What the Specific Plan is (and isn’t)
What the Specific Plan is (and isn’t)

Articulates the 2040 community downtown vision, fulfills legal requirements and is compliant with the Davis General Plan. It recommends public improvements for the City to prioritize spending.

- **Goals** that define the community vision
- **Guiding Policies** to aid decision making
- **Strategies** that are recommendations, but *not* requirements, to achieve plan goals
- **Implementing Actions** that are *required* steps to realize the Specific Plan vision

The Specific Plan is *not* a tool for reviewing development proposals.

The day-to-day implementation of the Specific Plan is carried out by the **Downtown Form-Based Code** (updated Articles 40.13 and 40.14 of the Davis Municipal Code), along with other related documents currently used by City staff.
How is the DDSP different from CASP?

**Form-based approach** to placemaking to establish a hierarchy of form and scale, delivering **more predictable built outcomes**

**Sustainability** as an underlying theme to guide future development

**Public realm design** to promote walkability and universal access, with **streets** as a shared public asset, adaptable to the future of mobility

**Economic development** that responds to community priorities as well as market conditions
Specific Plan Highlights
Purpose
Simplifying regulatory structure

### Table 1A. Status of Planning Documents after Adoption of Specific Plan and Downtown Code [DMC Articles 40.13 and 40.14]

Please note that this table identifies all documents affected by this Specific Plan. The Downtown Code further identifies all relevant articles of Chapter 40 (Zoning) affected by the Downtown Code. Refer to Tables 40.13.040.A and 40.13.060.A in the Downtown Code for additional information.

<table>
<thead>
<tr>
<th>Planning Documents</th>
<th>Recommended Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Plan</td>
<td>Amend to reference the Specific Plan</td>
</tr>
<tr>
<td>Core Area Specific Plan</td>
<td>Rescind. Replaced by the Downtown Davis Specific Plan</td>
</tr>
<tr>
<td>Davis Downtown and Traditional Residential Neighborhood Design Guidelines</td>
<td>Replaced by the Downtown Davis Specific Plan for the Plan Area and no longer in effect for Downtown. Still in effect for other applicable residential neighborhoods</td>
</tr>
<tr>
<td>Infill Development Principles and Expectations</td>
<td>Replaced by the Downtown Davis Specific Plan for the Plan Area. Still in effect for other applicable areas</td>
</tr>
<tr>
<td>Climate Action and Adaptation Plan</td>
<td>Content related to Downtown to be updated</td>
</tr>
<tr>
<td>Downtown Sign Design Guidelines</td>
<td>Replaced by the Downtown Davis Specific Plan</td>
</tr>
<tr>
<td>Article 40.05 Core Area Infill District</td>
<td>Rescinded. Replaced by the Downtown Code</td>
</tr>
<tr>
<td>Article 40.13 Core Area Combining District</td>
<td>Rescinded. Replaced by the Downtown Code</td>
</tr>
<tr>
<td>Article 40.13A Downtown and Traditional Neighborhood Overlay District</td>
<td>Replaced by the Downtown Davis Specific Plan for the Plan Area. Still in effect for other applicable residential neighborhoods</td>
</tr>
<tr>
<td>Article 40.14 Central Commercial District</td>
<td>Rescinded. Replaced by the Downtown Code</td>
</tr>
<tr>
<td>Article 40.15 Mixed Use District</td>
<td>Rescinded. Replaced by the Downtown Code</td>
</tr>
<tr>
<td>Article 40.23 Historical Resources Management</td>
<td>Maintain. Downtown Code relies on this article</td>
</tr>
<tr>
<td>Gateway/Olive Drive Specific Plan</td>
<td>Amend to remove Amtrak site and Davis Commons</td>
</tr>
<tr>
<td>PD 2-86A, PD 2-86D, PD 4-15</td>
<td>Retain PDs. Amend as needed for consistency with the Specific Plan</td>
</tr>
</tbody>
</table>
How is the Specific Plan organized?
Existing Conditions
Reinforcing issues + opportunities

Grounding the community’s priorities:

Key issues identified based on existing conditions analysis, market study, focus group interviews and outreach

1. Lack of Regional Identity and Relevance
2. Economy in Transition
3. Complicated Regulatory Structure
4. Missing Center and Insufficient Hierarchy
5. Inadequate Housing Opportunities
6. Inconsistent Public Realm and Access

Refer Section 2.3
Issues and opportunities

Each issue described and resultant opportunities identified

Issues and opportunities have framed the Specific Plan goals and Guiding Policies

**Issue**

Downtown is currently not seen as a favored commercial or cultural destination for the city or within the region. The 2018 market analysis for Davis found that approximately 9,000 workers commuted into Davis, but 20,000 workers left Davis daily. This indicates inadequate local jobs and a sales leakage, since many workers shop near where they work. Davis mainly serves locals, with less than 10% of visitors from outside the Davis area.

A number of Davis residents interviewed as part of the Specific Plan community outreach relayed that they often choose to travel to Sacramento or Winters for social outings and recreation rather than spending their time in Downtown.

**Opportunity**

Downtown has many of the physical attributes considered necessary to make a destination successful: an advantageous location on I-80 adjacent to a major university, great access by car and rail, a diverse population, good climate; and a walkable downtown that has considerable small town charm, with historic buildings, eclectic architecture and independent stores. Downtown has tremendous potential to develop as a major regional destination. It needs a distinct identity and a mix of uses that would give it a competitive edge over other downtowns in the region and attract visitors from the greater Sacramento area as well as people commuting on I-80 between the Sierras and the Bay Area.
Community visioning

6
Pop-Up Workshops

50+
hours of Community Feedback at Design Workshops

450+
Participants in Virtual Community Workshop

20+
Focus Group Meetings

Refer Section 3.1
Key topics: Sustainability

How is this topic being addressed?

- **Ten sustainability themes** considered in framing the Specific Plan goals and recommended to be considered in evaluating future policy decisions

- **Sustainability Recommendations** from SWG in Implementation Actions [Chapter 8]
Key topics: Sustainability

Sustainability strategies illustrated through examples to show how they can be applied at the building and district scale, and in the design of the public realm.
Sustainability: building scale strategies

‘Main street’ building

- **Awnings**: Provide shelter and shade from the elements.
- **Passive Thermal Comfort**: High-efficiency glazing and user-operable windows improve occupants' comfort.
- **Vegetated Roofs**: Open rooftop spaces are maximized with vegetated roofs for urban agriculture and open space.
- **Cross-Ventilation**: Designing for cross-ventilation enables passive building cooling.
- **Solar Panels**: New construction projects can be solar ready buildings.
- **Parking Lot Materials**: High SRI materials, and permeable paving where conditions allow, reduce heat island effect in parking lots.
- **Rooftop Mechanical Unit**: Centralized and tucked away rooftop mechanical units maximize usable rooftop open space.
- **Bicycle Racks**: Encourage bicycle use.
- **Minimum Parking**: Providing only the minimum parking needed encourages alternative transportation.
- **Roof Runoff**: Roof runoff is channeled into flow-through planters for filtration.
- **Dedicated Waste Source Separation Area**
Sustainability: district scale strategies
Sustainability: public realm strategies
Key topics: Universal Design

How is this topic being addressed?

- **Universal Design** considered in public space standards [Downtown Code Section 40.14.100]

- **Recommendations and strategies** for universal design in streetscape standards [Chapter 6: Mobility and Parking]
Six Specific Plan Goals

1. A memorable identity for Downtown that celebrates Davis’ unique culture

2. Compact development with sustainable infrastructure and practices

3. A feasible, equitable development program that builds a resilient economy and increases housing access and choice

4. A sense of place reinforced with appropriate character, balanced historical preservation and thoughtful transitions to adjacent neighborhoods

5. An active and inclusive public realm that promotes civic engagement and health

6. Safe, multimodal connectivity that employs innovative mobility and parking solutions

Refer Section 3.5
Structure: Goals, Policies and Actions

Each of the six Specific Plan goals has:

- **Description** of the goal objectives and how it addresses relevant issues
- **Guiding policies** to help decision-makers prioritize future projects and investments
- **Implementing actions** [in Section 8.4] to translate goals and vision to reality
Built Environment
Illustrative Plan

= Hypothetical Build Out

Illustrative of one possible build-out scenario showing key design moves

Refer Section 4.1
1,000 new residential units and 600,000 sf new non-residential uses by 2040

Note that this is the recommended program from BAE based on market conditions and fiscal analysis

Actual development capacity based on lot testing is higher
Regulating Plan

[= Land Use Plan and Zoning Map]

- Reflects the “small, medium, large” design approach to establish a built hierarchy
- Based on analysis of parcel attributes (width, depth) and economic feasibility
- Same as Zoning Map in Downtown Code [Figure 40.13.070.A]

Refer Section 4.3
Form-based regulations provide predictable outcomes, coordinating design of the public realm with each building type.

Civic space allowed in any of the categories.

Existing PDs [2-86D, 2-86A, 4-15] retain their General Plan land uses.

Development standards in Downtown Code.

### Table 4C. Built Environment Direction for Zoning and Land Use

<table>
<thead>
<tr>
<th>Environment (Land Use Designation)</th>
<th>Land Area</th>
<th>Maximum Height</th>
<th>Building Configuration</th>
<th>Building Form</th>
<th>Frontages</th>
<th>Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Small</td>
<td>2.9 acres</td>
<td>2 stories</td>
<td>Primarily Detached</td>
<td>House-Form</td>
<td>Front Yards, Porches, Stoops, Dooryards</td>
<td>Mixed-Use, Residential, Small Office, Limited Services</td>
</tr>
<tr>
<td>Neighborhood Medium</td>
<td>24.3 acres</td>
<td>Generally 4 stories; 3 stories in select locations</td>
<td>Detached and Attached</td>
<td>Primarily House-Form</td>
<td>Porches, Stoops, Dooryards</td>
<td>Mixed-Use, Residential, Small Office, Limited Retail and Services</td>
</tr>
<tr>
<td>Neighborhood Large</td>
<td>4.3 acres</td>
<td>5 stories</td>
<td>Attached</td>
<td>House-Form and Block-Form</td>
<td>Forecourts, Shopfronts, Terraces</td>
<td>Mixed-Use, Residential, Office, Limited Retail and Services</td>
</tr>
<tr>
<td>Main Street Medium</td>
<td>15.4 acres</td>
<td>Generally 4 stories; 5 stories in select locations</td>
<td>Primarily Attached</td>
<td>House-Form and Block-Form</td>
<td>Forecourts, Shopfronts, Maker, Galleries, Arcades</td>
<td>Mixed-Use, Residential, Office, Services, Retail, R&amp;D, and Restaurants</td>
</tr>
<tr>
<td>Main Street Large</td>
<td>23.5 acres</td>
<td>Generally 5 stories; 7 stories in select locations</td>
<td>Attached</td>
<td>Block-Form</td>
<td>Forecourts, Shopfronts, Terraces, Galleries, Arcades</td>
<td>Residential, Office, Services, Retail, and Restaurants</td>
</tr>
<tr>
<td>Planned Development (P-D)</td>
<td>21.7 acres</td>
<td>Varies</td>
<td>Varies</td>
<td>Varies</td>
<td>Varies</td>
<td>Varies</td>
</tr>
<tr>
<td>Streets</td>
<td>40.6 acres</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>132.7 acres</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Special Areas

Sites identified for **special design focus** and because of their location, size, or importance to Plan vision

**Additional development standards** apply to Special Areas

Any site over **1.5 acres** in area requires supplemental Civic Space and Thoroughfare Standards

Refer Section 4.4
Special Areas: Hypothetical Build Out

A  Figure 4.15  Devi Commons
A potential gateway-defining project on a large opportunity site at a prime location.

B  Figure 4.16  Davis Amtrak Station
An important entrance into Downtown via rail, anchored by the historic depot building.

C  Figure 4.17  E Street Plaza Block
Large opportunity site that will define and activate the new Davis Square.

D  Figure 4.18  E/F Street Parking Lot
A large opportunity site that serves as a physical transition in scale from the core of Downtown into the neighborhoods.

E  Figure 4.19  East Transition Lots
The only parcels east of the tracks abutting the Old East neighborhood. Thoughtful transition is needed at the neighborhood interface.

F  Figure 4.20  North End Site: Seventh Street and G Street
A large opportunity site with a single-story strip mall.
Public Realm

Regulating standards for public and publicly-accessible private spaces in Downtown Code [Section 40.14.100]

Civic Space Types
Public open spaces can take a variety of forms, shapes, and sizes. These are regulated as various types of civic spaces, with standards customized for each type. For standards, refer to Section 40.14.100 of the Downtown Code.

- Figure 4.22 Pocket Park or Pocket Plaza
  Small-scale open space available for informal activities and civic purposes near neighborhood residences.

- Figure 4.23 Playground
  Small-scale open space designed and equipped for the recreation of children.

- Figure 4.24 Passage
  A pedestrian pathway lined by ground floor entries and/or storefronts that connects a street with another street or block interior.

- Figure 4.25 Community Garden
  Small-scale open space designed as a grouping of garden plots available to nearby residents for small-scale cultivation.

- Figure 4.26 Plaza
  Community-wide focal point primarily for civic purposes and commercial activities.

- Figure 4.27 Green
  Open space available for unstructured and limited amounts of structured recreation.
Downtown Neighborhoods

Six distinct neighborhoods, each with its unique qualities and character, shape Downtown’s identity

Refer Section 4.6
Downtown Neighborhoods

Key topics for each neighborhood:

- Identity
- Built character
- Program
- Public realm
- Historic resources
- Additional recommendations
- Phasing recommendations
Figure 4.25: Illustrative Plan for Heart of Downtown
Showing one possible built-out scenario by 2040.

Infill at C/J Street Parking Lot
This large lot is an opportunity for mixed-use or a high-intensity residential project.

Old City Hall
The historic site includes open space with a visual connection to the expanded E Street Plaza.

E Street and Third Street Improvements
Shared streets enhance the public realm.

Enhanced Davis Square
E Street Plaza expands to become Davis Square, a large central gathering space.

F Street Improvements
Cycle tracks will enhance bicycle connectivity through Downtown.

Amtrak Site Redevelopment
Infill and public space replace the existing parking lot.

Richardson Boulevard Gateway
Redevelopment, including Davis Commons, forms a fitting large-scale gateway into Downtown.

Legend
- Existing Buildings
- Proposed Buildings

Note: The neighborhood development numbers have been derived from existing opportunity sites, and these numbers indicate additional development capacity on these opportunity sites based on the form-based code regulations.

Table 4.3: Heart of Downtown Development Summary and Intended Built Environment
(Refer to Downtown Code Article 48.13 (Downtown Zones) for development standards)

<table>
<thead>
<tr>
<th>Site</th>
<th>Total Area</th>
<th>36.3 acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Type</td>
<td>Additional Capacity</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>513 housing units</td>
<td></td>
</tr>
<tr>
<td>Non-Residential</td>
<td>230,700 sf</td>
<td></td>
</tr>
<tr>
<td>Feature</td>
<td>Intent</td>
<td></td>
</tr>
<tr>
<td>Building Form</td>
<td>Buildings will be block-form and attached</td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>Building heights will generally be up to five stories, and will be up to approximately seven stories around the E Street Plaza/Davis Square</td>
<td></td>
</tr>
<tr>
<td>Building Placement</td>
<td>Buildings will be at or near the sidewalk</td>
<td></td>
</tr>
<tr>
<td>Ground Floor</td>
<td>Many buildings will have active ground floor uses like shops or restaurants. Amenities, arcades, and galleries will provide shade. Other buildings will have ground-floor entries to high-intensity housing types</td>
<td></td>
</tr>
<tr>
<td>Public Realm</td>
<td>E Street Plaza will transform into Davis Square. The Amtrak parking lot will be redeveloped to provide a new public space, pedestrian and bicycle improvements, including shared streets, will enhance multimodal connectivity</td>
<td></td>
</tr>
</tbody>
</table>
**Downtown Neighborhoods**

**Incremental Growth along Second Street**

Over the next 20 years, the Heart of Downtown is expected to undergo incremental growth that reflects the Plan’s vision. The following images illustrate one of many possible scenarios for how this incremental growth could occur along Second Street.

**Existing conditions**

**Years 1 to 5**: Promote redevelopment of one-story buildings at street corners into four- to five-story mixed-use buildings.

**Years 5 to 10**: One- to two-story buildings redevelop into four- to five-story buildings; large opportunity site included.

**Years 10 to 20**: Further redevelopment with cohesive building facades guided by the Downtown Code; streetscape improvements enhance the architectural character along Second Street and create a vibrant environment.
Historic Resources
Historic resources

The Specific Plan protects existing resources and neighborhood character

Balances historic preservation with adaptive use and sensitive rehabilitation

Historic resources in Downtown updated based on 2019 survey
Historic resources

Descriptions of character-defining features for each neighborhood

Recommendations for form-based zoning for each neighborhood

**Special development standards** in Downtown Code for parcels adjacent to historic resources
Conservation Overlay District

Recommendations for City to consider:

A. Eliminate Conservation Overlay District, establish individual districts for Old East, Old North and Univ. Ave-Rice Lane

B. Develop separate design guidelines for each district

C. Remove “contributing status” for individual properties

D. Establish special “areas of interest” for handling transitions between Downtown, Old East and Old North – G Street + Downtown core

Refer Section 5.3
Mobility and Parking
Mobility

Focus areas:

- **Complete Streets** prioritizing walkability and multimodal access
- “Layered Network” approach with vehicular, bike, pedestrian and transit priority streets
- **Recommended Best-Practice Strategies** for Universal Design, Placemaking and natural systems

Refer Section 6.2
Circulation Plan

Refer Section 6.3
Pedestrian and bicycle network

Pedestrian Network

Bicycle Network

- Streetscape Improvement (High Priority)
- Streetscape Improvement (Low Priority)
- Shared Street
- Specific Plan Boundary
- Intersection Improvement
  - Intersection Improvement
  - Intersection Reconfiguration

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bicycle Route
- Class IV Cycle Track
- Shared Street
- Specific Plan Boundary
- Intersection Improvement
  - Crossing Enhancement
  - Intersection Reconfiguration
Vehicular and transit network

Vehicular Network

Transit Network
Mobility

Key topics covered:

- **Proposed Improvements** including relevant streetscapes and intersections

- **Recommended Strategies** to provide “best-practice” information, to be implemented as applicable
Parking and TDM

Focus areas:

- **Future of mobility** including ride-hailing and self-driving technology
- **Progressive parking management** including curb space, loading, city-operated facilities and requirements for private development

Refer:
Section 6.4
Section 6.5
Section 6.6
Section 6.7
Infrastructure
Green Infrastructure

Focus areas:

Low impact development/green infrastructure (GI) including strategies and recommendations for GI improvements suitable for Downtown

Refer Section 7.1
Stormwater and GI strategies

Refer Section 7.2

Legend
- Transit Priority (no linear GI)
- Permeable Pavement only
- New Green Street
- Streetscape Improvement (underway)
- Bioretention Bulb-Outs
- Bioretention at Existing Bulb-Outs
- Specific Plan Boundary

Figure 7.4 Tiers of Green Infrastructure Opportunities

Legend
- Anticipated Development/ Redevelopment Parcels
- Tier 1 | Highest Performing
- Tier 2 | Medium Performing
- Tier 3 | Aesthetic and Opportunistic
- Specific Plan Boundary
Water reuse

Scenario One: Business as Usual (baseline)
Estimated total annual water demand is 122 AFY in this "baseline" scenario that assumes no additional conservation or reuse. This is equivalent to 87 gpd, which is 44 percent below compared to the City’s existing average of 150 gpd. Lower per capita water use in the City can largely be attributed to the lack of anticipated single-family homes—common elsewhere in Davis— that typically have yards requiring higher irrigation needs. Non-potable demand is significant at 31 percent of overall demand, with irrigation as the largest demand type. This presents opportunities in the following scenarios to reduce the reliance on potable water supply by leveraging recycled water.

Scenario Two: Sustainable Reuse
Incorporating a mix of drought-resistant landscape slightly reduces the estimated total annual water demand to 89 AFY, which is 28 percent lower compared to the City’s existing average of 122 gpd. Since baseline irrigation demand is already low, irrigation conservatively only results in a 2 percent reduction in overall demand from business as usual. Additional irrigation needs (2 AFY) can be supplied by recycled water generated from laundry (0.8 AFY) thereby reducing reliance on potable water.

Scenario Three: Resilient Reuse
In this scenario, all landscaping (including street trees) is replaced by drought resistant planting, reducing estimated total water demand to 87 AFY, equivalent to 66 gpd and 45 percent lower than the City’s existing average of 150 gpd. Irrigation demand drops to 0.22 percent of overall demand. Further water savings are achieved by supplementing the recycled water supply with harvested rainwater in the central water reuse district shown in Figure 7.6. All irrigation needs (0.4 AFY) throughout the Plan Area can be supplied by recycled water (22 AFY). Additional recycled water can also supply all indoor non-potable demands (1.0 AFY) within the water reuse district representing a combined 5 percent (approximately 6 AFY) of total demand being met by recycled water instead of potable water. Buildings within the reuse district would require a district-wide non-potable water system and dual plumbing to maximize the district’s recycled water potential.

Legend
- Water Reuse District
- Anticipated Development/ Redevelopment Parcel
- Specific Plan Boundary

Figure 7.6 Water Reuse
District in the Heart of Downtown Neighborhood

Refer

Section 7.3
Implementation
Implementation

Key topics:

- **Phasing strategy**
- **Capital infrastructure improvements** [total cost \$59 million]
- **Economic and fiscal approach** [\$15 million net fiscal surplus by 2040]
- **Implementation Actions by focus area**
Recommended phasing

**Vision by 2030**

**Priority Improvement and Demonstration Projects**
- Improvements to G Street Plaza (Table 8A Item 28)
- Initiation of Amtrak Plaza improvements (Table 8A Item 29)
- Transformation of E Street Plaza into Davis Square (Table 8A Item 27)
- Bicycle Improvement demonstration projects on E Street, F Street, and Third Street (Table 8A Items 5, 8, 15)

**Circulation Improvements**
- Bicycle improvements on A Street, E Street, G Street, and H Street (Table 8A Items 1, 2, 11, 12)
- Intersection improvements (Table 8A Items 19-29)

**Incremental Development**
- Incremental redevelopment of opportunity sites on private property, market-dependent

**Vision by 2040**

**Priority Improvement and Demonstration Projects**
- Davis Commons redevelopment
- Completion of Amtrak plaza improvements and parking lot redevelopment

**Circulation Improvements**
- Bicycle improvements on H Street (Table 8A Item 12)
- Pedestrian improvements on C Street, E Street, G Street, and Second Street (Table 8A Items 3, 7, 10, 14)
- Bicycle and pedestrian improvements on B Street, First Street, Third Street, Fifth Street, and Putah Creek Trail (Table 8A Items 4, 13, 16, 17, 18)

**Incremental Development**
- Incremental redevelopment of additional opportunity sites on private property, market-dependent
## Implementation Actions

### Actions by focus area:

- **Urban design and placemaking**
- **Circulation**
- **Parking and TDM**
- **Infrastructure**
- **Historic Resources**
- **Sustainability**

### Table 8.2: Implementation Actions: Urban Design and Placemaking

<table>
<thead>
<tr>
<th>Action</th>
<th>Methodology/Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure Compact, Sustainable Development</td>
<td>1A. Adopt the form-based Downtown Code (DMC Articles 40.13 and 40.14) with new zoning standards for the Plan Area to generate compact, mixed-use development in Downtown that matches the physical character described in the Specific Plan vision, and supports a walkable environment and an active, car-free lifestyle for residents, workers and visitors.</td>
</tr>
<tr>
<td></td>
<td>1B. Develop Downtown as distinct neighborhoods as recommended in Chapter Three: Vision and Chapter Four: Built Environment to establish a visual hierarchy of built form and streetscapes.</td>
</tr>
<tr>
<td></td>
<td>1C. Apply strategies to incorporate sustainability in Downtown development at the building and district scale, following the Triple Bottom Line concept of sustainability, as illustrated in Section 3.2 (A Sustainable Vision for Downtown) and Section 3.3 (Sustainability Themes in the Specific Plan).</td>
</tr>
<tr>
<td></td>
<td>1D. Explore the viability of, and initiate demonstration projects such as the Davis Square improvements as a showcase of sustainability strategies, and as a district-scale water reuse district.</td>
</tr>
</tbody>
</table>

---

Refer Section 8.4
Next Steps and Timing
What’s next

**Specific Plan Public Draft review** – October 14th 2019 to January 14th 2020

**Public Workshop** – November 2nd 2019 (1 - 4 pm at Davis Community Church)

**Commission Workshop** – Winter 2019

**DPAC Meeting** – January 2020

**Specific Plan Public Hearing Draft** – Spring 2020

**Planning Commission and City Council Hearings** – Spring 2020
Thank you!