

## **Staff Report**

**January 10, 2005**

**TO:** Safety Advisory Commission  
**FROM:** Roxanne Namazi, Senior Civil Engineer  
**SUBJECT: Covell Village Project,  
Review of the Draft Environmental Impact Report**

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### **Recommendation**

Staff recommends that the Commission receive any public comments regarding the adequacy of the draft EIR, particularly as it relates to the Transportation and Circulation section. The Commission or any members thereof may also wish to comment on the DEIR. Comments received will be responded to in the Final EIR response to comments.

### **Fiscal Impact**

The fiscal impacts of the proposed project are assessed by a separate economic analysis completed by Bay Area Economics.

### **Background and Analysis**

The Covell Village Project is approximately 422 acres located at the northwest corner of Covell Boulevard and Pole Line Road. The project is proposed for:

- 1,515 residential units, including 1,108 single-family and 407 multifamily units.
- 30,000 square foot hospice facility.
- 210,000 square feet of non-residential uses.
- 20.2 acres of parkland dedicated to the City.
- 23.2 acres of greenbelt dedicated to the City.
- 62.5 acres of drainage/habitat dedicated to the City.
- 7.5 acres of “greenstreet” along Covell Boulevard.

A denser option, High Density Alternative, to the project is analyzed in the DEIR as well.

### Bikeway System

The project provides for a number of grade separated crossings of the streets including a bike tunnel at the railroad tracks/F Street, Pole Line Road, and Covell Boulevard at the Oak Tree Plaza. The number of grade separated crossings and the bike path system proposed, provide equal to or better bike and pedestrian circulation than previous projects. The proposed bike/pedestrian system does not raise any concerns by staff. The details of the bike path crossings of the streets will be brought back to the Commission at the time of the Tentative Map and/or Final Map approval.

### Trip Generation Rate

Please see attached Table 4.4-9 for the project Trip Generation Rates. The trip generation rate used for the single family (12.8 trips/DU) is higher than the one used in the Davis General Plan (9.5 trips/DU), by approximately 30%.

The Covell Village project assumes growth through the year 2015 due to the UCD's Long Range Development Plan build out. The General Plan assumes growth through the year 2010 and does not include the UCD's Long Range Development Plan. The higher trip generation rate was also used in the UCD Long Range Development Plan EIR.

The total trips generated by the proposed project are estimated to be 20,479 trips per day.

The High Density Alternative includes an additional 343 residential units, for a total of 1,990 units, plus 347 townhouse units. The total trips generated by the High Density Alternative are 25,733, approximately 25% more than the proposed project. The High Density Alternative will have additional complications.

See attached Table 4.4-22 for a comparison of the intersection LOS for the proposed project and the High Density Alternative.

### Cumulative Impacts on Covell Blvd. and Pole Line Road

Attached Tables 4.4-21 and 4.4-23 summarize the Intersection and Street Segment LOS's for Cumulative plus Project (2015) Conditions.

The tables indicate that the segment LOS's are higher than the corresponding intersection LOS. Roadway intersections are typically considered the constrained points of a roadway network because vehicles traveling in conflicting directions need to share the same space. Roadway segment LOS is a planning tool and provides a method to assess the adequacy of a roadway

classification. However, the intersection LOS is more precise. For these reasons, we are more analytical of the intersection LOS.

- Pole Line Road north of Covell Boulevard is projected to operate at LOS F with the existing two lanes, at cumulative plus project condition. The proposed mitigation for this impact is to widen Pole Line Road to four lanes. Roundabouts are preferable to traffic signals at the minor street intersections based on intersection capacity. However, we do not support installation of roundabouts with four lane approaches in Davis due to safety concerns with bicycles in roundabouts with greater than one circulating lane.
- Based on the Segment LOS determination, the LOS on Covell Boulevard between F Street and Pole Line Road degrades to LOS F and requires widening of Covell Boulevard to six lanes. However, widening of Covell Boulevard was rejected in the General Plan. This impact remains significant and unavoidable.
- The left turn pocket on eastbound Covell Blvd. to northbound Pole Line Road already has insufficient capacity with the existing traffic volumes. A second left turn pocket is needed if Covell Village project is developed.

### The Covell Boulevard Couplet

Covell Boulevard between L Street and Pole Line Road is proposed to be widened and realigned to create a "couplet." The couplet is proposed to separate the eastbound and the westbound with a 90-foot wide median.

We are in the process of seeking additional information on how the couplet will operate, if it is approved.