3 PROJECT DESCRIPTION

3.1 INTRODUCTION
Consistent with the California Environmental Quality Act (CEQA) Guidelines, Section 15124, the Project Description chapter of this EIR contains details regarding the precise location and boundaries of the proposed project; a list of project objectives; a general description of the project’s technical characteristics; a list of the agencies expected to use this EIR in their decision-making; and a list of permits and other approvals required for the University Commons Project, previously referred to as the University Mall Redevelopment project.

3.2 PROJECT LOCATION
The 8.25-acre project site is located in the City of Davis, California, north of Russell Boulevard, east of Sycamore Lane, and west of Anderson Boulevard (see Figure 3-1 and Figure 3-2). Regional access to the site is provided by State Route (SR) 113, located approximately 0.3-mile west of the site. The site is identified by Yolo County Assessor’s Parcel Number (APN) 034-253-007.

3.3 PROJECT SETTING AND SURROUNDING USES
The following sections provide discussions of the project site’s setting and surrounding land uses.

Project Site Setting
The project site consists of the existing University Mall, a community shopping center that includes a variety of commercial uses and restaurants. Current tenants of the University Mall include Cost Plus World Market, Starbucks, Fluffy Donuts, and smaller shops and services. Professional offices are located on a partial second floor. A Trader Joe’s grocery store is situated on a stand-alone pad in the southwest portion of the site that fronts onto Russell Boulevard, at the northeast corner of the intersection of Russell Boulevard and Sycamore Lane. While the project site contains the existing 13,200-square-foot Trader Joe’s building, the building would not be altered or redeveloped as part of the project.

The original University Mall buildings are located on the northern portion of the roughly rectangular site. In addition to the existing structures, the project site contains a paved parking lot that provides approximately 427 parking spaces and extends throughout the south, east, and west portions of the site. Mature trees are located in parking lot landscape islands. Access to the project site is provided by a main access point at Russell Boulevard and several driveways along Sycamore Lane and Anderson Road.

Surrounding Land Uses
Land uses surrounding the project site include an ARCO service station with a mini-mart located adjacent to the southeast border of the site at the northwest corner of the intersection of Russell Boulevard and Anderson Road, the Davis Chinese Christian Church and Rite Aid pharmacy located east of the site across Anderson Road, and the University of California, Davis, (UC Davis) campus to the south of the site across Russell Boulevard.
Figure 3-2
Project Location Map

Redevelopment Area
Existing Trader Joe’s Building to Remain Unchanged

Sycamore Lane Apartments
Davis Chinese Christian Church
ARCO Gas Station
Rite Aid
University Court
UC Davis Campus

University
Court

University Commons Project
November 2019
Uses on the UC Davis campus in the project vicinity include a softball field (La Rue Field) and student housing (The Atriums Apartments/Russel Park Apartments). A three-story apartment complex (University Court) is located west of the project site, across Sycamore Lane. The site is bounded to the north by the two-story Sycamore Lane Apartments complex.

The drive aisle associated with the Sycamore Lane Apartments is separated from the project site by a masonry and steel fence along the northern site boundary. The north side of the fence is lined with trees and shrubs.

### 3.4 PROJECT SITE BACKGROUND

The University Mall originally opened in 1966. In 1970, 20,000 sf of commercial space was added to the mall to accommodate the Lawrence’s department store. The Davis Graduate restaurant and sports bar was built in the 1970s and became the anchor restaurant for the University Mall. In 1984, the west portion of the University Mall building was added to house a Safeway grocery store and in 1999, the University Mall was renovated and some tenants were relocated within the site. In 2004, the University Mall property was acquired by Centro Watt (now known as Brixmor Property Group, Inc.), the second-largest owner of community and neighborhood shopping centers in the United States. In 2010, Trader Joe’s market was constructed within the southwestern portion of the site. Over the years, many tenants have occupied spaces in the University Mall, including Pay n’ Save, Payless, Rite Aid, Gottschalk’s department store, Harvest Market, The Wherehouse, and several restaurants. The University Mall was one of the first retail centers in Davis, serving residents and students.

Per the City’s General Plan, the proposed project site is designated Community Retail. The Community Retail designation allows for retail uses at a maximum floor-to-area ratio (FAR) of 0.50. Residential uses are permitted with approval of a Conditional Use Permit at a FAR of 0.15. The site is zoned PD #2-97B (Neighborhood Commercial Center). The Planned Development (PD #2-97B) applicable to the property was approved by the City in 2006 and establishes a building height limitation of 50 feet and allows residential uses above the ground floor.

### 3.5 PROJECT OBJECTIVES

The following objectives have been developed by the City of Davis and the project applicant for the proposed project:

1. Develop a vibrant mixed-use center that maintains and enhances the community and neighborhood retail uses and services and incorporates complementary residential uses.
2. Increase the supply and variety of housing options close to employment centers and convenient for daily needs.
3. Create a diverse community that utilizes the site’s proximity to the UC Davis campus and provides housing for students, employees, and university-related personnel.
4. Foster a sustainable community that addresses building efficiency, transportation, efficient use of land, and reduces the community’s carbon footprint and vehicle miles travelled.
5. Redevelop and revitalize an aged, existing shopping center with a financially feasible, vertical mixed-use project consistent with SACOG’s sustainable community strategies.
6. Increase the variety of retail providers and uses in the City.
7. Increase the capture of local sales tax through increased retail activity within City limits.
8. Increase the opportunity for vehicle trip reduction through the provision of additional housing within close proximity to the UC Davis campus, additional employment and new retail uses.

9. Develop a vertical mixed-use infill project that balances adequate parking needs between commercial and residential uses.

### 3.6 PROJECT COMPONENTS

The proposed project is an infill project that would include the demolition of approximately 90,563 sf of the existing University Mall building to create a mixed-use development (see Figure 3-3). Generally, buildout of the proposed project would result in the addition of 264 new multi-family residential units and approximately 136,800 sf of retail space. As noted above, the existing 13,200-sf Trader Joe’s building is not part of the redevelopment area and will remain at the current location.

As shown in Table 3-1 below, the proposed project would result in development of a total of 795,300 sf.

<table>
<thead>
<tr>
<th>Proposed Building Area</th>
<th>Square Feet</th>
<th>Residential Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Area</td>
<td>412,500</td>
<td>264</td>
</tr>
<tr>
<td>Retail Area</td>
<td>136,800</td>
<td>-</td>
</tr>
<tr>
<td>Parking Garage</td>
<td>246,000</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Project</strong></td>
<td><strong>795,300</strong></td>
<td><strong>264</strong></td>
</tr>
</tbody>
</table>

Note: The square footage for ‘Retail Area’ does not include the Trader Joe’s building as it will not be redeveloped as part of the proposed project, but will remain in its current form.

The following sections provide details related to the project components, which include retail development, residential development, parking and access, and retail loading docks.

**Retail Development**

As stated above, the proposed project would include the demolition of approximately 90,563 sf of the existing University Mall building and construction of approximately 136,800 sf of retail space. This would result in an increase of approximately 46,237 sf of retail space (136,800 sf to 90,563 sf) compared to the existing shopping center. Figure 3-4 shows the ground-level retail plan for the proposed project. The development of 136,800 sf of retail space would accommodate shops, restaurants, and other associated uses. A total of eight retail areas, identified as Retail 1 through Retail 8 in Figure 3-4, are proposed. As shown in Figure 3-4, Retail 1 through Retail 6 would be constructed generally within the footprint of the existing University Mall and underneath the proposed residential units, while Retail 7 and Retail 8 would be new, free-standing buildings added to the site adjacent, or in proximity to, Russell Boulevard. Table 3-2 below, provides a summary of the square footage for the proposed retail structures.
Figure 3-4
Ground-Level Retail Plan
Table 3-2
Retail Square Footage Summary

<table>
<thead>
<tr>
<th>Building</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail 1</td>
<td>20,000</td>
</tr>
<tr>
<td>Retail 2</td>
<td>24,000</td>
</tr>
<tr>
<td>Retail 3</td>
<td>13,500</td>
</tr>
<tr>
<td>Retail 4</td>
<td>14,400</td>
</tr>
<tr>
<td>Retail 5</td>
<td>24,900</td>
</tr>
<tr>
<td>Retail 6</td>
<td>6,000</td>
</tr>
<tr>
<td>Retail 7</td>
<td>18,000</td>
</tr>
<tr>
<td>Retail 8</td>
<td>16,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>136,800</strong></td>
</tr>
</tbody>
</table>

Note: The square footage does not include the Trader Joe’s building as it will not be redeveloped as part of the proposed project, but will remain in its current form.

Residential Development
In addition to the retail development discussed above, the proposed project would include development of 264 multi-family residential units. The layout of the residential portion of the proposed project would consist of four levels of residential uses over three levels of parking and four levels of residential uses over retail uses (see Figure 3-5). The residential portion of the project would be arranged around three separate courtyards, one of which would contain an outdoor lounge area, which may potentially include a pool, as well as additional amenities such as a fitness room, bicycle storage, a bike repair station, and a rooftop terrace.

The 264 multi-family residential units would include a mix of unit types with a total of 622 bedrooms and 894 beds. The final mix of unit types will be determined with the final project plans. Upon project completion, the residential portion of the proposed project would include approximately 412,500 sq ft of building space and have a density of approximately 32 units per acre. Due to the immediate proximity of the project site to the UC Davis campus and the demand for student housing, the proposed residential development would be focused on student use, but would be available for non-students as well.

Building Heights
The proposed project structures would range in height, as show in Figure 3-6. At buildout, the redeveloped University Commons building would be seven stories and approximately 80 feet in height (see green outline in Figure 3-6), with the northeast portion along Anderson Road stepping down to three stories and 44 feet in height (see blue outline in Figure 3-6). It is important to note that the front façade of the seven-story building, as viewed from Russell Boulevard, would have articulation to help soften the appearance of the building. For example, the central portion of the building façade would consist of the amenity deck at a height of approximately 32 feet. The free-standing Retail 7 and 8 buildings would be approximately 32 feet in height.
Figure 3-5
Site Amenities Cross-Section
Parking, Access, and Circulation

Parking for the proposed project would be provided by 693 total parking spaces, which would consist of 264 spaces designated for residential use and 429 spaces designated for retail use.

According to Davis Municipal Code, the City parking requirement for community shopping centers is one space per 350 square feet of non-residential use plus one space per dwelling unit. Therefore, with a proposed 150,000 square feet of retail space and 264 dwelling units, the project would comply with the established City parking requirements, as calculated below:

\[
\begin{array}{ccc}
\text{Retail space} & 150,000 \text{ square feet @ one space per 350 square feet} & 429 \text{ spaces} \\
\text{Residential space} & 264 \text{ dwelling units @ one space per dwelling unit} & + 264 \text{ spaces} \\
\text{Total} & & 693 \text{ spaces}
\end{array}
\]

Moreover, the project site is currently within a Planned Development zone and the proposed project would include a rezone to a new Planned Development zone. According to the City’s Municipal Code, Planned Development zoning is intended to allow for flexibility in development standards in order to promote creative development approaches, efficient use of land, a variety of development styles, and responsiveness to new technologies. The Planned Development zoning for the project would allow the City to evaluate the specific project proposal, including the proposed parking supply and anticipated parking demand, and adjust the parking requirement as appropriate in the project entitlements.

On-site electric vehicle and car-sharing spaces would be provided in compliance with City requirements; and an electric vehicle charging parking plan would be developed to accommodate future growth for additional electric vehicles.

Vehicle parking would be provided both by an above-ground parking structure and surface parking. Parking management for the structured parking and surface level parking would be actively supervised by on-site property management and regulated by access control technology.

Vehicle Parking

Parking Structure

Retail and residential parking spaces would be provided by a new, three-story parking garage with 518 total spaces. The first and second levels of the parking garage would be dedicated to retail parking. The third level of the parking garage would be dedicated parking spaces for the proposed residential units. Entrance to the structured parking would be regulated by access controls to restrict retail parking to the first and second levels and residential parking to the third level. Garage parking for retail customers would be free, while residential parking stalls would be billed to residential tenants on a monthly basis. A time limited visitors parking area would be provided for guests visiting residents. Limited overnight resident guest parking would be allowed by permit only. Parking management and permits would be issued, monitored, and enforced by on-site management.

Each level of the proposed parking structure would incorporate green wall screens to minimize the amount of light trespass and glare from vehicle headlights on the adjacent apartments to the north.
Surface Parking
An additional 175 retail parking spaces would be provided within the surface-level parking lot. Surface level parking would be free to retail customers only and would not be permitted for residential parking, residential guest parking, or student parking during business hours.

Bicycle Parking
A total of 1,018 bicycle parking spaces would be included as part of the proposed project, including on each level of the proposed parking structure. More specifically, bicycle parking would include 335 short-term spaces (32 percent of total) and 683 long-term spaces (68 percent of total). The majority of long-term bicycle parking (536 long-term spaces) would be provided on various levels within the proposed parking structure, with access provided via elevator. These spaces would be primarily utilized by project residents. An enclosed 80-space short-term bicycle storage area on the first floor of the parking structure would include benches and lockers and would be ideally suited for project employees. The remaining short-term bicycle parking would be scattered throughout the site near driveways or retail entry/exit points. These would include some covered parking spaces, including a large cluster of covered short-term bicycle parking at the southeast corner of the project site along Russell Boulevard. Separate bicycle and vehicle entrances would be provided on the north elevation of the parking garage.

City Code would require 802 total bicycle parking spaces, including 291 short-term spaces and 511 long-term spaces. Therefore, the proposed bicycle parking supply would exceed the minimum City requirements by 216 spaces.

Access
The existing University Mall site consists of two vehicular accesses on Sycamore Lane (both full access), three vehicular accesses on Anderson Road (two full access, one right-in/right-out only), and two vehicular accesses on Russell Boulevard (no full access, both right-in/right-out only). The proposed project would eliminate one of the full access driveways on Anderson Road, but would not materially alter the remaining vehicular access points.

Retail Loading Docks
Access to loading docks for the proposed ground-level retail development, as well as the proposed parking garage, would be provided by a 24-foot-wide drive aisle situated along the northern elevation of the proposed structure. As shown in Figure 3-7 and Figure 3-8, truck loading docks for the proposed retail development would be sealed and partially enclosed by a wall for noise abatement during loading and unloading activities.

Alternative Transportation
The proposed project is located within a Transit Priority Area, as defined by the Sacramento Area Council of Governments (SACOG). Transit Priority Areas are typically defined as areas within 0.5-mile of a major transit stop, including existing or planned light rail, street car, train station, or the intersection of two or more bus routes, or an existing or planned high-quality transit corridor.

The project site is located directly adjacent to the Russell Boulevard high quality transit corridor, which is served by Unitrans bus line routes B, C, G, J, K, P, and Q. In addition, Russell Boulevard is served by Yolobus Route 220, which provides commuter transit to and from Winters and Vacaville. Nearby Yolobus stops located on F Street and the UC Davis Memorial Union provide commuter transit to Sacramento. Yolobus Route 42, which provides service to the Sacramento
International Airport, includes a bus stop located north of the project site at the intersection of Anderson Lane and Hanover Drive.

The primary bus stops serving the project site are located on Anderson Road north of Russell Boulevard, Sycamore Lane north of Russell Boulevard, and Russell Boulevard west of Sycamore Lane. All stops are equipped with bus stop signs. Shelters are provided at the northbound stop on Anderson Road and the southbound stop on Sycamore Lane. The southbound Anderson Road bus stop, located immediately on the eastern project site limits, is heavily utilized during the AM peak hour, particularly by UC Davis students commuting into campus.

The proposed project would include the provision of pedestrian walkways throughout the property, as well as access to existing off-street bikeways adjacent to the site. Surrounding roadways, including Sycamore Lane and Anderson Road, include marked bike lanes and Russell Boulevard provides access to the City’s off-street bicycle loop path.

**Landscaping**

The proposed project would retain the majority of existing landscaped areas and separated sidewalks along the project site frontages at Sycamore Lane, Russel Boulevard, and Anderson Road. Of the 98 on-site trees, 49 trees were deemed by the project arborist to be in poor to fair-poor structural condition. The arborist recommended 42 of these trees be removed due to their poor condition and suitability for preservation. An additional 40 trees would be removed due to conflicts with the proposed site layout.
The proposed project would result in the removal of 82 on-site trees. The remaining 16 on-site trees would be preserved. An additional 11 trees nearby in the roadway median that would be retained.

**Utilities and Service Systems**
The proposed project would include new fire water and domestic water connections to the City’s existing 12-inch water line located within Sycamore Lane to the west of the site and the 10-inch water line located in Anderson Road to the east of the site. The new 10-inch diameter loop created by the proposed fire water line would include backflow preventers that would prohibit water from flowing through the site (through private water lines) back into the public water system.

With regard to wastewater collection infrastructure, an eight-inch sewer main is located in Sycamore Lane to the west of the site and a six-inch sewer main is located in Anderson Road to the east of the site. A six-inch lateral extends eastward from the Sycamore Lane sewer main into the project site adjacent to the existing Trader Joe’s grocery store. The proposed project would include a new six-inch sanitary sewer line extending westward into the site from the existing sewer main in Anderson Road. In addition, the project would include a new sewer line and manhole connecting to an existing six-inch sewer stub located within the site near the northern site boundary.

**Sustainability**
The proposed project would be designed in compliance with the City’s Municipal Code, including Sections 8.01.090 and 8.01.060. The proposed building design would implement energy-efficient lighting and HVAC systems. As mentioned above, electric vehicle, car-sharing spaces, and bicycle parking spaces would be provided on-site. Pedestrian walkways would be added throughout the property to enhance walkability and the project site allows for connections to existing pedestrian, bicycle, ride share, and public transportation facilities. Efficient water-wise fixtures and water metering would be used to assist in water conservation. Project landscaping would be designed with limited turf areas, incorporation of drought-tolerant vegetation, smart irrigation controllers, high-efficiency drip irrigation systems, and mulch dressing to provide soil moisture evaporation protection. Eco-friendly/sustainable construction materials and energy-efficient windows would be selected for design purposes to further improve building sustainability. During construction, approximately 65 percent of the construction waste would be diverted from disposal at a landfill.

**General Plan Land Use Amendment**
The site has a current General Plan designation of Community Retail. Under the Community Retail designation, residential uses are allowed with approval of a Conditional Use Permit. The maximum floor area ratio (FAR) for retail is 0.50 with an additional 0.15 allowed for the residential component in a mixed-use project. The proposed project would require an amendment to the City’s General Plan text to create a new land use designation of Mixed Use Urban Retail, as described below, to allow for the mix of retail, office, research, and residential uses at the proposed density of 32 units per acre. The General Plan Amendment entitlements for the proposed project would consist of a text amendment to create the new Mixed Use Urban Retail land use designation and a map amendment to apply the new designation only to the project site. In order for the new Mixed Use Urban Retail land use designation to be applied to other properties in the City, a General Plan map amendment would be required, subject to separate environmental review and discretionary approval.
The following description is the currently proposed language for the new Mixed Use Urban Retail General Plan land use designation.

**Mixed Use Urban Retail**

**Intent:** To provide opportunities for large-scale, multi-story mixed-use development that allows moderate-size community and/or neighborhood-serving retail stores with high density, residential uses mixed with office uses and creative high-tech and research uses. The Mixed Use Urban Retail is intended to create healthy and active retail centers, with housing options, a mix of unit types and sizes, innovative design, neighborhood connections, compatible knowledge-based employment spaces and convenient transportation alternatives.

**Allowable Uses:** Allowable uses in this designation includes retail shopping centers and freestanding retail buildings, high density residential uses, and compatible offices, business services, lab and high tech research space. Commercial uses, predominantly retail stores and restaurants, shall be located on the ground floor. Residential units shall be located above the ground floor. Commercial and office uses may also be located above the ground floor.

**Maximum Floor Area Ratio:** 125 percent for a mixed use project, with a potential total of 175 percent through the following:

- Additional 50 percent FAR with provision of structured parking or below-grade parking provided that a minimum of 50 percent of the parking is located in structured or below-grade parking. Parking structures and below-grade parking are excluded from the FAR calculation.
- In no case shall the residential portion of the mixed use project exceed three-quarters of the project’s total FAR square footage.

**Special Considerations for Mixed Use Urban Retail Developments.**

- Include a mix of high density residential uses with convenient retail and services for daily needs and opportunities for community retail uses that are not currently adequately available in the City.
- Support opportunities and spaces for a flexible mix of high tech employment uses which are compatible with the retail and residential environment.
- Have unified and high quality design that provides an appropriate urban scale and enhances the City’s character.
- Provide site amenities and outdoor gathering spaces for customers, residents, and employees.
- Incorporate parking and transportation demand management to reduce the reliance on vehicle ownership and use.
- Provide site improvements, access, and on-site facilities and design that encourage and facilitate pedestrians, bicycles, transit, other alternative transportation options, and emerging mobility technologies.

**Rezone**

The site has a current zoning designation of PD #2-97B, which was approved by the City in 2006. The PD #2-97B zoning designation establishes a building height limitation of 50 feet and allows residential uses above the ground floor. The proposed project would require the amendment of the City’s zoning map (Section 40.01.090 of the City’s Municipal Code) to establish a new Planned Development zoning designation (PD #03-18) for the project site. The proposed PD #03-18 would specify permitted, accessory, and conditional uses for the property, and project-specific...
development standards. In addition to the range of retail commercial and office uses currently allowed, the proposed PD would allow a greater intensity of residential uses, as well as additional office uses and limited research, development, and lab uses.

**CEQA Streamlining**

The California State Legislature has adopted several statutory provisions to incentivize infill development within the project region that is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) adopted by the SACOG, including but not limited to Public Resources Code (PRC) sections 21155-21155.4, 21159.28, and 21099. SACOG has provided a letter to the City of Davis, included as Appendix A to the EIR, indicating that the proposed project is consistent with SACOG’s MTP/SCS. Streamlining benefits applicable to qualifying in-fill projects that are consistent with SACOG’s MTP/SCS include the following:

1. The EIR is not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network. (PRC, § 21159.28, subd. (a).)
2. Alternative locations, densities, and building intensities to the proposed project need not be considered. (PRC, § 21159.28, subd. (b).)
3. Aesthetic and parking impacts should not be considered significant impacts on the environment. (PRC, § 21099, subd. (d)(1).)

Transit Priority Areas are areas of the region within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the MTP/SCS. Per the letter provided by SACOG, the project qualifies as a Transit Priority Project, as the proposed project would involve greater than 50 percent residential uses, has a minimum density of 20 units per acre, and is located within 0.5-mile of a high-quality transit corridor (i.e., the Russell Boulevard high-quality transit corridor). Furthermore, the proposed project is an infill project within the Established Community designation of the MTP/SCS for the City of Davis. Within the Established Community, the MTP/SCS forecasts a range of low- to high-density residential, commercial, office, and industrial uses. The proposed project’s land uses fall within this range of general uses, densities, and building intensities.

Because the project qualifies as a Transit Priority Project, the City has streamlined the analysis provided within this University Commons EIR, pursuant to CEQA.

### 3.7 REQUESTED ENTITLEMENTS

The following section presents the discretionary and ministerial actions that would be required to implement the proposed project.

**City of Davis Discretionary Approvals**

Implementation of the proposed project would require the following entitlements from the City of Davis:

1. Certification of the EIR and adoption of the Mitigation Monitoring Plan. Before the City can approve the proposed project, the City must certify that the EIR was completed in

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1 Sacramento Area Council of Governments. *University Mall Redevelopment project consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2036.* June 19, 2018.
compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Davis. Approval of the EIR also requires adoption of a Mitigation Monitoring Plan (MMP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project’s significant effects on the environment. The City would also be required to adopt Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations, as part of project approval.

2. General Plan Amendment. The proposed project would require a General Plan Amendment to create a new land use designation of Mixed-Use Urban Retail that allows for large-scale, multi-story mixed-use development and a land use map amendment to apply the designation to the site.

3. Rezone/Preliminary Planned Development. The proposed project would require a rezoning to establish a new Preliminary Planned Development (PD #03-18) for the project site, consisting of development standards for the proposed project and allowable mix of uses.

4. Development Agreement. The proposed project includes a request for approval of a Development Agreement for the proposed mixed-use development. The agreement would be between the City of Davis and Brixmor Property Group, Inc.

In addition, the proposed project would require a separate application for a Final Planned Development and Site Plan and Architectural Review when building design and final site details have been determined.

Other City of Davis Ministerial Permits
Implementation of the proposed project would require ministerial permits from the City of Davis, which would include, but would not be limited to, the following:

1. Demolition permit for demolition of 90,563 sf of the existing University Mall building;
2. Tree modification or removal permits for any trimming, modification, or removal of trees protected under Chapter 37 of the City of Davis’ Municipal Code;
3. Encroachment Permit for any construction within the public rights-of-way; and
4. Building Permits for demolition of the existing buildings and construction of the new buildings.

Other Agency Permits and Approvals
Implementation of the proposed project would require permits or approvals from other agencies, including, but not limited to, the following:

1. Central Valley Regional Water Quality Control Board (CVRWQCB) – The proposed project would disturb more than one acre of land; therefore, the project would be required to obtain coverage under the National Pollution Discharge Elimination System through the Storm Water Pollution Prevention permitting program of the CVRWQCB.