
SECTION I. INTRODUCTION

This document is the City of Davis' General Plan, which has been updated and revised after a lengthy and comprehensive public participation process. This general plan will guide Davis' growth through January 1, 2010.

A general plan articulates a community's vision of its long-term physical form and development. The general plan is comprehensive in scope and represents the city's expression of quality of life and community values; it should include social and economic concerns, as well. General plans are prepared under a mandate from the State of California, which requires that each city and county prepare and adopt a comprehensive, long-term general plan for its jurisdiction and any adjacent related lands.

The general plan serves as a basis for decision-making. The plan directs decision-makers, who must balance competing community objectives, which sometimes present trade-offs.

A. Regional Location

Davis is located in the southeast corner of Yolo County, along Interstate 80 and the main Union Pacific railroad line. Its regional location is shown in Figure 1.

Davis is located in the Central Valley of California, 50 miles northeast of the San Francisco Bay area and 15 miles west of Sacramento. Davis is separated from surrounding cities in the Counties of Yolo and Solano by ten to fifteen miles of agricultural land. Surrounding cities in Yolo County are: Woodland to the north; West Sacramento to the east; and Winters to the west. Located between Davis and West Sacramento is the two mile wide Yolo Bypass, one of the overflow drainageways which provide flood protection for the Sacramento River valley. The City of Dixon is located to the southwest in Solano County.

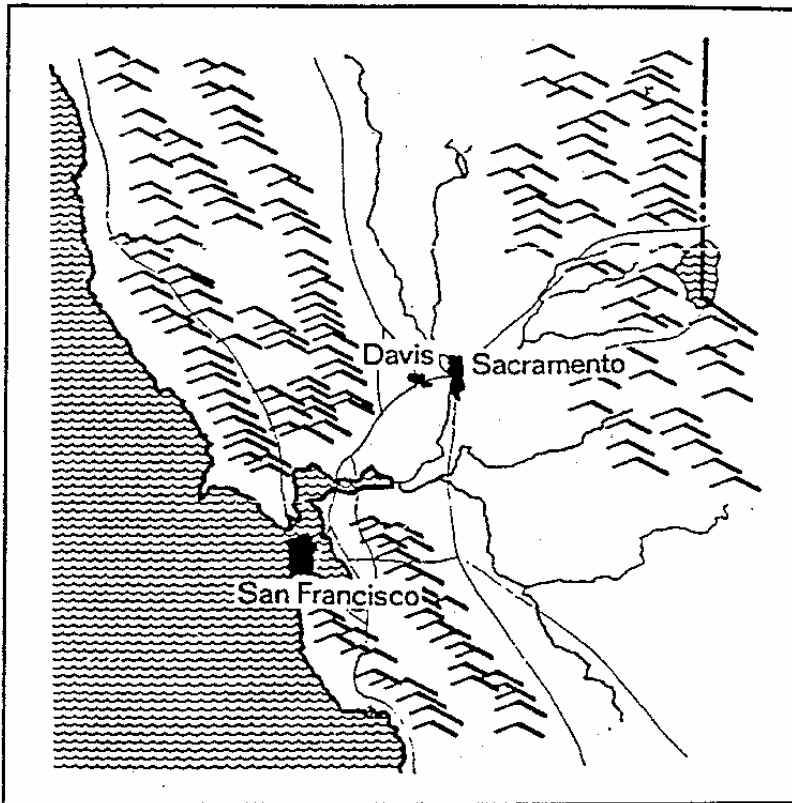


Figure 1: Regional Location

1. Planning Area, Sub-Areas and Planning Horizon

The planning area consists of approximately 160 square miles. It is bounded on the north by County Road 27 and the City of Woodland planning area, on the east by the easterly boundary of the Yolo Bypass, on the south by Tremont Road, and the Pedrick Road-Interstate 80 interchange in Solano County, and on the west by an extension of County Road 93 to generally match the westerly boundaries of the General Plan areas of Dixon and Woodland. Because Davis is located in the corner of Yolo County, a portion of the planning area is in Solano County.

The planning area consists of a total of 14 geographic sub-areas, which are shown in Figure 2. The sizes of the planning subareas are shown in Table 1.

The planning horizon for this general plan is January 1, 2010. Projections regarding city growth and needed changes made in this plan and in the accompanying environmental impact report are made for 2010.

A. General Plan Contents

This general plan contains a total of nine sections:

- Section I contains this introduction.
- Section II contains background on the planning context in and around Davis.
- Section III contains the general plan visions, which set the overall framework for planning in Davis.
- Sections IV through VII contain the bulk of the general plan in the form of goals, policies, standards and actions for a total of 22 separate topics. Each of the 22 chapters within these sections provides background information on a topic and the goals, policies, standards and actions that apply to it.
- Section VIII contains goals, policies, standards and actions regarding general plan implementation. It tells how the city will work to implement Sections III through VII.
- Section IX is a glossary of terms.
- Section X contains the appendices.

Table 1
GROSS ACREAGES OF PLANNING AREA
AND PLANNING SUB-AREAS

Planning Sub-Areas	City of Davis	Unincorp. Yolo Co.	Unincorp. Solano Co.	TOTAL
Northwest	90	16,310		16,400
North Central	830	2,370		3,200
Northeast		5,200		5,200
West Davis	900			900
Central Davis	1,400			1,400
East Davis	950			950
East Davis / Mace	630	80		710
Core Area	150			150
South Davis	1,210	590		1,800
Southeast		6,200		6,200
Gateway / Olive Drive	121	44		165
UC Davis		2,900	900	3,800
Far North		18,600		18,600
Far South		3,200	26,300	29,500
Yolo By-Pass		13,600		13,600
Total City Area	6,281 <i>(9.8 sq.mi.)</i>			
Total Unincorp. Yolo Co. Area		69,094 <i>(108.0 sq.mi.)</i>		
Total Unincorp. Solano Co. Area			27,200 <i>(42.5 sq.mi.)</i>	
Total Planning Area				102,575 <i>(160.3 sq.mi.)</i>

Source: City of Davis Public Works Department, June 1999.

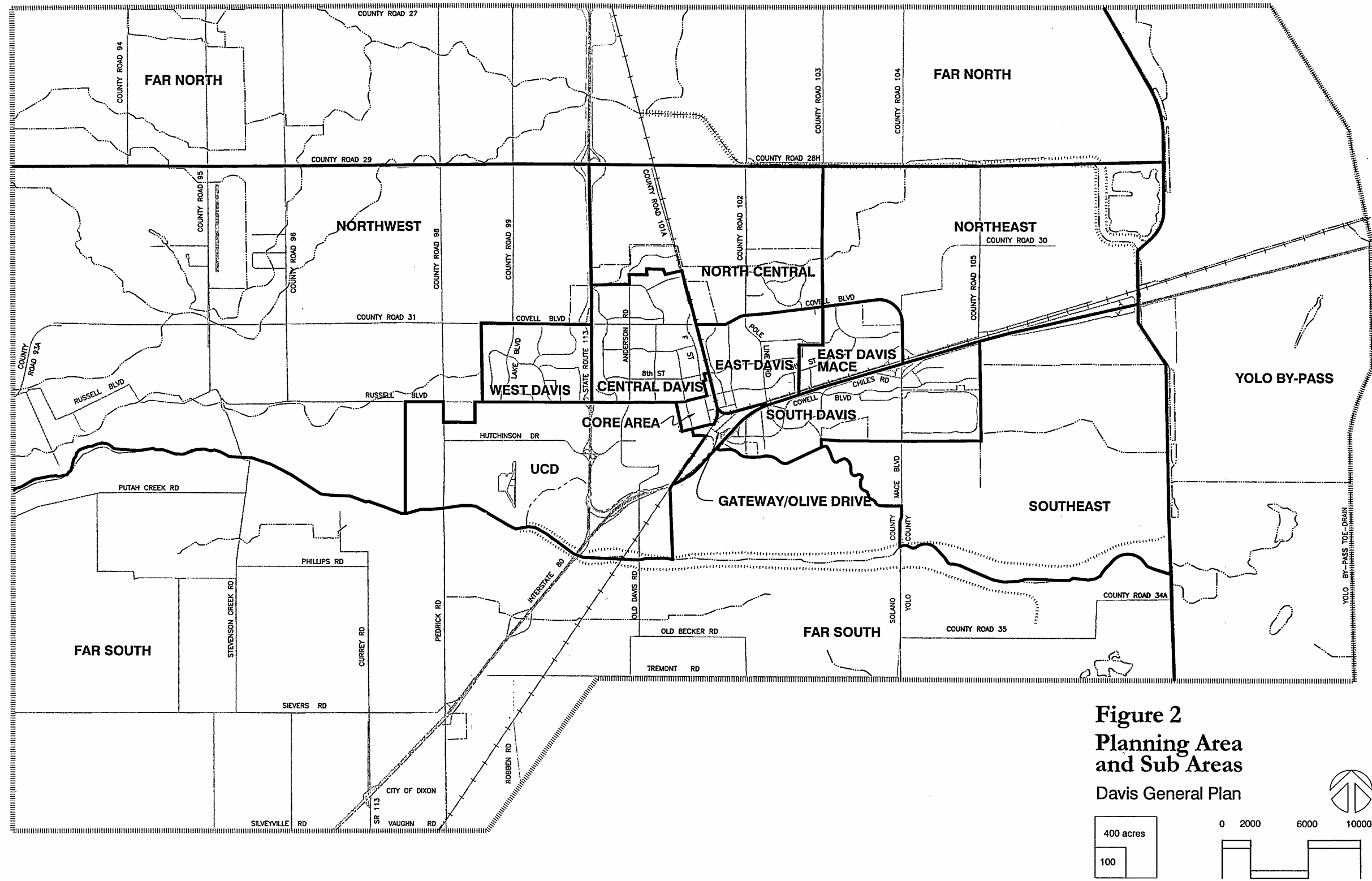
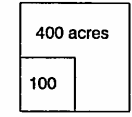
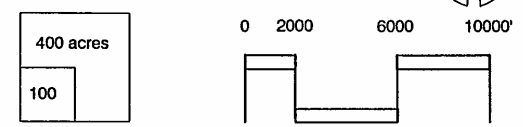


Figure 2
Planning Area
and Sub Areas
Davis General Plan



The visions in Section III are broad philosophical statements describing desired end states. Visions are not necessarily attainable now or in the foreseeable future. Some of the visions may present value trade-offs with other visions.

Sections IV through VIII contain goals, policies, standards and actions which explain what the city will strive to do over the life of the general plan.

- Goals are desired end states for particular issues which may be measurable or observable over a period of time.
- Policies are statements of values or direction which provide the basis for consistent decision making and resources allocation.
- Actions are the specific tasks to accomplish the policies.
- Standards are written as policy statements. Those standards containing the word “shall” are mandatory. Those that contain the word “should” are discretionary and will be applied by the city as appropriate through ordinances, resolutions, staff actions and decisions regarding specific development projects.

The City shall make every reasonable effort to fund the projects and programs in the general plan. The implementation of some of the policies and actions in this plan, however, would require a commitment of financial resources for both capital and ongoing costs which may not be available currently and may not be available in the future. Allocations of available resources are established in the annual city budget and review of the Capital Improvements Master Plan.

B. Assumptions and Parameters of the General Plan Update

In March, 1993, the City Council established assumptions and parameters for the general plan update, which are summarized below.

- The 1987 General Plan was to be used as the base document.
- The general plan update was to correct weaknesses in the 1987 plan, provide new information where appropriate, enhance consistency between elements, and add elements.
- Efforts were to be taken to minimize costs of the revision.
- The process was to extensively involve citizens.

- The total acreage of developed land and the total number of units in the 1987 General Plan was not to be increased, although the location and mix of uses could be changed. Planning for the 20-year sphere of influence of the Local Agency Formation Commission was to proceed.
- The importance of UC Davis within the future of the community was to be recognized.
- The planning process was to be thorough, and was recognized as potentially time intensive.
- The Planning Commission was to oversee the update process.

These parameters were altered slightly in June of 1995 when the Council approved the Economic Development and Strategic Plan and directed staff to investigate opportunities for zoning an additional 300 to 500 acres for commercial and industrial development, as part of the General Plan process.

C. Public Participation

State law specifies that “During the preparation or amendment of the general plan, the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate” (Government Code Section 65351). Therefore, the City has conducted an extensive citizen input process leading up to this General Plan update.

During the fall and winter of 1993, the city conducted seven community workshops and 31 “kitchen” conferences soliciting the community's vision for Davis' long term future. In April 1994, the Community Workshop Summary was released. The workshop summary contained the comments from over 700 members of the Davis community who provided comments from October 1993 to March 1994. Comments were also included from various elementary school classes, letters, comment cards from the city's FOCUS newsletter, responses to a newspaper flyer and the Internet.

In March 1994, the City Council appointed 215 people to be on 14 general plan committees to review and revise the existing general plan. The general plan committees were focused around the following topics:

- Culture, Art and History
 - Cultural Diversity and Social Climate
 - Economic Development
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- Environment, Energy and Conservation
- Growth Management and Neighborhood Preservation
- Human Services (originally called Health and Social Services)
- Housing Affordability, Diversity and Innovation
- Mobility and Noise Issues of the Next Century
- Open Space
- Parks and Recreation
- Public Services, Safety and Infrastructure
- Technology and Computers
- Urban Design/Community Design
- Youth and Education

Although each committee was responsible for a particular topic area(s), they were also encouraged to address any and all general plan issues.

From April 1994 to July 1995, the committees drafted visions, goals, policies and implementing measures for the revised General Plan. Their efforts resulted in a summary of Revised General Plan Committees Visions, Goals, Policies and Actions that was published in October, 1995. This document was reviewed by the committees from November 1995 to March 1996. From January to March, 1996, the committees reviewed the General Plan Update Workbook that was prepared to assist the committees in focusing their ideas on land use and policy issues.

The committees' comments on the Revised General Plan Committees Visions, Goals, Policies and Actions and the Workbook were incorporated into the Administrative Draft General Plan, dated May 1996. From May 1996 to September 1996, the city staff liaisons reviewed and commented on the Administrative Draft General Plan.

A "Public Review Draft" of the general plan, which incorporates both committees' and staffs' comments, was made available in November of 1996.

The Planning Commission and City Council reviewed that draft in public meetings between December 1996 and March 1998. This Final Draft was published in June 1998.

From the beginning of the update process, a survey was anticipated to be conducted as a way to validate that the positions established in the draft general plan reflect the overall community. In July 1995, the City Council authorized the firm of Moore, Iacofano and Goltsman (MIG) to conduct a telephone survey to 400 people. The survey will be conducted after the Planning Commission workshops are held. The City Council will hold a series of meetings after the Planning Commission workshops and survey are completed.

An environmental impact report and fiscal studies will be conducted on this final draft general plan. Once those studies are completed, additional public hearings will be held by the Planning Commission and City Council. Adoption of the revised general plan is anticipated in the fall of 1998.

D. Relationship to State Law

State law includes a number of specific requirements regarding the content of general plans. This section describes where these required contents may be found in this general plan.

State law requires a total of seven general plan elements. The required contents of most of these elements are included in several of the chapters in this general plan. The city's housing element is contained in a separate document.

1. Land Use Element

State law requires that a general plan include a land use element which "designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan." This information is included in Chapter 1, "Land Use and Growth Management."

The land use element is also to "identify areas covered by the plan which are subject to flooding." This information is included in Chapter 19, "Hazards."

The land use element is also required to designate any areas zoned for timberland production. There are no such areas in Davis.

2. Circulation Element

State law requires that a general plan include a circulation element "consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan." This information is contained in Chapter 2, "Mobility."

3. Housing Element

State law requires that a general plan include a housing element that “consists of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement and development of housing.” (Government Code Section 65583). The Housing Element must also demonstrate the community’s ability to accommodate the need for housing at all income levels. This document’s Chapter 4, “Housing,” includes most relevant policies of the separate Housing Element. Additional housing-related policies are contained in Chapters 1 (Land Use and Growth Management), 11 (Human Services) and 17 (Energy).

A housing element must be submitted to the State of California Department of Housing and Community Development (HCD) prior to adoption by the city. The HCD determines whether the draft element is in compliance with the requirements of state law. After adoption of the general plan by the city, the final housing element requirements are submitted to the state.

This document contains the City's Housing Element policies. The full text of the Housing Element and more specific information on the policies is contained in the full Housing Element, available at the Planning and Building Development Department.

4. Conservation Element

State law requires that a general plan include a conservation element “for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources.”

- Chapter 6, “Water,” includes policies for the conservation of water.
- Chapter 15, “Agriculture, Soils and Minerals,” includes policies for conservation of agricultural land, soils and minerals.
- Chapter 14, “Habitat and Natural Areas,” includes policies for conservation of riparian areas and wildlife.

Davis does not have any significant waters with hydraulic force, forests, harbors, large rivers, important fisheries, or areas with identified mineral deposits of statewide or regional significance.

5. Open Space Element

State law requires that a general plan include an open space element that addresses preservation of open space for four reasons: 1) preservation of natural resources, 2) managed production of resources, 3) outdoor recreation, and 4) public health and safety. Land use categories that meet each of these criteria are mapped and described in Chapter 1, “Land Use and Growth Management.” More specific policies regarding open space are included in Chapter 9, “Parks and Open Space.”

Open space elements must include action plans. All chapters of this general plan include specific lists of implementing actions.

Open space elements must consider demands for trail-oriented recreational uses. Trails are covered in Chapter 2, “Mobility.”

6. Noise Element

State law requires that a general plan include a noise element that analyzes and quantifies current and projected noise levels from a variety of sources, and shows noise contours on a map. The noise element is also to include implementation measures and possible solutions to address existing and foreseeable noise problems. These items are contained in Chapter 21, “Noise.”

The noise contours are to be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. This has been done in the compilation of the land use map in Chapter 1, “Land Use and Growth Management.”

7. Safety Element

State law requires that a general plan include a safety element “for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards ...; flooding; and wild land and urban fires. The safety element shall also include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items related to identified fire and geologic hazards.”

There are no known faults in Davis, so the city is not subject to seismically induced surface rupture. It is not near the ocean or any large lakes, so it is not subject to tsunami or seiche. It is relatively flat, so it is not subject to slope instability leading to mudslides and landslides. There are no city requirements for clearances around structures since the city has no areas of heavy brush that could lead to fire danger. The city's evacuation plans, along with planning associated with ground shaking, ground failure, dam failure, subsidence, other geologic hazards and flooding are addressed in Chapter 19, "Hazards." Fire safety is addressed in Chapter 18, "Police and Fire." Minimum road widths are addressed in Chapter 2, "Mobility." Water supply is addressed in Chapter 6, "Water."

E. Relationship to Other Plans, Ordinances, Policies and Reports

The City of Davis has a number of planning and land use regulations tools beyond this general plan. These others tools are described in this section.

This general plan is consistent with the policies and regulations of all documents described here. These plans, ordinances and policies will remain in effect after this general plan is adopted.

1. Specific Plans

Local governments are authorized by the California Government Code to adopt specific plans. A specific plan is a detailed plan for the development of a specific area. It implements the general plan by creating a bridge between general plan policies and individual development proposals. Ideally, a specific plan directs all facets of future development: distribution of land uses; development standards; location and sizing of supporting infrastructure; and methods of financing public improvements. A specific plan may be policy oriented, regulatory, or both.

The City of Davis has prepared or is preparing specific plans for four areas. The locations of the four specific plan areas are shown in Figure 3. The specific plans contain additional policies and actions, and should be consulted to determine development policy in their areas. This section describes the concepts in each of the specific plans.

a. Core Area Specific Plan. The Core Area Specific Plan supports maintaining a small-town downtown and encourages pedestrian, social and cultural activities and shopping in the core area. The plan promotes building up the "downtown core" (the area between First and Third Streets and D Street and the railroad tracks east of G Street) before greatly increasing densities in the remainder of the core area, thereby protecting existing residential neighborhoods and their character.

The Core Area Specific Plan encourages:

- the retention of a residential base;
- mixed uses in structures and neighborhoods;
- appropriate scale transitions between buildings;
- the retention and adaptive reuse of existing buildings;
- retail at street level;
- maintenance of a pedestrian priority;
- maintenance of the existing street and bike path grid with no additional four lane roads developed; and
- landscaping and plazas.

b. Gateway / Olive Drive Specific Plan. The Gateway/Olive Drive Area encompasses 121 acres adjacent to the core area (not including the 44-acre Nishi property which was removed from the Specific Plan as part of the General Plan Update). The area is bounded on the north by First Street, on the west by the University, on the south by Interstate 80, and on the east by the railroad tracks and I-80. The area is currently within the city limits.

In early 1992, the city's Redevelopment Agency initiated a process to redevelop the area near the entrance to Davis. In late 1992 and early 1993, the City Council broadened the study to include the entire 165-acre area and appointed a 27-member Advisory Committee to prepare a specific plan. The committee and various sub-committees met 20 times from 1993 through 1995 producing two study reports and, ultimately arriving at a consensus plan for the area. City staff, with consultant assistance, turned the consensus plan into the specific plan and accompanying EIR.

The purpose of the Gateway/Olive Drive Specific Plan is to provide the goals, policies, design guidelines, and zoning mechanism necessary to realize the vision created by the Advisory Committee. The specific plan provides guidance for what uses will occur on vacant property, as well as reuse and revitalization of improved parcels and various public improvements.

The plan is divided into district sub-areas including: East Olive Drive, West Olive Drive, Aggie Village, and the Southern Pacific Depot. Each sub-area has distinct characteristics and each entailed a slightly different planning process. The specific plan knits together the neighborhood plan developed for East Olive Drive the University-sponsored plan for Aggie Village, and the Depot.

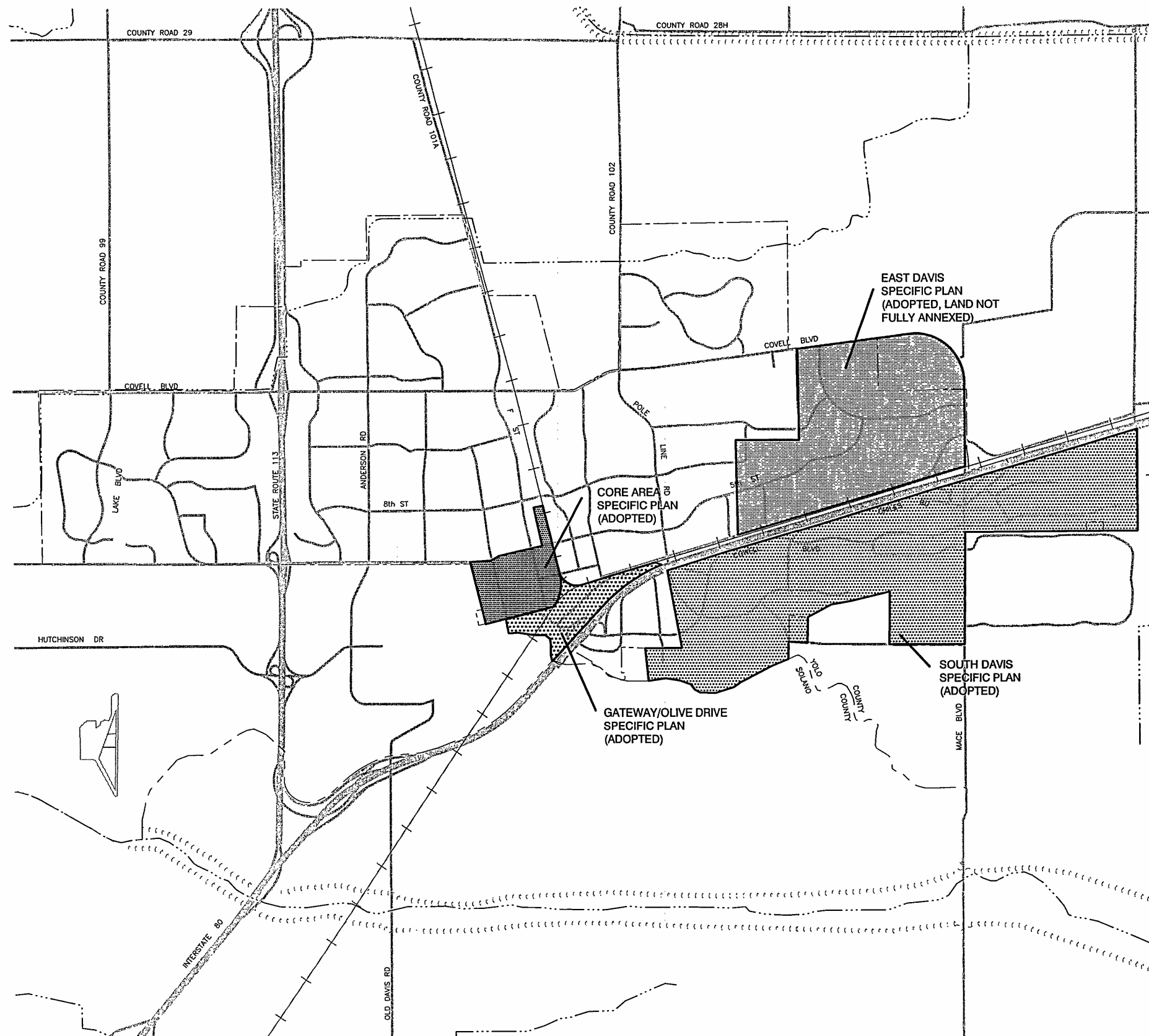
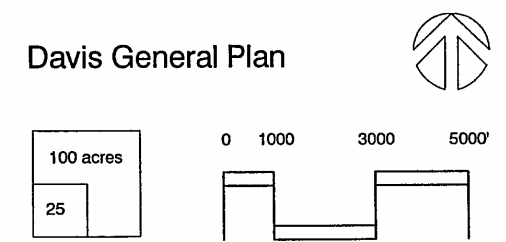


Figure 3
Specific Plan Areas



The plan provides details regarding land uses, roadways, buildings, open space and bicycle/pedestrian connections, design guidelines and financing at buildout. The plan area is Davis' visual front door and has been planned to work with the Core Area Specific Plan to maintain the core area as the cultural and economic center of Davis. In general, the eastern portion of the plan protects and enhances the historic character and land uses of Olive Drive.

c. East Davis Specific Plan. The East Davis Specific Plan (EDSP), adopted in 1987, applies to a 658-acre area bounded by Cowell Boulevard, Mace Boulevard, Interstate 80 and previously developed lands to the west. It describes land use designations, development policies, roadway standards and a financing plan for East Davis. The EDSP is consistent with this general plan, but it also provides additional direction for East Davis. For example:

- Average single-family density is limited to 5.6 units per net acre.
- Multi-family density is limited to 15 units per gross acre, which is about 20 units per net acre.
- The EDSP requires minimum numbers of parking spaces for each residential unit.

d. South Davis Specific Plan. The South Davis Specific Plan (SDSP), adopted in 1987 and revised in 1989, covers 507 acres between Interstate 80 and the north fork of Putah Creek and Montgomery Avenue. The SDSP includes land use designations, a circulation system and community facilities policies for South Davis. Land use designations in the SDSP are based on city zoning that was in effect when the SDSP was adopted. The SDSP specifically states that “No project shall exceed the densities allowed in the general plan.”¹

2. Bikeway Plan

The Bikeway Plan (Final Draft, May 1993) consolidates all aspects of bicycle planning in a document which clarifies general plan goals and policies as they relate to bicycles. The Bikeway Plan contains this overall goal statement for bikeway planning:

“It is the goal of the City of Davis to maintain, through the plan, an integrated system of bikeway facilities which provide for safe and convenient travel for bicyclists throughout the city. The city recognizes the need to encourage bicycle travel for both transportation and recreation. Use of bicycles as a travel mode

¹
South Davis Specific Plan, page 8A.

conserves energy, contributes to cleaner air, and improves physical fitness.”

The plan also consolidates and clarifies the standards used by the City for bicycle facilities. It presents specific bikeway projects with a project need statement, description, funding source, and expected construction schedule.

3. Redevelopment Agency

Redevelopment Plan. The Davis Redevelopment Plan was prepared in 1987. The redevelopment area includes the South Davis specific plan area and the core area. Proposed land uses within the redevelopment area include residential, commercial, commercial / residential, industrial, public, and agricultural / public. These uses are designated in accordance with the general plan.

Redevelopment Implementation Plan. In 1995, the city adopted an Implementation Plan consistent with AB 1290. The Implementation Plan is consistent with the original Redevelopment Plan. It specifies steps to carry out the Redevelopment Plan over the next 20 years.

City / County Pass Through Agreement. On November 18, 1987, the City of Davis and the County of Yolo executed a Pass Through Agreement, in response to the city's redevelopment plan. The Agreement ensures that the city will “pass through” specified property tax increments to the county. The “pass through” of the tax increments is intended to alleviate any financial burdens or detriments to the county which will have to increase the amount of services it provides to future development in the redevelopment plan area. The “pass through” of the tax increments to the county is conditioned upon the county not approving “urban development” within the city's planning area without city approval, thereby avoiding “leap frog” growth or growth which is difficult to service.

4. Phased Allocation Ordinance

On May 20, 1992, the City Council adopted the current Phased Allocation Ordinance. This ordinance is a housing allocation system to manage the rate of development and ensure that residential development proceeds in a logical, orderly, and environmentally sound manner.

The ordinance has a “rolling” five-year phasing period, whereby the City Council annually designates the number of units to be constructed for the fifth year and may also adjust the units designated for the first through fourth years. The City Council's determination is based on criteria including but not limited to policies of the general

plan and any specific plan; the number of units approved and actually constructed in prior years; and completion of the city's infrastructure network.

The City Council's review of individual applications for allocations is based on standards and criteria including but not limited to adequacy and availability of city services and facilities; the inclusion of affordable housing units; and contribution to major infrastructure and public facilities project priorities.

The city also regulates phasing for construction of residential, commercial, and infrastructure development within individual subdivisions through development agreements. As of 1997, these agreements were approved for the Evergreen, Mace Ranch, Oakshade, Wildhorse, and Woodbridge projects. Since many allocations have recently been determined by development agreements, the phased allocation process has not been needed for a few years.

5. Affordable Housing Ordinance

The ordinance establishing affordable housing requirements was adopted in 1990 and amended in 1993. The requirements are intended to implement general plan policies that require affordable housing which is affordable to very low, low and moderate income households; and meet the city's share of the regional housing need for these households.

Under standard requirements, the developer of a project with for-sale units shall provide at least 25 percent of the units for very low, low and moderate income households. The requirements shall be met by the on-site construction of for-sale affordable units; land dedication; and provision of lots for the construction of self-help housing. Upon meeting the requirements, the developer is entitled to a 25 percent density bonus.

Under standard requirements, the developer of a multi-family rental development shall provide at least 25 percent of the units affordable to low income households and at least 10 percent of the units affordable to very low income households. Upon meeting the requirements, the developer is entitled to a density bonus of 25 percent.

A developer may propose a "project individualized program" as an alternative to standard provisions. Such a program must generate the same or more than the number of affordable units generated under standard requirements.

6. Development Impact Fee Study and Capital Improvements Master Plan

Development Impact Fee Study. The City's Development Impact Fee Study is a financial analysis of the cost of infrastructure requirements dictated by the new

development envisioned by the City's General Plan. Allocations of infrastructure cost are performed according to State law and local policy. The variety of grant and other funding sources available are considered. The Study then translates the costs allocable to new development into a series of fees, varying by land use and geographical planning area that each unit of new development must pay as its contribution toward meeting the additional infrastructure requirements.

The Development Impact Fee Study is updated annually to reflect changes in actual and projected development in the community and to enhance the infrastructure descriptions, costs and allocations.

Capital Improvements Master Plan. The Capital Improvements Master Plan is the city's master capital improvement program, which identifies funding sources for various projects in a manner that is consistent with the General Plan and city specific plans. The infrastructure projects include street and other transportation facilities, core area, park and recreation, public safety, general city facilities and open space. When a project is completed, it becomes a fixed asset, which requires an operation budget to maintain.

The Capital Improvements Master Plan also incorporates a year to year cash flow projection and a timetable for project initiations. The Capital Improvements Master Plan is also updated annually to reflect changes in cash flow, project cost refinements and any necessary adjustments in project timing or funding.

The Development Impact Fee Study and the Capital Improvements Master Plan together have replaced the earlier Major Projects Financing Plan (MPFP). The MPFP was the city's initial attempt to quantify the cost of needed infrastructure improvements and allocate the cost to new development. The City undertook a substantial reassessment of a number of the policy approaches and implications of the MPFP and the two current documents have taken its place.

7. Right to Farm and Farmland Preservation Ordinance

The City of Davis adopted Chapter 30, the Right to Farm and Farmland Preservation Ordinance on November 15, 1995.

The Right to Farm portion of the ordinance states that properly operated agricultural operations are generally not to be considered a nuisance, and requires that properties within 1,000 feet of agricultural lands carry a deed restriction that notifies owners and buyers of potential inconveniences associated with lawful agricultural operations when they are subjected to any discretionary permit issued by the City of Davis. It also requires that lands within 150 feet of an agricultural, greenbelt or habitat area shall to be maintained in an agricultural buffer/agricultural

transition area. The buffer is to be made up of a 100-foot agricultural buffer without public access, as well as a 50-foot transition area that may include bike paths, trails and other facilities for public access.

The Farmland Preservation portion of the ordinance requires agricultural mitigation by applicants for general plan or zoning changes or any other discretionary entitlements that would change the use of agricultural land to non-agricultural uses. Agricultural mitigation on a 1:1 replacement basis may include granting of a farmland conservation easement or similar conservation mechanism for lands not subjected to non-agricultural development or payment of a fee for purchase of farmland rights in another area. Mitigation lands must be within the Davis planning area. A portion of agricultural mitigation lands may be used for habitat mitigation.

8. Zoning

The zoning chapter of the Davis Municipal Code zones property within the incorporated city limits.

City staff is currently working on amendments to the zoning ordinance to resolve minor problems and improve its everyday use. Examples of these amendments are accessory structures, parking requirements, and clarification of definitions. Staff will also update the zoning ordinance to reflect new policies in this general plan that conflict with policies in the existing zoning code.

9. Alternative Transportation Task Force Final Report

The City's Alternative Transportation Task Force (ATTF) was created by City Council resolution in October 1994 and charged with exploring "the potential for increasing the use of transportation modes that provide an alternative to the gasoline or diesel fueled automobile." ATTF members met for approximately 16 months to develop recommended policies and projects that would reduce dependence on motor vehicles. The ATTF's Final Report was accepted as an advisory report by the City Council in March 1996.

The final report analyzes transportation trends in Davis. It notes that Davis is a leader in non-vehicular transportation modes such as bicycling and alternative fuels, but that auto use in Davis is also increasing. The final report recommends both systemic changes to land use planning and transportation systems, as well as specific short-term improvements that would enhance bicycle, pedestrian, electric vehicle and transit transportation. Many of the programs and projects suggested in the ATTF Final Report are included in this general plan.

10. General Plan Policy Interpretations

In 1992, the City Council approved interpretations of General Plan policies to assist in the review of major new development projects. Many of the interpretations remain useful in that they provide direction for how the City will implement similar policies in the General Plan. In many aspects, the interpretations involve details that would not be appropriate in the General Plan text. In addition, the interpretations can be updated without requiring a formal General Plan amendment.

The table on the next page provides examples of policies in the General Plan which are related to the 1992 policy interpretations.

1992 General Plan Policy Interpretation	Examples of Related Policies in General Plan Update
Residential Density Yields and Neighborhood Greenbelts	<ul style="list-style-type: none"> Land Use Categories, Residential, Allowable Uses and Densities Policy LU A.5, "Require neighborhood greenbelts..." Standard POS 3.1a, "Ten percent of the area...shall be greenbelt."
Locational Guidelines for Residential Densities and Senior Housing	<ul style="list-style-type: none"> Policy LU 2.1, "Develop and implement guidelines for infill development..." Standard LU 2.1a, "Guidelines should recognize various forms and patterns of infill development..." Policy MOB 4.3, "Require new development designs that maximize transit potential."
Ratio of Housing, Mix of Residential Types and Integration of Affordable Housing Units	<ul style="list-style-type: none"> Policy LU A.3, "Require a mix of housing types..." Policy HOUSING 1.1b, "Each new development should include a mix of housing types..." Standard HOUSING 1.1a, "Affordable housing should include a range of unit sizes..." <p><i>The current General Plan does not include a policy regarding the ratio of single family to multi-family housing.</i></p>
Energy Efficient Subdivision Design	<ul style="list-style-type: none"> Policy ENERGY 1.5, "Encourage...energy efficient subdivisions..." and Standards 1.5 a, b, c.
Major Arterial Landscaping, Noise Attenuation Design and Greenstreets	<ul style="list-style-type: none"> Standard MOB 1.1a, "The City of Davis shall have a network of vehicular circulation routes..." Action MOB 1.1k, "Upon adoption...study rights of way...including Greenstreet standards." Table 6, Street Classifications and Guidelines, including notes Table 7, Geometric Cross Section Guidelines, notes Policy MOB 3.1, "Greenbelts and Greenstreets should serve..." Policy NOISE 1.2, "Discourage the use of soundwalls whenever..." and Standards a, b, c.
Institutional Uses	<ul style="list-style-type: none"> Land Use Categories, Residential, Allowable Uses and Densities, Note 4, "Make provision for institutional uses..."
<p>Agricultural Buffers</p> <p><i>This policy interpretation is no longer applicable. Instead, see references listed in column to right.</i></p> <p><i>See Farmland Preservation Ordinance for requirements related to agricultural buffers.</i></p>	<ul style="list-style-type: none"> Section LU.N, Urban Agricultural Transition Area Figure 32a and 32b, Open Space Policy LU 1.6, "For developments... a minimum of a 150 foot wide urban agricultural transition area is required."

