ATTACHMENT D

Project Description

Introduction

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

Project Location

The proposed project site consists of 413.8 acres (See Attachment F, Regional Location Map). The site is generally located north of Covell Boulevard between Pole Line Road and F Street in the City of Davis, California. The subject property is bordered on three sides by existing urban uses (See Attachment G, Project Location Map). West of the site are the Con Agra property, Northstar Development, and the California Northern Railroad tracks. East of the site are Pole Line Road and residential neighborhoods. 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 what is labeled "Channel A". Covell Boulevard is the site's southern boundary. The site is bordered along three sides (south, east, and west) by the City of Davis city limits. The site can also be located by the Yolo County Assessor's Parcel Number: 035-970-033 which consists of 383 acres, plus a 30.8 acre portion of the parcel immediately north (APN 42-110-11).

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. On-site soils are of widely varying quality, with approximately one-third of the soils classified as Class IV or lower. The lower quality soils intrude irregularly into the on-site areas that contain better quality soils. Two (2) mature oak trees are located in the southeastern portion of the site. In addition, the site is bisected east-west by a drainage channel (Channel A), installed in the last 15 years, 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. An older residence and related farm buildings are located in the mid-southern portion of the site.

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; and
- Phased housing allocation plan approval.
- 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;
- Final subdivision map approval;
- Site plan/building plan approval;
- Issue 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;
- Encroachment permit from California Northern Railroad; and
- Encroachment permit from PG&E.

Project Components

The proposed project involves the development of a 383-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, ten-acre School Site, bikeways, natural areas, 60 acres of

habitat, and a 12-acre park. The following describes the project's open space, residential, commercial, and community components.

Residential - Proposed Housing Units

The residential component of Covell Village includes a broad range of housing types and sizes. The housing types are detailed below:

1) Single Family Home Sites. Size examples using comparable existing Davis areas are shown in parentheses (Note: square feet = SF).

a)	3,200 SF to 3,699 SF lots (Aggie Village Attached lots)	50
b)	3,700 SF to 4.699 SF lots (Aggie Village SFD lots)	220
c)	4,700 SF to 5,699 SF lots (Old Davis Downtown)	82
d)	5,700 SF to 6,699 SF lots (Aspen Subdivision)	285
e)	6,700 SF to 7,699 SF lots (Stonegate)	94
f)	7,700 SF to 9,499 SF lots	95
g)	9,500 SF to 10,500 lots	67

2) Senior Only Home Sites 185

3) Other Residential Uses

a)	Six-Plex Cluster Homes	24
b)	Co-Housing townhouses	30
c)	Lofts above Commercial	40
d)	Senior Core Care Facility (Estimated 130 beds) distributed between independent living, assisted living and memory care owned and operated by Eskaton	

4) Apartments - 236,000 SF total living area not to exceed 450 bedrooms (35% of living area to be affordable)

5) Land Dedication Sites (Ordinance obligation 7 acres Total)

a)	Limited Equity Co-op (56 apartment-like units)	3.7 acres
b)	Other Land Dedication (multifamily)	3.3 acres

This proposal supplies a total of approximately 1,475 dwelling units (assuming 200 apartments).

Commercial – Village Center

The Village Center is located in the southeast portion of the site and includes mixed neighborhood commercial and residential uses that complement and strengthen the adjacent Oak Tree Plaza. Anticipated businesses for Covell Village include cafes, hairdressers, copy shop, convenience store, specialty retail, cleaners, service station, restaurants, and other similar businesses. Space exists for two (2) mid-sized retail stores

ranging in size from 12,000 to 20,000 square feet each. A variety of mixed uses such as offices, live-work units, art venues, non-profits, postal services, and medical clinics are also anticipated to be located within the Village Center. These facilities would be clustered into a central mixed-use core. Approximately 40 apartments would be located in the upper floors above retail and office spaces.

Community Uses

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 - Covell Village School Site

The Covell Village plan designates a 10-acre site, which could be used as a "satellite" high school or new elementary school location. While elementary enrollment is declining and high school enrollment is expected to increase, the School District would ultimately decide the most appropriate use of the Covell Village school site. The site is located approximately five minutes by bicycle from the existing Davis High School. Approximately 250 students are expected to attend such a facility.

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. The proposed project includes a minor arterial road to the residential area north of the Village community 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 would be achieved 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. Project roadways have been designed to provide potential access points to the Con Agra property at three locations.

Bikepaths

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.

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. 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 the few 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 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.

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” roadway format along Covell Boulevard, 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 200-300-foot-wide habitat corridor with bicycle access to and from existing trails in surrounding neighborhoods. 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 most 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.

The flow from the Covell Drain also connects to the H Street Pump flow near the existing trestle. Nearest the project site, the Covell Boulevard Drain first crosses under F Street and the railroad tracks at the City Limits, whereby water from the Covell Boulevard Drain runs south along the extreme northwest border of the project site. The channel turns east at the railroad trestle near the outlet of the Northstar Pond. The channel then proceeds east across the entire width of the project site. The channel crosses under Pole Line Road and enters the riparian areas within the nearby Golf Course.

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 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 31 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.

Water for the maintenance of the pond habitat during dry months comes from shallow agricultural wells currently on the project site and not from the deep aquifer, which

supplies drinking water. Much of the maintenance water percolates downward to help recharge the water table.

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 existing 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 20 acres. These include a series of linear parks connecting the arrowhead-shaped park in the north with the semi-circular park at the Village Center along Covell Boulevard. Together these parks would form a community intended to be a promenade. This promenade 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.

An 11.5-acre park is proposed to be located at the southwest corner of the central roundabout, which links the major roadways. 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

Water Supply

The proposed project would provide the City with an additional water supply well location. Water services for the project site are provided by the City-run water system via the 10-inch main water lines under Covell Boulevard, F Street, and Pole Line Road, and along the railroad tracks. The City's water supply system currently consists of 21 active wells, an elevated water tank, a new four million gallon storage tank north of Sutter Hospital, and a control and distribution system. A 10-inch or larger water main is proposed to be located through the project site.

Wastewater

The proposed project would be provided wastewater service by the Davis Water Pollution Control Plant. Four (4) main sewer lines currently cross under the project site. Two (2) parallel mains cross the site in a south-to-north direction - a 42-inch-diameter main and a 21-inch-diameter main. The City has abandoned the 21-inch main. According to the City's Public Works Department, connection to the 42-inch main would be required as

part of the proposed project. Additionally, the unused third line - a 24-inch process wastewater line that traverses the project site from the former cannery's screening facility to a previous pump station located northeast of the project site (the easement includes the right of access to make repairs) - would be removed. The fourth line crosses a portion of the site in an east/west direction and conveys wastewater from the east (Green Meadows) to the 42-inch line.

Storm Drainage

As part of the proposed project, Channel A would be widened and landscaped to function as a restored riparian habitat area. The effect would be to simultaneously create enhanced flood protection and new habitat. Channel A runs west to east through the center of the project site. The Covell Drain, which is west of the project site between State Route (SR) 113 and F Street, was designed to carry flows of up to 1,400 cubic feet per second (cfs). The Covell Drain gathers runoff from developed and undeveloped areas west of Davis and conveys the runoff to the project site. Storm drainage from within Covell Village would flow into the expanded and enhanced Channel A through gravity drainpipes and surface drainage. Channel A currently drains the project site, including the 47-acre vacant parcel north of the cannery. The project site receives flows from the Covell Drain through the connecting channel immediately east of the railroad tracks.

A portion of the stormwater received by Channel A would be diverted to the proposed habitat pond at the northwest corner of site. The enhanced Channel A would incorporate water quality features to improve stormwater quality. The pond would detain peak stormwater runoff until downstream facilities could accept the water. Outflows from the pond would re-enter the connecting channel over time, continuing east along Channel A.

Currently, Channel A continues east under Pole Line Road and through the Wildhorse golfcourse to the east. Both the culvert under Pole Line Road and the golf course channel were sized to accommodate upstream flows. Stormwater flow would continue toward the east and northeast until the stormwater reaches Willow Slough Bypass.

Figure 1
Project Site Plan