3 PROJECT DESCRIPTION

INTRODUCTION

This section provides a comprehensive description of the Covell Village (proposed project) components included in the Covell Village Company (CVC) proposal. In addition, the proposed project's background, objectives, and schedule are discussed.

PROJECT LOCATION

The project site consists of approximately 422 acres of land within Yolo County, California (See Figure 3-1, Regional Location Map). The project site is generally located north of Covell Boulevard, between Pole Line Road and F Street (See Figure 3-2, Project Location Map). The site consists of a 383-acre parcel identified by Yolo County Assessor's Parcel Number (APN) 035-970-033, as well as an approximately 39-acre portion of APN 042-110-011, which adjoins the northwestern boundary of the 383-acre parcel.

The site is bordered along three sides (south, east, and west) by existing urban uses and the City of Davis city limits. Land uses to the west of the site include the ConAgra property, Northstar Development, and the California Northern Railroad tracks. Residential neighborhoods are located to the south and east of the site along Covell Boulevard and Pole Line Road, respectively. The western portion of the site's northern boundary is agricultural land, while the eastern portion abuts the decommissioned City of Davis landfill. The northern boundary of the residential portion of the site is coterminous with the northern boundaries of the existing neighborhoods to the east and west of the site. The existing Covell Drain enters the site at the extreme northwestern corner, runs south along the railroad tracks, and then crosses the property eastward in a drainage canal known as "Channel 'A'."

SITE CHARACTERISTICS

The project site slopes gently to the northeast and is characterized by open, productive, and non-productive agricultural land consisting of grasses and ruderal vegetation. Existing development within the City limits borders the site on three sides. The site is bisected east-west by a drainage channel (Channel "A"), which supports some riparian vegetation. Meandering through the southern part of the site is a portion of an old drainage swale, which does not have an outlet. Several trees are located on-site along Channel "A" and near the residence.

In addition to a residence and associated farm buildings located in the mid-southern portion of the site, a farm house, barn, water tank house, and shed are present in the south central portion of the project site. A septic tank is located on the north side of the farm house, and an agricultural well, natural gas pipeline, and pole-mounted transformer are located on the west

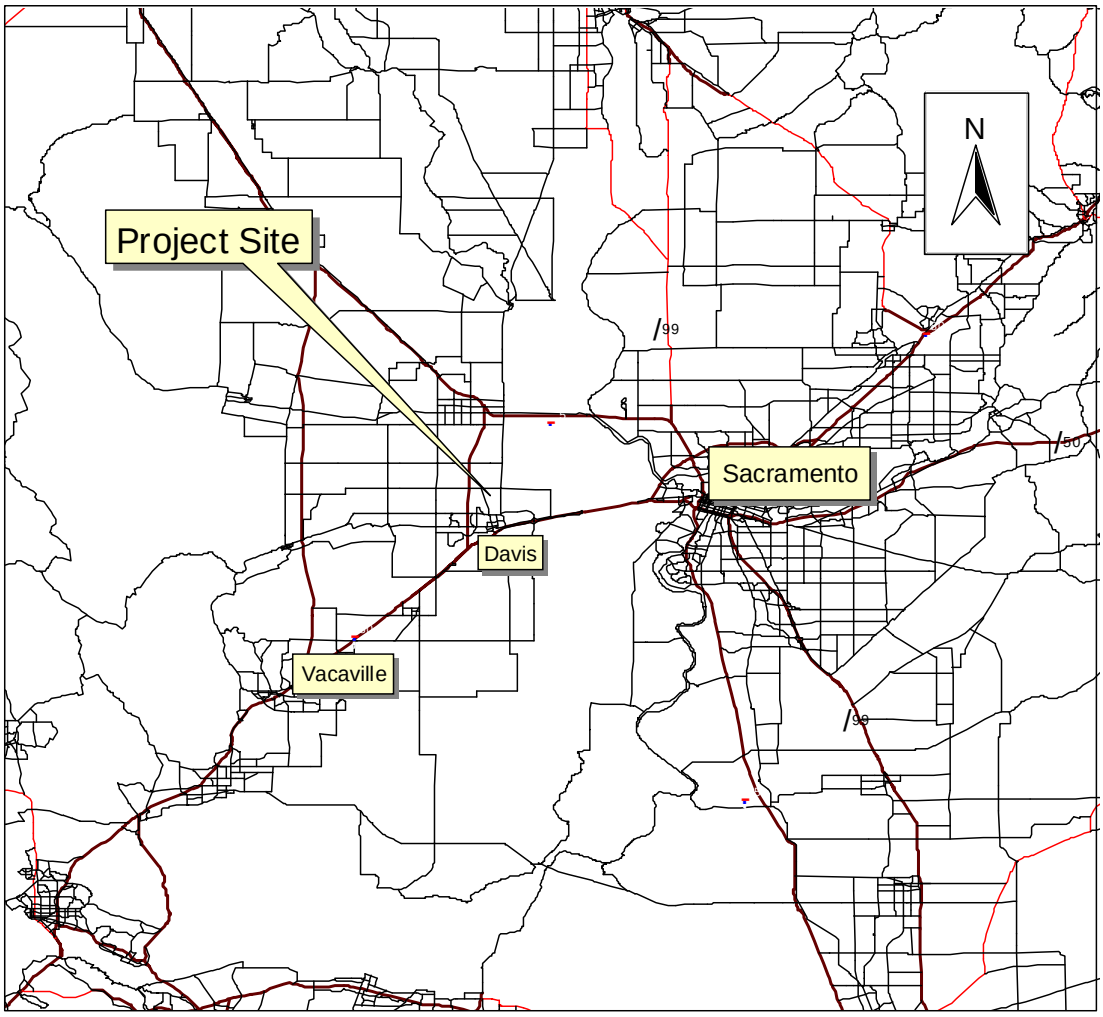
side of the farm house. An additional agricultural well is located on the eastern portion of the site. The area around the farm house also contains a trailer.

Several types of wells exist on the project site, including agricultural wells, groundwater monitoring wells, vapor wells, and a gas well. Four (4) agricultural wells are located in the east central portion of the site, and at the northwest and northeast corners of the property. These wells are used for irrigation purposes. Three groundwater monitoring wells (HLA-MW1 and 2; and DM-MW-4) are located on the Covell Village project site to monitor the possible groundwater effects from the Davis Landfill. Two (2) double-nested vapor wells are also located in the northeast corner of the Covell Village project site to evaluate potential gas impacts from the adjacent former Davis Landfill and one (1) gas well was drilled within the northwest corner of the project site in 1980 by Hilliard Oil and Gas; however, the well was a dry hole, and the well was properly abandoned in 1980 (See *Public Services* section below for a more detailed description).

Additional features of the project site include the following:

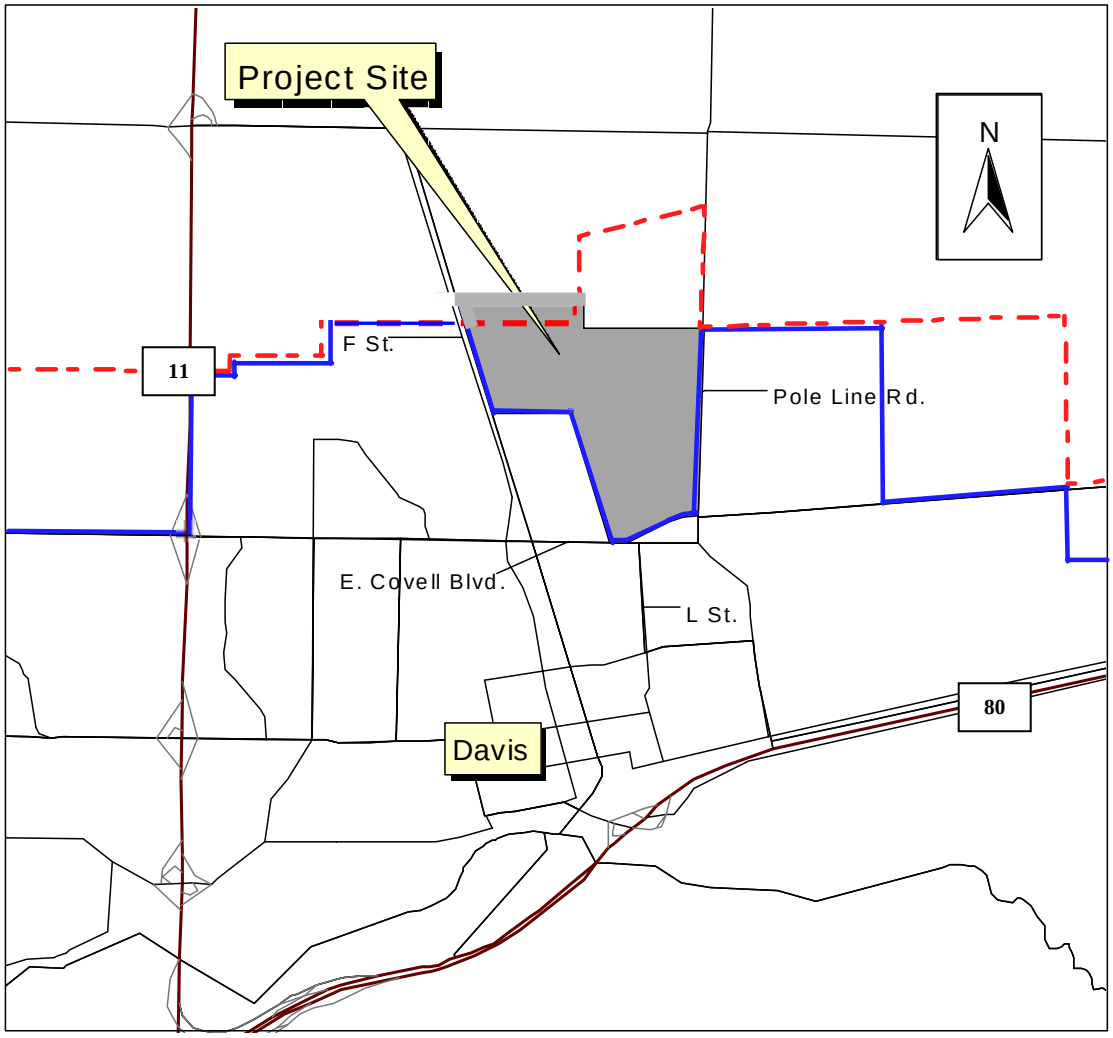
- natural gas pipeline signs in the central portion of the site;
- several storm drain manholes trending northerly through the site; and
- two storm drain risers in the east central portion of the site.

Figure 3-1
Regional Location Map



Raney Planning & Management
October 2004

Figure 3-2
Project Location Map



City Limit

Sphere of Influence

Raney Planning & Management
October 2004

PROJECT COMPONENTS

The proposed project involves the development of a 422-acre mixed-use community. The project consists of a broad range of housing sizes and types in addition to a mixed-use Village Center, fire station site, 10-acre school site, bikeways, 113.7 acres of open space and habitat, and a 10.7-acre park (See Figure 3-3 and Table 3-1). The following describes the project's residential, commercial, and community components, in addition to traffic infrastructure, open space, and other infrastructure systems proposed as part of the Covell Village project.

Table 3-1
Covell Village Project Land Use Summary

Land Use Type	Acres
Open Space and Habitat Total	*113.5*
Parks	10.7
Mini-Parks	8.6
Greenways	22.0
Covell Greenstreet	1.4
Pole Line Greenstreet	5.2
Habitat Channel	31.2
Restored Habitat	34.8
Village and Community Uses Total	*39.1*
Pre-School	1.0
School Site	10.1
Fire Station	1.5
Village Center	15.8
Senior Congregate Care Facility	5.3
Hospice	5.3
Major Streets	*37.2*
Residential Uses	*232.2*
Total	***422.3***

Note: Totals may not add due to rounding.
Source: Covell Village Site Plan, Cunningham Engineering, October 12, 2004

Residential - Proposed Housing Units

The residential component of Covell Village includes a broad range of housing types and sizes, some of which are located within the Village Center proposed for the project. The housing types are detailed below in Table 3-2.

As illustrated in Table 3-2, this proposal includes a total of approximately 1,515 dwelling units. The project also includes the dedication of approximately 5.5 acres for a Senior Care Core Facility site with an estimated 130 beds.

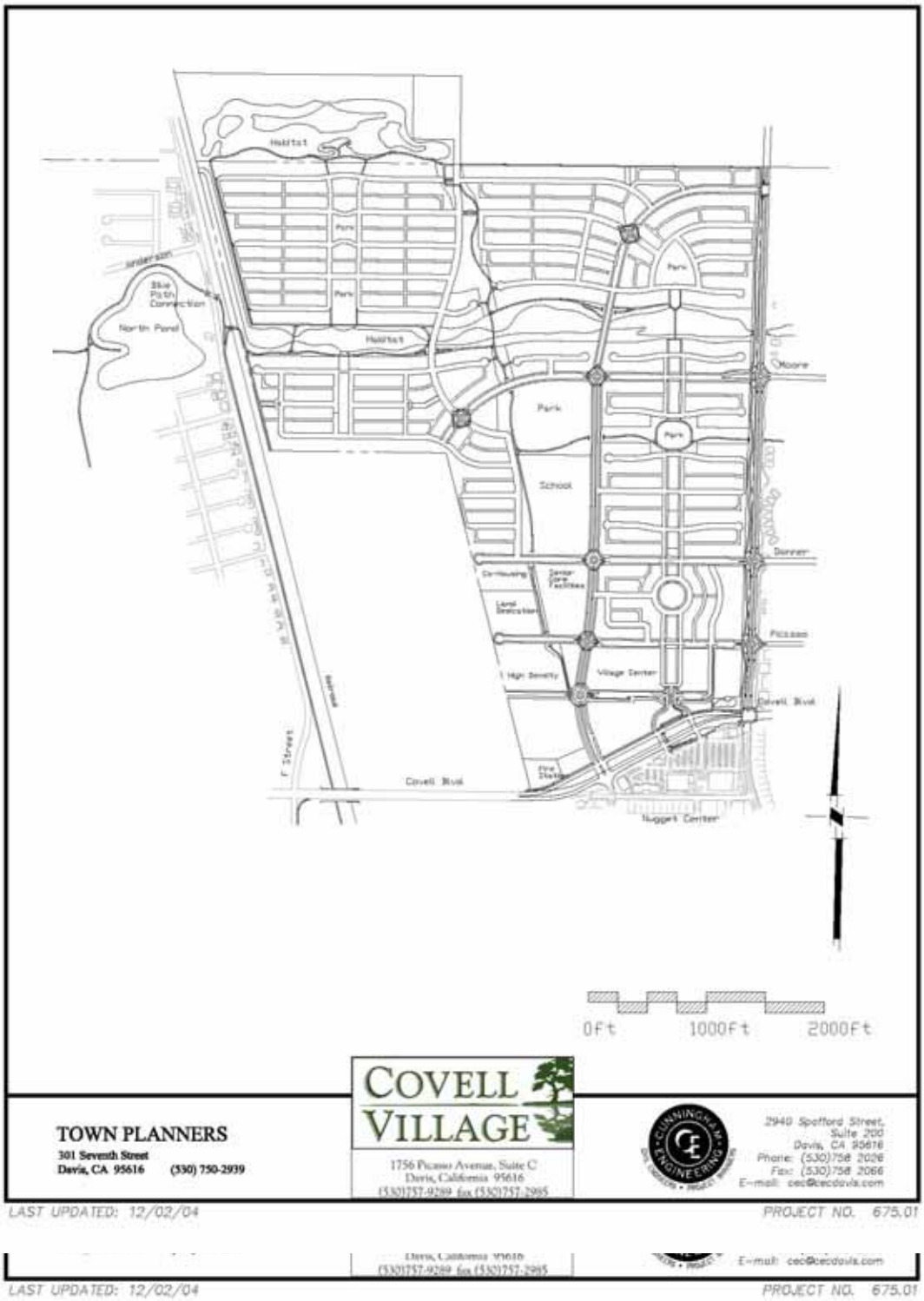
The applicant is also proposing to fund a Housing Trust Program, subject to review and approval by the City Council, which would assist low, moderate, and above-moderate income households in purchasing units in the project. Total housing assistance from this program would exceed $12,000,000 over the course of the proposed project. In addition to these programs, the broad range of house sizes and types detailed above is designed to provide housing availability for all income groups.

Table 3-2
Proposed Number of Units for the Covell Village Project[1]

Housing Type	Total Number of Units
Single Family	*(893)*
3,200 SF[2] to 3,699 SF lots	50
3,700 SF to 4.699 SF lots	220
4,700 SF to 5,699 SF lots	82
5,700 SF to 6,699 SF lots	285
6,700 SF to 7,699 SF lots	94
7,700 SF to 9,499 SF lots	95
9,500 SF to 10,500 lots	67
Senior Homes For Sale	
Single Family	185
Multi-Family For Sale	
Six Plex Cluster Homes	24
Co-Housing	30
Multi-Family Rental	
Apartments outside of Village Center	289
Village Center Apartments	60
Live / Work Units	
Mixed-Use (Live/Work Units) outside Village Center	14
Mixed-Use (Live/Work Units) in Village Center	20
TOTAL	**1,515**

[1] The total unit number of 1,515 does not include the Senior Core Care Facility (Estimated 130 beds), which would be distributed between independent living, assisted living, and memory care owned and operated by Eskaton.
[2] SF = Square feet

Figure 3-3
Covell Village Site Plan



Commercial - Village Center

The Village Center is located in the southeast portion of the site and includes mixed neighborhood commercial and residential uses aimed at complementing the adjacent Oak Tree Plaza (See Figure 3-4 and Table 3-3). The following table illustrates the breakdown of land uses proposed for the Village Center and their associated square footages.

Table 3-3
Village Center Components

Land Use Type	Units
Retail	58,200 square feet
Office	43,300 SF
Live/Work Residence	20 units
Apartments	60 units
Church	9,700 SF
Health Club	30,000 SF
Meeting	11,300 SF
Daycare	2,800 SF
Hotel	38,655 SF (58 rooms)
Major Restaurant	6,000 SF
Gas Station w/ Market	3,600 SF

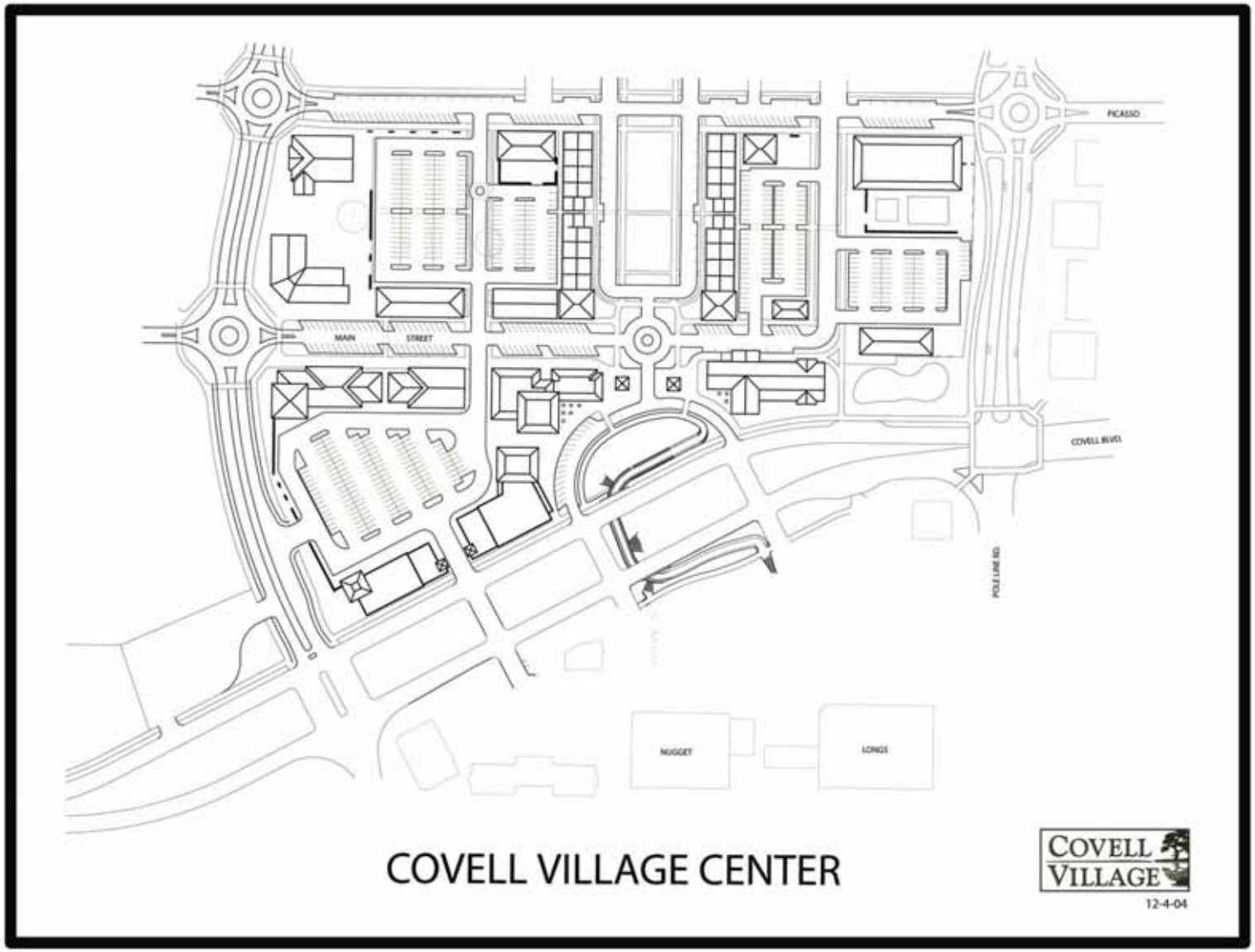
The project site plan includes bikeways designed to provide convenient access to the Village Center, because the Center has been designed to serve as a community amenity aimed at providing needed services to project residents. The various bike routes through and around the Village Center would branch out and connect to the bike lanes along Covell Boulevard.

The following paragraphs include a more detailed description of a few of the above Village Center components.

Live/Work Units

Live/Work units within the Village Center would consist of 20 buildings, each with a flat above a townhouse. The 20 flats would be basic apartments (as noted above in Table 3-3, the Village Center would include 40 additional apartments). The 20 townhouses would have flexible office/live space downstairs, and living space upstairs. There would be an internal connection between the upstairs and downstairs portion of the townhouses.

Figure 3-4
Conceptual Village Center



Retail

The project applicant has indicated that potential retail businesses for the Village Center include cafes, salons, a photocopying shop, convenience store, specialty retail, cleaners, and other similar businesses. Postal services, and medical clinics are also expected to be located within the Village Center.

Community Components

Fire Station

The project application includes the donation of a 1.7-acre parcel designated for a new fire station, located in the southwestern portion of the site at Covell Boulevard. The station site fronts Covell Boulevard. The location would allow access for emergency vehicles. In addition, a fire station at this location would permit the fire department to serve the central and northeast quadrants of the City of Davis within the 5-minute timeframe required by the General Plan.

Schools

The Covell Village site plan designates a 10-acre Davis Joint Unified School District site in the south-central portion of the project site. This Draft EIR assumes that the site would accommodate a 600-student elementary school. In addition, the project includes the dedication of a one-acre preschool site adjacent to the central park proposed for the project.

Hospice

The Covell Village Project includes a two-story hospice facility in the northeastern corner of the habitat area proposed for the project. The hospice would have 20,000 SF for care and services for 16 residents, and 10,000 SF of second-story office space for hospice administration. In addition, the north-south collector south of the hospice site would be extended to provide access to the hospice.

Transportation/Circulation

Project Site Access

The Covell Village project site has been designed to allow primary automobile access from Covell Boulevard at L Street and along Pole Line Road across from Moore Boulevard (See Figure 3-5). The proposed project includes a minor arterial road to the residential area north of the Village Center complex, with a collector street continuing east to connect with Moore Boulevard. Four (4) other minor roads provide secondary site access. One (1) minor loop road is located between L Street and Pole Line Road along Covell Boulevard. Three (3)

other minor roads connect to Pole Line Road across from Picasso Avenue, Donner Avenue, and Moore Boulevard. Entrance to the residential area in the northwestern portion of the site is proposed via two streets: the first road branches off the westward extension of Moore Boulevard, and the second road branches off of the northern extension of L Street. The east-west roadway (Main Street extension) located in the southern portion of the site plan has been designed to provide potential access to the ConAgra property.

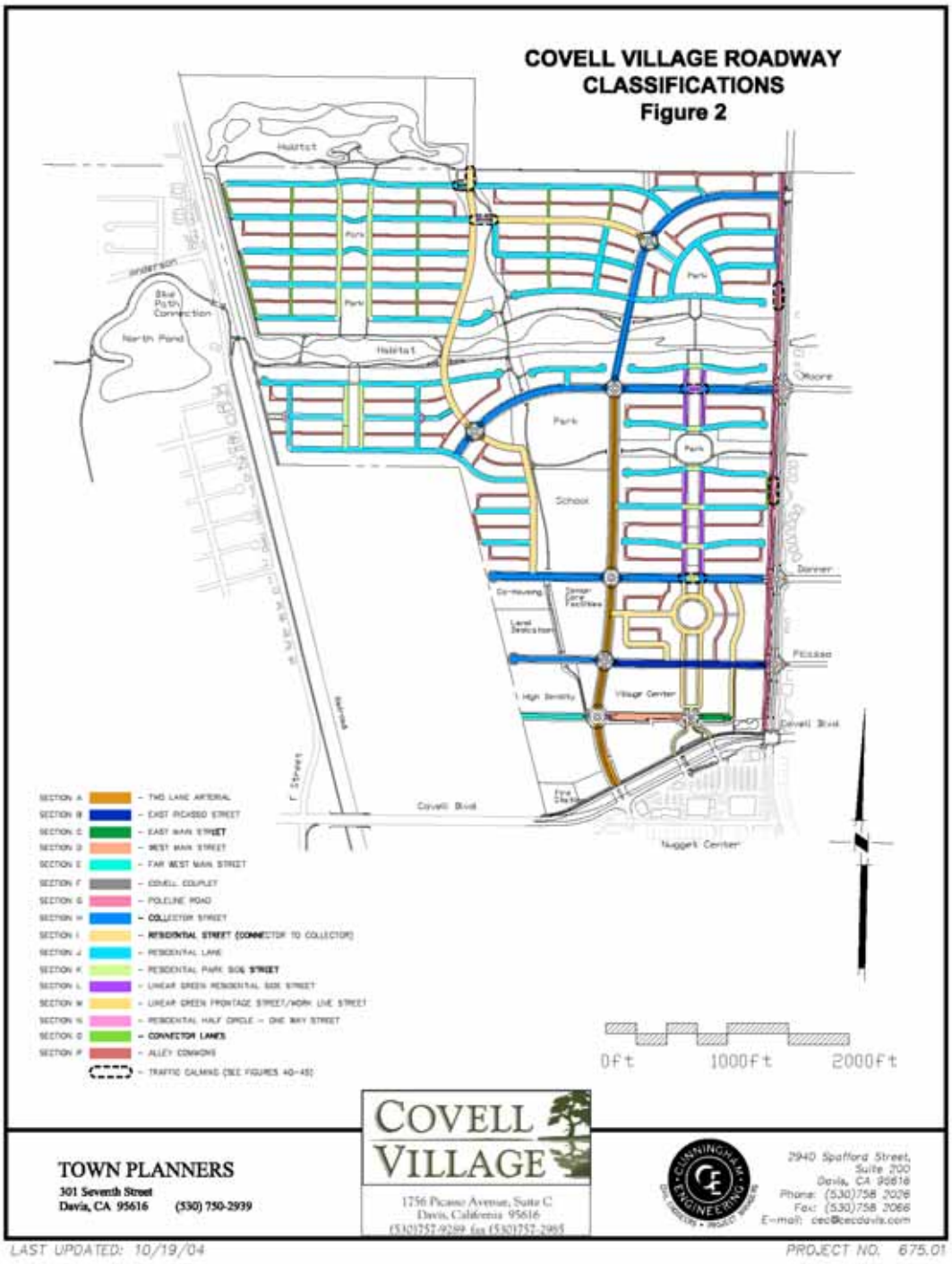
Grade-Separated Bicycle Crossing Locations

The Open Space Element of the current Davis General Plan includes grade-separated bicycle crossings that would serve the Covell Village community, including one at the northern edge, crossing Pole Line Road. Grade-separated crossings that would be constructed as part of the proposed project are detailed below.

- Crossing at Pole Line Road, at the south edge of the Wildhorse school district site (currently known as Nugget Field) (See Figure 3-7), instead of the more northerly crossing;
- Crossing at F Street and railroad tracks near the relocated Covell Drain (See Figure 3-10); and
- A grade crossing is also planned along Covell Boulevard at the new exit to the Oak Tree Shopping Center. The location for this crossing is indicated on the site plan, Figure 3-3. In addition, at-grade safety features would be part of each intersection along Covell Village. Examples of such features include a broad refuge area in the center median, traffic calming pavement treatments and pedestrian and bicycle friendly signal activation.
- The City's Major Projects Facilities Plan (MPFP) includes construction of a grade-separated bike crossing at Covell Boulevard, east of Monarch Lane. This grade-separated crossing is anticipated to be an undercrossing beneath Covell Boulevard. Although not on the perimeter of the project site, nor planned as necessary project infrastructure, the applicant has proposed to construct this undercrossing. This bike undercrossing would connect the current end of the bike paths north of Covell Boulevard with the greenbelt separator between old East Davis and Mace Ranch. Therefore, Junior High students and others can safely travel between north Davis bike trails and those closer to downtown, the far east end of North Davis, and the East Davis and Mace Ranch areas.

Seven (7) additional grade-separated bicycle crossings are part of the Covell Village internal circulation system (See Figure 3-6).

Figure 3-5
Covell Village Roadway Classifications



Bicycle Paths

All of the paths proposed for the Covell Village project are designed for joint bicycle and pedestrian use. The Covell Village bike/pedestrian paths have been designed to provide connectivity to the existing bike/pedestrian network in the City of Davis. Particularly, on-site bike/pedestrian paths would provide a northern connection between surrounding neighborhoods. The proposed east-west bikeway/pedestrian system would link the Northstar ponds located west of the site (via turning south along a new neighborhood park, then heading east along a new greenbelt, crossing the north end of the new centrally located park, and passing under Pole Line Road) to the existing path immediately south of the Nugget Fields (See Figure 3-6). As shown in Figure 3-6, a path is also proposed along the west edge of the proposed park, which would provide access to the habitat area on the north edge of the project site via a greenbelt.

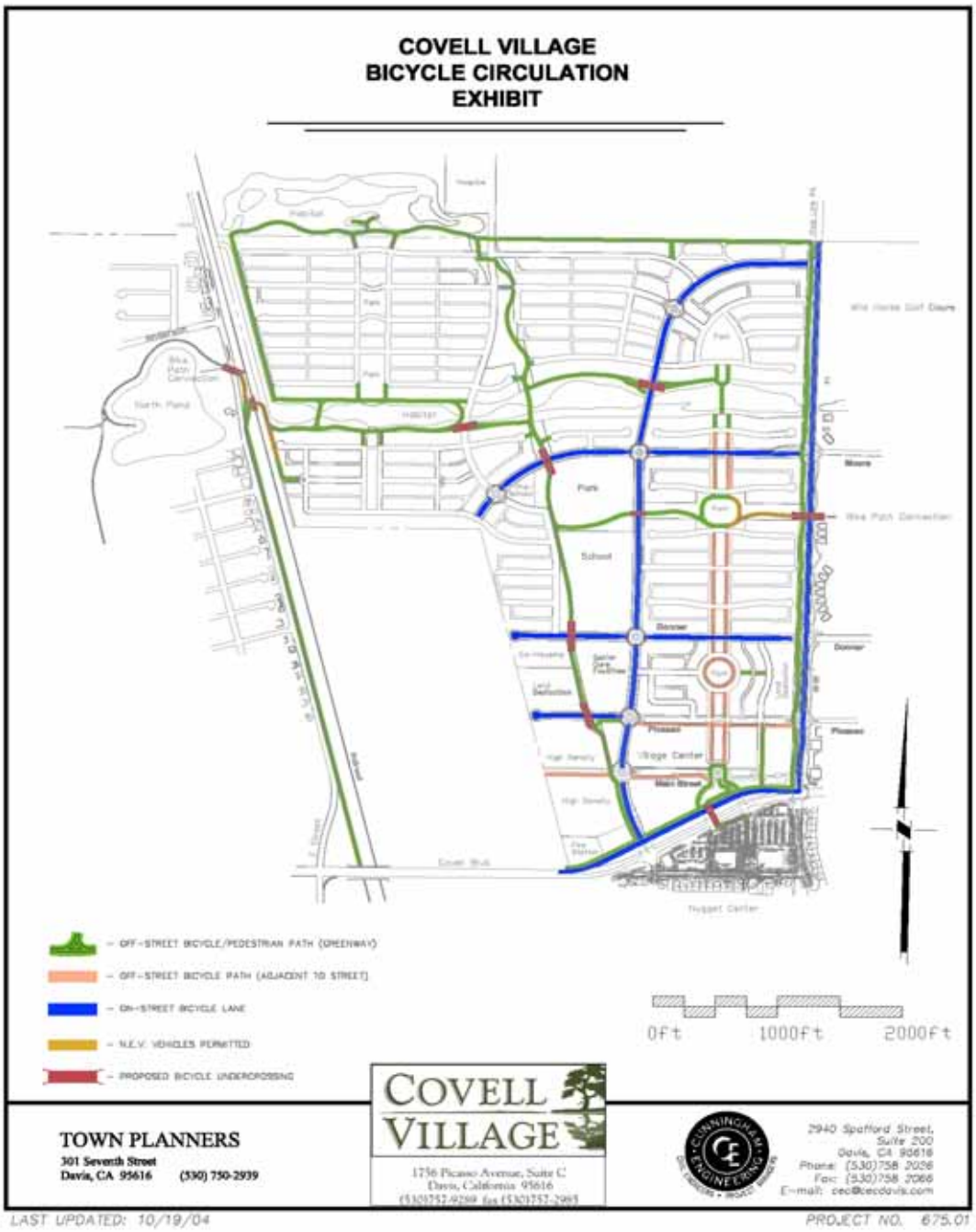
Primary bicycle paths extend from all major project access points. Approximately eight (8) miles of bicycle paths and lanes would be located in the project site in or around all greenbelts and habitats. The paths, as proposed, form a loop around the project site, except along the border of ConAgra. Other paths extend to the north and provide non-auto access along the north habitat area of the site. Paths connect to all neighborhood streets and cul-de-sacs found in the street layout, making all roadways accessible by bicycle or walking.

All major project roadways would have paved bicycle lanes. Most major roadways would also include separated pedestrian/bicycle paths on both sides and on-street bike lanes would merge with separated bicycle paths at their points of convergence.

The proposed bikeways have been designed to provide convenient access to the mixed use village. South from the proposed park, the bike/pedestrian path would continue into the Village Center via two routes: one route passing along the west edge of the school site and the other linking with a grid of local, reduced-width residential streets. Another southern route proposed is the bike lanes and wide flanking paths along L Street extension. The various bike routes through and around the Village Center would branch out and connect to the bike lanes along Covell Boulevard.

Final determination of bicycle path/lane location and configuration would be made by the City at the time of tentative map approval.

Figure 3-6
Covell Village Bicycle Circulation



The east-west bike connection linking the Covell Village park area with the surrounding neighborhood to the east would be a key component of a bicycle system circumnavigating the City.

Transit

A new bus line is proposed by the project applicant in consultation with Unitrans to serve the project site via L Street. The line would travel into the site and turn around at an internal roundabout. This route would most likely connect the project site directly to U.C. Davis or downtown Davis. Existing residents along the route could also ride the bus. Because the bus line would be subsidized by the project applicant for a period of about seven years through implementation of a Covell Village Transportation Assessment District, Covell Village residents and employees would be permitted unlimited use of all Unitrans buses. Implementation of this new bus route as proposed is intended to help encourage transit ridership and therefore reduce the amount of traffic generated by the project.

Transportation Management

The proposed Covell Village site plan incorporates measures to accommodate the auto, bus, and bicycle trips expected to increase over a ten-year period. These measures include but are not limited to:

- **Couplet Roadway** – The reconfiguration of Covell Boulevard into two, separated roadbeds is referred to as a "couplet." The couplet design is expected to reduce through-traffic delays caused by drivers turning left onto Covell Boulevard. Additionally, the couplet design would include a landscaped median/island. Bicycles would be separated from traffic by a physical barrier illustrated in the roadway cross-section. See Figure 3-8 for an illustration of the general design; however, it should be noted that this figure is for illustration purposes only, and is not a final design. Final design will be subject to City review and approval.

- **Pedestrian Underpass –** An underpass is proposed below Covell Boulevard, which would connect the Village area with the existing Oak Tree Plaza via the couplet island. The underpass would accommodate bicycle and pedestrian traffic. The underpass would be open at the couplet island to break the crossing into two shorter tunnels.

Figure 3-7
Proposed Pole Line Road Bicycle Undercrossing and Utility Relocations

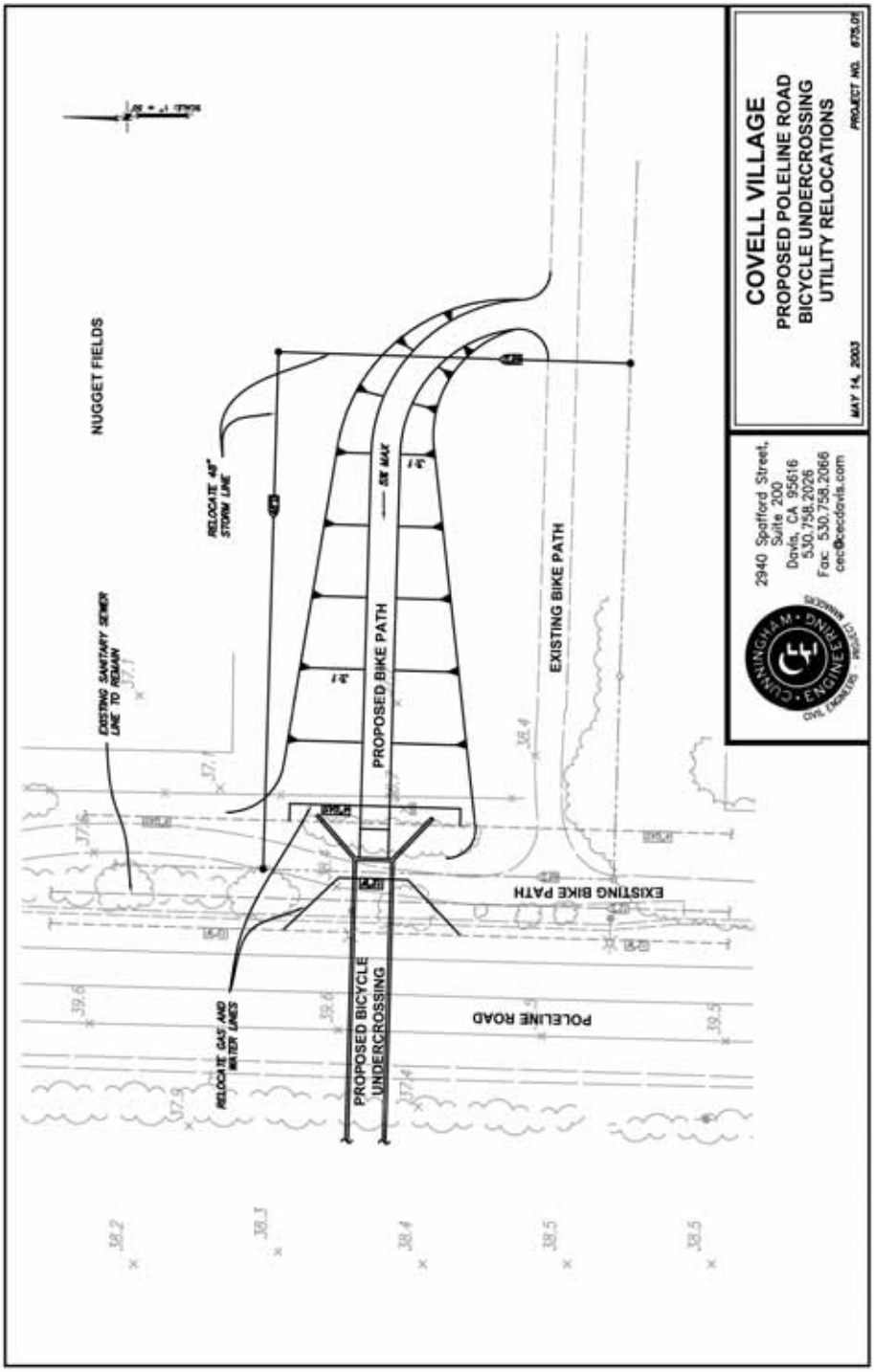
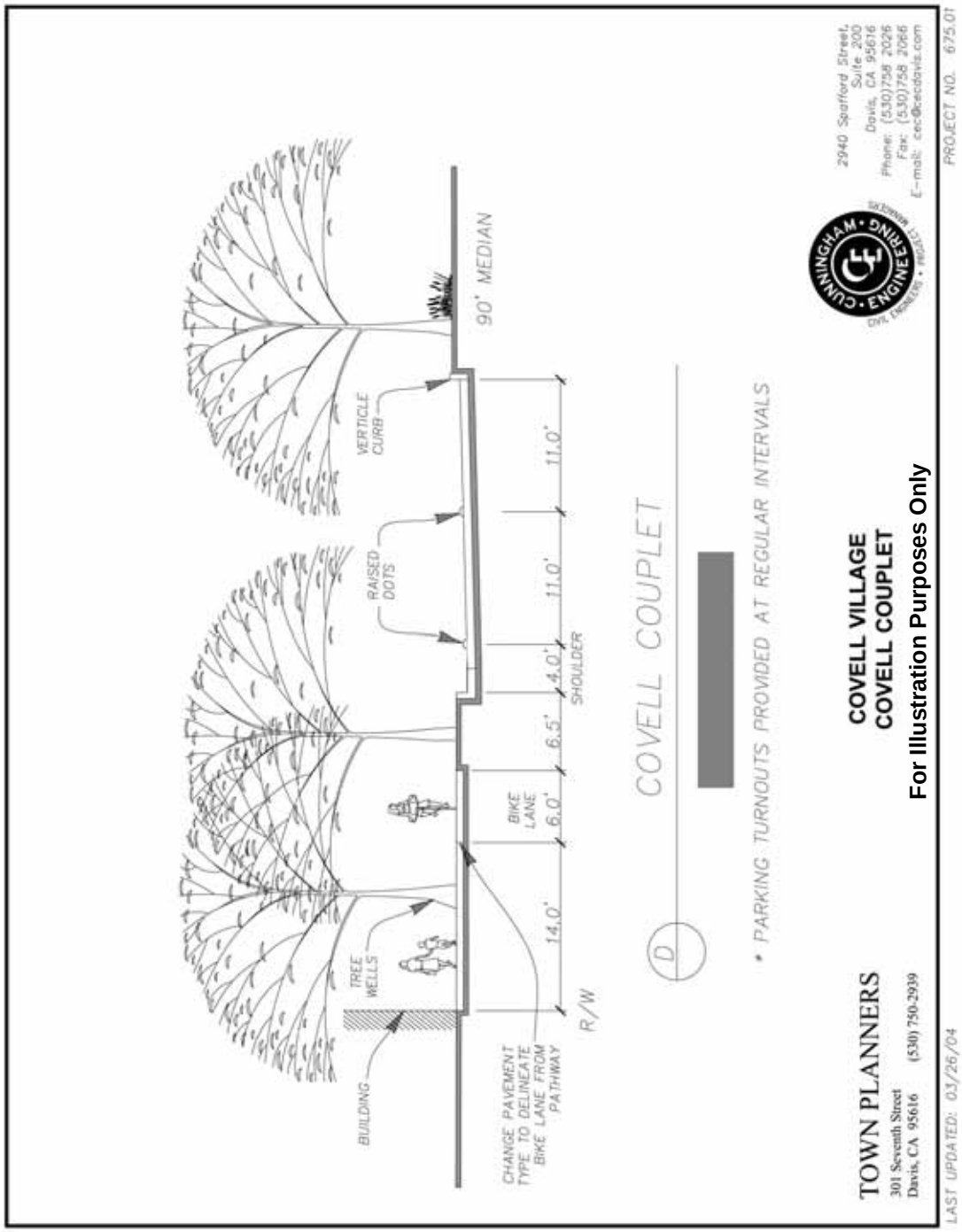


Figure 3-8
Couplet Detail



- **New Bus Shelters –** Additional bus shelters would be installed along Covell Boulevard and Pole Line Road, as well as several within the project site.

Features incorporated into the proposed project intended to reduce traffic impacts, consistent with Traditional Neighborhood Design (TND) approaches, include but are not limited to:

- **Access to Shopping –** Access to a broader array of neighborhood shopping opportunities would be expected to reduce auto trips by all residents within one half mile of the Village Center.
- **Clustering Highest Density –** Clustering condominiums, apartments, co-housing, live-work lofts, and other higher density housing adjacent to or near the Village Center would be expected to generally reduce auto travel by these residents.
- **Senior Housing** – Senior housing is expected to generate fewer auto trips than conventional housing because seniors do not commute to work or have children who attend schools. The increase in density, access to paratransit, and proximity to the Village Center would be expected to further reduce auto trips by resident seniors.
- **NEVs** – Use Neighborhood Electric Vehicles (NEV), like the fleet of GEM cars the City of Davis operates, the goal of which is to reduce air pollution and internal-combustion auto use. Use of NEVs by project residents would be encouraged with exclusive close-in parking at the Village, a NEV only park and ride lot (contingent upon demand), charging stations near shopping and offices, as well as shared vehicles for multi-family properties. NEV usage by residents of existing north Davis neighborhoods is also encouraged by the proposed special signage and marking of short stretches of the paths passing under Pole Line Road and F Street. In this manner, NEVs can safely enter the low speed road network of Covell Village. NEV owners would be linked to the north Davis area and to the Village Center.

Covell Village also includes seven (7) internal roundabouts, aimed at reducing maximum vehicle speeds along Covell Village's roadways while allowing average speeds to be close to the posted speed limits. The roundabouts are depicted on the site plan (See Figure 3-3).

Transit

The Covell Village project area now receives transit service from Yolobus, Unitrans, and Davis Community Transit. Unitrans service is along Covell Boulevard and Pole Line Road, while Yolobus serves Covell Boulevard on its intercity route. Bus stops and shelters are included as part of the proposed project. A major new bus stop and shelter for westbound buses would be located across Covell Boulevard from the existing stop near the corner of Pole Line Road. With the addition of the couplet format, this area will provide ample bike parking, auto pick-up and drop-off points for bus commuters, taxi-stops and other transportation system interface opportunities intended to reduce overall auto use and its related traffic and air quality consequences.

Open Space

Habitat Channel

A drainage channel currently exists on the project site, which bisects the subject property from east to west in the north-central portion of the property. The proposed project involves the expansion of the existing drainage channel into a 200 to 300-foot-wide habitat corridor (See Figure 3-9 Open Space Plan) with bicycle access to and from existing trails in surrounding neighborhoods. A conceptual cross section of the enhanced channel is included in the Hydrology and Water Quality Chapter of this Draft EIR (See Figure 4.11-7). The proposed habitat corridor would function as a water quality feature, a riparian habitat corridor linking the existing habitats of surrounding neighborhoods to Covell Village from west to east, and a publicly accessible amenity to the Covell Village development. Native landscaping and carefully designed grading would enable the area to remain integrated within the Covell Village plan. The original channel and many of its existing trees would remain substantially unaltered.

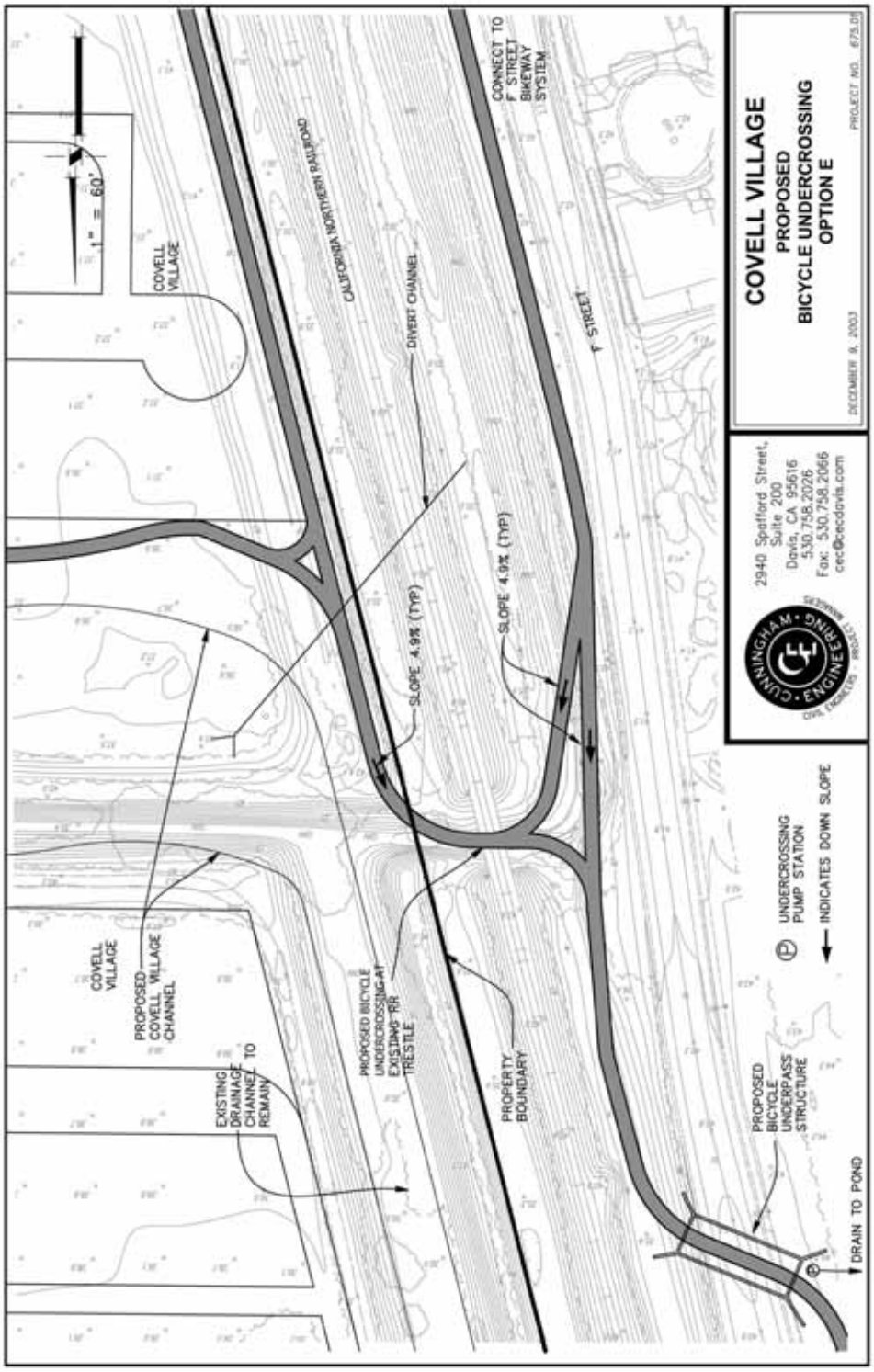
Currently, outflow from the City's H Street Drainage Pump Station parallels F Street and crosses under the railroad tracks at a trestle near the point where the existing east-west channel meets the tracks. The proposed project includes the addition of a culvert under the railroad to route the H Street Pump flow under the tracks. The new culvert would allow the proposed bike undercrossing to be built at the trestle location as conceptualized in the figure entitled "Proposed Bicycle Undercrossing Option E" (See Figure 3-10).

Habitat Pond

Another natural habitat area proposed to be located on the Covell Village project site is a large wetland habitat, which would be located in the northwestern corner of the Covell Village site. The pond area (See Figure 3-9 Open Space Plan) would encompass the entire northern perimeter of the site, which is not owned by the City. The habitat in this area generally consists of lower-quality agricultural soil. As part of the proposed project, this area would be restored in order to function as a large riparian area and stormwater detention pond, which would enhance flood protection. The pond area and surrounding habitat encompass approximately 34.8 acres. Similar to the nearby Northstar Pond, the pond/habitat area would include islands, watercourses, and plantings. The area would also include paths, observation points, and interpretive signs.

Figure 3-9
Open Space Plan

Figure 3-10
Proposed Bicycle Undercrossing – Option E


COVELL VILLAGE
PROPOSED
BICYCLE UNDERCROSSING
OPTION E
DECEMBER 8, 2003
PROJECT NO. 675.01
CUNNINGHAM ENGINEERING
2940 Spafford Street, Suite 200
Davis, CA 95616
530.758.2026
Fax: 530.758.2066
cec@cecdavis.com
1" = 60'
COVELL VILLAGE
CALIFORNIA NORTHERN RAILROAD
DIVERT CHANNEL
CONNECT TO F STREET BIKEWAY SYSTEM
F STREET
SLOPE 4.9% (TYP)
SLOPE 4.9% (TYP)
COVELL VILLAGE
PROPOSED COVELL VILLAGE CHANNEL
EXISTING DRAINAGE CHANNEL TO REMAIN
PROPOSED BICYCLE UNDERCROSSING AT EXISTING RR TRESTLE
PROPERTY BOUNDARY
PROPOSED BICYCLE UNDERPASS STRUCTURE
UNDERCROSSING PUMP STATION
INDICATES DOWN SLOPE
DRAIN TO POND

At times of high water flow in the Covell Boulevard Drain such as after a lengthy period of rain, excess runoff would flow into the Habitat Pond. At the pond, sediments in the stormwater run-off would settle, thereby improving water quality. Upon exiting the habitat pond, water would flow back into the Covell Boulevard Drain, and ultimately into Channel "A".

Parks

The Covell Village project designates numerous parks on-site totaling over 19 acres (See Figure 3-11). These include a series of linear parks connecting Park D in the north with the Village Center and Covell Boulevard. The park system would also serve as a conduit for bicycle and pedestrian traffic from the nearby residences into the Village Center. The plan includes a landscaped pond at the intersection of Covell Boulevard and Pole Line Road surrounded by footpaths. Additionally, several parks are interspersed in proposed residential areas.

Park C, a 10.7-acre park at the center of Covell Boulevard Village, is proposed to be located at the southwest corner of the central roundabout, which links the major roadway. This park would be bordered on the north and east by the extensions of Moore Boulevard and L Street, respectively. On the south and west, the park would be bordered by bikepaths, creating a buffer from the adjacent medium density housing.

Public Services

Details of public services are found in their corresponding chapters of this Draft EIR (See Section 4.14). A brief description of each is provided below.

Water Supply

The on-site watermain distribution network would consist of 10 and possibly 12-inch diameter lines running through the project and connecting to existing 10-inch lines in Pole Line Road, Covell Boulevard, and F Street. Water lines in proposed local streets would typically be 8 inches in diameter, except where required to be larger to meet fire flow requirements. In addition, a new deep aquifer well would be constructed on the Covell Village project site to provide drinking water for future residents.

Figure 3-11
Park Plan

Wastewater

Existing sewer lines through the project site consist of parallel 42-inch and 21-inch diameter lines running north-south and a 12-inch line running from Pole Line Road to the 42-inch line through the central portion of the site. The 21-inch line is abandoned. The 42-inch line runs north and then east to the City's WWTP. A private 24-inch sewer line that previously carried processing waste from the Hunt Wesson and ConAgra operations is proposed for removal or abandonment in place. The depths of the existing lines would allow the project to be served entirely by a network of gravity lines – typically 6 to 8-inches in diameter. In order to adequately serve the project, new connections would be made to the 12 and 42-inch lines. Off-site infrastructure improvements are not proposed for the project.

Storm Drainage

Four (4) potential drainage alternatives have been proposed to accommodate the project's stormwater runoff. Each alternative would employ off-channel detention to reduce peak post-project runoff in the Covell Drain adjacent to the Covell Village site. This would be achieved by diverting a portion of the Covell Drain flows, and detaining those flows in either one or two off-channel ponds near the northwest corner of the site (See Section 4.11, Hydrology, Water Quality, and Drainage, Figures 4.11-4 to 4.11-7). Some of the ponds are proposed to be located off-site, above the northwest corner of the project site. The ponds would detain peak stormwater runoff until downstream facilities could accept the water. This would allow the project site's runoff to be collected via gravity drainage pipes and surface drainage by Channel "A" and routed east of the project site (ultimately to the Willow Slough Bypass). Outflows from the pond(s) would re-enter the connecting channel over time, continuing east along Channel "A." In terms of the treatment of stormwater runoff generated by the site, at the proposed detention ponds, sediments in the stormwater runoff would settle, thereby improving water quality. The ponds would be specifically designed with low flow areas to capture sediments.

In addition to the construction of a detention pond(s), the applicant is proposing modifications to Channel "A." As part of the Proposed Project, the onsite reach of Channel "A" (from F Street to Pole Line Road) would be widened and planted to function as a riparian habitat area. Storm drainage from within Covell Village would flow into the enhanced Channel "A" through gravity drainage pipes and surface drainage. The reach of Channel "A" through the project site would continue to receive flows from the Covell Drain through the connecting channel immediately east of the railroad tracks.

Based on the existing site topography on either side of Channel "A," the water surface elevations are currently contained in the proposed on-site channel except for a reach portion near the middle length of Channel "A." At this middle section of Channel "A," a portion of the 100-year flow could spill to the north if fill is not provided. The project applicant intends to provide on-site fill, so that in the 100-year storm event the above-referenced potential spillage would not occur from Channel "A" onto the project site. As such, under post-

developed conditions, the 100-year floodplain would be contained within the enhanced Channel "A" corridor through the Covell Village site.

On-Site Wells

Groundwater Monitoring Wells

Three (3) groundwater monitoring wells (HLA-MW1 and 2; and DM-MW-4) are located on the Covell Village project site to monitor the possible groundwater effects from the Davis Landfill. According to the Old Davis Landfill Report, the City has been monitoring potential groundwater effects from the landfill site since March 1999. The Central Valley RWQCB completed a Monitoring Report Compliance Checklist for the landfill facility in March 2002 confirming that formal monitoring should continue.

The applicant has indicated the desire to relocate the onsite groundwater monitoring wells into public areas of the project site plan (i.e., proposed greenbelt areas) as part of the Covell Village project. However, at this time, a determination cannot be conclusively made as to whether the wells would be relocated and where the wells might be placed.

Gas Wells

Two Gas Monitoring Wells

In addition to the three (3) groundwater monitoring wells associated with the decommissioned Davis Landfill, two (2) double-nested vapor wells are located in the northeast corner of the Covell Village project site to evaluate potential gas impacts from the adjacent former Davis Landfill. Each double-nested well contains one shallow (8-10 feet) and one deep (20-22 feet) vapor screened well.

Natural Gas Well

A natural gas well was drilled within the northeast corner of the project site in 1980. The well did not yield any natural gas and therefore according to the Department of Conservation, Division of Oil and Gas, in 1980 the well was properly abandoned using cement plugs. More specifically, the well casing was cut off at five feet below grade and fitted with a welded steel plate. An environmental inspection was completed and approved by DOG personnel on May 22, 1980 indicating that the site was cleared and restored to pre-existing conditions.

Agricultural Wells

Four (4) agricultural wells are currently located on the project site (See Section 4.10, Hazards, Figure 4.10-1). The applicant has indicated that the agricultural well in the northwestern corner of the project site would be retained to provide water to the habitat area

proposed for the project. According to the applicant the other three wells would most likely be abandoned.

REQUIRED PUBLIC APPROVALS

The Covell Village project requires the following discretionary actions by the Davis City Council:

- Certification of the EIR;
- Approval of the General Plan amendment, pre-zoning and preliminary planned development;
- Approval of application to Yolo County Local Agency Formation Commission for annexation to the City;
- Affordable housing plan approval;
- Phased housing allocation plan approval; and
- The applicant and the City may also enter into a development agreement.

Upon a successful passage of a Measure J vote, the following approvals and actions are also required:

- Tentative subdivision map approval;
- Final planned development approval;
- Conditional use permits where applicable;
- Design Review;
- Final subdivision map approval;
- Site plan/building plan approval;
- Issue demolition permits, grading permits, and building permits;
- Conduct final inspections and issue occupancy permits; and
- Complete other processing as required.

In addition to the City of Davis approvals, the following approvals are also required before implementation of the proposed Covell Village planned development:

- LAFCO approval of the annexation request to the City of Davis;
- U.S. Department of the Army Corps of Engineers permit under Section 404 of the Clean Water Act;
- Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code;
- Regional Water Quality Control Board approval for relocation of monitoring wells;
- Yolo County approval to split parcel number 042-110-11.
- Encroachment permit from California Northern Railroad; and
- Encroachment permit from PG&E.

PROJECT OBJECTIVES

The applicant proposes the Covell Village project to achieve the following objectives:

1. Make efficient use of infill lands largely surrounded by urban uses or other uses preventing economic farming;
2. Ensure a net positive impact on the school system for the district, community and student body;
3. Complete aesthetically pleasing parks, greenbelts, and bikeways that enhance and encourage pedestrian and bicycle circulation and serve as a buffer between potentially incompatible land uses;
4. Build extensive habitats that serve as focal points within the community and the region;
5. Develop a project from which it is economically practical to support slow, balanced growth to help stabilize the community's housing market;
6. Develop a carefully designed mixed-use plan that meets the needs and desires of the citizens of Davis by accommodating a wide variety of housing types, prices and lifestyles and which addresses Davis's high cost of housing while preserving open space;
7. Ensure the economic success of the neighborhood retail components of Covell Village by including a sufficient number of nearby dwelling units;
8. Make available sites for centrally located community facilities and public services, including a fire station to serve residents of Covell Village and the rest of Davis;
9. Complete a residential land plan that provides a broad size range of quality, single-family and attached homes that offer diverse neo-traditional designs and craftsmanship in an aesthetic streetscape largely free of driveways, garages or cars in the front yards;
10. Ensure the existence of a high proportion of low and moderately-priced, medium-density housing to meet the needs of a diverse population;
11. Ensure a high proportion of affordable housing that is consistent with the overall project theme and meets the City's housing goals;
12. Provide sufficient revenues such that funds are available for significant community donations towards the common good are possible in the forms of land, funding and other resources; and
13. Develop the Village center area into a prototype for the conversion of existing conventional shopping centers into focal points for pedestrian-friendly villages to begin Davis's evolution from what has become auto oriented suburban development into a community which supports its downtown with effectively located sub-centers designed to encourage bicycle and foot traffic in all parts of the City.