VII. Public Design Workshop
2 Compilation of Community Feedback

Source: AIM Consulting
Downtown Davis Plan
Participatory Design Workshop Two
A Public Charrette
Tuesday, July 10 - Saturday, July 14

Summary of Community Feedback
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.
Downtown Davis Plan
Downtown Davis Participatory Design Workshop
Tuesday, July 10 - Saturday, July 14

Topic: Existing Conditions (Illustrative Base Map)
Post-it Comments:

- More farmers market booth/ pop up crafts and concerts to downtown parking lot.
- Repurpose all of a street into 4-5 story innovative spaces for intellectual capital jobs related to UCD.
- Study mix of of Demographics in university [illegible] transition to student housing and innovation space housing and serving a street corridor.
- Relocate BHOF and repurpose space into more lively function related to Farmer’s Market.
- Make bicycle museum into bicycle museum café/restaurant.
- Move B, 16 Museum to space shared with retailer.
- Emphasize 4 capitalize on entrance to UC arboretum from downtown.
- Carry the native planting from gateway garden into downtown.
- Parking garages outside downtown. No cars downtown, trollies/ shuttles instead. Allow bikes, bus, taxi, and handicapped cars.
- Between C &G 5th and 2nd, 3 story minimum, living space reduced parking.
- Between D and F, 4th and second, more living space less parking.
- Save Big money use bike, lyft, uber, train, zip, etc. save on car payments, gas, insurance, parking.
- Please reduce/eliminate parking minimum.
- Transition Zone in Downtown Areas.
- Future light rail station Great! Work with existing neighborhoods to preserve character and history.
- Bike bridge over Richards next to UP trucks/ Bridge.
- Consider streetscape enhancements at 2nd and G intersection to improve quality of pedestrian spaces and views to/from the depot.
- Create a more welcoming pedestrian/ train entrance to Davis (1950’s pajama train).
- Exploration of suggestion for 2nd /G intersection: My main idea and purpose is for an enhanced Train Depot Entrance to the city for arriving passengers flowing onto second St., passing the Chen and then walking through or across the intersection of 2nd and G.
- Retain rails for future light rail to woodland and beyond. Crucial opportunity must remain! Yes!
- Downtown should stop at train tracks (Yes!)
- Don’t Rule out light rail for future freight car scheduled. Also electrified.
- Transit oriented development corridor density bonuses around Amtrak station.
- Maintenance, Gain freedom from driving traffic jams extend your life by the time each day you are doing what you love instead of driving.
- 3rd street plaza concept location.
- This is not a part of the downtown functionally. It is part of a neighborhood. (Agreed)
- Tall buildings at Amtrak parking lot
- Amtrak station needs more parking! Any building should include more!
• I am thinking about increasing the number of people who might come to visit the city or campus just for the day, and need no pickup at the depot. They should sense immediately that they are invited to walk/bike into town, shop and walk/shuttle to the farmers market, or the UCD campus. (“Follow the yellow brick road,” as Dorothy said.) Perhaps we’re stuck with keeping cars in the mix there due to the multimodal setup of the Amtrak station. But I hope we can at least slow things down, accommodating passenger embark/disembarks and associated pickup/taxi/bus activities while still creating a Plaza feel. Everyone would “share the road” but I think cars and busses can be slowed for the walkers and bikes. Convincing the Chens to move their building’s south wall to the north several feet was intended to provide more room at that junction, more flexibility for this kind of idea, plus a wider view of the historic depot. I do not think preserving 2nd and H lens-sculpture is a given. We need more room there. (Ken Wagstaff)

• Transition zones belong in downtown areas. Building height for transition areas should be no higher than 35 feet. Transitional zoning should have specific rules to protect historical districts. (Agreed! Buildings in transition zone should blend w/ adjacent older homes.) (Yes!)
Topic: Vision (Illustrative Plan – Long Term)
Post-it Comments:

- Love these! Let’s build more (see plan)
- These apartments rock! Cool design (visual and passive cooling) socially oriented and aesthetic open space.
- Must have some driving downtown-----2 streets----- important for local businesses.
- Transition zones into neighborhoods. Keep tall buildings in the downtown.
- So you propose selling our last large public spaces to developers & put buildings on it. Unacceptable!
- Transition zone into neighborhood. Critical point for neighborhood connectivity (zone in downtown)
- How tall are these (see plan) Should be < or = to 2 stories (2s at alley)
- Transition zone step down before transition in downtown into neighborhood. Building height less than 35 ft...
- This area (old east) has our oldest homes & the most Davis history. It needs a careful transition to taller downtown. Building heights in transition zone must be less than 35’... Step down into neighborhood scale toward the east. Bldgs must look like they belong in a traditional neighborhood. Mixed use and live/work are fine.
- Good place to go tall. But keep the green space! Residential above.
Topic: Vision (E Street Plaza – Tactical Activation)

Post-it Comments:

- Keep the trees! Love the openness, lights, activity, music, and arts.
- What they said (above)!
- Off the grid and monthly or regularly scheduled food truck events will bring people downtown- Fun!
- E St Plaza is much easier & more likely to bring to fruition- City has control of the whole thing.
- Food trucks are best where there is no food, but E. Street has food. How to complement instead of compete.
- Permanent live music stage (or better one) instead?
- Enhanced stage/ performance area in E St. and other plazas.
- We do not need more restaurants. Focus on retail.
- Davis has lots of restaurants. Why have food trucks clogging the space?
- Pop-up retail.
- E Street plaza is the site of the holiday tree installation. Festival light string will have to be on the perimeter so that a 25-30’ tree can be erected in center.
Topic: Vision (3rd Street New Public Space)

Post-it Comments:

- These buildings are too massive, blocky and imposing. True of all buildings on this image. Buildings need to be articulated, downsized and softened.
- Ugly. Please no.
- Offices or homes? Where will they park?
- Use this plaza for farmer’s market, baskets, craft booths.
- Where did the trees go?
- This idea relies on main property owner’s cooperation- which the city does not control.
- Why not close it to cars all together? Just have bikes!
- Bike paving missing.
- Not everybody bikes!!! If you are older, disabled, or younger children.
- Where is bike path?
- This is missing the large space for big events. Tree lighting.
- More fountains and water features using recirculated water for enhanced ambiance.
- Selling off E. Street Plaza to developers? Really? Totally unacceptable!!
- Will these be offices or apartments... where will they park?
- Hope there will be a limit of 3 stories.
- I hope the urban core will be <4 stories.
- Nice central core area- Is it important to have a visible center of downtown. No cover.
Topic: Vision (Downtown Entrance from Richards Blvd.)

Post-it Comments:

- 5 stories is okay. 4 stories best- if it is kept in downtown not in neighborhoods.
- No bikes in visual
- OMG I can’t believe it! 5 stories when you enter Davis- its massive
- Good point-sure way to kill that small town feel!
- What is space? If residential, where will they park? If office where will they park?
- Answer-This massive parking structure.
- This doesn’t seem workable. Very impactful intersection. Being able to turn right with yield only relieves a lot of pressure.
- This will cause more traffic
- Where is the roundabout?
- Round about would be better.
Topic: Vision (2\textsuperscript{nd} Street Looking East)

Post-it Comments:

- This is an image of downtown I am comfortable with. Heights primarily 4 stories and visual emphasis on RR station.
- Foot traffic only in core private area- in parking sections
- Can be pedestrian but allow micro-transit, logistics (off hours)
- How to keep private cars out of “shared street?”
- Great!
- Nice! Like the priority on walking and bikes. Downtown core should have >4 story buildings please.
Topic: Vision (Davis Town Square- E Street, 2\textsuperscript{nd} + 3\textsuperscript{rd})

Post-it Comments:

- Mixing more traditional and transitional buildings would really enhance the beauty and interest to downtown. I wouldn’t want it to turn into UC Davis west Davis development.
- I love the large plaza with a beautiful fountain as a focal point with lots of trees for shade. The classic design is timeless and reminds me of a plaza in Europe. Wonderful!
Topic: Vision (Davis Town Square- E Street, 2\textsuperscript{nd} + 3\textsuperscript{rd})

Post-it Comments:

- Wonderful idea for the underutilized area.
- The design concept with the public plaza is great! I am concerned about 4 stories dwarfing the existing 1 story homes in the neighborhood. It would be nice for the style to be more cohesive with the era of the existing homes.
Topic: Sustainability (Sustainable Buildings in Downtown)

Post-it Comments:

- Yes!!
- The nation of going to zero net at fossil consumption is really important.
- Right from the start is making right on the work. Thanks.
Topic: Sustainability

Post-it Comments:
- Yes! What do these look like during summer/ dry season?
- How about all of these?! 😊
- Water gathers people of all ages to enjoy. Yes!
- Kids + water = playground! (Heart)
- How close to swale retrofit trees in existing cityscape? Capital costs vs PV gain on 2-3 story bldgs.?
- This is nice but if it costs a lot more, not worth it with the amount of rainfall we get?
Topic: Sustainability (Elements)

Post-it Comments:
- Add “microgrid” to this schematic
Topic: Sustainability (Steps to Net-Zero Readiness)

Post-it Comments:

- The envelope is critical to keeping energy costs low and should be a Davis plan priority.
- Yes, first implement all cost-effective measures before sizing/ adding PV!!
Post-it Comments:
- Love this and the rain gardens
Topic: What Makes a Great Public Space?
Topic: What Makes a Great Public Space?

What Makes a Great Public Space?

Think of the public spaces where you like to spend time. What characteristics make them vibrant, welcoming, restful, or exciting? What activities do you like to do in your favorite public spaces? What kinds of public spaces would you like to see in Downtown Davis?

[Images of various public spaces with sticky notes attached, each with different comments and ideas.

Example sticky note comments:

- "Lively gatherings make the space vibrant."
- "A nice place to sit and read a book."
- " zouprehensive bike facilities would be great!"
- "Include more seating options and shaded areas."
Post-it Comments:

- Tree shade. Beautiful plantings
- Flexible seating. Patio dining
- Would love this and shade trees and planting. Climate too hot without.
- No Cars! All these photos have that in common.
- Second this! (above)
- Trees full of cars are not so great.
- Only 14% of respondents want more paved surfaces in public space. Wheelchairs and walkers don’t work on grass.
- Local shops! No chains.
- Large enough so that it isn’t always crowded. Trees and plants create a relaxed environment.
- Greenery, tables/chairs, SHADE, inviting, busy/high-traffic area.
- Art, creativity, trees, & interesting flowers. Shops-not just pizza, beer and coffee shops! Make rents good for places like watermelon music and discoveries!
- Ditto (above)
- In Davis-shade is important. Cooling features ex: water. Sounds IE music, water feature, some intimate spaces, zones, color, beauty.
- Very welcoming, open.
- I think water features all to the community space.
- Me too!! (above)
- Changing exhibits. Some lights at night but not overdoing it.
- Demonstrate eco/permaculture plantings and building materials. Contests-other local participation events. Adopt a pet area- meet your “public servant.”
- The physical look and layout is not as important as feeling safe and invited as a disabled person.
Topic: Public Space Types

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-scale public space that serves the immediate neighborhood, suitable for children’s activities or other proximity-oriented events.

Playground

Both adults and children are attracted to these spaces, which may incorporate structures for children’s play as well as areas for families to socialize.

Pocket Plaza

This type of space is often located at street intersections, providing a focal point for foot traffic and creating a sense of place. They can serve as commercial and social hubs, with commercial and creative uses.
Post-it Comments:

- Too Sterile and dark not lively enough
- Playground in natural Setting
- Ugly not Davis style
- It’s challenging to create public spaces that remain inviting/appealing and do not become homeless encampments. I like the pocket parks and pocket plazas. Should have green/nature- not all hardscape.
- Consider the needs of teens and students in public gathering areas (they spend money too). I love the public restrooms in Central and Community parks.
- Like this for color and variety (me too)
- We don’t need downtown for meeting and interacting. We have our parks and greenbelts and farmers market areas for that. Interesting and varied business downtown would be the initial draw to downtown.
- Great design.
Topic: Public Space Types
Post-it Comments:

- I think all/most of these public space types should be part of downtown depending on the location.
- Another good example is court housing square in Prescott, AZ
- Central focus is so important 4 center of town.
- I love the pedestrian mall in Fort Collins.
- Pavers can cause blind person’s cane to get stuck or trap them.
- Davis doesn’t have sufficient water to support large grassy areas, but shaded areas are important and small picnic areas. (Me too!)
- Not just grass- it’s not useable by wheelchair and walker users.
- Keep it green
- Yes to community Gardens
- Close off street near the park (B or C) and create a pedestrian mall. Louisville has a good example.
- Yes to grass as open space and trees lots of native trees. (Yes!)
- Lots of trees and openness
Topic: Learning from Comparable Downtowns

Post-it Comments:

- Ithaca Commons·NY
- River City Mall Louisville
Topic: Transportation | Street Prioritization

Post-it Comments:

- Something to increase bike visibility from the stop sign at 1st and B bike lane entrance would be helpful.
- Help we need a shuttle to downtown
- Can we get a shuttle to downtown?
- How do I get my family and mother in law downtown for dinner?
Topic: Transportation (Pedestrian & Bicycle Enhancements)

Post-it Comments:
- Scariest part of biking downtown is that a car door could hit you and make you fall into traffic.
Topic: Parking & TDM

Post-it Comments:
- Downtown Transportation: 1) Small Trolley to help people around town once they get there. 2) Outlying parking lots where people can park when getting on Amtrak. 3) Neighborhood jump bike stands.
Topic: Architectural Style (‘Industrial’ Style)
Post-it Comments:

- Like it but wonder how well it will “wear.” Will people in the future reject it?
- Like it.
- Davis’ roots are in ag. I prefer buildings with a farm/architecture feel rather than industrial. Yes!
- I like the idea to bring farm/ag elements into design. Industrial is ok in appropriate context. All of farm/ag /industrial can be attractive if their simplicity leads to cost-savings in design and construction.
- I don’t like industrial for downtown. Too cold and stark for here. Make a mixed design industrial/rustic?
- Also like this type of design.
- Industrial is not Davis.
- I like a mixture of industrial and contemporary styles.
- Also like this type of design
- This look is like a warehouse district. Not very appealing to me. A better design is the new nugget headquarters.
- Like this
- Very good idea.
Post-it Comments:

- Greenery is very important. Too much concrete is hot and sterile.
- I like all of them but would like to see some taller; i.e. 6 floors or more.
- I like these live/work because they look most like Davis as it is now- not uniform but homegrown. I like them too
- I enjoy this type of live/work neighborhood and its supports retail businesses and car free lifestyles (renting and shared use autos instead of individual ownership) It also supports entrepreneurs and work at home and disabled.
- Live work is attractive as a way to provide housing for people who make a living locally. Works well with reduced vehicle use.
- Yes to 3 story limit, yes to live/work! I like the varied fronts and individualized greenery on this one.
- Greenspace great.
- This one is the nicest on the board. The others look like warehouses.
- Love these with the plants and varied fronts.
- I like the live/work spaces with varied fronts and flowers. Having stepbacks to ameliorate height and create balconies/ decks is important
- Too blocky-no distinction (visually) between work and live spaces/stories
- Notice 3 story limit...so support this idea. Keep it charming.
- Ugly ☹ agree anywhere USA
- Also cone the designs shows were staying with the times
- We need a diversity of bldg. architectural styles and density/ height.
**Topic: Building Types (Small)**

- Old Davis look. Keep it quaint like this.
- Great design. Yes!
- Small single family homes ok - further away from downtown.
- Historic Home help preserve its character and setting by recognizing the neighborhood.
Topic: Building Types (Small)

Post-it Comments:

- Beautiful design on this poster. Yes!
- This would work very well as infill in many areas.
Topic: Building Types (Medium)

Post-it Comments:

- Very appealing attractive very good for Davis
- The beautiful character of these buildings really enhances the historical homes and buildings downtown.
- I like the variations in the fronts of the building-bays, overhangs, balconies. Medium size buildings can blend well with what we have.
- Great design.
Topic: Building Types (Medium)

Post-it Comments:

- Don’t mix houses with retail/food on main downtown streets.
- Love the character of these residential and mixed-use buildings.
Topic: Building Types (Large)

Building Types: Large

Large building types fit into an intense neighborhood and main street environment with primarily mixed use blocks and building types. The types are characterized by a medium to large footprint, two to six stories in height, and are usually attached to their neighboring buildings.

Main Street Building
A main street building is a single mercant, situated by providing a variety of service on the ground floor and service core and access from service entrances.

Mid-Rise Building
A mid-rise building is a three to five story building with a mixed use design, providing an activity on the ground floor and service core and access from service entrances.
Post-it Comments:

- Not for Davis! Not a metropolis & hope it won’t be! Where is the sum?
- Great!
- The texture and shape makes this appealing
- Better use of resources. Bigger-Great!
- No! Big tall monolith-overwhelming and not architecturally consistent with the rest of Davis.
- No! Too tall and ugly.
- 5-8 story set bar for upper
- We need some taller (>4story) bldgs. Downtown. They can coexist w/ medium bldgs. And we can transition to smaller on the fringe.
Topic: Implementation Strategies | E Street: Example of Incremental Residential Infill

Post-it Comments:

- This building is “blocky” and may fit within 1940’s apartments but doesn’t blend with more appealing buildings to the north- maintains more of the small town charm w/ gabled roof lines and less boxy.
- How many more people are expecting to dwell here vs. current construction??
- 3 Stories Downtown. More foot traffic and less cars.
- I love the design of this building but am concerned the 4 stories will dwarf the smaller existing homes.
Topic: Implementation Strategies | Tactical Urbanism
Post-it Comments:

- Set some of the cars out, but somehow increase access - some people can’t or won’t walk very far.
- Facilitate more high density, high rise residential buildings.
- Make E ST between 2nd and 3rd off limits to cars.
- Make alleyways into inviting pedestrian paths, w/benches & flowers. Block off a street section to create a pedestrian mall.
- Carless blocks please!!
- Would love to see parking spaces in downtown used for seating, bike parking, eating, etc.
- More retail, preferably independent stores.
Topic: Implementation Strategies | Temporary Retail

What do you think about temporary retail in Downtown Davis?

Take a sticky note and tell us your thoughts on this topic.
Post-it Comments:

- How about a semi-permanent food court in ex whole foods bldg.? (as in Portland OR.
- Pop-up retail would hurt already struggling local retail stores
- Temporary retail is great as long as it doesn’t drive brick-and-mortar permanent places out of business.
- Agreed. (Above) We need to retain current local retail and encourage new retail to fill vacant store fronts.
- Food trucks would kill local restaurants and local retail.
- Whatever works to supply Davis residents with the goods they want to buy locally. Secondarily for visitors and whatever works to provide local employment. Yes!
- Anything that would bring more food traffic downtown is good.
- Pop-up avid reader store at 2nd and e seemed to work well (was open holiday 2016) Overall we need more retail to offset closures.
- No to food trucks! Yes to interesting int’l restaurants and retail that draws the community beyond just students! Temporary: Crafts, art, flowers, plants.
- Retail trends are changing quickly. “Pop-ups” and temporary rental space add flexibility and respond to current needs.
Comment Cards

The City should create a new Plaza at 2nd & G streets, replacing the existing intersection. This will implement the concept I suggested to the planning staff and to the 2000-2002 City Council when the Chen building was approved. The new structure was designed with an unusual and distinctive feature. Specifically, the owners and architect agreed to build the south exterior wall of the Chen building at a slant or at an oblique. The “canted” wall begins at the southeast corner at H St. and extends to the west corner at G St. The result at the southwest corner of 2nd & G was to open up the street space for a large Plaza to someday replace the intersection of 2nd and G Streets. Further, 2nd Street from the rail station to the new Plaza can become pedestrian-only leading to the new Plaza. We can anticipate that the existing cluster of commercial buildings across the street from the Chen will someday be replaced, perhaps by condominiums full of millennials lacking cars who want to live near their commuter train. This likelihood enhances the possibilities and business-catalyst opportunities for the new Plaza. The overall result will be to re-create anew what was many years ago the main/train entrance to Davis. Having served on the board of the Capitol Corridor JPA train authority I was proud that we were able to increase the number of trains coming through Davis each day to more than a dozen. There will be even more in the future. The future role of the iconic train station at Davis- for UCD, for business and tourism- will grow. I hope that a 2nd Street “PPP”- Pedestrian Promenade and Plaza - will become a primary destination.

Remove the G Street Plaza and reconfigure the sidewalk and parking along the east side of G Street.

To improve circulation & parking, let’s improve alley management, rather than letting public spaces that are signed for parking or could be loading zones instead be used for trash receptacles or other unapproved.

At 7/13/2018 meeting, by consensus, Davis Odd fellows support adding more parking in the south side of Downtown.

Strongly opposed to paid parking downtown, particularly for on-street parking. We have seen that it doesn’t work, our customers continue to complain, and many decide to shop elsewhere. So why is the City still pursuing it? • Businesses are already struggling. Businesses need readily accessible customer parking to sustain enough sales to stay in business. • Doing something about employee parking is key. Employers should require employees to park in vacant spaces in the 4th & G parking structure to free up on-street parking for customers. • Strongly opposed to any downtown street closures, long term or temporary, particularly on E Street. It is already hard for customers to reach us; street closures will make it even harder. • Paid parking and street closures will cause customers to shop somewhere else and loss of sales for downtown businesses and sales revenue for the City. • Do not support street designs that remove on-street parking.
I have sketched out an idea for a shuttle that can bring the residents surrounding the Core into town. Without something like this, these neighborhoods have no real access to downtown and bike access alone will not suit many people. I propose a rubber-tired shuttle that is automatic, going back and forth along a single track at fairly close intervals such as 30 minutes. This required two bores under the UP tracks but nothing big. Please let me know if you would like to develop this idea further. Note that in this design most of the right of way is on City property. City-owned property south of the UP tracks can provide parking that will divert cars from downtown.

**Pop-up tool box**

We propose that a downtown walking tour be scheduled for the committee members to shadow people with disabilities to see the challenges and hear suggestions about making downtown experience more welcoming and inclusive for all abilities. (Suggestion also given to Diane Parro who has other ideas about doing this.)

Opticos has done an amazing job visualizing what Downtown Davis can become! I am thrilled with them being a large part of this important process! I would love to see classic-style housing and mixed-use buildings that blend in with the older homes and buildings downtown. I am concerned about three and four-story buildings (like Trackside) being built next to small one-story buildings and homes. If they have more than two floors- the upper floors should be set back. I do not want downtown to become a generic downtown that has all modern buildings that look like the UC Davis West Campus mixed-use buildings.

**Use one-way streets to reduce bike / car conflicts on 3rd Street.**

I viewed Chris Jones' video about an alternative to the Third Street Plaza idea that had been prominent during the first charrette. I wholeheartedly agree with many of his points and believe that we should strive for a downtown plaza in the established plaza. It is more economical, makes sense, and is infinitely more do-able in the short run. Increasing green "paths" by using existing spaces (Tim Spencer Alley, walkway next to O'Douls, etc.) creates an easily realizable walking downtown.

The City staff and planning committee need to control the geographic bias / advantage of those who live close to City Hall. Those who would advocate for low-density "Old Davis" visions - can walk to the City offices. The rest of us cannot.

** Paid parking in Downtown. Embrace your courts.**

**Connect across the tracks.** Pedestrian-bike link to Olive Drive. Go under the tracks unless you like what was done at Fairfield Amtrak Station (Check it out). Railroad likely to prefer subway to overhead. Also serves automated shuttle. Soon there will be 3,000 new downtown residents if you reach out.
Lots of good ideas since the first workshop! I like the pocket park idea. (One of the LDA 142* (Sustainable Environmental Design) students had a poster). The downtown art plan would be great. Informational signage is already happening (the tree benefits tags, e.g.) and could easily be built upon. Good ideas about small steps to take now (parking pricing changes).

Solar pathway student concept is a great idea to incorporate in a sidewalk, parklet or other corner to attract families with kids.

Please locate Jeff Kessler (end of August), University of California, Davis graduate student working on a low carbon dining project, Sustainable Davis, trying to get restaurants to offer lower carbon foods on menus. Explore. It would be great for developing a children's sustainability center content.

Final Presentation: E Street Plaza as focus - yes! Bike plan is good, but you ignore Third Street axis to University of California, Davis. (Why leave out University of California, Davis?) At the east edge of the core anticipate transit-oriented development opportunity. Your infill ideas are good. Provide incentives for absentee owners to develop or sell. Parking - all good ideas. Why ignore the 3,000 upcoming residents (Olive - Nishi - Solano Park)? Connect with a shuttle.

Submitted July 12, 2018 at Parking Brownbag. After the parking presentation, I see that the consultant sees no parking shortage and looks only to parking management to solve it. BUT I see an absolute shortage in the region of downtown close to Odd Fellows Hall and farmer's market. Odd Fellows Hall is an important city resource for so many types of large events, serving many interest segments of our community. That area needs more nearby access, not the G Street garage!

First things first- Get the transitional housing / shelter with wrap-around services for the homeless. Get them off the street and on a better trajectory.

At farmer's market, the low steps are hard to identify as steps. Dangerous for low vision or distracted people. We thought it was a ramp and almost tumbled. Need contrast between steps or? ramp?

Bring more local talent. We do not like chains like IHOP.

Urban Economy: Give the City tools to incentivize absentee property owners to sell or redevelop. Many of these underdeveloped properties just do not contribute any more (except low rents). City of lease property to reduce developer costs - joint projects. Reach out to Asian families to develop Downtown instead of mini-dorms.
**Davis 2050:** Core area net zero construction since 2020. Hybrid solar / gas power plant at dump. Light rail to Sacramento (built with planned causeway upgrade.) Light rail to Woodland on existing freight right of way. Full integration of core and Olive / Solano Park / Nishi. Loop an automated shuttle. These are your downtown residents!

1. Davis Downtown core is small- smaller than equal Solano Park (University of California, Davis), Nishi strip (University of California, Davis) and Olive Drive.
2. Energize downtown by giving it space to diversify. Build on the "underdeveloped" area to the east. [see card scans for drawn maps]

---

**Please stop encroachment by developers into Historic Conservation Districts (CD). Please keep Old East Davis (OED) and Old North Davis (OND) intact! Do not enlarge the transition zone, especially Core Transition East. Keep Transition Zone tied to form-based planning as it applies to a conservation district made up primarily of single and two-story homes. "Promote Community" City Council Goal 2018.**

Regarding downtown open space (plaza). Not sure of the functionality of the proposed new Third Street Plaza. With Third Street going through, how much will it be used excepts for special events when the street is closed? Would it not be better to convert the E Street lot and the lot near Kinko's into proper plazas with shops facing in and no parking? Rather than completely enclosed as shown on the conceptual map, I would leave both open to the street on the east and west ends. Either plaza would be used on a more regular basis than the proposed new space on Third Street.

Transition zones should have buildings no higher than 35 feet. Transition zones should be located in downtown areas, not in historical districts. Zoning for transitional zone should be specific and not changed for planned developments.

1. Hugely supportive of blocking off streets to cars- pedestrian-only walkways with trees, fountains, and dining. How about Third Street from campus (already started) to the train station?
2. Would like to see living spaces over commercial, four to five stories at the most.
3. Would love to see the landscaped places in front of commercial (now required, I think) maintained - a beautification push.
4. Plenty of trees and fountains due to our hot summers. Make Davis a destination place for dining, shopping, etc.!

---

**Third and Fourth Street and L Street**

L Street and Fifth Street intersection problem. No longer go left there.

**AT&T sub-station at southeast corner of Third and E Streets:** Explore their interest in consolidating the sub-station use into a parking structure with other uses on street. Sub-station not going away. Add in Plan as an opportunity to be explored, including funding.
Pavement is not always a bad thing! Green grass is beautiful for open space, but people with disabilities cannot navigate and access any amenities (picnic tables, gazebos, etc.) in the space or engage in whatever activity is taking place. Accessible paths are necessary to provide orientation for blind / visually-impaired, but pavement should not be limited to paths. If that is all there is, we have access only to watch what others are enjoying.

All this beautification is using City money to support the current downtown businesses with high rents that pushed out the appealing and varied shops in favor of places that appeal much more only to students. To draw the community to downtown and make all these efforts and money worthwhile, make the rents and retail such that it draws the community. No matter how beautiful you make the downtown, if there is nothing to look at or explore at the downtown businesses, I would prefer to go to a park without the buildings!!

Regarding the significant need for affordable housing in the downtown, could we find out what San Luis Obispo, Chico, Petaluma, Boulder and Flagstaff have done? These are the cities noted as comparable.

I noticed that there were not any young people (teens, university students) and maybe two people of color at the opening event. How might you entice, recruit these folks to participate in this process? Also noticed that main lectures were all guys until 7:20 pm when I left. Not crucial to design work but would be nice to have more diversity / parity.

Find a way to keep retail in downtown applicable to the community. Not Gucci and high-end for tourists. We want retailers who can be residents and larger companies, but I do not want to see all retail become unaffordable to the majority of Davis community.

If Second Street is a dedicated bike-priority corridor to University of California, Davis, H Street between Second and Third Streets should be also. Bikes will come to and from Old East Davis to get to both the train station and campus. *Importantly, school-aged children will be coming from housing on Olive Drive by way of the new Lincoln 40 overcrossing and should be able to get to East Davis schools safely.

Show the locations of “City of Davis landmark trees” (18) in the Specific Plan study area, at a minimum. In addition, address how developers should incorporate them into redevelopment planning.
### Traffic / Parking

1. Concur with various comments preferring Third Street rather than Second Street as the main bike route across downtown.

2. Encourage putting a transit line through the middle of downtown rather than the edge. That route could have transit-friendly infrastructure and on that route maybe half of the stop signs / signals could be removed to facilitate movement.

3. Three bike configurations were presented- bike s on both sides, on one side, and in the middle. Will this not be confusing to bicyclists? Transitions would need a lot of attention or maybe limit the number of configurations.

4. Please address bike parking. It is often difficult and / or people park in places that obstruct foot traffic. I hope we will encourage more bike traffic by making downtown more accessible / attractive. Let us be sure they can park, as well.

5. Employee parking (eight hours / day) is $10 / day. Bus fare is $1.10 each way. The current incentives need to be adjusted. If downtown parking was not free, biking and transit-especially for employees- would be more attractive.

6. Someone pointed out that as downtown moves toward a cafe district, the number of employees will increase. Neither in April nor today did I hear the percentage of parking used by employees. It seems like this would be a valuable number to have.

---

| Need transit connection to Amtrak station! How could that have been an afterthought! Given number of residents that commute to Sacramento / Bay Area, that should be a priority! Make the route easy and quick, not a circuitous loop outside downtown periphery. For me, one-way E Street northbound is detrimental. To exit Central City to Interstate 80, E Street is the most convenient route through downtown to the railroad underpass and then Interstate 80. |

---

| I like the concept of doing something cohesive among the blocks between Fourth and Second Streets, and F Street to mid-E Streets, and better utilizing the space. However, to make that happen will take significant willingness from the landowners. Do they embrace the concepts presented at this workshop? Secondly, I cannot help but feel that this plan is a grand gentrification scheme. I do not see what jobs are created in this plan that will support incomes sufficient for people to live and work in Davis, let alone in the downtown core. This plan should incorporate Davis' affordable housing objectives on a proportionate level. Your economic analysis should look at what it would take to build an "Eleanor Roosevelt Center"-style housing project. |

---

| I strongly support retention of the railroad line north to Woodland for future use as a light rail corridor. It would serve the Capitol Corridor Station, reaffirm the Depot’s central focus, allow for carless commutes from Woodland, and allow residents of both cities to use downtown amenities. It would also take pressure off the city in terms of residential construction and focus activity on downtown. Losing the line would foolishly foreclose such an opportunity. |