V. Public Design Workshop 1
Compilation of Community Feedback

Source: AIM Consulting
Downtown Davis Plan

Downtown Davis Participatory Design Workshop

A Public Charrette

Tuesday, April 24 - Saturday, April 28
Downtown Davis Plan Participatory Design Workshop
Community Feedback

Introduction
The City of Davis is planning for the future of its downtown (2040 Vision) and looking to the community to participate in the conversation.

Project Overview
Throughout this planning process, community participation will be a key component in shaping Downtown Plan.

The goal of the project is to:
• Create a guide for long term development and infrastructure;
• Evaluate existing development policies, codes and guidelines, and address recurring challenges to the development process; and
• Consider many elements that can enhance the quality of life in Davis.

Through this collaborative effort, the City of Davis will consolidate the Downtown Vision to create the kind of place the community desires.

Workshop Purpose
The Downtown Davis Plan Project Team held a Participatory Design Workshop to introduce the project and obtain input on elements of the Downtown Davis Plan.

Workshop Format
The workshop took place from Tuesday April 24 to Saturday, April 28 at Davis Community Church located at 412 C Street. Community members were encouraged to stop by and provide input on interactive board displays through post-it notes and dots. The board displays focused on topics including Existing Conditions, Vision and Big Ideas, Implementation Strategies, Architectural Style, Building Types, Urban Form and Scale, Downtown Districts, Public Space, Frontages & Signage, Form-Based Codes, Sustainability, Economics and Transportation.

Community Feedback
On the following pages is a photo documentation of the feedback received in the form of post-it notes, comments on flipchart sheets and comment cards.
Topic: Existing Conditions
Topic: Existing Conditions
Topic: Existing Conditions
Topic: Vision and Big Ideas
Topic: Implementation Strategies

**Think Big, Think Small**
- Don’t be afraid to think big.
- Consider small, short-term improvements as well as comprehensive, long-term solutions.
- Reinforce local business and ‘Small Town’ feel while not being afraid to evolve.

**Maximize Fiscal Benefit to City with Infill**
- Identify potential infill and opportunity sites.
- Using strategies for effective incremental transformation.

**Ensure Predictable Implementation for Projects that meet Plan Objectives**
- Make Project Evaluation and Approval process simpler, more efficient and transparent.
- Remove the causes leading to debate and negotiated results for individual projects.
Topic: Implementation Strategies
Topic: Implementation Strategies

Short-term and Long-term Transformations

Think Small and Think Big: Variety of Ideas Aim to Transform

Not every transformation needs to happen at the same time or at a large scale to have a big impact. In the short term, small, feasible improvements can provide enough change to transform a dilapidated building, street or business into a lively, attractive hub for activity. Those small scale transformations can also catalyze larger scale transformation.

- **Building Facade Improvements**
  - Facade improvements on commercial buildings can provide a range of aesthetic and functional benefits, including improved street appeal, enhanced retail access, and increased property values.

- **Public Space Improvements**
  - Improvements to public spaces can include increased pedestrian circulation, improved public art, enhanced landscaping, and the addition of seating areas.

- **Reclaimed Space**
  - Reclaimed spaces can be transformed into vibrant new uses, such as community gardens, public art installations, or pop-up shops.

- **Street and Public Space Improvements**
  - Enhancements to streets and public spaces can include improvements to street furniture, sidewalks, and street lighting, as well as the addition of public art and festivals.
Topic: Implementation Strategies
Topic: Implementation Strategies
Topic: Architectural Style

[Image of sticky notes with comments on architectural style]
Topic: Architectural Style
Topic: Architectural Style
Topic: Building Types

All Davis examples would be helpful again.

How does any of this relate to homelessness? A housing discussion?

Incorporate food access into housing development. All spaces should have access to such include fruit trees. Making space for growing personal/communal food is essential for fostering community and health.

I feel like keeping it more students. Our Davis advisors for housing are key since a lot of those have bullying issues. They are more involved for families which are necessary students. A lot of the guidance is that students should be able to feel learning suitable for them in situations, especially since 11 is such a complex. For the sake of Davis's small town charm, I think larger buildings would be ideal here. They are long enough to get more space in a great area, but small enough to feel like a small part of downtown. The compact also makes it more efficient in growing into the area for students to enjoy.
Topic: Building Types

Building Types

Comments

Building Types

- Recommend all retail by green (seeds, plantings) or weeds
- No wheelchair accessible APts in private blogs

- No limit on work
- Up campus
- Committee
- Meeting space for all of those involved
- Workshops
- Bring up 800k, 3k as a base of demonstration density
- Develop the downtown footprint

- We have some very nice & small building situations - would be good to quiet

- See more by specializing
- Building density - would be good to quiet

- We need to be more active
- More to work
- More to work
- More to work

- Smaller buildings in the central core
- More of the central core
- More of the central core
- More of the central core
- More of the central core

- Free remote parking with shuttle service to downtown

- New ideas to go with concepts of development of downtown

- On the options to go with concepts of development of downtown

- I'm in favor of having on top floors the main building

- Setbacks & design of building frontage are hugely important, esp with larger buildings

- Higher & bigger feels better farther back from street...
Topic: Building Types
Topic: Building Types

Building Types: Small

Small buildings have a form similar to that of a single family house. They are characterized by a small footprint and a height of one to two-and-a-half stories.

Carriage House

A carriage house is a small building located at the rear of the property usually containing a workshop or storage space. Some older homes have small carriage style or coach houses on the property of an attached or detached house. Carriage houses, while often.apply to small houses in smaller neighborhoods, they are not limited to specific neighborhoods or city sizes.

Detached House: Small

Detached houses are single family homes that are not attached to other houses. They are typically found in suburban or rural areas and are often larger than smaller houses. Detached houses provide privacy and a sense of independence for residents.

Detached House: Medium

Detached houses are single family homes that are not attached to other houses. They are typically found in suburban or rural areas and are often larger than smaller houses. Detached houses provide privacy and a sense of independence for residents.
**Topic: Building Types**

**Building Types: Small**

Small building types have a form similar to that of a single-family house. They are characterized by a small footprint and a height of one to two-and-a-half stories.

**Duplex: Stacked**

A small-to-medium scaled urban that consists of two stacked dwelling units. This type has the appearance of a medium to large single-family home and is appropriate for a wide variety of traditional single-family neighborhoods or modern dense neighborhoods.

**Duplex: Side-by-Side**

A small to medium scaled urban that consists of two side-by-side dwelling units. It faces the main street and is characterized by a small-scale, well-integrated design and a predominance of accessibility features within the dwelling.

**Cottage Court**

A series of small, detached single-family homes with their own backyards and frontyards, typically designed in a traditional style. The design of the cottage court is focused on creating a sense of community and connection within the neighborhood.
Topic: Building Types

Medium building types fit into a medium- to large-scale neighborhood with primarily residential and some mixed-use. These types are often used to transition between a single-family neighborhood and a main street. The types are characterized by a medium to large footprint, two to three and a half stories in height, and are usually detached from their neighboring buildings.

Townhouse
A small to medium sized structure that consists of 2-4 units attached side by side. The units are usually connected by a stoop or a hallway that connects to all units. They are often located in a neighborhood or near a main street and are typically two to three stories high.

Live/Work
A mixed-use building that combines living and working spaces in a single unit. These buildings are often located in urban areas and are designed to allow residents to work from their own home. They typically have a small footprint and are two to three stories high.
Topic: Building Types

Building Types: Medium

Medium building types fit into a medium- to large-scale neighborhood with primarily residential and some mixed-use. These types are often used to transition between a single-family neighborhood and a main street. The types are characterized by a medium to large footprint, two to three and a half stories in height, and are usually detached from their neighboring buildings.

Small Multiplex

A medium-sized multi-family type that consists of four to six residential units. It has a variety of floor plans and is energy-efficient. It is used for affordable housing and workforce housing.

Large Multiplex

A large multi-family type that consists of ten to twenty residential units. It has a variety of floor plans and is energy-efficient. It is used for affordable housing and workforce housing.

Courtyard Building

A medium-sized building type that consists of three to five residential units. It has a variety of floor plans and is energy-efficient. It is used for affordable housing and workforce housing.

Downtown Davis Specific Plan

Downtown Davis, CA

Specific Plan

April 2020
Topic: Building Types
Topic: Urban Form and Scale, Downtown Districts
Topic: Urban Form and Scale, Downtown Districts
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Topic: Public Space

Due to warm temperatures, replacement and plans to expand...
Topic: Public Space
Topic: Public Space

Public Space Types

Public spaces provide opportunities for community members to meet and interact. They should be located within easy walking distance of most homes as well as downtown, and should support both active and passive uses—such as a park with seating as well as a play area for kids. Varied forms, programming, and landscaping serve diverse user groups.

Below are some public space types that could be designed into Downtown Davis.

Pocket Park

Small public open space that serves the block-level neighborhood. Can include a courtyard area in close proximity to neighborhood residences.

Playground

Small-scale open space designed and maintained for children’s recreation.

Pocket Plaza

Street-scale open space often located at street corners, provides for social purposes and enhance visual appeal. Can include seating area for socializing and provide for dining in mixed-use commercial and neighborhood retail.
Topic: Public Space

Public Space Types

Public spaces provide opportunities for community members to meet and interact. They should be located within easy walking distance of most homes as well as downtowns, and should support both active and passive uses—such as a park with seating as well as a play area for kids. Varied forms, programming, and landscaping serve diverse user groups. Below are some public space types that could be designed into Downtown Davis.

Community Garden

A garden space designed as a proving ground for a variety of purposes. This garden also provides a model for others.

Plaza

A public space designed for larger events, gatherings, and celebrations. It provides a space for community engagement and social interaction.

Green

Green spaces offer opportunities for rest and relaxation. They can be used for various activities, such as picnics, community events, or simply as a place to unwind.

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Topic: Public Space
Topic: Public Space
Topic: Public Space
Topic: Public Space
Topic: Public Space
Topic: Public Space
Topic: Frontages

Comments:

Commercial frontage types that allow trees and flowering shrubs in pots to create shade and coolness during hot summer months. MISTERS (misting, planters, and/or trees & landscape pines) - frontage for tight but allowing space also should be encouraged for development.

Shady locations are ideal for commercial frontage. Trees and flowering shrubs in pots can provide shade and coolness during hot summer months.

[Post-it notes with various comments and suggestions]

[Handwritten notes indicating ideas and proposals]

[Sticky notes with design ideas and considerations]
Topic: Frontages

- Sandwich boards on sidewalks
  - I think sandwich boards are great! They help attract more people on busy streets!
- Things for teenagers to do. Think other than bars
  - Different types of restaurants, family hands, bottles
- Co work space
  - Space for pop-up businesses
- Back problem (get a doctor as quickly)
- Book "Buckaroo Blues!" and open space surrounding the community
- Think about what is needed for small-scale efforts
- Need more discussion on this issue
- Need to focus on inner space
- Need to build on the idea of small-scale efforts
- Need to think about the idea of small-scale efforts
- Need to understand what is needed for small-scale efforts
- Need to think about the idea of small-scale efforts

- Downtown Davis Plan
  - Downtown Davis Participatory Design Workshop
  - Tuesday, April 24 - Saturday, April 28
Topic: Frontages

Frontage Types

What is a Frontage?
A frontage is the part of a building that interfaces between the public realm (street and sidewalk) and the private realm (yard or building), providing an important transition between the two.

Shopfront
The main facade of the building is in near the front real line with a good amount of the sidewalk. The area to be focused for retail, has building placing different from the building and the point floor, using and not is the building for the street. The non can be excursionally with the street in the town where it is the north about time.
Topic: Frontages

Frontage Types

What is a Frontage?
A frontage is the set of building that interfaces between the public realm and buildings or the front walls (fence or buildings), providing an important transition between the two.

Group
A frontage group is a set of buildings that share the same frontage type. These buildings can be similar in style, size, or function.

Forecourt
A frontage with a forecourt is typically found in large homes or commercial buildings. The forecourt can serve as a缓冲区 for pedestrians or as a place for outdoor activities.

Doorway
A frontage with a doorway is often found in older buildings. The doorway can be the entrance to a home or a business, and it may have architectural features such as columns or arches.

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Topic: Frontages
Topic: Miscellaneous

- Happy Ag!
- Industrial Ag
- Fruit & Nuts
- Ag Diversity
- Ag workers & historians
- Silo, barn, equipment, preservation
- Orchard

How will we ensure continuity? I would like to see a more detailed view of the current plan to open new sites for Ag BVR.
**Topic: Form-Based Codes**

Why Consider a Form-Based Code

Delivering the Vision through a New Approach to Zoning

Form-Based Codes Explained

Form-Based Codes foster equitable development while supporting walkability and urban life. They do so by regulating the physical attributes of new buildings and urban space based on specific patterns. Form-Based Codes can be used to shape development in a way that is consistent with the surrounding area and can help to create a sense of place.

Preparing a Form-Based Code in 3 Steps

1. **Visualization:** This step identifies the key elements of the new development, and sets the stage for the Form-Based Code. It includes identifying the goals and objectives of the development, and creating a visual representation of the proposed changes.

2. **Regulatory Framework:** This step involves creating a regulatory framework that supports the Form-Based Code. It includes developing specific regulations that support the Form-Based Code's goals and objectives.

3. **Implementation:** This step involves implementing the Form-Based Code. It includes ensuring that the Form-Based Code is followed, and making adjustments as needed.

Form-Based Code Design

Form-Based Codes are a new and innovative way to plan and design communities. They are designed to be more flexible and responsive to the needs of the community, and can help to create a more livable and sustainable community.

Why are Form-Based Codes Needed?

Form-Based Codes are needed because they help to ensure that new development is consistent with the surrounding area, and helps to create a sense of place. They are also designed to be more flexible and responsive to the needs of the community, and can help to create a more livable and sustainable community.
Topic: Form-Based Codes
Topic: Sustainability

What Is Sustainable Water Management?

Traditional Urban Water Cycle

Sustainable Water Cycle

Definitions

- BENEFICIAL USE: The use of reclaimed water that contributes to the water needs of the economy and development of a community.
- CONTACTIVE USE: The practice of learning, teaching, research and education related to water.
- GREEN INFRASTRUCTURE: Water-related projects that are natural and designed to provide a multimodal function.
- ORGANIC WATER: Water that is not contaminated with harmful substances.
- POTABLE WATER: Water that is suitable for drinking.
- PORE WATER: Water that is not used for drinking.
- RECYCLED WATER: Water that is not used for drinking.
- TREATED WATER: Water that is not used for drinking.

Green Infrastructure Elements

1. Downspout Disconnect
2. Rain Gardens & Bioswales
3. Green Alleys & Streets
4. Parmento Ponds
5. Green Roofs
6. Biosorption in Parks & Plazas

Traditional Urban Water Cycle

- Evapotranspiration
- Groundwater Recharge
- Subsurface Storage
- Primary Mode of Recharge

Sustainable Water Cycle

- Evapotranspiration
- Groundwater Recharge
- Subsurface Storage
- Secondary Mode of Recharge

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- Evapotranspiration
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Topic: Sustainability
Topic: Sustainability

Sustainable Water Management and Form-Based Codes

Form-Based Codes

Form-Based Codes can be used to facilitate sustainable urban water management from runoff exclusion to non-potable water reuse applied at the building and/or block scale. Different types of stormwater patterns can provide different opportunities for managing water by providing additional space or having close types of water demands. Additional stormwater use may not be主要原因 for certain types of water management systems, based on competing interests, such as pedestrian circulation or commercial frontages. Because of that, different types of stormwater runoff control measures or water reuse systems can be integrated into the trail and the form-based code to conform with the specific conditions of the community and the specific constraints for how they support or conform with the other key elements in the city, for example, congestion areas may not be an appropriate feature in a dense urban core that also manages circulation, parking, and other demands.

Water Use Reduction and Recycling

1. Conservation

2. Rainwater Harvesting

3. Groundwater Recharge

4. Building-Scale Reuse

5. District-Scale Reuse

6. Centralized Reuse

Policies Opportunities

- \[ \text{Downtown Davis Specific Plan} \]

- \[ \text{Davis C} \]

- \[ \text{April 2016} \]

- \[ \text{Loyola Water} \]

- \[ \text{Downtown Davis Participatory Design Workshop} \]

- Tuesday, April 24 - Saturday, April 28
Topic: Economics

Downtown Davis Plan
Downtown Davis Participatory Design Workshop
Tuesday, April 24 - Saturday, April 28
Topic: Transportation | Parking & Transportation Demand Management
Topic: Transportation | Parking & Transportation Demand Management
Topic: Transportation | Parking & Transportation Demand Management

[Image of diagram and notes]
Topic: Transportation | Parking & Transportation Demand Management
Topic: Transportation | Parking & Transportation Demand Management
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**Comment Cards**

<table>
<thead>
<tr>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. In terms of attracting families and children, I would consider a children's museum possibly as a joint City/school district/private venture.</td>
</tr>
<tr>
<td>I suggest looking at the bike-priority street cross-section. Double bike tracks on one side may cause difficulties with transitions between two-sided and double on one side. Can I suggest keeping the two-way traffic and bikes on both sides but eliminate parallel parking, which will conflict with bike traffic. No parking also reinforces that it is a bike space. On Third Street, if that is the bike-priority path, we might encourage more concentrated bike parking. After all, from the central part of downtown, you can walk almost everywhere in five to ten minutes. I picture something like the bike parking at Amtrak.</td>
</tr>
<tr>
<td>The autonomous shuttle that costs only 20% to operate of current conventional buses might be a game changer, and may be one that does not take 25 years to implement. I suggest giving thought to a network of shuttle stops around downtown. I think this could be put on the plan near term. Let’s not just drop people off on the curb.</td>
</tr>
<tr>
<td>I appreciate and endorse the addition of the sustainability issues that were listed today (Saturday). In terms of branding, I think that selling the plan as the sustainable downtown of the future has potential.</td>
</tr>
<tr>
<td>There is a bill in the legislature (Assemblymember Weiner) currently to remove (partially) city zoning authority around transit hubs to force higher densities. The study area should be expanded around the Amtrak station.</td>
</tr>
<tr>
<td>The G Street District vs. North Downtown Transitioning to warehouse / maker space from downtown may be abrupt. North Downtown, however, might be a great space. Look at the existing buildings that already have a warehouse look. Extending this kind of development through the lumberyard and rebuilding the half-empty strip shopping center is the opportunity. Economically, the City did an innovation space study several years ago and favored a distributed approach (several innovation centers scattered around town). A couple of large innovation hubs have been proposed on the edges of the City (Nishi Innovation Center, Mace Ranch Innovation Center), but these have received pushback. North Downtown could be one of several innovation centers. Relocating the Coop would be an obstacle, but not more so than rebuilding Davis Lumber or the USDA building</td>
</tr>
</tbody>
</table>
Prioritize improving bike connection to downtown from Putah Creek bike undercrossing along D Street. First Street to D Street light takes forever! Be sure that street design allows for easy mid-block crossings for bikes and pedestrians in retail zones. Central Park and farmers market are so packed. Can C Street be redesigned near Central Park to allow for expansion of activities on market days? How do we keep a distinctly Davis identity to downtown as buildings get taller? Is it different from much of what we have now? Especially as buildings get taller, we need to make sure planting areas are large enough to support large, healthy trees. For all ages, make sure teens are also considered.

Keep and use more sparkly concrete like the sidewalks along Second Street between E Street and F Street. Third Street is a thoroughfare for bikes now. While I like the idea of a plaza, we need to enhance the ability of bikes to get from L Street to campus.

Please look into cool pavement and permeable pavement options to reduce heat and its impacts.
- More shade, more trees (the right trees planted in correct, sustainable ways).
- I like your ideas about management of parking and charging for it and not building a large parking structure. We may need to move things around some.
- We need more entertainment, including inexpensive or free entertainment and things targeted at ages 15 to 21. It does seem to make sense to group those into the G Street District - public space for plays and live music.
- I have not heard mention of building into the infrastructure the wiring needed for electric vehicle charging stations.
- Build into the code that buildings are micro grid-ready.
- More about equity, affordable housing, low-income housing and purposely mixing ages and income levels in living downtown.
- I am excited about having the Co-op area be more of a destination.
- You need to build bike parking, with thought about reducing theft.
- More focus on transportation that reduces VMT. Some of our bus routes need to be redesigned. More frequent buses getting people in and out of downtown. Shorter routes? Direct from the far ends of town?
- Balance the types of businesses - retail mix, more office space so more people are in and shopping in downtown. Better mix of restaurants (price surge, style, cuisine type), not more.
- More regular events that draw people to use downtown - art shows, festivals, street vendors.

We believe either E Street or F Street between Second Street and Third Street should be closed off into a pedestrian shopping / dining zone.

1. In addition to small, medium and large that we include the category “tiny” suitable for one to two occupants for students, young professionals, seniors and possibly the unsheltered. 2. As a corollary, including such “tiny” housing in multi-use buildings.
Assumptions: I've heard planners and City Council candidates state that building up to create downtown housing is the way (or the only way, as I heard one person say) to be sustainable because those residents, it is assumed, will be the needed shoppers. In these days of online ordering it seems that is a faulty assumption. I would like to see the evidence to support that assumption. I live on East Eighth Street and see a constant stream of UPS and other delivery trucks in my neighborhood every day. I like the goal towards carbon-neutral. Perhaps upper-floor residences / offices could reduce rents for the first floor retail, allowing them to be more attractive financially compared to online ordering (more competitive). DO NOT WANT chains. Is there a way to incubate small, local businesses? I like downtown ideas centered on Third Street between E Street and F Street, but it seems like a conference center there would NOT be compatible with the stated objectives. I like the parking garage (if needed) location between Olive Drive and the railroad tracks. It would catch traffic from I-80. Davis downtown does not seem big enough for "sub-districts". At least it could be confusing for visitors - fine for planning purposes.

We need much more lighting downtown. As I understand it, downtown employees can pay for permits to park in the F Street parking structure. I would hope that permits for the G Street structure would be sold for the same price. Then more parking places would be freed up for visitors and customers for downtown in the F Street structure.

I thought Daniel Parolek's presentation was well thought out and very encouraging for future scale and richness of city landscapes. This was my first view of this planning projects, and I commend Davis for taking this on. Very timely. Your process seems inviting and able to encourage ACCORD among different viewpoints. Senior housing? Medical outpatient services? Invite the bicycle culture to expand to mobility disability communities?

I like the idea of building up but not so much that it feels like a huge metropolitan area.
-I love having more open spaces for community and kid-friendly spots like el burrito mentioned.
-More mixed-income housing downtown. Do not make it only affordable to people with lots of money.

1. A visiting professor from China commented regarding Davis: "You live in a park." It is critically important to me that this perception remain characteristic of Davis.
2. Mixed use buildings with housing for different demographics and economic groups mixing very low cost housing and market rate and upper scale units.
3. Fix zoning east of the tracks and focus on a gradual transition from the edge of downtown at the railroad tracks to the single story buildings to the east.
Transition area from Old East neighborhood- Third Street to Fifth Street by the railroad tracks needs careful planning from adjacent single family homes. Need open spaces for buildings there, which should not include adjacent railroad easements. Also, the alley is not appropriate for parking because of zero lot line garages with alley access. Traffic should be kept away from zero lot line structures in Old East Davis.

Form based code:  A yes! Why?
1. The preservation and enforcement of the existing character of neighborhoods surrounding the downtown of Davis: Old East, Old North, Rice / University.
2. Tailors the requirements to fit specific places or neighborhoods by reflecting local architecture and overall character.
3. Facades "broken up: with articulation and roof line changes.
4. Trees, plants, benches, walkable safe streets, outdoor seating, cafes.
5. Transparency in local government. Community-supported design.

Why I support the form based code:-Focuses on how development relates to the context of the surrounding community, especially the relationships between buildings and the street, pedestrians and vehicles, and public and private spaces. The code addresses these concerns by regulating site design, circulation and overall building form.-Emphasis on design and the visual aspects of development, including how well it fits in with the existing context of the community and neighborhood. Transition from downtown to neighborhoods is very important to me.-Build downtown with streetscape elements, including trees, plants, flowers, benches, signage, outdoor cafes.-Six stories is too tall, too massive.-Three story limit transition into one story neighborhoods on the periphery.

I like the makers space idea on any street and would love to include a space for us to donate and reuse materials, rather than sending them to the dump. (I do not mean items that can go to thrift stores, but rather, metal, etc. that can be repurposed.) I like a tall building in downtown. It is like the church spire in towns in Europe. I am super excited about the vision that is developing and deeply satisfied with the charrette process. Thank you! I really like having streets dedicated to / prioritizing bikes and pedestrians. I support form based code, too.
When considering creation of a vibrant downtown we need also to address creating economic opportunities and space/services that will support business retention/expansion and new businesses and start-ups. As home to an internationally-acclaimed university with strengths in all the disciplines that are making differences that are addressing global issues and solutions to global problems. The presence of these assets and amazing intellectual capital should be visibly prevalent in all City commercial districts, especially Downtown. Need to create more office/flex worker space and more residential units downtown with physical informal and formal opportunities to leverage our human capital assets and keep the talent here. Need to see what a proactive economic development strategy for downtown looks like. Inaction and lack of space has huge opportunity costs and is adversely impacting the community now. Bring more people downtown - easy access. Need a downtown/flex/meeting/conference/event space that could draw visitors. Need to create better front door/entry to downtown from I-80, 113, and from South Davis residents, with highly-visible, distinctive identity. Need to provide sufficient parking for increased number of visitors who are travelling by vehicle. Be prepared to have a combination of better mobility options as well as people travelling through the state and San Francisco to the Sierras or Tahoe. We need to plan for integrating greater numbers of UC Davis-affiliated visitors downtown. Downtown does not attract or leverage an incredible number of visitors coming to campus every day. Need to revisit City/University of California, Davis - visible, iconic wayfinding/signs/structures. Create opportunities that leverage Davis’ amazing intellectual capital.

First Street lot- Who owns it? Scenarios: 1. Cost of adding stories to the lot? 2. Cost and revenues from converting it to an event venue and top and logistics on the bottom story?

G Street District - Convert Ace Hardware building to all-ages event venue (16-21) co-funded with University of California, Davis, create an entertainment district with microbreweries, wine tasting, music/comedy clubs, and art galleries.

Downtown hotel - Near Third Street and E Street, anchored with a conference center, support nearby restaurants, town square activities.

Olive Way Exit - Make sure Caltrans does not close.

Olive Way parking lot - Does closing First Street lot and converting it create enough revenue to pay for a new lot? Ensure preferred entry from Olive Lane vs. Richards Boulevard.

Alternative town square - Retractable bollards or gates at Second Street/Third Street/E Street/F Street intersections to close in the evenings and on weekends. Create food truck parking spaces for cuisine not in local restaurants.

Microgrid/EV ready- Set up networks to share energy among buildings. Set up EV charging lots where batteries can be used to manage the microgrid load. Move to electrification by limiting natural gas use.

Corridor from Farmers Market on Wednesday or Saturday to E Street - F Street - G Street District.-Ensure that restructuring is a net GHG reduction from life cycle perspective.