

ORDINANCE NO. _____, SERIES 2016

**ORDINANCE AMENDING THE ZONING OF THE GATEWAY/OLIVE DRIVE
SPECIFIC PLAN REGARDING
COMMERCIAL SERVICE USES IN THE WEST OLIVE DRIVE COMMERCIAL
SERVICE AREA (NISHI GATEWAY PROJECT)**

THE CITY COUNCIL OF THE CITY OF DAVIS DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, the City of Davis General Plan incorporates by reference the Gateway / Olive Drive Specific Plan, including the Land Use Map of the Gateway / Olive Drive Specific Plan;

WHEREAS, the Gateway / Olive Drive Specific Plan contains a land use policy to enhance the vitality that currently exists within the University, Core Area, and surrounding neighborhoods; and

WHEREAS, the General Plan has goals to maintain and enhance the Core Area as a vibrant, healthy downtown that serves as the city's social, cultural and entertainment center and primary, but not exclusive, retail and business district; and to attract visitors to Davis; and

WHEREAS, the City of Davis, UC Davis, Yolo County, and the Nishi property have been collaborating to explore the possibility of a Mixed-Use Innovation District on the Nishi property, West Olive Drive, and nearby UC Davis lands; and

WHEREAS, the Nishi Gateway development would provide jobs for local residents, housing for students and employees of UC Davis as well as local technology businesses, and customers for downtown merchants; and

WHEREAS, Environmental Impact Report #2015120666 adequately assess the potential impacts of the project; and

WHEREAS, the public necessity, convenience, and general welfare require the adoption of the proposed amendment

NOW, THEREFORE, the City Council of the City of Davis does hereby ordain that the Gateway / Olive Drive Specific Plan shall be amended as follows

1. Table 5, Existing and Proposed Land Use Account shall be amended to reflect a potential additional 55,900 square feet of commercial service uses on West Olive Drive.

2. The Commercial Service zoning (page 22) shall be amended as follows:

The maximum floor area ratio shall be ~~40~~50 percent, with the exception of a hotel conference facility between West Olive Drive and Interstate 80, which has a maximum floor area ratio of 1.35, subject to discretionary review through the Conditional Use Permit process.

Vehicle parking requirements for uses on West Olive Drive shall be established through the Design Review process, using standards for the Mixed-Use Zoning District as a guide.

b. (Permitted Uses) (f) Research and development, and similar university-related technology uses. (g) Similar types of uses as identified by the Planning Commission to be the same general character as those above.

3. The description of the West Olive Drive Subarea (page 24) shall be amended as follows:

The general and specific plan land use for this area is commercial service. The land use and zoning will be treated the same as commercial service in the East Olive Drive Area, except that West Olive Drive shall be allowed a higher development intensity, reduced parking requirements, and university-related technology uses reflecting its proximity to the Nishi property and the UC Davis campus.

The West Olive Drive area is currently characterized by a motel and restaurants and commercial service uses. This portion of the plan assumes ~~a widened~~ the City will not widen the Richards Boulevard undercrossing of the Southern Pacific Railroad tracks. The intent of the land use and design guidelines for this portion of the project is to upgrade the image of the area and provide an enhanced entry experience while entering central Davis from I-80.

4. The Design Guidelines / Parking Guidelines for the West Olive Subarea (page 39) shall be amended as follows:

Parking shall be in structures, on-street or in lots located behind or between the buildings rather than between the building and the street. Vehicle parking requirements for uses on West Olive Drive shall be established through the Design Review process, using standards for the Mixed-Use Zoning District as a guide.

5. The Design Guidelines / Streetscape Guidelines for the West Olive Subarea (page 39) shall be amended as follows:

West Olive Drive is intended to have the character of a downtown street – formal and shady. The figures adjacent and below are representative plan and sections to illustrate the intended street character for West Olive Drive. Final determination of roadway configuration and phasing of improvements shall be as established pending completion of improvement plans for Nishi Gateway, the Davis Arch, Richards Boulevard Interchange improvements, and the Richards Boulevard Corridor Plan.

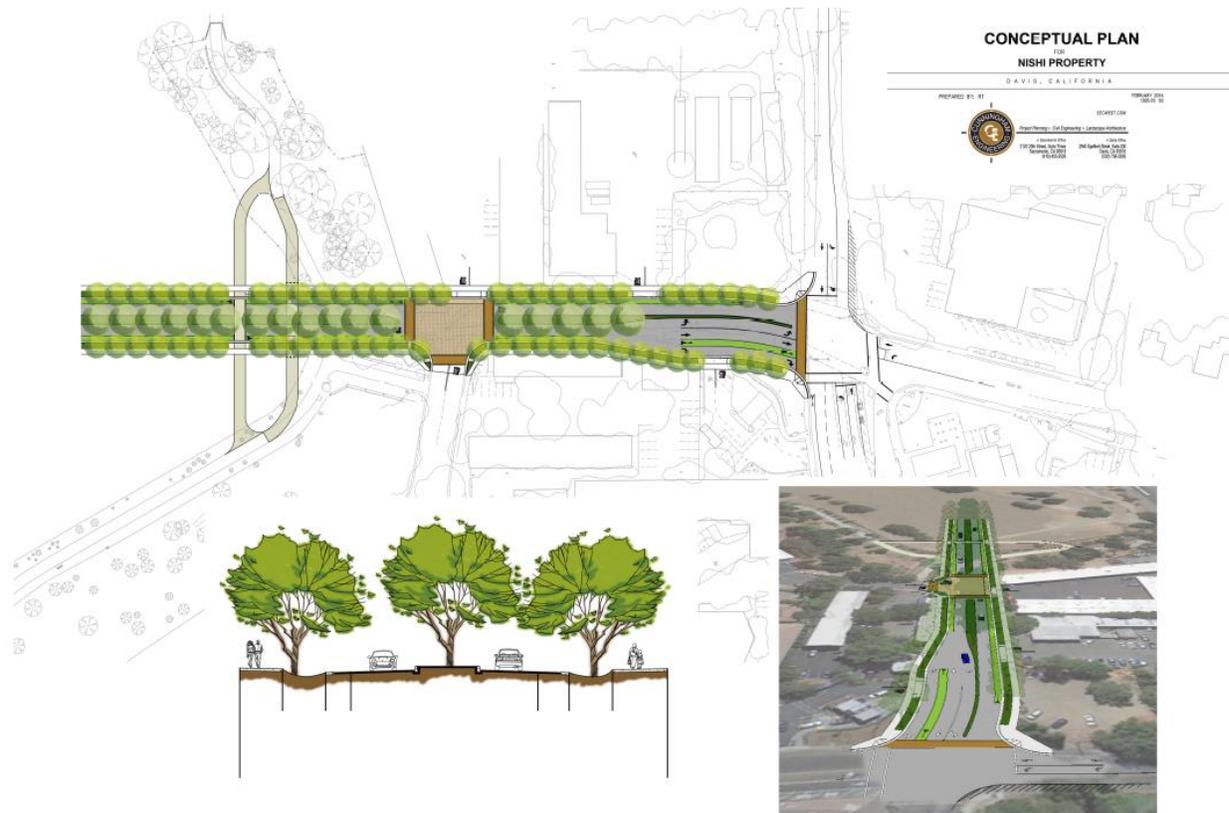
Specific guidelines for this streetscape are as follows:

West Olive Drive shall have a 84-foot right-of-way including two 8-foot bicycle lanes, four 11-foot vehicle lanes and two 12-foot sidewalk/planning areas no more than two vehicle travel lanes except at intersections as necessary for safety or design considerations. Bicycle facilities may be either bicycle lanes or “sharrows.”

Street tree planting shall consist of evenly spaced, deciduous shade trees selected from the City's approved street tree list.

Trees shall be spaced the distance in feet which is equal to two-thirds of the tree's canopy in 15 years. For example, trees with an expected 15-year canopy of 45-feet shall be planted 30 feet on center.

[Replace exhibit showing two travel lanes with below exhibit showing one travel lane each direction.]



INTRODUCED on this _____ day of _____, 2016, and PASSED AND ADOPTED by the City Council of the City of Davis on this _____, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST: _____

Daniel M. Wolk
Mayor

Zoe S. Mirabile, CMC
City Clerk