



Meeting Minutes

City of Davis

**Downtown Davis Plan Advisory Committee Meeting at Mid-Point Stage
of the Design Charrette Event Being Held at
Davis Community Church Fellowship Hall, 412 C Street
Thursday, April 26, 2018
6:00 to 8:00 P.M.**

Committee Members: Meg Arnold (Chair), Michelle Byars (Vice Chair), Catherine Brinkley, Judy Corbett, Mary DeWall, Ryan Dodge, Cheryl Essex, Matt Dulcich, Justin Goss, Chris Granger, Larry Guenther, Rob Hofmann, Darren McCaffrey, John Meyer, Sinisa Novakovic, Eric Roe, Deema Tamimi, Rob White

Absent: Randy Yackzan, Josh Chapman

City Staff: Bob Wolcott, Diane Parro

Consultants: Dan Parolek and Mitali Ganguly (Opticos Design), Isabelle Gaillard and Katie Durham (AIM), Greg Behrens (Fehr & Peers), Patrick Siegman (Siegman & Associates)

1. Call to Order and Roll Call

- a. The meeting was called to order at 6:00 p.m.
- b. Meg welcomed the DPAC committee members.
- c. All committee members present except Randy Yackzan and Josh Chapman.

2. Approval of Agenda

- a. The agenda is approved by consensus.

3. Approval of Minutes

- a. No meeting minutes were available at this meeting.

4. Brief Announcements from Chair

- a. No announcements made by the Chair.

5. Informal Presentation by Opticos at Mid-Point of Design Charrette, and Questions / Comments.

- a. Dan Parolek of Opticos Design gives presentation on the status of work.

6. DPAC Discussion of the Mid-Point Presentation and the Design Charrette

- a. Darren McCaffrey: The boundary has been on the table for some time. We have discussed expanding and shrinking it. The obvious impact of the transit corridors makes putting a hard border awkward.
- b. John Meyer: As the Old North representative, it seems like the issue is transitions – in terms of design and also how to transition into downtown easily without a car.
- c. Matt Dulcich: I think we wanted to discuss the boundary after this charrette week. Would the plan be different if the boundary was different? You would probably answer differently depending on if this is a 10-year plan or a 50-year plan.
- d. Dan Parolek: I don't think adding the civic center would change our design of downtown. It could be its own center and study on its own - as possibly even a second city center. These are great opportunity sites. There is an opportunity in our mind to shift city hall back into downtown. We would need to think about what then becomes of the current city hall building.
- e. Meg Arnold: What should we consider?
Dan Parolek: We are looking at how to integrate this into the process.
- f. Sinisia Novakovic: There is a four-story building next to the Varsity building which would shade solar panels. What will come of this plan – will it be easier to do development?
Dan Parolek: Because of your code, transactional zoning does not work. We need to establish by-right zoning and need to get community support. The community should show up the council meeting. You cannot make a decision or build a building that is counter to what we agreed upon.
- g. Rob White: Can you talk about the success you had in Livermore?
Dan Parolek: We were hired to do a city-wide code update for Livermore. Over the course of 2 charrettes and writing the code, we created a dialogue and new set of ways to communicate about projects that successfully bought support from neighborhoods. We illustrated the then bad things that were allowed by their current code. Years later we worked with a developer to do an infill site a block from Main Street which proposed a 4-5 story project and got approval in the community (because the community agreed on the scale.)
- h. Rob White: The community changed because there was consensus. It allowed people freedom to do their projects.
- i. Deema Tamimi: It's striking that we have a lot of garages that don't get filled – for example the garage that is near the theater. There are great ideas to incentivize these types of projects you are proposing could work in Downtown. For example, the food hall – Davis has a great food culture. You mentioned a maker's space and food hall options. Could we have both?
Dan Parolek: Yes, both could work here.

- j. Dan Parolek: To be clear, we are not proposing you build a parking garage. It's a big building, it's hard to transition, and we don't know the future of transportation. It may mean not developing a site in the short term.
- k. Patrick Siegman: When it comes to parking, companies want to meet their corporate sustainability goals, but the city with planning staff, they need to abide by planning code requirements.
- l. Chris Granger: I have been here most of the week. I would like to see work done on the 5th Street corridor even if it's residential. It's been exciting to watch this team take an idea and work on it.
- m. Michelle Byars: I am a grad student. It's great to see students here. Can we discuss affordable housing and people who are experiencing homelessness? Can we deal with that in this plan?
- n. Eric Roe: Homeless problem presents a bigger issue, including bathroom, storage of items, showers.
- o. Dan Parolek: We will need to progress the conversation of affordable housing. Form and scale is defined by right, but if you deliver affordable units, you can put more units into the volume. The downtown plan will not solve your homeless issue, but we can talk about it. It's a city-wide problem.
- p. Cheryl Essex: There's tremendous landscaping in the Depot area. The current parking lot would be a great place to extend the park. I can see the need for a parking garage site. Maybe we can do a tall bridge over the railroad to connect to the parking garage? Maybe take pedestrian and bikes under Hickory Lane. There's a good possibility there for pedestrian connection and it as a garage opportunity site.
- q. Patrick Siegman: There are many places we could put parking if we needed to.
- r. Dan Parolek: Would you be willing to have the Boy Scout cabin picked up and moved somewhere else?
- s. Rob White: It would be great to consider near term success opportunities. Is it a possibility to do small "mom & pop" development, such as 4-6 unit projects?
- t. Dan Parolek: There are great opportunities for that type of builder. Look up the "Incremental Development Alliance." They are a new urbanist group that do training around the country. They teach how to do a little larger developments than single family homes. Simple façade improvements can change the E Street Plaza quickly.
- u. Catherine Brinkley: Instead of trying to cram the parking downtown, can 5th Street corridor be used? Perhaps light rail to connect the commercial centers.
- v. Patrick Siegman: We are looking at potential remote parking sites, especially ones on existing transit lines. Especially if downtown employees have free transit passes. A lot of successful downtowns have spotted the lots that are cheaper and underused and make good park and rides. Fixed light rail doesn't make sense for Davis right now. But there's a lot you can do by increasing existing bus routes.

7. Public Comments on Items Not on Agenda

- a. Will you address service access? It has an impact on walkability and bikeability.
- b. There are changes on 3rd between A & B. Are there other ways intersections can function besides roundabouts?

Greg Behrens: It could be curb less. Pedestrians should feel safe to get from one side to the other. The footprint of intersections is small. It's difficult to expand without reconfiguring.

- c. The west side of town has lots of green (open parking), why do we need more parking structures?

Patrick Siegman: We just need to reserve sites, have a clear direction and implement incrementally.

- d. What are your ideas for improving our situation?

Patrick Siegman: Parking meter funds in Boulder, Colorado are used to give downtown workers free transit passes.

- e. The square you have above the big idea plaza – I don't like that idea. What are the advantages of keeping the parking garages on the periphery?

- f. Are you aware some garages in town were previously defeated?

- g. We need to make it easier to bike around downtown. More people would bike instead of drive.

- h. The intercepts garage on the south side of the train tracks – you said the west side isn't good. Why?

Patrick Siegman: Only a small chunk of it is city owned. It is also less central to the core of downtown.

- i. Have you thought about other ways to get people around with limited mobility? Other transit options? Think big, like bus or light rail.

Patrick Siegman: You can run autonomous shuttles with more frequency. The most expensive part of transit is the driver.

- j. If you live in West Davis, it's hard to get into downtown on a bus. Need to rethink how Unitrans is managed.

- k. I'm concerned people are not thinking outside the lines with the impact it will have on east Davis.

Dan Parolek: The eastern boundary has a solid line with the railroad tracks. We are looking at impacts on old east.

- l. I've seen the boundary, what is the potential for including the civic center, olive drive, East Davis. Please explain the boundary.

- m. Dan Parolek: We have been creeping outside the boundary. It's a valid question that needs to be a part of the conversation.

- n. You should consider the downtown residents that are on the edge. Solano Park, Nishi Strip, etc.

Dan Parolek: We understand all that is being proposed and think about all that will impact downtown.

- o. In terms of moving civic presence into downtown, can we move a library downtown?

- p. I like the idea of parking garages on the perimeter parking garage idea on both side of the railroad tracks with the bridge connection.

- q. Incorporating native plants, will there be green space in the plaza?

Dan Parolek: We haven't gotten into detail but we will most likely incorporate native/drought tolerant plants.

- r. I understand why the civic center is not part of it, but if we want to move it to the downtown, then maybe it should be included.

- s. Patrick Siegman: There is value in having clear direction and achieving incrementally. Copenhagen removed core parking by 3% per year. The scale you need in terms of new infrastructure depends on at what rate you make land use changes. When you think about bus routes, think city wide. It's a 10 min walk to walk from one side of downtown to the other.
- t. I have a problem with zoning by right/form-based codes – I don't think our zoning is a failure. People don't understand we cannot zone for what kind of business goes in. If we are creating a situation where rents go up, we will get franchises.
- u. Are we in touch with the Enterprise?
- v. Will there be an opportunity for people who weren't able to make it to the charrette?
- w. Isabelle Gaillard: Yes, there will be a virtual community workshop between the two charrettes.

8. Other Committee and Staff Communications

- a. No other committee and staff communications

9. Next DPAC Meeting Date and Adjournment

The next DPAC meeting scheduled for 2:30 PM on Saturday, April 28, 2018 following the Design Charrette closing presentation / open house at the Davis Community Church Fellowship Hall, 412 C Street. Adjournment at 8:15 p.m.

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