and contaminants. Therefore, the no project alternative would result in no hazardous impacts to sensitive receptors.

Hydrology

Construction of the Proposed Project would result in changes to existing drainage patterns in the project area. Additionally, the Proposed Project would generate urban runoff, which would affect water quality in the area and require treatment of stormwater. Conversely, the No Project/No Development Alternative would not result in construction or an increase in impervious surfaces and the increase in stormwater drainage and runoff. Development of the project site would result in an increase in urban pollutants such as oil and grease, the No project/No Development Alternative would leave the site vacant and undeveloped, thereby avoiding this potential hazard. Overall, compared to the Proposed Project, the No Project/No Development Alternative would result in fewer impacts on hydrology and water quality.

Public Services and Facilities

The No Project/No Development Alternative would not result in the construction of a new commercial center that would require additional public services and utilities in the project area, such as additional water and wastewater infrastructure. The No Project/No Development Alternative would result in fewer impacts associated with public services and utilities than the Proposed Project.

Consistency with Project Objectives:

As this Alternative would not result in any development on the project site, the Alternative does not meet any of the project objectives stated above.

Alternative 6: No Project/Buildout Pursuant to Existing Zoning

The No Project/Buildout Pursuant to Existing Zoning Alternative would entail the development of the project site pursuant to the existing zoning designations for the site. The Davis General Plan designates the 19-acre project site as General Commercial, Public/Semi-Public, and Business Park; and the East Davis Specific Plan designates the project site as Service Commercial, Light Industrial/Business Park, and Public/Semi-Public. The zoning for the site is Mace Ranch Planned Development (PD) #4-88. The following PD #4-88 zoning subareas have been applied to the project site: Light Industrial/Business Park, Service Commercial, and Service Commercial/Park-and-ride.

The City provided two possible scenarios for buildout of the 19-acre project site pursuant to existing zoning. The information provided includes specific site uses and square footages based on an assumed floor area ratio (FAR).

Scenario A (See Figure 5-1)

- Commercial recreation (gym), estimated 28,750 s.f.
 - Restaurant (full service), estimated 15,551 s.f.
 - Service station (fuel w/carwash and convenience store), 8,168 s.f. (assumes 16 fueling stations)
 - Hotel w/ancillary restaurant and retail, estimated 85,464 s.f. (assumes 124 rooms)
 - Office/Light Industrial, estimated 104,740 s.f.
- Total Building Area: 242,672 s.f.**

Scenario B (See Figure 5-2)

- Commercial recreation (gym) estimated 28,750 s.f.
 - New automobile dealership(s), estimated 36,460 s.f.
 - Service station (fuel w/carwash and convenience store) 8,168 s.f. (assumes 16 fueling stations)
 - Office/Light Industrial, estimated 104,740 s.f.
- Total Building Area: 193,667 s.f.**

**Figure 5-1
 Existing Zoning Build-out Scenario A**

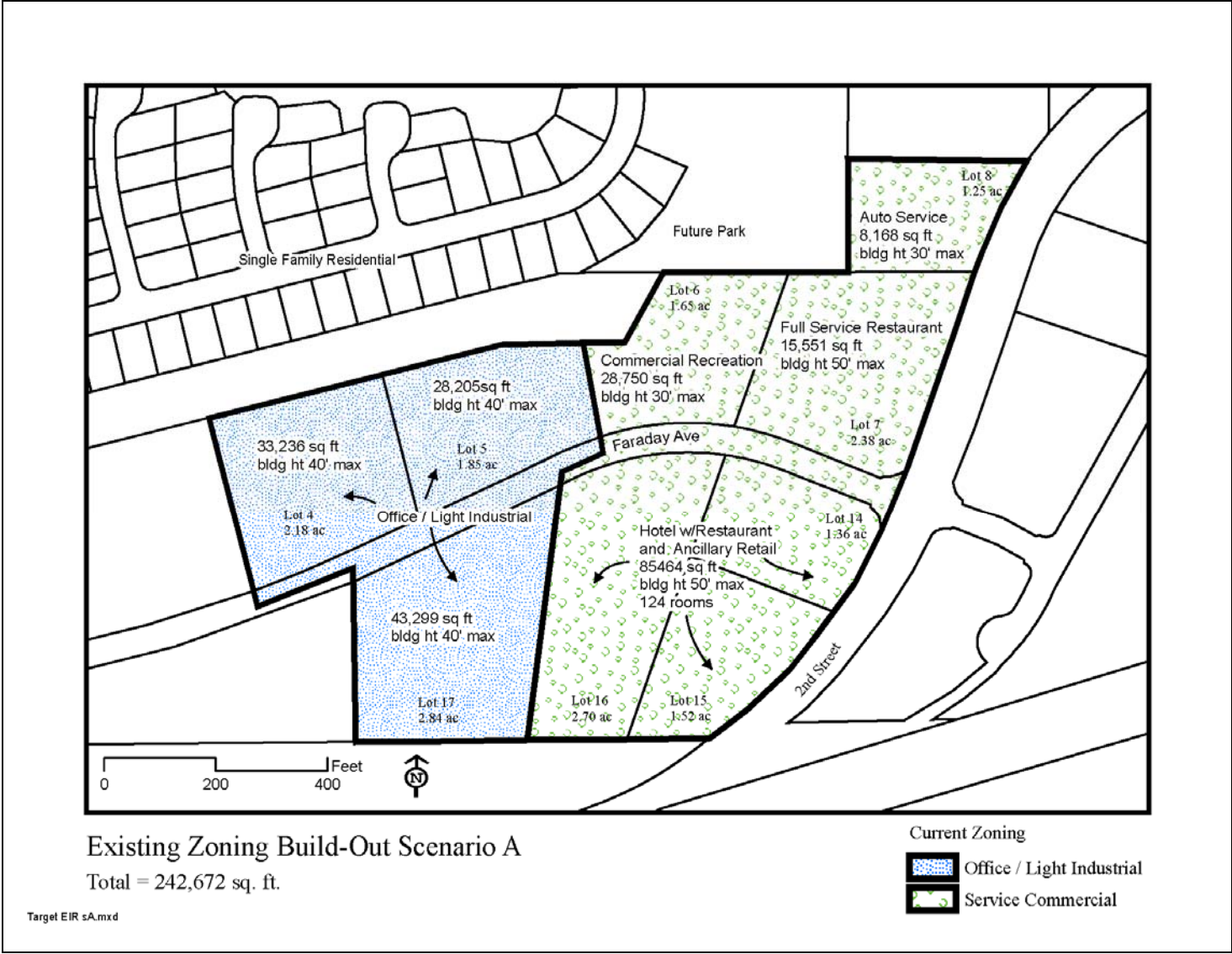
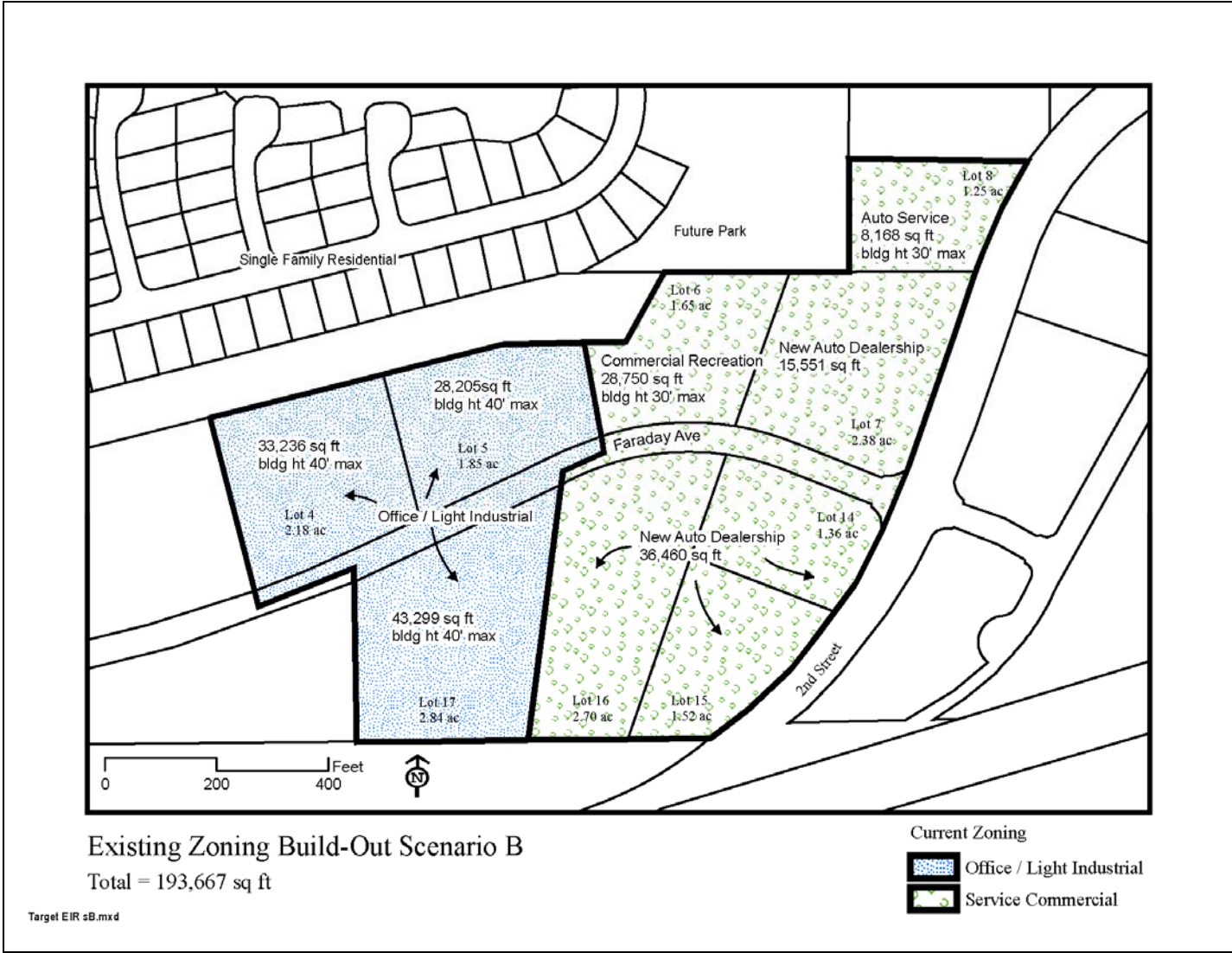


Figure 5-2
Existing Zoning Build-out Scenario B



Environmental Effects:

Aesthetics

The project site currently consists of agricultural land surrounded by residential, light industrial, business park uses and vacant land. The No Project/Buildout Pursuant to Existing Zoning Alternative would result in construction of structures on the project site, and would therefore alter the existing views of the surrounding land uses and would also add new sources of light and glare to the project site. Like the Proposed Project, this Alternative would permanently alter the undeveloped nature of the project site. Overall aesthetic impacts created by this Alternative would be similar to the Proposed Project.

Land Use

The Proposed Project would include the creation of a new land use designation (General Retail) for the City of Davis to accommodate the size of the proposed Target Store. The General Plan and the East Davis Specific Plan designate the site for service commercial, general commercial, light industrial and business park use. The No Project/Buildout Pursuant to Existing Zoning Alternative Scenarios would result in the project site being developed in accordance with the existing land-use designations. Both of the proposed scenarios would result in the development of a similar and potentially greater amount of building square footage compared to the Proposed Project total of 182,842 square feet. Scenario A would result in an increase of approximately 59,830 square feet of building area and Scenario B would increase the square footage by approximately 10,825. Although, the Scenarios for this Alternative would not result in the need to create a new land use designation, the level of development for this Alternative would be similar to that proposed for the Project. Furthermore, Scenario B includes auto dealerships, which would be expected to generate greater light and noise impacts compared to the Proposed Project. Scenario A is also proposed to include a 124 room hotel, which could be expected to create increased aesthetic impacts due to greater building height. Furthermore, Scenario A and B would result in single-story or two-story light industrial/business park buildings that could be closer to the adjacent residential uses to the north and up to 40 feet in height, consistent with the current zoning. Under these scenarios, the potential exists to have second story office windows within line-of-sight to the adjacent residential uses. Overall, the No Project/Buildout Pursuant to Existing Zoning Alternative would result in an anticipated level of development that would be within the expectations set forth in the City's planning documents, and would not include the creation of a new land use designation. However, land use compatibility impacts would be expected to be similar and possibly increased as compared to the Proposed Project due to the uses proposed for this Alternative.

Transportation and Circulation

Fehr and Peers Transportation Consultants conducted an estimated trip count for the Proposed Project and the No Project/Buildout Pursuant to Existing Zoning Alternative scenarios. The No Project/Buildout Pursuant to Existing Zoning Alternative would result in a total increase of 8,009 daily trips for scenario A (See Tables 5-1, 5-2), and 6,752 daily trips for scenario B (Tables 5-3, 5-4). The Proposed Project would result in an estimated total daily trip increase of 9,306. The

development of either of the No Project/Buildout Pursuant to Existing Zoning Alternative scenarios would result in a decrease in daily trips in comparison to the Proposed Project and fewer total impacts.

Table 5-1									
Scenario A: Vehicle Trip Generation Rates									
Proposed Use	Units	ITE Land Use Code	Weekday Trip Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Commercial Recreation (gym) ¹	ksf ²	493	43.00	1.77	1.29	3.06	3.63	2.13	5.76
Full Service Restaurant ³	ksf	932	127.15	5.99	5.53	11.52	6.66	4.26	10.92
Service Station (with car wash and convenience store)	Fueling positions ⁴	946	152.84	5.43	5.21	10.64	6.67	6.67	13.33
Hotel (with restaurant and retail)	Rooms	310	8.17	0.34	0.22	0.56	0.31	0.28	0.59
Office/Light Industrial Business Park	ksf	770	12.76	1.20	0.23	1.43	0.30	0.99	1.29

Notes:
¹ Gym rates are based on minimal data and may be unreliable.
² ksf = 1,000 square feet.
³ AM Peak Hour rates for Restaurant apply only if breakfast is served.
⁴ Fueling positions refers to the maximum number of vehicles that can be fueled simultaneously. Source: Trip Generation Manual (7th Edition), ITE, 2003

Table 5-2								
Scenario A: Trip Generation								
Component	Size¹	Daily	Weekday Trips					
			AM Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Commercial Recreation (gym)	28.75	1,236	51	37	88	104	61	166
Full Service Restaurant ²	15.55	1,977	93	86	179	104	66	170
Service Station (with car wash and convenience store)	16 ³	2,445	87	83	170	107	107	213
Hotel (with restaurant and retail)	124 ⁴	1,013	42	27	69	39	34	73
Office/Light Industrial Business Park	104.74	<u>1,337</u>	<u>126</u>	<u>24</u>	<u>150</u>	<u>31</u>	<u>104</u>	<u>135</u>
Total Trips		8,009	399	257	657	384	373	757

Notes:
¹ See Units in Table 5-1.
² AM Peak Hour trips for Restaurant apply only if breakfast is served.
³ Estimate based on number of fueling stations at nearby gas station, per Nick Pappani's communication with Mike Webb, City of Davis.
⁴ Estimate based on communication with Mike Webb, City of Davis.

Table 5-3									
Scenario B: Vehicle Trip Generation Rates¹									
Proposed Use	Units	ITE Land Use Code	Weekday Trip Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Commercial Recreation (gym) ²	ksf	493	43.00	1.77	1.29	3.06	3.63	2.13	5.76
New Automobile Dealership	ksf	841	33.34	1.52	0.53	2.05	1.03	1.61	2.64
Service Station (with car wash and convenience store)	Fueling positions ³	946	152.84	5.43	5.21	10.64	6.67	6.67	13.33
Office/Light Industrial Business Park	ksf	770	12.76	1.20	0.23	1.43	0.30	0.99	1.29

Notes:

¹ Rates are average per 1,000 square feet (or other units as noted).

² Gym rates are based on minimal data and may be unreliable.

³ Fueling positions refers to the maximum number of vehicles that can be fueled simultaneously.

Source: *Trip Generation Manual* (7th Edition), ITE, 2003

Table 5-4								
Scenario B: Trip Generation								
Component	Size¹	Daily	Weekday Trips					
			AM Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Commercial Recreation (gym)	28.75	1,236	51	37	88	104	61	166
New Automobile Dealership	15.55	519	24	8	32	16	25	41
Service Station (with car wash and convenience store)	16 ²	2,445	87	83	170	107	107	213
New Automobile Dealership	36.46	1,216	55	19	75	38	59	96
Office/Light Industrial Business Park	104.74	<u>1,337</u>	<u>126</u>	<u>24</u>	<u>150</u>	<u>31</u>	<u>104</u>	<u>135</u>
Total Trips		6,752	343	172	515	296	356	651

Notes:

¹ See units in Table 5-3.

² Estimate based on number of fueling stations at a nearby gas station, per Nick Pappani's communication with Mike Webb, City of Davis.

Source: Fehr & Peers Associates, 2006

Air Quality

The City provided two of the most likely scenarios for the buildout of the project site in accordance with the No Project/Buildout Pursuant to Existing Zoning Alternative. Scenario A assumes development of the site as a commercial gym, a full service restaurant, hotel, service station, and office/light industrial park. Scenario B is similar to Scenario A, but replaces the hotel and restaurant uses with two automobile dealerships. The projected emissions from these scenarios and the Proposed Project are included in Table 5-5.

Table 5-5 shows that regional emissions generated by the Proposed Project would be higher than the emissions generated by Scenario A or B in all categories. Therefore, should the project site be built-out pursuant to Scenario A or B, fewer impacts to the air quality would result as compared to the Proposed Project.

	ROG	NO_x	PM₁₀
Proposed Project	56.2	56.2	41.3
Scenario A	50.0	47.6	34.3
Scenario B	41.0	37.8	27.5

Source: Don Ballanti; 2006.

Noise

Both the No Project/Buildout Pursuant to Existing Zoning Alternative and the Proposed Project would create an increase in noise levels due to construction of a commercial/business center, and traffic noise due to the increased number of vehicle trips generated by proposed businesses. The Alternative would result in a total increase of 6,142 to 8,018 daily trips, whereas the Proposed Project would result in 9,306 estimated increase in total daily trips. Therefore, the Alternative would result in a decrease in total noise generated from traffic.

The existing land use designations for the project site includes Service Commercial Sub Area, which would include businesses such as service station/convenience stores, as well as new car dealerships, hotels or restaurants. The remainder of the site is currently designated as a Light Industrial/Business Park Sub Area. The estimated buildout of the current zoning designations would result in the development of buildings totaling between 193,667 to 242,672 total square feet (s.q.).¹ The site plan for the Proposed Project includes the construction of buildings totaling 182,842 s.f. (126,842 s.f. Target plus 10,000 s.f. garden center and pads A-D, totaling

approximately 46,000 s.f.). The implementation of the Alternative would result in a net increase in the total square-footage of buildings on the proposed project site and, given the projected land uses under the current planning designations, the Alternative would result similar, if not greater, increase in noise generation when compared to the Proposed Project.

Though the Alternative would result in a decrease of total estimated vehicle trips for the proposed project area, it would also result in the construction of more buildings and could include a number of noise-generating land uses, such as car dealerships, hotels, gas stations and restaurants. Therefore, the Alternative and the Proposed Project would likely have similar impacts in regards to noise generation on the proposed project site.

Cultural

Both the Alternative and the Proposed Project would result in potentially significant impacts to uncovering previously unearthed cultural resources during construction activities such as grading and excavation. Both the Proposed Project and the No Project/Buildout Pursuant to Existing Zoning Alternative would include grading and excavation of the Proposed Project site and could disturb any previously unearthed cultural resources that may be on site. The resulting impacts to cultural resources of this Alternative would be similar to those of the Proposed Project.

Biology

The No Project/Buildout Pursuant to Existing Zoning Alternative would include construction and grading activities on the project site similar in size and scope to the Proposed Project. Both the Proposed Project and the alternative would include construction of vacant land that would both negatively affect any resident or migratory species that may use the project site. Both this Alternative and the Proposed Project would have possible impacts to the Swainson's hawk, burrowing owl, and migratory birds. Overall, the Alternative and the Proposed Project would have similar impacts.

Socio-economic

The Proposed Project site is currently designated for business and commercial development, and the General Plan anticipates a level of commercial development which would include light industrial and service commercial uses at the Proposed Project site. The Scenarios for this Alternative do not include a large retail store; such as the Target proposed for the Project; therefore, existing retail businesses in the area would not receive as great a level of new competition. However, the existing sales tax leakage in various retail categories would not be captured to the same extent under the Alternative. Furthermore, auto dealerships, while not a category of sales tax leakage, would generate revenue and depending upon the brand, could compete with auto dealerships on the south side of I-80. Overall, the Alternative and the Proposed Project would have similar impacts.

Hazards

The project site is currently vacant and fallow with a history of agricultural uses; these uses would have included the application of pesticides. Disturbance of the site through construction activities could potentially expose construction workers to pesticides. Additionally, the project site is adjacent to the former Frontier Fertilizer site, which is a source of groundwater pollution. Groundwater monitoring/extraction wells are currently located on the project site as part of the remediation program associated with the Frontier Fertilizer site. Similar to the Proposed Project, this Alternative may locate buildings over existing on-site wells and would therefore require relocation of the wells. Overall the No Project/Buildout Pursuant to Existing Zoning Alternative would have impacts similar to those generated by the Proposed Project.

Hydrology

Construction of the No Project/Buildout Pursuant to Existing Zoning Alternative would result in changes to existing drainage patterns in the Proposed Project area. Additionally, similar to the Proposed Project, the Alternative would generate urban runoff, which would affect water quality in the area and require treatment. Therefore, the No Project/Buildout Pursuant to Existing Zoning Alternative and the Proposed Project would have similar effects in regards to the hydrology of the project area.

Public Services and Facilities

Both the Proposed Project and the No Project/Buildout Pursuant to Existing Zoning Alternatives would result in the construction of new structures, which would be expected to result in similar demands to public services and utilities. Additional infrastructure requirements would include additional water and wastewater. Both the Proposed Project and this Alternative would result in similar impacts, resulting in greater demand to the public services and facilities.

Consistency with Project Objectives:

Scenario A and B of this Alternative would not meet the basic project objective of providing a 126,842 s.f. Target Store with a 10,000 s.f. garden center. In addition, this Alternative would conflict with another objective by not creating a financially viable retail center; only a small amount of retail is included in this Alternative. However, this Alternative would still meet most of the other basic objectives, including creating an increase in employment opportunities; provide convenient access to the community and traveling public with a location immediately adjacent to the I-80/Mace Boulevard Interchange; and contribute to the development and usability of the adjacent city park by creating access points that enhance and encourage pedestrian/bicycle circulation.

Alternative 7: Off-site Alternative (Con Agra)

The Off-site Alternative would include the construction of the same project at an alternative site, located at the ConAgra site. The ConAgra site includes 100 acres located within the City of Davis city limits north of Covell Boulevard and east of F Street (Figure 5-3). The southern

portion of the site consists of the old Hunt Wesson industrial site (an abandoned tomato processing plant), while the northern portion consists of farmland. This alternative would include the construction of the same components as the Proposed Project (Target Store, Pads A-D, parking and landscaping) on the southern half of the site. Existing on-site structures would be demolished prior to construction.

**Figure 5-3:
ConAgra Off-site Alternative**



Environmental Effects:

Aesthetics

The ConAgra site currently contains the non-operative former cannery and is designated “Industrial.” The majority of the site is already developed. However, the northern portion of the site is agricultural land. This portion of the project site would not be developed as a result of this Alternative. Furthermore, the portion of the Con Agra site where the Target Store and other structures would be located is currently surrounded by substantial landscaping (including large trees) to the west and the south. The entire site is also designated for development in the General Plan. Overall, impacts to aesthetics would be reduced for this Alternative as compared to the Proposed Project.

Land Use

The Davis General Plan designates the ConAgra site as Industrial. Development of the Proposed Project on this alternative site would require a portion of the project site to be redesignated to General Retail. The Second Street site would also require an amendment to the General Plan to change the land use designation to General Retail. This Alternative would also be expected to result in increased light and noise. The Off-site Alternative would result in placing the Target store and pads A-D near existing residences to the west. However, because this residential area is separated from the Con Agra site by landscaping, a drainage ditch, the California Northern Railroad tracks, and F Street, light and noise impacts could be less intense as compared to the Proposed Project.

Unlike the proposed Project, this Alternative would result in placing people near existing agricultural operations. Although the project is not considered a sensitive use, people walking through parking lots and traveling in and out of the plaza could be exposed to dust, spraying, and other agricultural effects. As a result, the overall effects of this Alternative would be similar those produced by the Proposed Project.

Transportation and Circulation

The total trips generated by the Off-site Alternative would be expected to be similar to the total number of trips generated by the Proposed Project. This Alternative would be expected to have significant impacts to surrounding intersections and would not provide direct access from I-80, resulting in an increase in customer vehicles, semi-trucks, and other heavy vehicles traveling regularly to the site using Mace Boulevard and Covell Boulevard. Furthermore, it may reasonably be expected that a certain percentage of vehicles visiting the project would disperse through nearby residential areas, thereby, increasing traffic volumes in surrounding residential areas. Pedestrian and bicycle access to the Off-site Alternative location would not be as efficient as the bicycle/pedestrian access proposed for the Proposed Project. Therefore, this Alternative would have a greater effect to traffic and circulation than the Proposed Project.

Air Quality

The total vehicle trips generated by the Off-site Alternative would be similar in volume to the total number of trips generated by the Proposed Project. As a result, operational emissions associated with this Alternative would be expected to be the same as the amount generated by the Project. Similarly, the construction emissions associated with the Off-site Alternative would be similar to those generated during construction of the Proposed Project with the exception of demolition of the existing structures at the ConAgra site, which would produce a short-term increase in the release of particulate matter. More residences are generally located within the general vicinity of the Off-site Alternative; therefore, the possibility exists that more people could be subject to temporary construction emission impacts. Overall, this Alternative would be expected to have similar effects to air quality as compared to the Proposed Project.

Noise

Land uses surrounding the Off-site Alternative include train tracks to the west, vacant fields to the north and east, low density residential to the west and high density residential to the south, whereas, the Second Street site is bordered by low density residential to the north. The Off-site Alternative would place the proposed development in close proximity to a greater number of sensitive receptors than the Second Street site. However, due to the greater site area, the site plan for the Off-site Alternative could include an adequate buffer to increase the setback distance of the Target Store and other pads from nearby receptors, which would reduce exposure of residents to rooftop equipment as well as parking lot noise. Given that Covell Boulevard is a designated truck route, the number of trucks traveling through residential areas would be expected to be minimal. The Second Street site would have fewer surrounding sensitive receptors, and would be in close proximity to Interstate 80, decreasing the number of sensitive receptors that may be

affected by the increased traffic. Overall, noise impacts related to the Alternative would be similar to those generated by the Proposed Project.

Cultural

The southern portion of the Off-site Alternative is already developed (and will need to be demolished prior to construction). The northern portion of the Alternative site is currently vacant and used for agricultural purposes. The Draft EIR for the Proposed Project on the Second Street site found that there was a potentially significant impact regarding the discovery of previously unearthed cultural resources during construction activities such as grading and excavation, this concern also persists on the undeveloped northern portion of the Off-site Alternative. Therefore, the overall impacts that would be generated by the Off-site Alternative would be similar to those generated by the Proposed Project.

Biology

The Off-site Alternative would include locating the proposed development on a partially developed project site. The open northern portion of the site likely serves as Swainson's hawk foraging habitat and burrowing owl habitat. Overall, the Off-site Alternative would result in similar impacts related to biological resources compared to the Proposed Project.

Socio-economic

The Off-site Alternative would include the development of a similar size and scale commercial center as the Proposed Project, which would have a similar overall effect on the general socio-economic climate of the surrounding area. However, the possibility exists that because the Off-site Alternative is more removed from freeway access, that the decreased visibility and accessibility of the Target store would lessen the store's ability to draw consumers. As a result, the Off-site Alternative location may not be as attractive a retail location due to decreased visibility to the traveling public. This could result in a decrease in the amount of capture of existing sales tax leakage compared to the Proposed Project. The impact to existing retailers would be similar or less than that of the Proposed Project.

Hazards

The Off-site Alternative is currently occupied by vacant structures that were formerly used as a cannery and tomato processing plant. Potential hazards on-site would include chemical and mechanical remains of past industrial activity on the southern portion of the site. Prior to construction at the Off-site Alternative location, the existing industrial buildings would have to be demolished, all apparent hazardous materials removed, and the site would need to be inspected for further contamination as a result of past industrial uses. The site for the Proposed Project does not contain any structures and would therefore not result in any possible impacts associated with demolition.

Unlike the Off-site Alternative, the Second Street site is in close proximity to the former Frontier Fertilizer site, which is a source of groundwater pollution. Groundwater monitoring wells

associated with the Frontier Fertilizer site, which are currently located on the site for the Proposed Project, would need to be relocated. Although both the Proposed Project and the Off-site Alternative would involve the potential for exposure to hazardous materials, overall, impacts relating to hazardous materials would be expected to be fewer for the Off-site Alternative.

Hydrology

The majority of the Off-site Alternative is currently occupied by vacant structures that were associated with industrial uses. While the development of the off-site alternative would not involve the creation of as many new impervious surfaces as the proposed project site, which is currently vacant and undeveloped land, the Off-site Alternative would involve the demolition of existing structures. Construction-phase grading could potentially involve the release of any chemicals or industrial waste that may remain on the site from previous industrial uses, which could enter receiving waters. Similar to the Proposed Project, construction of the Target store and pads A-D on the site could result in urban pollutants entering receiving waters. Runoff from the site would be expected to be routed to an existing drainage channel west of the site (it is unknown if the drainage canal would have adequate capacity). Overall, the Alternative and the Proposed Project are expected to have similar impacts in regards to hydrology.

Public Services and Facilities

Both the Proposed Project and the Off-site Alternative would result in the construction of new commercial uses, which would require public services and utilities that are not fully in place. The partially developed ConAgra site would have some of the necessary infrastructure already in place. Therefore, the Alternative would result in fewer impacts in regard to public services and facilities.

Consistency with Project Objectives:

The Off-site Alternative would meet the basic project objective of providing a 126,842 s.f. Target Store with a 10,000 s.f. garden center. This Alternative would also meet most of the other project objectives, including creating a financially viable retail center that increases the employment opportunities; and provide Davis residents with much needed retail goods and services. However, this Alternative would be inconsistent with other stated objectives including providing convenient access to the community and traveling public with a location immediately adjacent to the I-80/Mace Boulevard Interchange; and contribute to the development and usability of the adjacent city park by creating access points that enhance and encourage pedestrian/bicycle circulation.

Alternative 8: Alternative Access

The Alternative provides an additional access point to the west of the Target building for semi-trucks and other delivery vehicles (see Figure 5-2). The additional access would be located off of Second Street on the southwestern edge of the project through an extension of Faraday Avenue. The goal of the alternative would be to provide alternative access for the delivery vehicles so there is less potential for conflict with customer traffic.

Environmental Effects:

Aesthetics

This Alternative would provide an alternate entrance for trucks and delivery vehicles on the southwestern edge of the proposed project site. This Alternative would result in the same level of aesthetic impacts as the Proposed Project because the scale of the buildings would not change. Therefore, the Alternative Access project alternative would not have any new aesthetic impacts.

Land Use

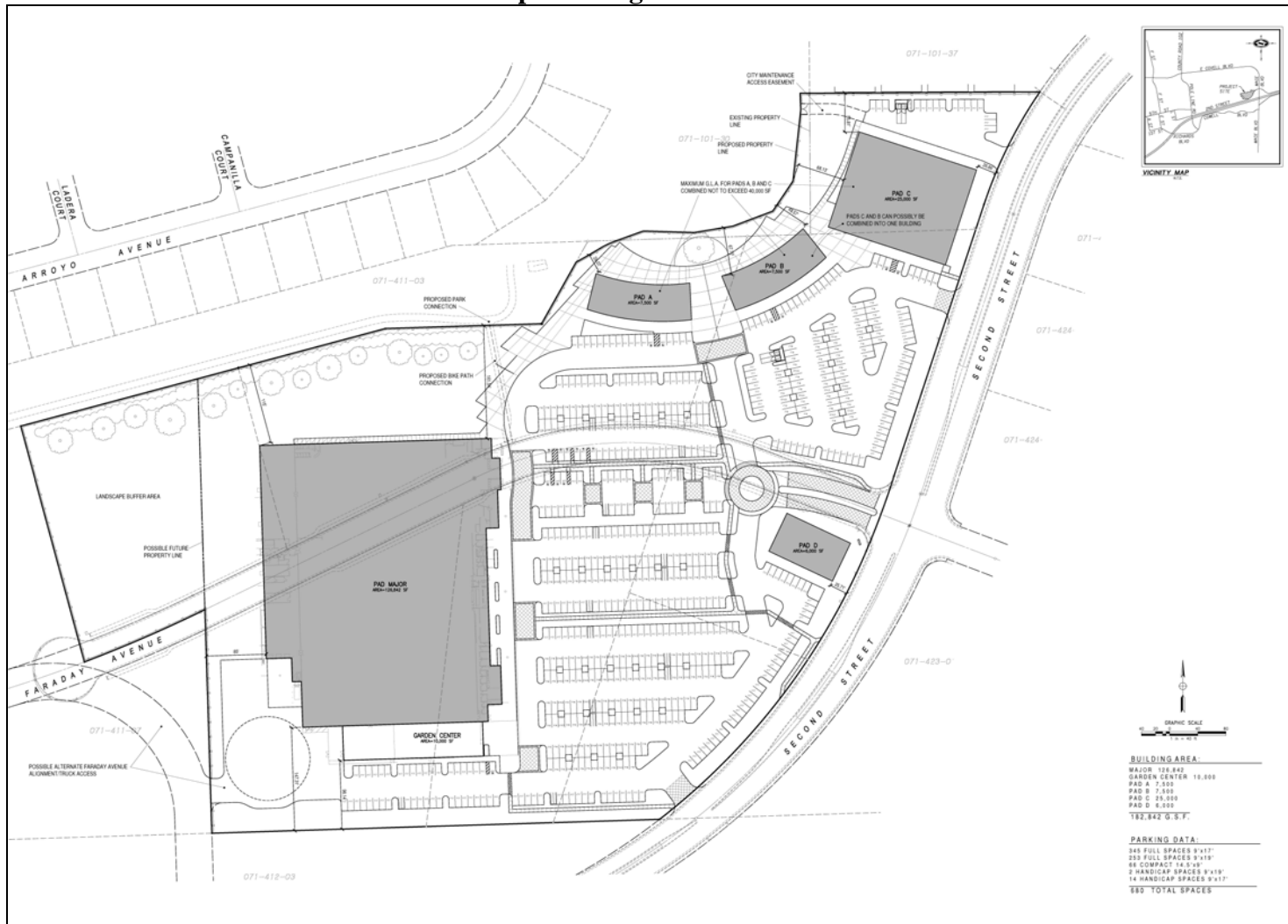
The Alternative Access Alternative would provide an alternate entrance for trucks and delivery vehicles at the southwestern edge of the Proposed Project site. This Alternative does not include any changes to the land uses proposed for the project considered in this EIR with the exception of the small off-site alternative access located southwest of the site. Therefore, similar to the Proposed Project, this Alternative would still require a General Plan and East Davis Specific Plan Amendment and result in compatibility conflicts with adjacent residences to the north. Overall, the Alternative Access project alternative would have similar impacts in regards to changes in land use.

Transportation and Circulation

The Alternative Access Alternative would provide an additional driveway from Second Street at the southwestern portion of the project site and is intended to ultimately loop the roadway through the remainder site. This Alternative would offer delivery vehicles an alternative entrance into the shopping center and help improve circulation throughout the parking lot. Providing an additional roadway at the southwestern portion of the site would facilitate truck access back to Second Street and avoid the trucks having to circulate through the parking lot. The ability to construct the off-site alternative access is dependent upon the cooperation of the adjacent property owner or the City's use of its eminent domain powers.

The primary traffic impacts occurring from implementation of the Proposed Project would be generated by increased vehicles associated with customers. The Alternative Access Alternative would generate the same number of consumers as the square footages and uses would remain the same. Therefore, this Alternative would have similar impacts compared to the Proposed Project. It should be noted that when the Faraday Avenue loop is connected by constructing the remaining piece on the Frontier Fertilizer site as well as the alternative access to Second Street adjacent to the project, the loop road would provide for the balance of the light industrial/business park traffic volumes.

Figure 5-2
Site Map Showing Alternative Access



Air Quality

The Alternative Access Alternative would provide an alternate entrance for trucks and delivery vehicles on the southwestern edge of the project site. This Alternative does not include any changes that would result in increased emissions above what would be generated by the Proposed Project. Therefore, the Alternative would not create any change in the total number of trips generated and would not have any new impacts in regards to in air quality. Impacts resulting from both the Alternative Access Alternative and the Proposed Project include cumulative air quality impacts.

Noise

The Alternative Access Alternative would provide an alternate entrance for trucks and delivery vehicles at the southwestern edge of the project site. The possibility exists that this Alternative would help reduce the noise impacts related to semi-trucks, though these impacts are likely to be small. Furthermore, the alternative access would restrict semi-trucks to the southern portion of the site, further away from the nearby residences. Therefore, although the Alternative would not create any change in the total number of trips generated and would not have any new impacts in regard to noise generation, noise exposure to nearby residents could be less.

Cultural

The Alternative Access Alternative would provide an alternate entrance for trucks and delivery vehicles at the southwestern edge of the project site. The additional access would result in a small expansion of the grading area to allow for the construction of alternative truck access point. Therefore, impacts to unknown cultural resources could be increased for the Alternative Access Alternative should the off-site access area contain additional cultural resources.

Biology

The Alternative Access Alternative would provide an alternate entrance for trucks and delivery vehicles at the southwestern edge of the project site. The additional access would result in a small expansion of the grading area to allow for the extension of Faraday Avenue that would expand the surface area of the site. As a result, additional Swainson's hawk habitat would be converted. Although this Alternative would result in an additional loss of Swainson's hawk habitat, overall, the Alternative would have similar impacts as compared to the Proposed Project in regard to biological resources.

Socio-economic

The Alternative Access Alternative would provide an alternate entrance for trucks and delivery vehicles on the southwestern edge of the project site. This Alternative does not include any changes regarding commercial/retail square footage, which would impact

socio-economic issues. Therefore, the Alternative would have similar impacts in regard to socio-economic conditions.

Hazards

The Alternative Access Alternative would provide an alternate entrance for trucks and delivery vehicles. This Alternative does not include any changes that would impact hazards on the project site. However, the off-site access roadway would be located on the Frontier Fertilizer site, which could result in release of hazardous materials during construction of the roadway, although thought to be minimal based on early consultation with EPA. Therefore, the Alternative could have slightly increased impacts in regard to potentially hazardous conditions.

Hydrology

The Alternative Access Alternative would provide an alternate entrance for trucks and delivery vehicles on the southwestern edge of the site. This Alternative includes only minor changes that would impact hydrology on the project site, including additional paving surfaces for the off-site access point. Overall, the Alternative access project alternative would have similar impacts in regard to hydrology.

Public Services and Facilities

The Alternative Access Alternative would provide an alternate entrance for trucks and delivery vehicles on the southwestern edge of the project site. This alternative does not include any changes that would impact public services and facilities for the site. Provision of an alternate entry to the southwest edge of the site could be a benefit to public safety vehicles. Therefore, the Alternative would have similar or fewer impacts in regards to public services and facilities.

Consistency with Project Objectives:

Similar to the Proposed Project, the Alternative Access Alternative would be expected to meet all of the stated project objectives.

Alternative 9: Reduced Project Size

The Reduced Project Size Alternative includes two variations on the basic approach of reducing the overall size of the Proposed Project. The first variation, herein referred to as the Reduced Project Size Alt. A, involves eliminating pads A-D from the project. The removal of these pads would decrease the total commercial/retail square footage of the Proposed Project by approximately 46,000 square feet. The second variation, herein referred to as Reduced Project Size Alt. B., involves reducing the Target Store size from 136,842 s.f. to 90,000 s.f. while retaining pads A through D. It should be noted that for both of these alternative variations, in the near-term, these variations would result in a decreased level of development on-site. However, in the future, the northeastern corner of

the project site could be developed for uses consistent with the current land use designations. Site-specific environmental review would be required at that time. The below analysis is limited to the portion of the project site being proposed for development under this Alternative; as the northeastern corner of the project site would be required to undergo subsequent environmental review at such time that an application is submitted for those parcels.

Reduced Project Size Alt. A

Environmental Effects:

Aesthetics

The project site currently consists of vacant lands. The Reduced Project Size Alt. A would reduce the total structures built from five to one and would completely eliminate the structures planned for the eastern portion of the site. A reduction in total parking lot space and the associated landscaping is also implied by this alternative. The decrease in parking and building pads would result in a slight decrease in the amount of light emitted from the project from both parking lot lighting and light generated from buildings. However, the possibility exists that because the pad buildings are not included in this Alternative, the adjacent residences could actually be subject to more light and glare and noise due to their greater level of exposure. Overall, this Alternative could have a similar overall aesthetic effect.

Land Use

The Reduced Project Alt. A would not result in the entire project site being rezoned and designated for large-scale commercial uses and would possibly leave a portion of the project area vacant, but available for future development as intended in the General Plan and the East Davis Specific Plan. In addition, the Reduced Project Alt. A could result in increased noise and light impacts as the residences north of the site would not be shielded by the pad buildings. Overall, the total impacts relating to land use for the reduced size project alternative would be similar to those of the Proposed Project.

Transportation and Circulation

The Reduced Project Size Alt. A would involve a decrease in the total amount of commercial square footage by approximately 46,000; as a result, a decreased number of total trips generated by the Proposed Project would occur. Therefore, this Alternative would have less-intense total traffic impacts than the Proposed Project. However, even considering the reduction in vehicle trips, intersection impacts would still be expected for the Alternative.

Air Quality

The Reduced Project Size Alt. A would involve a decrease in the total amount of commercial square footage by approximately 46,000 on the project site. This would in turn result in a lower total trip volume to the site and a decrease in the total air emissions from vehicle trips generated to and from the commercial center. Therefore, this Alternative would have fewer total impacts than the Proposed Project in relation to air quality.

Noise

The Reduced Project Size Alt. A would result in a decrease in total vehicle trips to the project site as well as a decrease in the number of structures. This would result in a decrease in the total noise generated by the project. However, the Reduced Project Size Alt. A would remove the three structures planned for the northeastern portion of the site that may act as insulators between the parking lot/traffic on Second Street and the residential park area to the north. As a result, though the Alternative would result in a decrease in the total number of vehicle trips and traffic in the area, the absence of those structures as shielding features may negate a portion of that decrease. The EIR determined that the primary noise source from the Proposed Project would result from HVAC equipment on the rooftops of the Target store. This source of noise would still exist under the Alternative. Therefore, though the total noise generated by the site could decrease, the overall impacts would be similar to the Proposed Project.

Cultural

Both the Alternative and the Proposed Project would result in potentially significant impacts to uncovering previously unearthed cultural resources during construction activities such as grading and excavation. Although this Alternative involves eliminating the pad buildings, the expectation is that the same site area would be impacted because the remainder area would be either landscaped or would undergo other improvements. Therefore, the Reduced Project Size Alt. A would have similar effects in regards to cultural resources compared to the Proposed Project.

Biology

The Reduced Project Size Alt. A would result in development of the project site and the disruption of existing habitats on the Proposed Project site. Although this Alternative involves eliminating the pad buildings, the expectation is that the same site area would be impacted because the remainder area would be either landscaped or would undergo other improvements. Therefore, the Reduced Project Size Alt. A would have similar impacts to biology compared to the Proposed Project.

Socio-economic

The Reduced Project Size Alt. A would decrease the total commercial development by four structures totaling approximately 46,000 square feet. This is a notable decrease in the total retail square footage constructed by the Proposed Project. Eliminating retail pads A through D could decrease the project's competition with existing retailers. However, it should be noted that a decrease in the square footage would result in less capture of current sales tax leakage.

Hazards

The Reduced Project Size Alt. A would eliminate building pads A through D on the project site. Construction of pads A through D and associated infrastructure may require the relocation of existing groundwater wells. Therefore, because the Alternative would eliminate the building pads, this potential impact would not occur. All other potential impacts that would result from implementation of the Proposed Project would occur with the Alternative (e.g., pesticides, on-site debris).

Hydrology

The Reduced Project Size Alt. A would decrease the total number amount of impermeable surfaces created by the Proposed Project. This would decrease the total stormwater drainage that would need to be treated and be drained into the Mace Channel. Therefore, the Reduced Project Size Alt. A would result in fewer impacts in regards to hydrology.

Public Services and Facilities

The Reduced Project Size Alt. A would decrease the total number of buildings on the project site. This would reduce the site's need for water, wastewater and other public services and facilities. Therefore, the Reduced Project Size Alt. A would result in fewer total impacts in regards to public services and facilities.

Consistency with Project Objectives:

The Reduced Project Size Alt. A would not entirely meet the basic project objective of providing a 126,842 s.f. Target Store with a 10,000 s.f. garden center, and approximately 46,000 sq. ft. of additional retail and restaurant space. However, this Alternative would still meet the other project objectives, including creating a financially viable retail center that increases the employment opportunities; provide convenient access to the community and traveling public with a location immediately adjacent to the I-80/Mace Boulevard Interchange; contribute to the development and usability of the adjacent city park by creating access points that enhance and encourage pedestrian/bicycle circulation; and provide Davis residents with much needed retail goods and services.

Reduced Project Size Alt. B

Environmental Effects:

Aesthetics

The project site currently consists of vacant lands. The Reduced Project Size Alt. B would reduce the Target Store by approximately 46,842 square feet and possibly relocate the store further south. The decrease in Target Store size would result in an increased buffer between the Target Store and adjacent residential uses to the north; thereby, reducing aesthetic impacts as compared to the Proposed Project.

Land Use

The Reduced Project Alt. B would result in the entire project site being rezoned and designated for large-scale commercial uses as would the Proposed Project. The Reduced Project Alt. B could result in decreased noise and light impacts to the residences north of the site because the smaller Target Store would allow for a greater buffer between the store and the residences. Overall, the total impacts relating to land use for the Reduced Project Size Alt. B would be similar to those of the Proposed Project.

Transportation and Circulation

The Reduced Project Size Alt. B would involve a decrease in the total amount of commercial square footage by approximately 46,842; as a result, a decreased number of total trips generated by the Proposed Project would occur, although marginally. Therefore, this Alternative would have less-intense total traffic impacts than the Proposed Project. However, even considering the reduction in vehicle trips, intersection impacts would still be expected for the Alternative.

Air Quality

The Reduced Project Size Alt. B would involve a decrease in the total amount of commercial square footage by approximately 46,842 on the project site. This would in turn result in a lower total trip volume to the site and a decrease in the total air emissions from vehicle trips generated to and from the commercial center. Therefore, this Alternative would have fewer total impacts than the Proposed Project in relation to air quality.

Noise

The EIR determined that the primary noise source from the Proposed Project would result from HVAC equipment on the rooftops of the Target store, although the noise levels generated by this source would not generate noise greater than the City's thresholds at

adjacent residential backyards. This source of noise would still exist under the Alternative but would be shifted further south. Therefore, though the total noise generated by the site could decrease, the overall impacts would be similar to the Proposed Project.

Cultural

Both the Alternative and the Proposed Project would result in potentially significant impacts to uncovering previously unearthed cultural resources during construction activities such as grading and excavation. However, the Alternative would involve the disturbance of a smaller total area for grading and construction of the proposed Target store, albeit, marginally. Therefore, the Reduced Project Size Alt. B would have similar total effects in regards to cultural resources compared to the Proposed Project.

Biology

The Reduced Project Size Alt. B would result in development of the project site and the disruption of existing habitats on the Proposed Project site. Although this Alternative involves a smaller Target store, the expectation is that the same site area would be impacted because the remainder area would be either landscaped or would undergo other improvements. Therefore, the Reduced Project Size Alt. B would have similar impacts to biological resources compared to the Proposed Project.

Socio-economic

The Target Store would be reduced by approximately 46,842 square feet. This is a notable decrease in the total retail square footage constructed by the Proposed Project. Decreasing the size of the Target Store, could decrease the project's competition with existing retailers. However, a decrease in the square footage would result in less capture of current sales tax leakage and potentially a less viable Target store.

Hazards

The Reduced Project Size Alt. B would reduce the Target Store size. Piezometers PC-1B and groundwater monitoring well cluster OW-8 are located at the northern portion of where the Target Site Plan is proposed. In reducing the Target Store by 46,842 s.f., the possibility exists to relocate the Target further south; thereby, avoiding the need to relocate these. All other potential impacts that would result from implementation of the Proposed Project would occur with the Alternative (e.g., pesticides, on-site debris). Overall, this Alternative could result in fewer hazard impacts as compared to the Proposed Project.

Hydrology

The Reduced Project Size Alt. B would decrease the total amount of impermeable surfaces created by the Proposed Project. This would decrease the total stormwater drainage that would need to be treated and be drained into the Mace Channel. Therefore, the Reduced Project Size Alt. B would result in fewer impacts in regards to hydrology.

Public Services and Facilities

The Reduced Project Size Alt. B would decrease the total amount of structure on the project site. This would reduce the site's need, albeit marginally, for water, wastewater and other public services and facilities. Therefore, the Reduced Project Size Alt. B would result in fewer total impacts in regards to public services and facilities.

Consistency with Project Objectives:

The Reduced Project Size Alt. B would not entirely meet the basic project objective of providing a 126,842 s.f. Target Store with a 10,000 s.f. garden center, and approximately 46,000 sq. ft. of additional retail and restaurant space. It should also be noted that reducing the Target Store size is not considered to be an option by the project applicant as the 126,842 s.f. store is the smallest new construction store size. However, this Alternative would still meet the other project objectives, including creating a financially viable retail center that increases the employment opportunities; provide convenient access to the community and traveling public with a location immediately adjacent to the I-80/Mace Boulevard Interchange; contribute to the development and usability of the adjacent city park by creating access points that enhance and encourage pedestrian/bicycle circulation; and provide Davis residents with much needed retail goods and services.

Environmentally Superior Alternative

In order to assist the Lead Agency, an EIR is requested to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. In addition, §15126(d)(2) of the CEQA Guidelines states that “if the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

Designating a superior alternative depends in large part on what environmental effects one considers most important. The determination of which impacts are more important is left to the reader and to the decision-makers. Finally, it should be noted that the environmental considerations are one portion of the factors that must be considered by the public and the decision makers in deliberations on the Proposed Project and the alternatives. Other factors of importance include urban design, economics, social factors, and fiscal considerations.

For this project, the environmentally superior alternative would result in development of the site under the Reduced Project Size Alt. A. Transportation and Circulation impacts would be reduced because fewer vehicle trips would occur in the area; thereby reducing Traffic and Air Quality impacts. In addition, Hydrology and Water Quality impacts would be reduced via the Reduced Project Size Alt. A because impervious surface area would be less as compared to the Proposed Project due to the reduced number of structures, parking lot area and infrastructure developed. Aesthetics and Public Services and Utilities impacts would be reduced compared to the Proposed Project because fewer infrastructure improvements would be needed due to the decreased retail square footage.

However, a number of impacts generated by the Proposed Project would still remain if the Reduced Project Size Alt. A were implemented. Impacts relating to hazardous materials and the increase in urban pollutants, though slightly reduced, would still be present and potentially significant.

End Notes

¹ Email: Land Use Assumptions for Current Zoning from Michael Webb, Economic Development Coordinator, City of Davis Community Development Department.