Submission 1

- Independent, local businesses in downtown Davis provide needed services, build community and return fiscal benefits to the city; we should find ways to encourage and support local entrepreneurship in the core area.
- We need to address traffic congestion, circulation and parking for all modes of transportation to allow for greater ease of interaction and engagement in the downtown area.
- Mixed use buildings of 3-5 stories are appropriately scaled and can offer retail, office space and housing within the same footprint for increased efficiency.
- Walking malls and park space within the core area offer recreation, gathering and shopping space and beautify the city.
- By celebrating local food, art, music, ecology, energy, history, industry and education, we root ourselves in our place and make Davis a home for everyone.

Submission 2

Hi John, and again thanks for being ONDNA’s representative on this committee. I can only offer my own thoughts about how Davis should proceed in becoming what it inevitably will. Just a couple of thoughts--

First, and especially in the context of the Downtown Committee, I think that the City of Davis needs to work more closely with the University of Davis to discuss how the University’s policies (eg, how many new students to admit) affect the city at large (again eg, more people, more cars, less housing, to name a few). I understand that the University needs to thrive, but it’s a key player in how the Davis downtown will be, if not indeed what the city is to become. So, I think that the committee should look at what the University is doing that affects our town, and encourage the University to consider the needs of the community, and not just admissions and revenue. I assume there’s a rep from UCD on the committee that might pass this thought on to those who need to hear it.

Second, I think that everybody wants a vibrant downtown, with restaurants, stores, etc. What I see downtown now is a lot of empty storefronts. Why is that? The businesses that vacated apparently could not afford the rent. It appears that profits from increased real estate prices is more important than what the community needs. I’ve been in Davis long enough to remember when you could go downtown and get just about everything you needed, from underwear to prescriptions. Now we get in our cars and drive to the big box place to do that. So, I guess my point is that the Downtown Committee might consider a “downtown” that can provide what people need instead of the benefits of more revenue from higher rents. Maybe then we could get out of our cars and be the groovy folks that we pretend to be. Shouldn’t the real estate establishment in Davis be included in discussions about what happens to “downtown”?

John, I don’t know if these rants are any help to you, but I thought that I should respond so you could tell the committee that some of us in ONDNA care about downtown. Thanks again for being ONDNA’s voice in this.
Hi, John,

We happened to have 6 young adults (ages 26-31) who all grew up in Davis visiting in our front room over the holidays. Two still live in Davis, two live in Oakland, one in San Francisco, and one in Reno. Four of them lived pretty close to downtown Davis and thus frequented it throughout their growing-up years, while the other two had a more suburban orientation. I asked them if they would help us with our homework assignment. Here are some of their comments about what they would like to see in downtown Davis.

- More streets should be pedestrian and bicycle only.
- Shift car parking further out and/or incorporate it into new structures.
- Experiment with the “shared spaces” approach to traffic (remove signals, etc.).
- Taller buildings than are present in the downtown are fine, especially if they incorporate parking.
- Mixed use is desirable.
- Recruit more businesses who stay open late, especially places to eat and drink.
- Work with businesses to create more outdoor seating, eating, and drinking places downtown.
- Make improvements to the town square next to Baskins Robbins, especially more chairs and tables.
- Encourage the recruitment of a more interesting tenant in the old city hall.
- Introduce park-lets.
- Make sure bus routes are optimized for students and others to access downtown, especially after working hours.

Reflecting on their comments, I notice that they used and use downtown Davis mostly for hanging out and entertainment (which includes eating and drinking). No comments were made about retail stores or offices that they cared about retaining or adding downtown. They often shop on line, no surprise.

As for me, now a senior, I agree with many of the comments of the young folks, but also love that I can walk or bike, as well as drive, to hardware/houseware stores, bookstores, clothing and shoe stores, banks, beauty salons, etc. I would hate to see the retail and personal services sectors shrink further.

I am also okay with taller structures in the downtown, especially if they are mixed use, including housing. At the same time, I would point out that some older one-story commercial structures are less visually attractive and historically meaningful than the charming older homes that have been converted to mixed use or have stayed residential. I think it a big waste that the Co-op shopping center strip mall has not been remodeled or torn down and replaced with a multi-story mixed-use project. All one-story
commercial buildings should be looked at with an eye to densification. And some older houses can be part of densification, too, without losing their character, as my friend and one-time colleague on the historical commission, Richard Berteaux, proved more than once.

One of the fabulous things about Mediterranean cities and towns is their tradition of the evening stroll around the plaza. Can’t we design a downtown that would encourage the same? It is such a beautiful tradition that brings all types of people together in a shared public space where they feel comfortable with family, friends, and strangers.

Thanks for asking.

The city’s downtown faces many of the challenges of many small college towns. Davis does seem to be at a fragile point. Below I note a few attributes that I find of interest.

**Difficult access:** while auto and pedestrian systems are better than average, auto access if quite difficult. Auto access from south Davis through the Richards corridor is most times very difficult and will keep many from wanting to come to downtown. Given the volume of bike and pedestrian traffic, it may helpful to provide better define ways to route through traffic around downtown. For those destined to downtown, increased parking at the periphery to limit traffic through downtown may be warranted.

**Community gathering:** the downtown hosts several community gathering spots including the Farmer’s Market, Central Park and E Street Plaza. Each thrives when programs are underway and suffer when they are not active.

**Generally attractive:** downtown is generally attractive and welcoming to pedestrians, but the level of maintenance varies greatly. Due to the many individually owned parcels (as compared with a shopping center) the variance in basically cleanliness for sidewalks, plantings, storefronts is striking.

**Homeless population:** The city is appropriately attempting to take a holistic approach to addressing this issue and the retention of a homeless coordinator is to be applauded. We need to rise as a community and assist these individuals to not only find housing, but to address other issues they may confront. That said, issues of sanitation and isolated confrontations may keep some from visiting the downtown.
Future of retail: It’s difficult to know what the future of retail will bring as online shopping and services continue to grow. I am concerned that many want to bring back a nostalgic version of downtown where all goods and services are available. This Rockwellian picture instills a certain fondness, I don’t believe it’s realistic. Therefore, want are those products and services that can be offered that are unique and not so easily fulfilled online? Many have impressions of how they want downtown to look, but what are the economic elements that will realistically allow a future downtown to thrive?

Challenging demographics: Davis aspires to comparisons with thriving marketplaces (Boulder, Stanford, etc.), yet its demographics are very challenging. It is separated from the larger Sacramento region. Of a population of 65,000 with, say, 25,000 students living on town (that are at peak and active less than 30 weeks a year), the non-student adult populations (i.e., “demand”) is quite small. It also has a “missing tooth” in its demographic: limited representation of those that are post-college graduation and pre-family (e.g., 25-35).

Lack of Downtown-University connections: UC Davis is just blocks from the downtown yet there is minimal wayfinding and signage that announces the links between the campus and downtown. While the Third Street Corridor project should be applauded to improve the bike/pedestrian corridor, visitors arrive by car and are those unfamiliar with town—the town-gown connections should be better announced with improved wayfinding.

Lack of stable residential population: The university avenue area is now largely a rental area and the lack of maintenance by many landlords is very unfortunate. Old North and East seems to have a blend that seems to work. The downtown needs more residential housing to increase the number of people who “own” the downtown and take responsibility for its viability.

Submission 3

Assets:

Beautiful, well-maintained and well-used historic buildings, such as Davis Community Church.

Chipotle on E Street is an example of a well-designed, artistically-sophisticated facade with interesting textures and integrated signage which contributes to a welcoming streetscape.

The Regency Square building at 508 2nd Street provides subsurface parking that is mostly hidden from the streetscape and two stories of commercial/office space. It has interesting architectural articulation, including a pergola and balconies.

The Pence Gallery offers an exciting community gathering space in the rear of the building, with a balcony and pedestrian connections to other buildings, instead of being simply another maintenance/delivery area and alley.
The Helmus Optometry office on 2nd and C Street provides onsite parking right at the corner. While this isn’t ideal, it is well screened with a trellis structure and vines.

The three-story residence at 4th and D Street provides interesting architectural articulation, balconies and large windows on the street, and a fascinating tile mural of the site’s history at the corner. The garages are unobtrusive. The design respects the historic building across the street.

Steve’s Original Pizza, Bistro 33 and others provide street side dining, which enlivens the streetscape.

**Detractors:**

Parking lots which are not screened from the sidewalk. There are numerous examples, including the city parking lots and the Ace parking lot with razor wire.

The shopping center at 7th and G Street north of the Davis Food Co-op is underutilized and the streetscape uninteresting.

**Submission 4**

Aspirations for Downtown Davis:

- A vibrant place that encourages human interaction
- A place that is attractive and serves as a hub of activity for all ages, e.g. Farmer’s Market
- A commercial, retail and office center
- A social, cultural and entertainment center
- A transportation hub
- A place that offers a variety of goods, services, social and cultural amenities
- A place that offers denser, more diverse housing in varied price ranges, e.g. live/work, apartments, townhouses/condos, single and multiple family housing
- A place that is adaptable to change, including changing modes of retail, transportation and housing
- A place of varied architectural styles, old and new, that preserves and uses/reuses old buildings, and incorporates buildings of varied sizes and density, e.g. the Indigo Architectural Firm building on 5th Street at the RR tracks, FIT House at 3rd and G Streets and the Chan Building at 2nd and G Streets
- A place that offers varied types of work spaces, including co working and other shared work spaces and includes day care
- Attractively landscaped with trees and shrubs and is well lighted
- Walkable
- A place interspersed with common spaces for the performing arts, e.g. the Pence Gallery patio, E Street Plaza
- A place that provides well maintained public bathrooms, e.g. Central Park
- A place that minimizes traffic congestion by designating loading areas, trash enclosure areas, etc.
- A place that is accessible to pedestrians, bikes, autos and buses and is adaptable to changing modes of transportation
- A place that continues to incorporate public art, including the neon of the Varsity Theatre and the Odd Fellows Building, the mural on FIT House, the Jogger
• A place with courtyards such as Orange Court and the area behind The Mustard Seed Restaurant, and attractive, multiuse alleys

Challenges to Downtown

• Inadequate parking for both cars and bikes
• Inadequate landscaping
• Inadequate street lighting
• Homeless issues
• Affordability, how to be economically viable for all, including landowners, businesses, shoppers, the city
• How to incorporate denser housing
• How to finance and maintain improvements and amenities

Submission 5

1. Continue to build-out the downtown art & entertainment district.
2. Continue to build-out the downtown innovation district.
3. Redevelop/renovate the existing built space (including lighting). Most of the existing built space, both public and private, were poorly designed & constructed to begin with and have been poorly maintained in the meantime.
4. Invest greater public & private resources in the upkeep and maintenance of the downtown.
5. Redevelop the primary gateway to downtown. The current arrival experience is awful.

Items 3-5 represent severe limitations to the aspirations for downtown. How a physical space looks and feel are extremely important to what individuals experience in such a space. The Roe Building, The Lofts, the Chen Building and the YFCU Building should be the norm, not the exception. And most of the city infrastructure looks awful too (streets, sidewalks, trash receptacles, traffic lights, utility boxes, etc.).

PS: What is unique is the: a) proximity to the university; b) walkability and bike-ability; c) sheer number of people socializing downtown; d) urban forest. These attributes have made our downtown successful despite the limitations/challenges posed by #3-5 above.
Photo Submissions

1. UCD (most important/valuable/unique, in my mind, by a mile) and its 35k students and 15k faculty/staff.

2. Mixed-use redevelopment with local merchants and small businesses, redeveloped by a local resident, repurposing older, out of date buildings; like Chen building below

3. Train station: Simple, consistent link between DD/UCD and sac/bay area.
4. Mixed use with tech cos like Mytrus---Important for these businesses to be in the heart of our downtown

5. Central park: Our community’s primary gathering spot, again bridging UCD/DD.

Central Core mixed-use
Core Building

Missing Middle Housing

Missing Middle Mixed-use

Missing Middle Housing
Mixed-use Character Area

Modern Condo in Missing Middle

Parking Under Building
West and end of 3rd Street

Do not like
Deteriorated, empty, and abandoned (spaces, buildings, & people)

Arches
Avid Reader – Independent local business

Boulder – Pearl Street Mall

Burlington Church Street Marketplace
Central Park

Cleveland

Condos

Co-op – independent, local business – local food
Davis Commons – Outdoor Park, common space with retail

Markham Street

McCormick Building
Mishka’s local business

Mixed-use retail, office, apartments

Mixed-use retail, office, apartments
Mixed use

Natsoulas Gallery – local, regional art

Richards underpass and boy scout cabin – congestion and land-use
Roe building mixed-use

Shovel Arch – connection to University and parks

Spain

Train Station – public transportation, historical significance
Urban Fruit Trees

Varsity Theater – independent local business

Other Photo Submissions
Some concepts I'd like to see incorporated into the downtown vision are:
- encourage local business, not national chains
- diverse services; not just restaurants and boutiques, but services/retail that attract locals (e.g. financial planning, optometrist, tailors, repair, etc.) to create more diverse and economically resilient downtown economy. A completely tourist-based economy is not as resilient to the whims of the economy.
Ode to Downtown Davis and the Citizens Who Planned it so
Davis is a salute to good planning. We worried, coming from Philadelphia, that we would have to jockey for a seat in one of the coveted schools— but Davis has managed to place their schools in opportune locations and fund them. ALL of the public schools rank highly. Bike lanes abound, and there is ample bike parking built into the streetscape, helping students from elementary to college age travel without cars (Figure 4). The urban growth boundary, adopted in 2000, keeps scenic farmland close. There is a connected system of parks, open space, and connections to the University’s arboretum where one can walk or run and reconnect with nature. There are three movie theaters downtown, and the farmers’ market is the hub of civic engagement. It is all too easy to take the dog for a run then meet up to dine al fresco (Figure 1). Even at night, it is safe to walk home through the park, and you can see the stars and hear owls who inhabit the many owl boxes in the older, taller trees. A pleasant Amtrak station puts Berkeley and the Bay Area or Sacramento a few scenic stops away.

I salute the many folks who battled for the Davis we know and love today through the hard-won efforts of civic engagement. The current General Plan has 21 elements, well above the 9 required by the state. Efforts to place the farmers’ market in Central Park were hard fought because some local restaurants erroneously assumed the farmers’ market would steal business (you can read more in Anne Evan’s new Cookbook). Many citizens scoffed at the bike lanes and how heavily they would be used. Understandably, change is hard, and Davis took some risks to be the first city to try new designs, like the curved sidewalks and efficient swales that manage storm water runoff at Village Homes. A vibrant public discourse in the planning process aided this progress.

And there are still challenges. The state-level proposition 13 ensures that taxes are reassessed at point of sale, creating a jump in rent prices whenever ownership changes, as is the case with several newly sold downtown businesses that have remained vacant since changing ownership. Also, Davis is becoming a bedroom community to nearby job centers. Nearly 30% of the population commutes into the city for work and 30% commutes out. Housing is expensive and in short supply. The vacancy rate in Davis is less than 0.3%.

Davis also has opportunities. The state and local legalization of medical marijuana dispensaries presents the opportunity for new city revenues, a pressing concern as many California cities buckle under the weight of CalPERS pension obligations. Nearly 40% of the city is affiliated with the university. Town and gown partnerships create opportunities for cost sharing social services, such as composting or waste-to-energy. We are young. Nearly 50% of the population is below the age of 24.

Some solutions and innovations may require very little funding. For example, street food vending and food trucks are basically illegal due to a 10-minute stopping regulation. These regulations could be lifted to help solve food insecurity (through low-cost healthy food vending options) and add business revenue. Other solutions, such as where to put jobs and housing, will challenge the Davis we have come to love. Should the city continue on its path to be a wealthy enclave? Or should Davis reconceive itself to a certain extent, poising itself to capture the young talent that the University is producing? Can Davis make room at the proverbial inn and still keep its networks of greenspace, ease of access, and high quality of life?

I believe more concerted planning efforts are needed to make it happen, and the Downtown Advisory Committee is up to the task!
Figure 1. Dining al fresco with a dog is easy to do in Davis! And we have a great beer scene.

Figure 2. Kids ride a community-built carousel that is powered by a bike. Profits go to the school district. The carousel is located downtown near the farmers’ market.

Figure 3. Fruit trees abound!

Figure 4. This is what a traffic jam in Davis looks like. No cars, clear bike lanes, lots of commuters- very few in cars.
Envisioning Davis in 40 Years as a Leader in Community Development and Smart Growth
The world will be a very different place in 2060. Technological advancements and automation will make the daily needs of life easier and more efficient, but will likely lead to a greater need for community connections. Cities will need to create spaces that bring people together with community and with nature. The health and happiness of our community will depend on this.
Davis has many strengths and several of the needed ingredients to lead in building a great future city, but the city must plan far ahead and take action to be a leader in evolving our city sustainably for the future, building a city that fosters inclusion, equity, community, growth, happiness, health and prosperity.
Davis’s Strengths - Things to Celebrate/Uphold

• Farmer’s Market
• Co-op
• UCD
• Ag preservation
• Davis Farm To School
• Bike lane
• Thoughtful, educated community
• Many more…

We have something amazing here
But there are always things to improve, like

- Affordable housing
- Deeper connection to University and the student body
- Economic growth and opportunity for small businesses
- Thriving food and gathering culture
- Deeper connection to ag/farming, AgTech, FoodTech, chefs
- Culture of innovation and entrepreneurship
- Diversity and inclusion
Tangible Improvements

- Walking and biking only streets
- Infill and mixed used spaces for more affordable office and living spaces
- Food corridors/outdoor courts, food truck zones for smaller food businesses and gatherings
- Roof gardens, urban farming locations
- No waste regulations for restaurants
- Consolidated off-street parking, pedestrian/bike only streets
- University involvement in development and programs
- Thoughtful/future-proof decisions on business types in the core (many chain retailers will be out of business soon, but gathering places, food and in-person experiences will need homes)
Images and Words for Inspiration
Walking Streets
Modern/Off Street Parking

Eco-friendly
attractive
Thriving Food Culture
Rooftop gardening
/Suburban growing
Affordable Housing
Social Services & Resources
Smart City Features
UNIQUE CITY STANDARDS

- local products
- affordable options
- less waste
Addendum - Submitted on January 18, 2018
Hi John,

I think the downtown would benefit with some area being shut off to traffic, and the streets made into nice pathways and sitting areas. There is the concern of course that we might have homeless encampments take hold. And with no traffic in certain areas, have parking structures available on most sides. And the parking structures are integrated into the downtown look, ie there are storefronts and restaurants on the bottom level. I think Walnut Creek has and is doing some of these ideas. I attach some pictures from there.

And it would be good to provide more bike parking. For instance, in the area blocked off from traffic, make it attractive and often. Around Europe I have seen bike parking that is more attractive, so it is almost a decoration when it is not being used. I attach to this an example that I saw in Oslo.

And other than the structural stuff, I would like to see more music venues in the downtown. It seems there is more emphasis on bars for drinking than to have places where local bands play.

![Image 1](image1.png) ![Image 2](image2.png) ![Image 3](image3.png) ![Image 4](image4.png)

![Image 5](image5.png) ![Image 6](image6.png)
My vision for downtown Davis

PARKING AND METERS

GOALS:
Reduce the number of vehicles driving into the center of downtown Davis without discouraging downtown visitors. Encourage drivers to park at the perimeter of downtown and walk to their destination to reduce vehicle congestion.

HOW:
Build a new four-story parking structure on the current city lot located between E & F Streets and Third & Fourth Streets.

Give drivers the option of using parking garages on three sides of downtown. All vehicles arriving from east Davis can park in the existing garage located on Fourth Street next to the railroad tracks. All vehicles arriving from north or west Davis can park in the new garage located between E & F Streets and Third & Fourth Streets. And all vehicles arriving from south Davis can park in the existing garage located above the movie theater at First & F Streets. Once parked, people can walk the 1-5 blocks to their destination.

Parking garages will be free for 3 hours for downtown patrons, plus allow free all-day employee parking to those vehicles displaying employee placards.

Add “smart” parking meters to all the surface street parking spaces and surface lot parking spaces throughout downtown Davis within “the grid” between First-Fifth Streets and B-H Streets. Immediate adjacent neighborhoods are parking districts. Achieve a balance of 20% vacant metered spaces through adjustable meter rates. Like the 20-minute parking spaces currently downtown, have some short-term metered spaces. Implement an app called Park mobile like downtown Sacramento uses that allows you to check time and to add more time to your meter from your smart phone remotely. Parking meter and parking ticket revenue will give an increased revenue source for the city.

Charge for parking in the train depot surface parking lot. Out-of-town commuters drive to Davis to park in the train depot lot all-day for free and ride the train to the bay area. The Sacramento train depot charges for parking. Davis should too.

Bond the anticipated parking income to fund a portion of the construction costs of the new parking garage and the cost of installing “smart” parking meters. Or form assessment districts through a vote of the property owners, or float a city-wide bond. All parking revenue should go to supporting the district where it is collected.

Create a program where the cost of Uber rides are supplemented from a downtown parking fund created from new parking meter revenue for all rides to the downtown. For example, if a passenger takes an Uber from their home at the outskirts of town into downtown and it costs $7.00, the downtown parking fund will pay for half of the fare and reduce the need for parking downtown.

Create a bike share program throughout Davis and UCD.

FUTURE:
As more autonomous vehicles are sold, create drop-off zones, perhaps next to the parking garages, for passengers. If a passenger arrives downtown in an autonomous taxi or Uber, after the drop-off the Uber vehicle continues on its way to pick up another passenger without parking. If a passenger arrives downtown in their personal autonomous car, after the drop-off the car proceeds to the nearest parking garage to self-park and wait for the owner to return. Parking garages will still be needed for autonomous, personal vehicles to park while the passenger is visiting downtown. A new parking garage built today would still be needed in the future.

RE-DEVELOPMENT

GOALS:
Provide more housing and increase density downtown. New owner-occupied housing is best, but rental housing is also good. Fill empty commercial spaces. Encourage more small office space creation and use.

HOW:
Encourage new development of mixed-use buildings 3-6 stories tall in the core - residential on top and commercial on the bottom. Provide incentives to developers. Downtown vibrancy will increase when more housing is provided downtown. Require some housing on all new downtown projects. More downtown residents will walk and shop at downtown businesses without creating vehicle trips. Residents will take ownership of their neighborhood with 24-hour eyes on the street and keep downtown safer and cleaner. Mixed-use residents may park in an underground garage at their building, or purchase a resident permit to park in one of the parking garages.

Downtown housing by nature is expensive. We need to accept that. Attempt to add more downtown housing (and more less-expensive housing outside the downtown) to reach our goals as a city to relieve the pressure the low rental vacancy rate is creating.

The worst use of scarce and valuable downtown land is surface parking. Do not require parking on-site for projects that are too small to support underground parking. Downtown residents can purchase a permit to park in one of the garages. Don't charge parking in-lieu fees for changing the use of an existing space from retail to office/residential. Let the downtown change as the market changes.

Accept market commercial forces and let the customers direct the uses of commercial space by their spending habits. If retail use is fading in the downtown, be flexible and accept more restaurants, coffee shops and entertainment options until the market perhaps swings back. Create a more vibrant street scene by encouraging more sidewalk cafes. Accept office use in vacant ground-floor commercial spaces – perhaps tech start-ups or other small business uses. Take advantage of our large university population in town to promote small businesses.

Locate liquor stores, pot dispensaries and other adult businesses outside of downtown.

Add a public bathroom downtown.

All styles of building design should be considered to add interest. New building elevations should have a nice balance of doors and windows. Eliminate dead walls and driveways in the middle of downtown blocks. The west side of G Street between Second & Third Streets has a nice balance of door-window-
door-window storefronts. This design layout magically pulls you along the street as you stroll past and
look in the windows at the goods for sale.

Downtown needs to change over time as our world and region changes and new opportunities present
themselves. The Core Area Specific Plan should be a guide but be open to opportunities and exceptions.
The approval of the Trackside project is a good example of a good project that didn’t fit in the existing
guidelines.

HOMELESSNESS

GOALS:
Offer a rehabilitation opportunity for homeless people to help reduce the increasingly challenging
homeless presence in downtown Davis.

HOW:
Negotiate with PG&E to purchase their corporation yard on Pole Line Road between Second & Fifth
Streets. Re-develop the site into multiple uses. Help PG&E relocate their yard to the edge of town.

One use of the site is for new stacked-flat senior housing. This site is close to downtown and easy for
seniors to walk or take a shuttle bus to and from downtown.

Another use is for a new homeless rehabilitation center. Create a center with some long-term housing
and services to help willing homeless people get back on their feet. Offer the services outside the
downtown core like Loaves & Fishes offers services outside the downtown core in Sacramento.

Educate the public not to donate to panhandlers, and instead donate to a fund that helps the local
homeless population with meals, services and housing. Have a storage center within the new homeless
rehab center to receive and hold all belongings that are left unattended and confiscated by the police
until the owner comes to retrieve them. Take the storage/disposal part of the task away from the
police.

Add a policeman to walk “the beat” in downtown Davis to help ensure homeless people (or other
people) are not violating any laws or ordinances.

Add a public bathroom downtown – toilets and sinks. The homeless rehab center will have toilets, sink,
showers and laundry facilities.

Another potential location for a new homeless rehab center is the city property on Fifth Street between
C & D Streets where the downtown fire department is located. Relocate the fire department to another
suitable location, such as across the street from Carl’s Jr. on Covell Blvd. on the vacant land.