

Staff Report

SAC AGENDA

Date: November 4, 2004

Item No: D.2.

October 26, 2004

TO: Safety Advisory Commission

FROM: Roxanne Namazi, Senior Civil Engineer
Katherine Hess, Community Development Administrator

SUBJECT: Covell Village Application Review

Recommendation

Staff recommends the Safety Advisory Commission take any public comment and make recommendations to staff, the applicants, or the City Council on the following aspects of the Covell Village project applications:

1. Does the street network make appropriate connections with the remainder of the city system?
Staff recommendation: that there be street connections from the Moore, Donner, Picasso, and "Main Street" extensions to the Con-Agra site, and that the applicant consider extending the north-south streets in the western sector of the project south to the Con-Agra site.
2. Does the bicycle network make appropriate connections with the remainder of the city system?
Staff recommendation: that there be a contiguous off-street path from the north edge of the project to the Covell Boulevard undercrossings, of sufficient width to serve as a recreation and transportation corridor.
3. Is the internal street network appropriate?
Staff recommendation: that the Safety Advisory Commission determine that the merits of the proposed network remain under consideration, pending any specific comments or concerns from the traffic analysis in the Environmental Impact Report.
Does the Commission support the proposal to allow Neighborhood Electric Vehicles in the grade-separated crossing of Pole Line Road, Covell Boulevard, and the Anderson Road / railroad tracks? *Staff recommendation: that the Safety Advisory Commission to not support allowing NEV's in the grade separated crossings proposed for the project, unless provisions are made to eliminate any potential conflicts between the NEV's and bikes/pedestrians.*

4. Does the Commission have comments or a recommendation on the proposed Pole Line Road roundabouts?

Staff recommendation: that the Safety Advisory Commission defer any recommendations on the proposed roundabouts until the traffic analysis in the Environmental Impact Report is completed.

5. Are there other comments or recommendations the Commission wishes to forward to the Planning Commission and City Council as they make decisions on the Covell Village applications?

Background

The city is processing applications for the “Covell Village” development proposal, at the northwest corner of Covell Boulevard and Pole Line Road. The project includes 1,515 residential units and 210,000 square feet of non-residential uses, plus parks and open space, a school site, and a fire station site. The total site is 422 acres, including the habitat and hospice areas at the north edge. More detailed information on all components of the project is at www.cityofdavis.org/covell.

The project site is currently outside the City limits and designated for “Agriculture” on the City of Davis General Plan map. The property owner has submitted application for General Plan Amendment, Rezoning, Development Agreement, Annexation, and Affordable Housing Plan. The project would require support of both the City Council and the voters to be approved.

The applications are being considered through three processing tracks:

- **CEQA** – An Environmental Impact Report is underway, as required by the California Environmental Quality Act. The environmental consultant should have the Draft EIR available for public review in fall 2004.
- **Policy** – Extensive public outreach is proposed for the policy review. The project applications are scheduled for review by several city commissions, including this one.
- **Technical** – City staff are evaluating issues such as street width, accommodations for waste removal, street lighting, and zoning standards. This track also includes an analysis of the likely impacts the project would have on the City of Davis capital and operating budgets.

The applications are anticipated to be scheduled for formal public hearing in spring 2005.

Public comment on this project has been extensive, including written and electronic correspondence as well as testimony at two Planning Commission / City Council meetings. Attached is a summary of comments that have been “assigned” to the Safety Advisory Commission. Staff is requesting that the Commission review those comments and determine whether they will be adequately addressed during this review process.

Attached are a site plan and an applicant narrative on Safety Advisory Commission issues.

The application includes:

- 1,515 total residential units, including 1,108 single-family and 407 multifamily units.
- 20.2 acres of parkland dedicated to the City of Davis
- 23.2 acres of greenbelt dedicated to the City of Davis
- 62.5 acres of drainage/habitat dedicated to the City of Davis
- 7.5 acres of “greenstreet” along Covell Boulevard (public right-of-way that will accommodate landscaping or pedestrian/bicycle facilities.
- Pedestrian/bicycle undercrossings of Pole Line Road and F Street/railroad tracks.

Under agreement with Davis Joint Unified School District, Nugget Fields would be purchased by Covell Village Partners and transferred for use as a community asset.

The preliminary fiscal analysis shows the project would generate a mild positive cash flow for the City of Davis upon completion.

Safety Advisory Commission Issues Analysis

Staff from the Public Works and Community Development Departments has identified the following questions with the project proposal.

1. Does the street network make appropriate connections with the remainder of the city system?

Staff Notes:

- The original site plan included potential access to the Con-Agra site from the Moore, Donner, and Picasso Street extensions to the west.
- Recently, the site plan was revised to add another potential connection in the southern portion of the project, through an extension of the “Main Street” through the “Village Center”

Specific staff recommendations

- a. That there be street connections from the Moore, Donner, Picasso, and “Main Street” extensions to the Con-Agra site,
- b. That the applicant considers extending the north-south streets in the western sector of the project south to the Con-Agra site.

2. Does the bicycle network make appropriate connections with the remainder of the city system?
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Staff notes:

- The application includes:
 - Grade-separated crossings of the railroad tracks/F Street and Pole Line Road, connecting to Northstar Park and Nugget Fields.
 - Grade-separated crossings of Covell Boulevard, connecting the project to Oak Tree Plaza.

- Extensions of Moore, Donner, Picasso, and the new “Main Street” into the ConAgra property (proposed for development by Lewis Communities)
- At-grade bicycle/pedestrian crossings of Pole Line Road to connect to the train north of the Wildhorse golf course.
- The General Plan “Primary Bicycle Network” exhibit shows grade-separated bicycle crossings of F Street/RR at Anderson Road and of Pole Line Road at the north edge of the city limits. The applicant has stated that the proposed (southern) connection will be more useful to both recreational users and those seeking connections to Nugget Fields, Northstar Park, and other destinations to the east or west.
- The east-west connection is contiguous through the project. There is no complete off-road north-south path through the project. The main greenbelt in the center of the project does not have a direct connection to the Covell Boulevard crossings. On October 21, the Recreation and Parks Commission is scheduled to discuss whether the N/S greenbelt should extend throughout the project, and whether it should be widened to a minimum of 100 feet.
- The bicycle path at the northeastern corner of the project (between the site and the City-owned former landfill property) is of minimal width. Design details have not been provided to allow evaluation of whether it will be attractive to recreational users. The Police Department will be asked to evaluate connections and visibility for this path.

Specific staff recommendation

- c. That there is a contiguous off-street path from the north edge of the project to the Covell Boulevard undercrossings, of sufficient width to serve as a recreation and transportation corridor.

3. Is the internal street network appropriate?

Staff notes:

- The proposal includes a modified grid system, split by greenbelts and wildlife areas that provide connectivity for bicycles, pedestrians, and emergency vehicles but not private automobiles and transit.
- Most of the residential blocks would be served by alleys providing access to parking.
- Much of the current proposal is similar to the “Street Pattern Concept” of local and collector streets, alleys, and greenbelts found in Figure 10 of the General Plan.
- Staff and the applicant are holding continued discussions on the widths for various street segments, attempting to balance goals for aesthetics, emergency vehicle needs, transportation safety, and traffic calming.

Specific staff recommendation

- d. That the Safety Advisory Commission determine that the merits of the proposed network remain under consideration, pending any specific comments or concerns from the traffic analysis in the Environmental Impact Report.

4. Does the Commission support the proposal to allow Neighborhood Electric Vehicles in the grade-separated crossing of Pole Line Road, Covell Boulevard, and the Anderson Road / railroad tracks? Are provisions to encourage NEVs adequate?

Staff notes:

- The application includes grade-separated crossings of the railroad tracks/F Street and Pole Line Road, connecting to Northstar Park and Nugget Fields, as well as grade-separated crossings of Covell Boulevard, connecting the project to Oak Tree Plaza.
- The applicant is proposing that Neighborhood Electric Vehicles be allowed to use these crossings.
- Other provision for NEVs in the subdivision includes electric outlets in the residential garages and reserved NEV spaces in the parking areas for the commercial center.

Specific staff recommendation

- e. That the Safety Advisory Commission to not support allowing Neighborhood Electric Vehicles in the grade separated crossings proposed for the Covell Village project, unless provisions are made to eliminate any potential conflict between the NEV's and bikes/pedestrians.

5. Does the Commission have comments or a recommendation on the proposed Pole Line Road roundabouts?

Staff notes:

- The application includes a series of roundabouts on Pole Line Road, at the intersections of Moore, Donner, and Picasso.
- The Environmental Impact Report will be analyzing the function of Pole Line Road under the roundabout proposal as well as under the traditional stop-sign configuration.

Specific staff recommendation

- f. That the Safety Advisory Commission defers any recommendations on the proposed roundabouts until the traffic analysis in the Environmental Impact Report is completed.

6. Are there comments or recommendations the Commission wishes to forward to the Planning Commission and City Council as they make decisions on the Covell Village applications?