Downtown Davis Specific Plan

City of
Davis, California

Public Review Draft
October 2019

City of Davis Centennial
1917 - 2017

DOWNTOWN DAVIS PLAN

OPTICOS

This Specific Plan articulates the community's 2040 vision for Downtown, developed through an extensive and thorough public outreach process. It is compliant with the Davis General Plan's direction for Downtown, and provides goals, policies, and actions to deliver the vision.

How to Use This Plan

Within the Specific Plan, goals have been defined to reflect the community vision, along with guiding policies that provide further clarity on Davis' expectations and approach on a variety of topics related to achieving the community vision. Proposed public improvements are identified to disclose the necessary improvements so that their implementation can be anticipated and carried out. These improvements are to be coordinated and executed by the City with the proportionate responsibility identified to development projects as they occur. In addition, the Specific Plan includes strategies that the City could use to plan those and other future actions. These strategies are not requirements but recommendations for ways to achieve the various types of improvements and changes identified in the Specific Plan.

The Implementing Actions for realizing the Specific Plan goals are summarized in Chapter Eight: Implementation. It is the responsibility of the City, not individual applicants of development projects, to implement these actions.

The Specific Plan vision is implemented on a day-by-day basis through the updated form-based Downtown Code (Articles 40.13 and 40.14 of the Davis Municipal Code), along with other related documents currently used by Public Works and City staff. All applications within the Downtown need only to be reviewed for compliance with the Downtown Code and the applicable public works. In other words, compliance with the Downtown Code indicates that a project is also in compliance with the Specific Plan vision, since both documents have been created at the same time, and are mutually consistent.

State law requires cities to provide regular updates to City Council (or an equivalent authority) on the progress made towards implementing the Specific Plan. This type of update should be provided on an annual basis.

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Downtown Davis Specific Plan

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The Downtown Davis Specific Plan is a product of ongoing collaboration between the City of Davis, an advisory committee, stakeholders, community members, and the consultant team.

Thank you for contributing to this vision for your Downtown.

Acknowledgments

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Purpose

CHAPTER 1

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1.1 Intent and Purpose

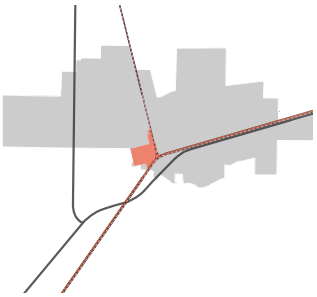


Figure 1.1 ***Downtown Location***
Downtown, located in the southeast corner of Davis, adjacent to the University of California campus, and with direct access from Interstate 80 and the Amtrak station.

The Downtown Davis Specific Plan implements the community's vision for Downtown into a variety of opportunities for reinvestment and future development that is feasible, predictable, and consistent with community aspirations and priorities.

Intent of the Specific Plan

Downtown Davis, also called the Core Area, is a 32-block area of approximately 132 acres, forming the commercial heart of the City of Davis since its incorporation in 1917. The Downtown Davis Specific Plan (Specific Plan) has been prepared to enable Davis to evolve as a regional center while maintaining its unique identity. Integral to the Specific Plan update process in 2017-18 was the assessment of existing conditions and the evaluation of issues and opportunities to arrive at a future vision that is both aspirational and practical.

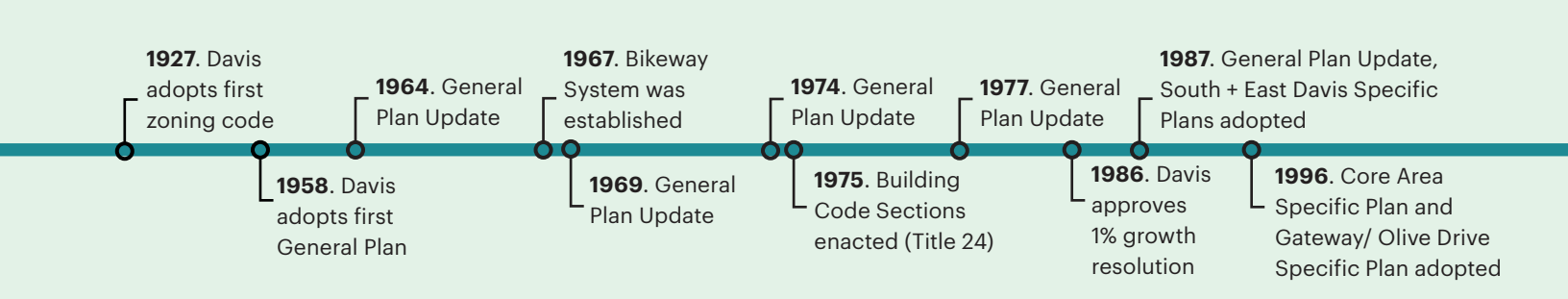
The Downtown Davis Specific Plan Area (Plan Area) is slightly different from the Core Area Specific Plan (CASP) boundary; it includes the commercial core and mixed-use area of Downtown as well as the University Avenue-Rice Lane neighborhood, the Amtrak Station, the Davis Commons site, and select parcels in Old North and Old East neighborhoods, as shown in Figure 1.3. The Specific Plan recognizes that minor boundary adjustments will need to be made to facilitate effective implementation after the Plan is adopted.

Opticos Design, with its consultant team and City staff, facilitated an extensive community-driven design process to arrive at the updated vision for Downtown. The Specific Plan defines the community's vision for reinvestment and future growth into a set of tangible policies, guidelines, development standards, and implementation strategies.

The City has stated the following expectations for this Specific Plan and process: "a guide for long term development and infrastructure; evaluate and address existing development policies, codes and guidelines; address recurring challenges to the development process; and enhance quality of life in Davis."

The Specific Plan has a planning horizon of 20 years, through 2040.

Figure 1.2 ***Davis Planning Timeline***



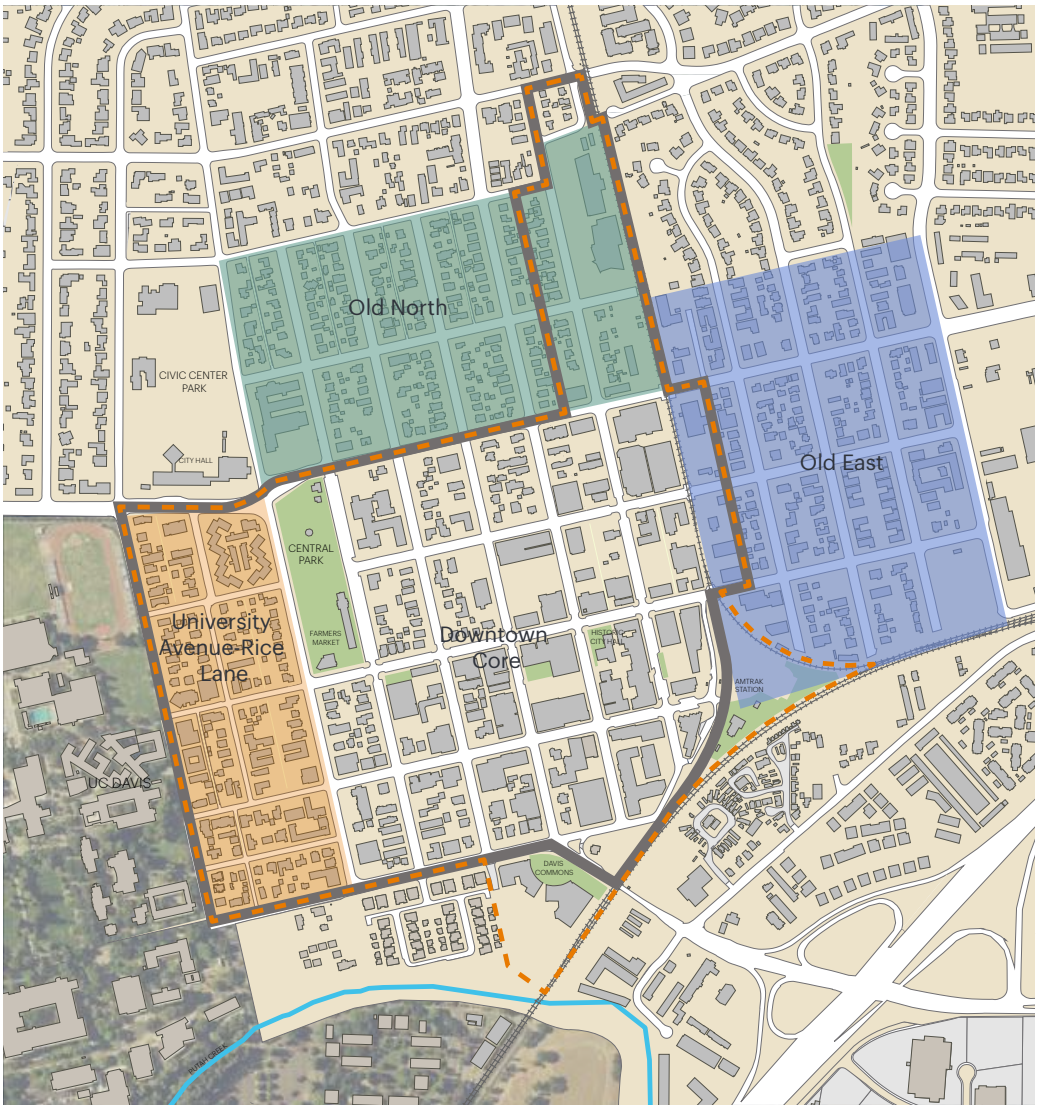


Figure 1.3 ***Specific Plan Boundary***
The Downtown Davis Specific Plan Area includes the established residential University Avenue-Rice Lane neighborhood and is surrounded by established neighborhoods Old North and Old East Davis.

2001. DDTRN Design Guidelines adopted

2001. Davis General Plan adopted

2007. DDTRN Design Guidelines updated

2007. Davis General Plan amended

2008. Housing Growth Resolution passed

2010. Measure R passed

2010. Davis Climate Action and Adaptation Plan (D-CAAP) adopted

2011. Housing Growth Resolution passed

2014. Beyond Platinum Bicycle Action Plan

2014. Housing Element adopted

2016. Core Area Specific Plan updated

Specific Plan Legal Authority

This Specific Plan update is authorized by California Government Code sections 65450 through 65457 which authorize adoption of a specific plan for the systematic implementation of an area covered by a local general plan.

A specific plan, by law, must be compliant with the general plan. This Specific Plan update both refines and moves the Davis General Plan vision beyond its current 2010 vision into the future. In order to implement and achieve the future development described in this Specific Plan, both the General Plan and Zoning Code will need to be amended.

This Specific Plan update replaces the Core Area Specific Plan and serves as both a policy and regulatory document providing the goals, policies, programs, and guidelines for Downtown.

City Council Direction

On January 10th 2017, the Davis City Council unanimously adopted Resolution 17-002 to initiate the process for updating the Core Area Specific Plan.

The resolution established preliminary directions for "updating the guides for development and infrastructure; addressing recurring challenges with current policies and codes; and engaging the community including the use of an advisory committee."

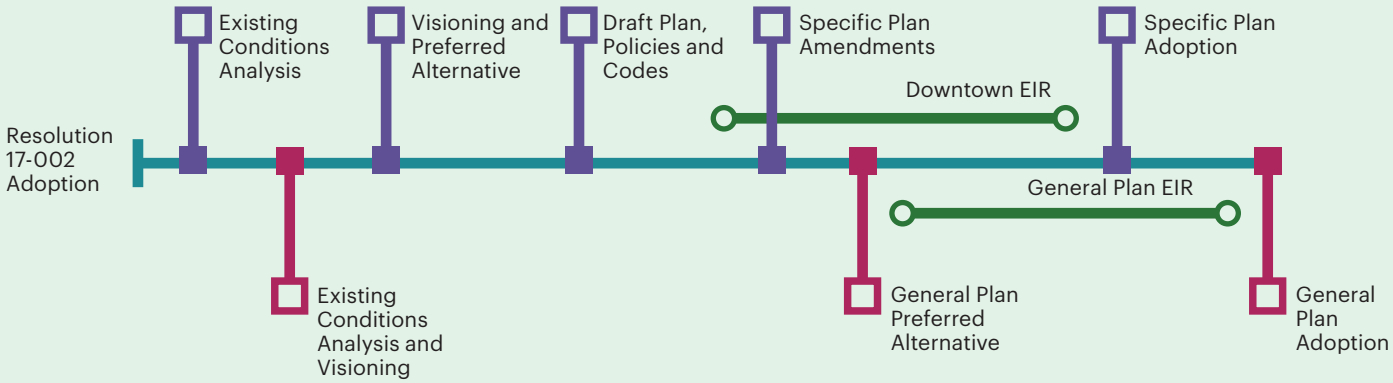
The resolution also established that once the major components of the Specific Plan are completed, the City Council would give direction on proceeding with the General Plan update. The timeline

Figure 1.4 ***Core Area Specific Plan Update Timeline***
A graphic comparison of the estimated timelines for the Specific Plan and General Plan Update. The Environmental Impact Report (EIR) task will provide a bridge between the two processes.

- *Specific Plan*
- *General Plan*
- *Environmental Impact Report (EIR)*

City Council Resolution 17-002 Initiating Core Area Specific Plan Update

- Explore a Form-Based Code approach
- Create an improved guide for long-term policy decisions and development
- Create an improved guide for infrastructure
- Address recurring problems
- Determine implementation tools
- Be more clear, concise, and innovative
- Maintain timeline and budget
- Continue processing development applications during the plan update
- Include and prioritize community engagement
- Include an Advisory Committee to represent the community, give high-level policy input, and advise City Council



CLOSER LOOK

What is a Specific Plan?

The California Government Code (sections 65450-65457) describes a specific plan as a comprehensive planning document that develops guidelines and policies to implement the General Plan vision for a prescribed geographic area.

- *A specific plan may be policy oriented, regulatory, or both. It can be adopted by resolution or by ordinance; and amended as necessary by the legislative body.*
- *A specific plan should clearly establish its relationship to the general plan.*
- *It should take into consideration existing conditions and relevant issues; to accurately define the community's vision for the specific plan area.*
- *A specific plan shall include text and a diagram or diagrams which specify all of the following in detail:*

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan. [Described in Chapter Four: Built Environment. Refer to Figure 4.13 and Table 4C. Also refer to Chapter Five: Historic Resources and Chapter Three: Vision]

2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan. [Described, as applicable, in Chapter Six: Mobility and Parking and Chapter Seven: Infrastructure]

3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable. [Described in the form-based Downtown Code (DMC Articles 40.13 and 40.14)]

4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out 1, 2, and 3 referenced above. [Described in Chapter Eight: Implementation]

for both processes was estimated to be approximately three and a half years, with some tasks overlapping the two processes for efficiency; as shown in Figure 1.4. The Specific Plan process was initiated in October 2017.

At a check-in meeting on September 11th 2018, the City Council reviewed the work done to date by Opticos Design and the consultant team, heard from the Downtown Plan Advisory Committee (DPAC) and community groups, and gave their support for starting work on the draft Downtown Davis Specific Plan document.

A draft of the Specific Plan document was made available for public review and comment in Fall 2019.

1.2 Relationship to General Plan and Other Plans and Policy Documents

The Downtown Davis Specific Plan refines policy direction and expectations across a wide variety of topics and in coordination with plans and other policy documents. The Specific Plan is implemented by the Downtown Code (DMC Articles 40.13 and 40.14) through form-based standards.

This Specific Plan update involves all policy documents and regulations that apply to Downtown. The community's updated vision guides the direction for how to integrate the various documents and their content. As part of the process to implement that vision, each document was reviewed for content appropriate to be carried forward into the new Specific Plan document and/or the zoning.

Documents that are required and/or extend beyond the Downtown will remain in effect. Other documents that have a purpose of helping to clarify or implement the Core Area Specific Plan (CASP) will be superseded by the Specific Plan update. Below is a short summary of each relevant document and its status once this Specific Plan is adopted.

Appendix IX includes the notes of the consultant team on what has been done with the existing content of the documents, plans, and other regulations discussed here; including what has been carried forward, what has been addressed in this Specific Plan update, and what is no longer relevant.

Davis General Plan

Previously, the General Plan land use map referred the reader to the CASP. The CASP identified ten different land use designations for the 32-block Specific Plan Area (Plan Area).

This Specific Plan consolidates and replaces these ten designations with seven designations to give policy direction for the zoning and standards that implement this Specific Plan. (Refer to Figure 4.13 and Table 4C in Chapter Four: Built Environment)

Core Area Specific Plan (CASP)

A key result of the public process for this Specific Plan update is recognition that the CASP is outdated. The CASP will be rescinded upon adoption of this Specific Plan. The CASP has been reviewed for content that needs to be carried forward, and such content has been incorporated into this Specific Plan document.

Zoning Standards and Zoning Map

The Zoning Code and Map have been updated for the Plan Area. The Zoning Map (Figure 40.13.070.A) and zoning standards are described in the Downtown Code (DMC Articles 40.13 and 40.14). Refer to Section 40.13.060 and Table 40.13.060.A in the Downtown Code for additional information.

Other Plans and Documents

Davis Downtown and Traditional Residential Neighborhood Design Guidelines (DDTRN Design Guidelines)
This 2001 document was last updated in 2007 and organizes the Plan Area into four geographic areas: University Avenue-Rice Lane, Old North, Old East, and Downtown Core. The document describes the physical character of each area and provides design guidelines to reinforce that character along with quantitative limits to inform eventual changes to zoning and standards. DMC Article 40.13A (Downtown and Traditional Neighborhood Overlay District) applies the DDTRN Design Guidelines to Downtown and three surrounding traditional residential neighborhoods. The document has been reviewed to inform this Specific Plan and the new zoning and standards that will implement this Specific Plan. The document and DMC Article 40.13A will be repealed for the Plan Area upon adoption of this Specific Plan.

Infill Development Principles and Expectations
This 2017 document was released for public review and comment but not formally adopted by the City. It identifies key considerations in infill projects for prospective developers, staff, public, Planning Commission, and City Council. In addition, expectations are stated about items that are relied upon as part of a development application or during its review. The document has been reviewed to inform this Specific Plan and the new zoning and standards that will implement this Specific Plan. The document will no longer apply to the Plan Area upon adoption of this Specific Plan.

Historical Resources Management
Davis' historic resources and physical character are addressed through DMC Article 40.23 (Historical Resources Management). Because Article 40.23 continues to provide standards and procedures for historic and cultural resources within and outside of Downtown, this Chapter will remain in effect with some edits. The recommendations of this Specific Plan are interpreted from the historic resources issues present in the General Plan and Article 40.23.

Climate Action and Adaptation Plan
This document provides policy direction for new development to contribute to Davis' climate action goals. The document has been reviewed to inform this Specific Plan and the new zoning and standards that will implement this Specific Plan. It continues to apply citywide, including the Plan Area.

Downtown Parking Management Plan
This 2014 document identified a package of 19 recommendations to improve Downtown parking management and supply. The recommendations include both short-term, low-cost actions and long-term recommendations. City staff established and maintains the Downtown Parking Management Plan webpage as a "living document". The webpage is regularly updated to reflect both progress on implementing each recommendation, and changes to the Plan adopted by the City Council. The document and webpage have been reviewed to inform this Specific Plan and the new zoning and standards that will implement this Specific Plan. The Downtown Parking Management Plan and its webpage will be updated upon adoption of this Specific Plan.

Sign Design Guidelines
This 2000 document was last updated in 2008, and provides design guidelines for signage in the C-C and M-U districts. The content is a combination of guidelines and standards, and although titled as guidelines, the content reads as regulations. The document has been reviewed to inform this Specific Plan and the new zoning and

standards that will implement this Specific Plan. The document will no longer apply to the Plan Area upon adoption of this Specific Plan.

Other City Policies

"One Percent" Growth Resolution
The Housing/Growth resolution #08-019 adopted in 2008 establishes an annual one percent growth cap (approximately 260 units) not counting affordable housing, accessory dwelling units, and units in mixed-use buildings. Under this resolution, the City Council may grant exemptions for projects providing extraordinary community benefits. It is understood that multi-family rental developments may require units to be "rolled over" and accumulated because of construction and phasing constraints from year to year. This resolution, as amended in 2011, establishes targeted percentage mixes of housing types, including single-family units, condominium units, and multifamily rental housing. Consistency with the growth cap is evaluated each year by the City Council and will be part of the City's implementation of this Specific Plan.

Phased Allocation Plan and Development Agreements
The Phased Allocation ordinance was adopted by City Council on May 20th, 1992. This plan is a housing allocation system and has a "rolling" five year phasing period, whereby the City Council annually designates the number of units to be constructed for the fifth year and may also adjust the units designated for the first through fourth years. The City Council's determination is based on criteria including:

- policies of the General Plan,
- the number of units approved and actually constructed in prior years, and
- completion of the City's infrastructure network.

This ordinance exempts all development in the Core Area including but not limited to residential development. Therefore, this ordinance has no effect on the Plan Area.

Affordable Housing

The City's Affordable Housing Ordinance (DMC Article 18.05) specifies requirements for inclusionary housing in ownership and rental developments including density bonuses for provision of very low and low-income units. The City's affordable housing policy ranges from 25-35 percent, and requires all new rental housing (more than five units) to provide 15-25 percent affordable rental units in perpetuity.

The General Plan provides density bonuses by allowing one additional market rate unit for each affordable or elderly unit provided on-site or through affordable land dedication. Typically, the low-income and extremely low-income projects qualify for the one-on-one bonus up to the 35 percent density bonus allowed by state law.

The affordable housing regulations apply citywide, including the Plan Area, unless otherwise stated or amended.

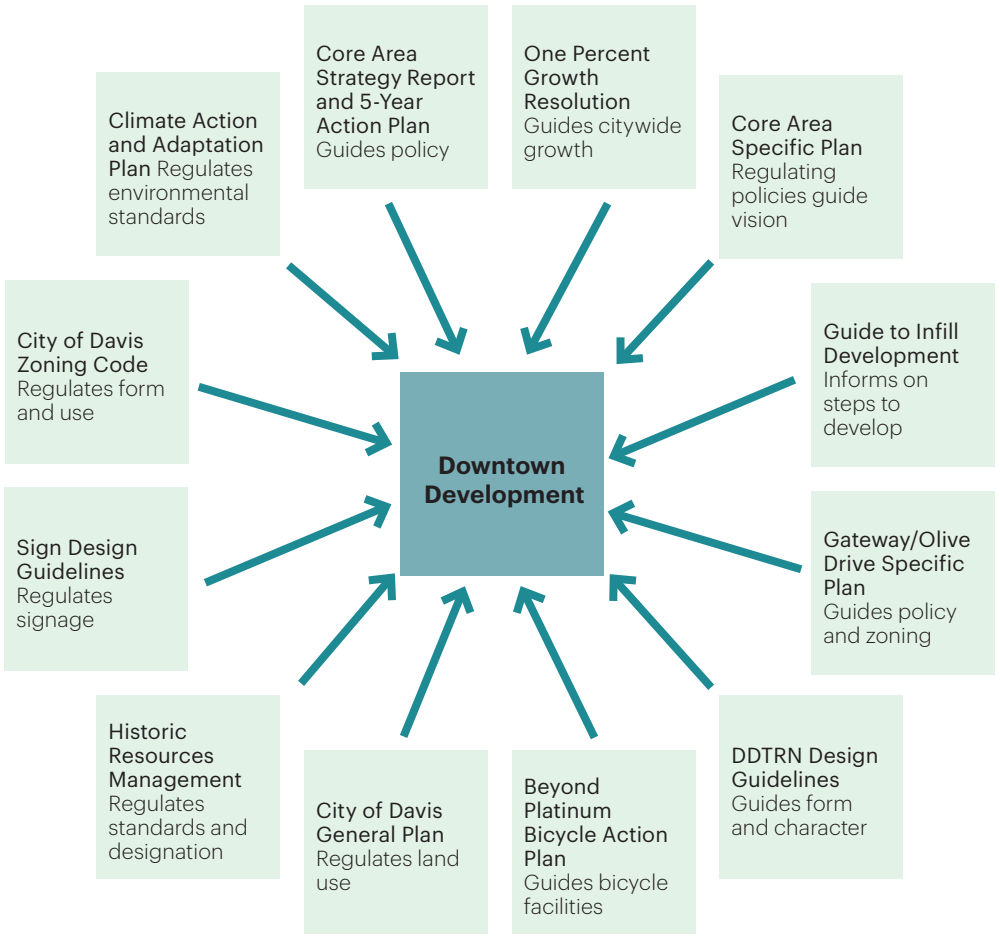


Figure 1.5 ***Planning Documents Affecting Downtown***
This diagram summarizes the various policies and regulatory documents affecting the Plan Area before the adoption of this Specific Plan. For more discussion of the layers of policy as a recurring issue in the implementation of the CASP, see Section 2.10 (Implementation Issues) of Appendix I (Downtown Davis Existing Conditions Report).

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.

Planning Documents	Recommended Action
General Plan	Amend to reference the Specific Plan
Core Area Specific Plan	Rescind. Replaced by the Downtown Davis Specific Plan
Davis Downtown and Traditional Residential Neighborhood Design Guidelines	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
Infill Development Principles and Expectations	Replaced by the Downtown Davis Specific Plan for the Plan Area. Still in effect for other applicable areas
Climate Action and Adaptation Plan	Content related to Downtown to be updated
Downtown Sign Design Guidelines	Replaced by the Downtown Davis Specific Plan
Article 40.05 Core Area Infill District	Rescinded. Replaced by the Downtown Code
Article 40.13 Core Area Combining District	Rescinded. Replaced by the Downtown Code
Article 40.13A Downtown and Traditional Neighborhood Overlay District	Replaced by the Downtown Davis Specific Plan for the Plan Area. Still in effect for other applicable residential neighborhoods
Article 40.14 Central Commercial District	Rescinded. Replaced by the Downtown Code
Article 40.15 Mixed Use District	Rescinded. Replaced by the Downtown Code
Article 40.23 Historical Resources Management	Maintain. Downtown Code relies on this article
Gateway/Olive Drive Specific Plan	Amend to remove Amtrak site and Davis Commons
PD 2-86A, PD 2-86D, PD 4-15	Retain PDs. Amend as needed for consistency with the Specific Plan

Summary of CASP Zoning and Land Use Designations

For proposed Specific Plan Regulating Plan and designations, please refer to Figure 4.13 and Table 4C in Chapter Four: Built Environment.

Chapter 40 (Zoning)

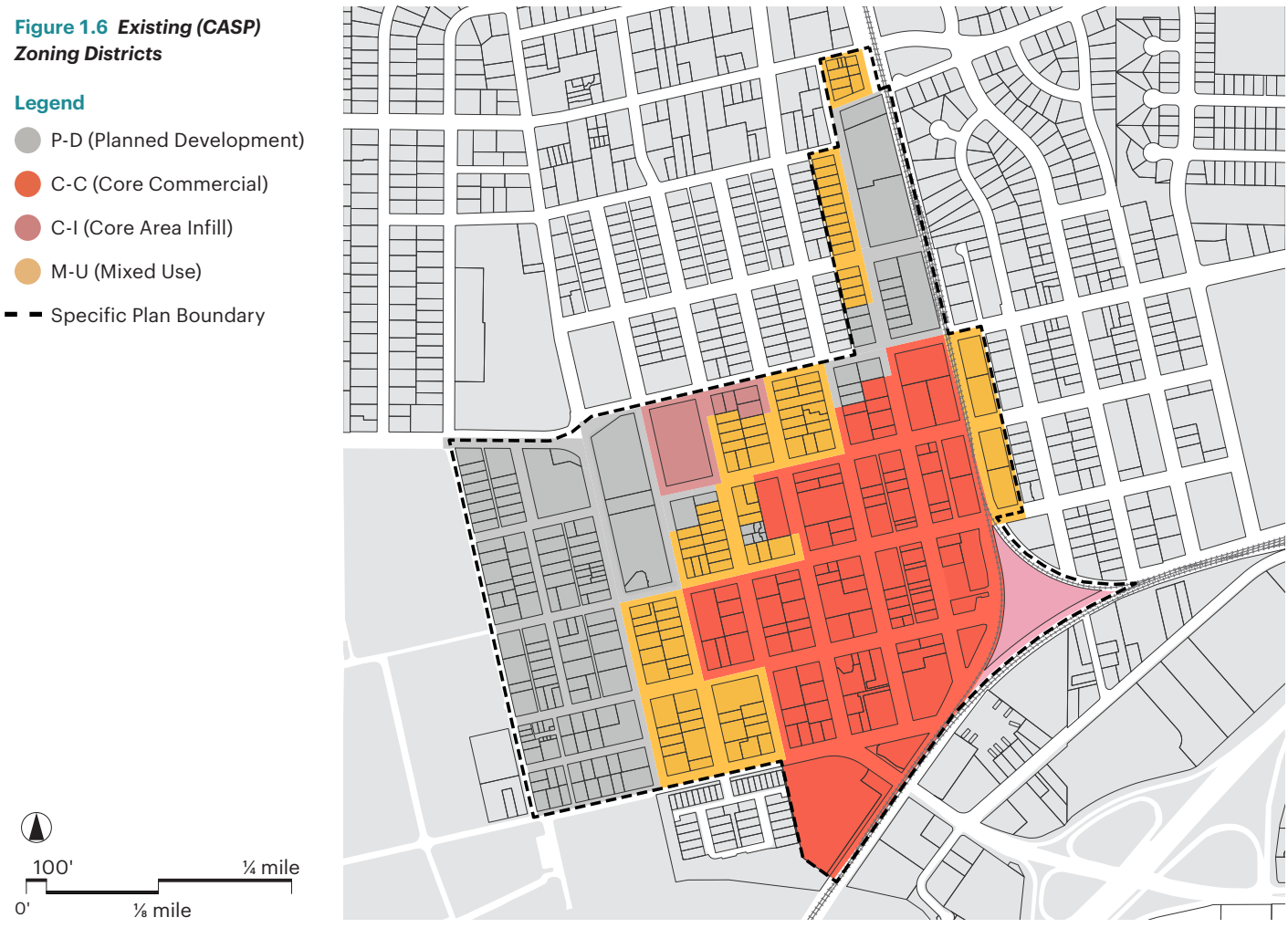
Under the CASP, the Plan Area had four zoning districts shown in Figure 1.6: C-C (Core Commercial), M-U (Mixed Use), P-D (Planned Development), and C-I (Core Area Infill).

Zoning Districts

Except for most of the University Avenue-Rice Lane area in the P-D zone, the CASP zoning is replaced with five new zoning districts that better recognize and regulate physical character.

The zoning content and standards in Chapter 40 (Zoning) of the Davis Municipal Code—Articles 40.05 (Core Area Infill District), 40.13 (Core Area Design Combining District), 40.13A (Downtown and Traditional Neighborhood Overlay District), 40.14 (Central Commercial District), and 40.15 (Mixed Use District)—will be replaced for the Plan Area by the

Figure 1.6 ***Existing (CASP) Zoning Districts***



following two articles, referred to as the Downtown Code:

- Article 40.13 (Downtown Zones); and
- Article 40.14 (Supplemental to Downtown Zones)

Zoning Map and Land Use

The zoning map is revised to replace the existing zoning districts with the new zoning districts, shown in Figure 40.13.070.A of the Downtown Code. The existing CASP Land Use Designations, shown in Figure 1.7 and Table 1B, are replaced by the Specific Plan Regulating Plan and designations shown in Figure 4.13 and Table 4C in Chapter Four: Built Environment. Please note that the Regulating Plan (Figure 4.13) and Zoning Map (Figure 40.13.070.A) are the same.

Table 1B. Existing (CASP) Land Use Designation and Zoning

Land Use Designations	Areas (approx.)	Zoning Districts
Public/Semi Public	6.4 acres	C-C, C-I
Parks and Plazas	5.7 acres	P-D, C-C
Retail with Offices	37.0 acres	P-D, C-C, M-U
Retail with Stores	20.2 acres	C-C
Service Commercial	5.5 acres	P-D
Residential Low Density	6.4 acres	P-D
B Street Transitional District	1.9 acres	P-D
University Avenue Residential Overlay District	6.5 acres	P-D
First Street Transitional District	2.5 acres	P-D
Transitional Boundary	-	P-D, C-I, M-U
Streets	40.6 acres	
Total	**132.7 acres**	

P-D = Planned Development *C-I = Core Area Infill*

C-C = Core Commercial *M-U = Mixed-Use*

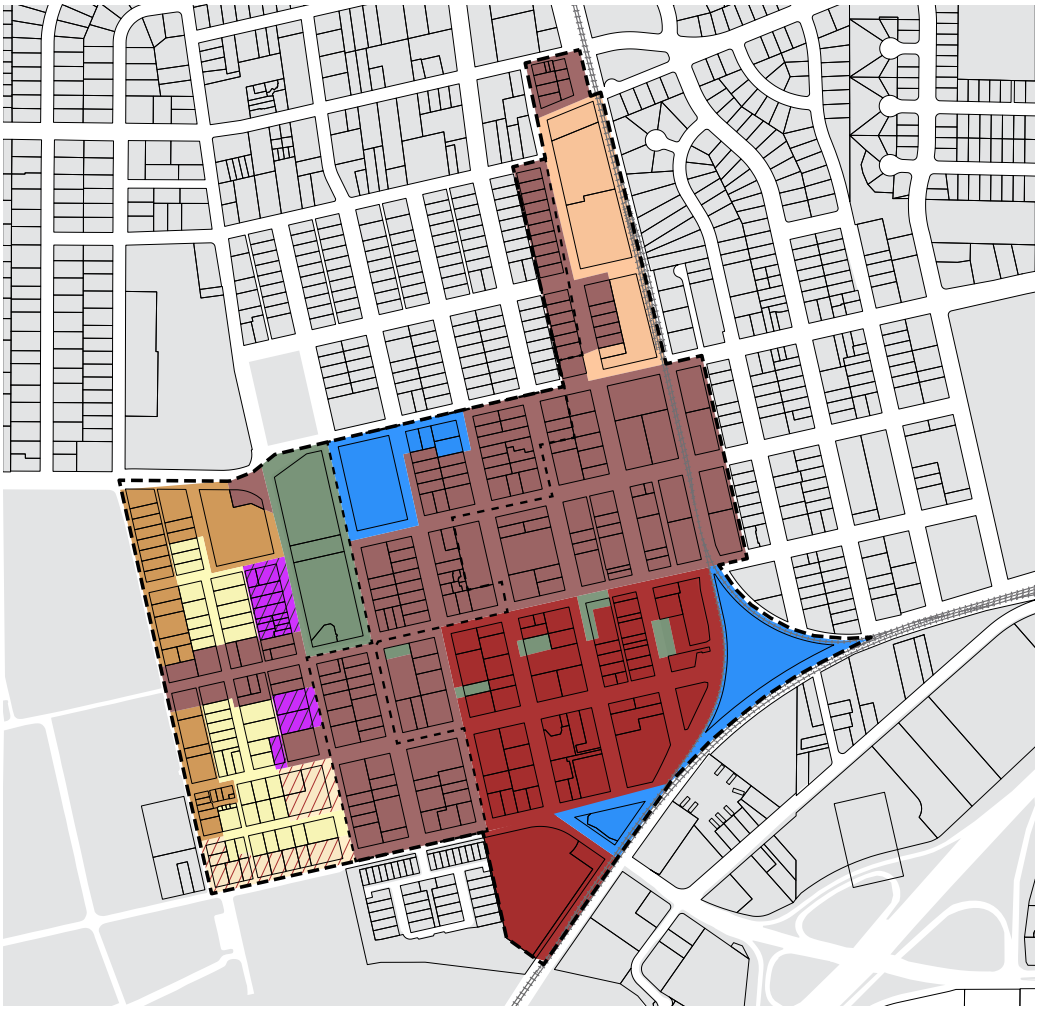


Figure 1.7 ***Existing (CASP) Land Use Designations***

Legend

- Public/Semi Public
- Parks and Plazas
- Retail with Offices
- Retail with Stores
- Service Commercial
- Residential Low Density
- B Street Transitional District
- University Avenue Residential Overlay District
- First Street Transitional District
- Transitional Boundary
- Specific Plan Boundary

1.3 Specific Plan Focus and Organization

The Specific Plan's focus is shaped by topics that emerged as a result of the community engagement during the Specific Plan update process.

The following key areas of focus differentiate the Specific Plan from the CASP:

- Sustainability as an underlying theme for the Specific Plan vision
- Design of the public realm to ensure walkability, safety, and universal access
- Streets as a shared public asset, and adaptable to the future of mobility
- Economic development that responds to the community vision as well as market conditions
- Form-based approach to development standards

This Specific Plan addresses all the facets of reinvestment and future development as required by State Law, and is organized into the following main chapters.

Chapter 1

Purpose

Provides an overview of the Specific Plan and its relationship to the existing regulatory framework

Chapter 2

Existing Conditions

Summarizes existing conditions and identifies key issues and opportunities

Chapter 6

Mobility and Parking

Defines and provides the policy direction for Downtown's future streetscapes, modal prioritization, and parking policies

Chapter 7

Infrastructure

Describes green infrastructure for Downtown and addresses water and sewer improvements to realize the Specific Plan vision

Chapter 3

Vision

Gives an overview of the community engagement process, articulates the Specific Plan vision, and sets goals and guiding policies

Chapter 4

Built Environment

Defines Downtown's future built environment, including physical form and character, public realm, and development program

Chapter 5

Historic Resources

Describes historic resources in Downtown and provides recommendations for historic preservation

Chapter 8

Implementation

Describes implementation, phasing, and financing strategies to achieve the vision, as well as plan administration and suggested additional tasks that are outside the current scope of the Specific Plan

Chapter 9

Glossary

Defines specialized words and phrases used throughout the Specific Plan document

Chapter 10

Appendices

Collects supplementary documents referenced and developed throughout the Specific Plan process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OPEN
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CHAPTER

2

Existing Conditions

In this chapter

2.1 Regional and Local Context 16

2.2 Downtown Davis 18

2.3 Issues, Opportunities, and Envisioning Change 26

2.1 Regional and Local Context

Regional Context

The City of Davis with a population of 68,986 (2017), is located in California's Sacramento Valley, 50 miles north-east of San Francisco and 15 miles west of Sacramento, the state capital. Located in the south-east corner of Yolo County, Davis is surrounded by agricultural land. Nearby cities are Woodland to the north, Winters to the west, West Sacramento to the east, and Dixon to the south-west.

The City of Davis has an area of approximately 9.8 square miles (6,281 acres), set within the Davis Planning Area (as defined by the 2007 General Plan) of approximately 160 square miles that includes agricultural land outside the city limits in Yolo and Solano counties. Davis is well-connected to the region by Interstate 80 and the Union Pacific Railroad. The nearest commercial airport is Sacramento International Airport, located 12 miles northwest of Davis.

Geographic Setting

Davis is located in the eastern part of the Putah Creek Plain, the main regional watershed encompassing parts of Lake, Napa, Solano and Yolo counties. Putah Creek was historically located near Downtown Davis, but early settlers redirected it south of the city. Though the land surrounding Davis has been altered from its natural state for agricultural purposes, some natural and restored habitat areas remain, including marshy wetlands and ponds.

Along with several other public agencies, the City of Davis manages a range of wetlands, agricultural preserves, detention ponds and easements for the protection of natural habitat and wildlife species.

Figure 2.1 ***Elements of Davis' Unique Identity***

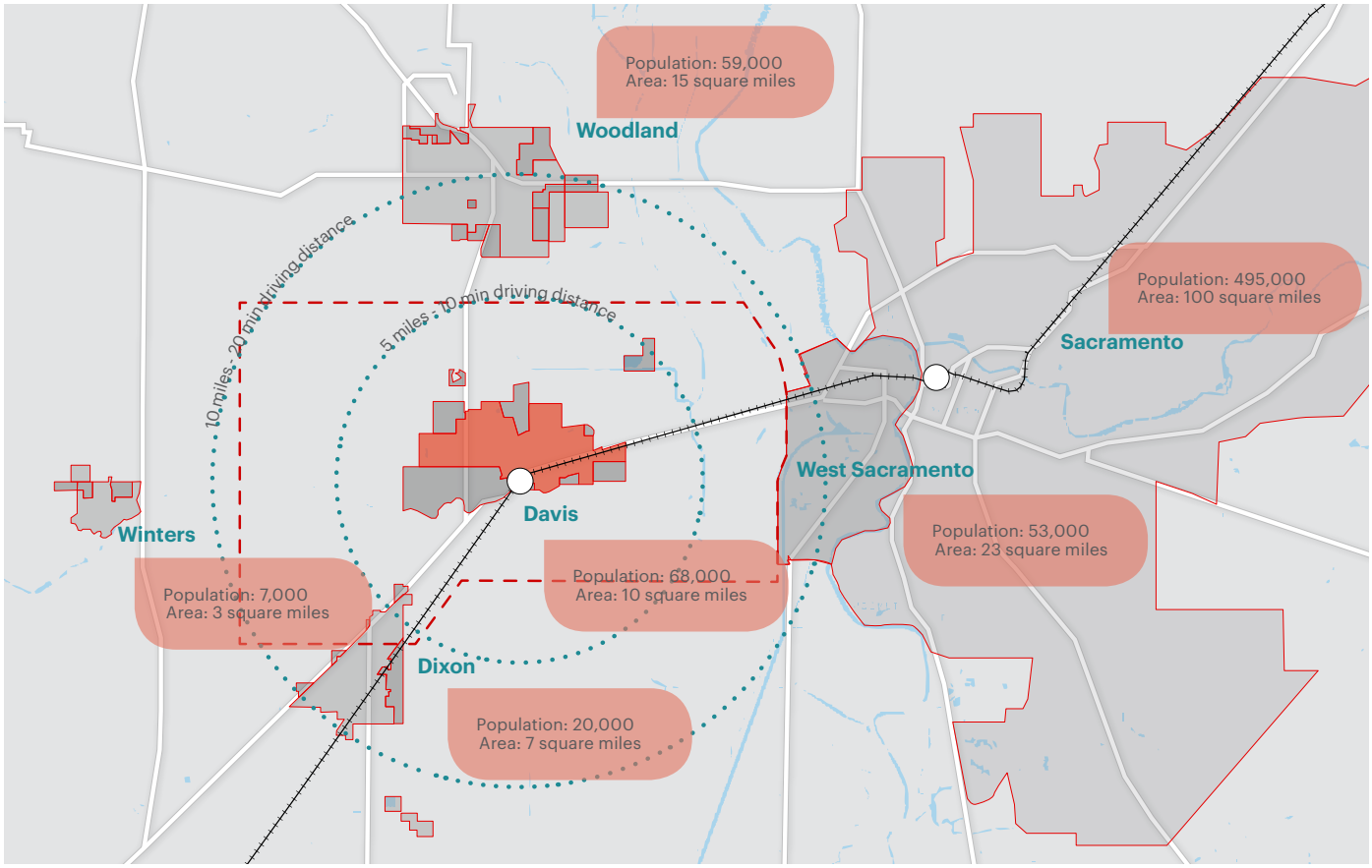
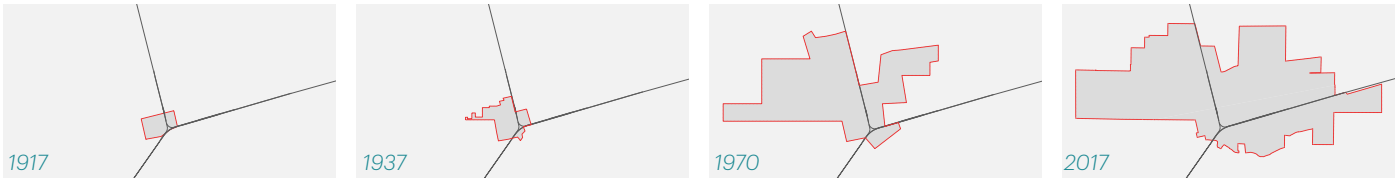


Figure 2.2 ***Regional and Planning Context***



Pre-19th Century. Patwin Indians inhabit the area

1849. Cattle interests attract early European settlers including Jerome and Mary Davis

1868. California Pacific railroad starts daily service between Vallejo and Davis

1906. The University of California establishes the State Agricultural Station at Davisville

1917. The City of Davis incorporated on March 28

1959. Regents declare UC Davis as a general campus in the UC system

2017. Davis celebrates its centennial

Figure 2.3 ***Major Milestones in Davis' History of Development***

2.2 Downtown Davis

Located in the heart of Davis, Downtown covers a 32-block area of approximately 132 acres. Current planning documents refer to this as the Core Area. Its location is desirable, with good access to amenities.

Downtown houses approximately two percent of the City's population, and 17 percent of the City's jobs. Downtown employees are mostly commuters, and according to 2015 Census data, only 14 workers both live and work in Downtown. The University of California at Davis (UC Davis), located adjacent to Downtown, is the community's largest employer.

At present, Downtown caters primarily to the needs of locals, with about 75 percent of regular visitors coming from within Davis or UC Davis (source: StreetLight data from Fehr and Peers, 2018).

Figure 2.4 ***Location of Downtown within Davis***

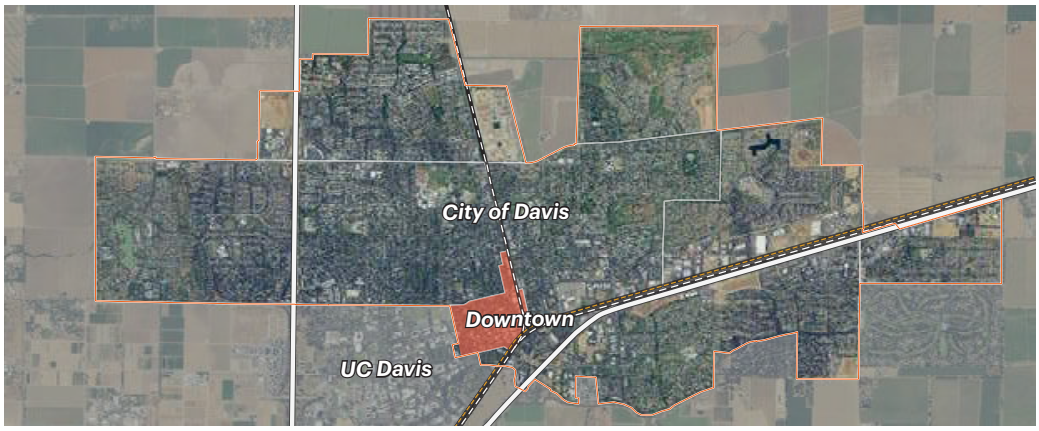


Figure 2.5 ***Popular Downtown Destinations***

Some of Downtown's popular destinations clockwise from top left: the Davis Amtrak Station, the Varsity Theater on Second Street, the Pence Gallery, and the Farmers Market at Central Park. Started in 1976, this was California's first farmers market. Popular across the region, it is held twice a week, throughout the year.

Downtown's Socio-Economic Conditions

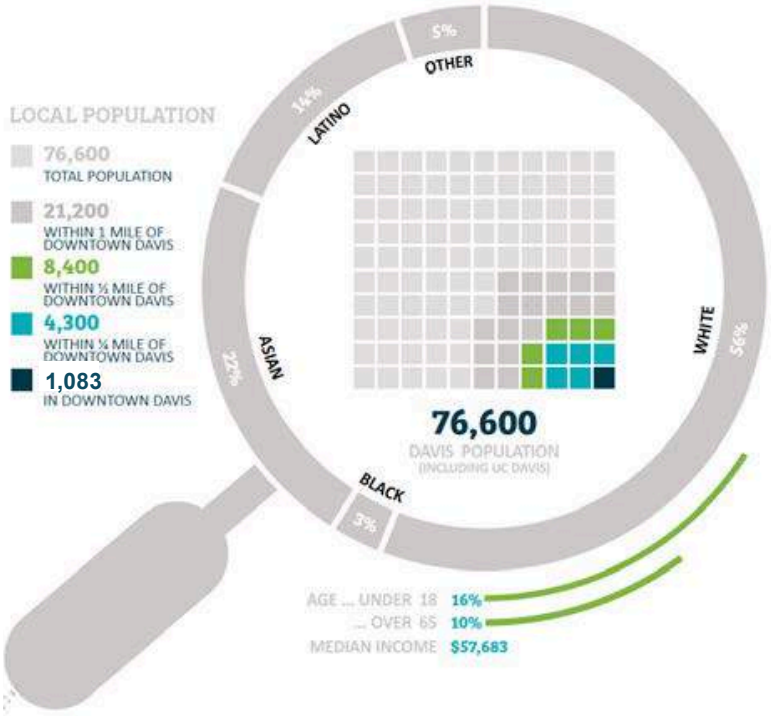


Figure 2.6 ***Davis' Population Demographics and Distance to Downtown***
Source: Appendix II: Economic Background Analysis

506 housing units
90% renter-occupied
1,083 residents
(**2%** of City of Davis and **1.3%** of Davis Planning Area population)

20% of citywide taxable retail sales in Downtown.
1.2 million square feet of non-residential uses (2015)
75% of Downtown users are from Davis or UC Davis.

2,482 jobs in Downtown
(**17%** of City of Davis and **6.2%** of Davis Planning Area jobs)

Next to I-80 that serves **130,000** vehicles per day

Next to UC Davis with over **34,000** students and over **19,000** employees (over 12,000 of which are full-time employees)

Real Estate Market Analysis and Economic Challenges and Opportunities

The 2018 Economic Background Analysis (Appendix II) indicates the following trends and demand by sector for Downtown through 2040:

- **Retail.** Existing inventory should be maintained, with replacement as needed, and limited additions to supply.
- **Office.** 312,000 to 582,000 square feet of new office space is projected to be absorbed.
- **Residential**. 86 to 209+ units may be feasible given current market and regulatory conditions. Existing housing demand is considerably higher with the Sacramento Area Council of Governments (SACOG) projecting a demand for 3,810 additional units in Davis by 2040.
- **Lodging**. The existing inventory of 385 rooms and pipeline projects can absorb demand until 2023. After 2023, Downtown has the potential to absorb an additional boutique hotel.
- **Arts, Culture, Entertainment**. Downtown has an opportunity for a Performing Arts venue (60-200 seats), and could support expanded programming and events, including an expanded Art Walk.
- **Local Demographics.** The fastest growing age groups in Davis are those 25 to 34 and above 55. The 35 to 54 age group, the focus of traditional retail models, is declining.
- **Changing Market Preferences.** Millennials' preference for urban, mixed-use areas are changing patterns of office and residential development.
- **Changing Retail Industry.** Internet shopping has led to the closure of many brick-and-mortar stores. Retail is trending away from traditional commodities and goods to specialty and experiential retail.
- **Land Scarcity and High Costs.** Infill conditions with few vacant parcels, small parcel sizes and high land, infrastructure, and construction costs, creates feasibility hurdles for redevelopment projects.

Built Environment

The following diagrams illustrate aspects of Downtown's built environment that were relevant in identifying issues and opportunities.
The maps show analysis conducted in 2017-18. The colored boxes next to topic names reference themes that are shown on pages 24-25, "Community Components in Context."

Downtown Uses

Downtown has a walkable environment, with a street grid and an average block size of 240 feet x 400 feet.

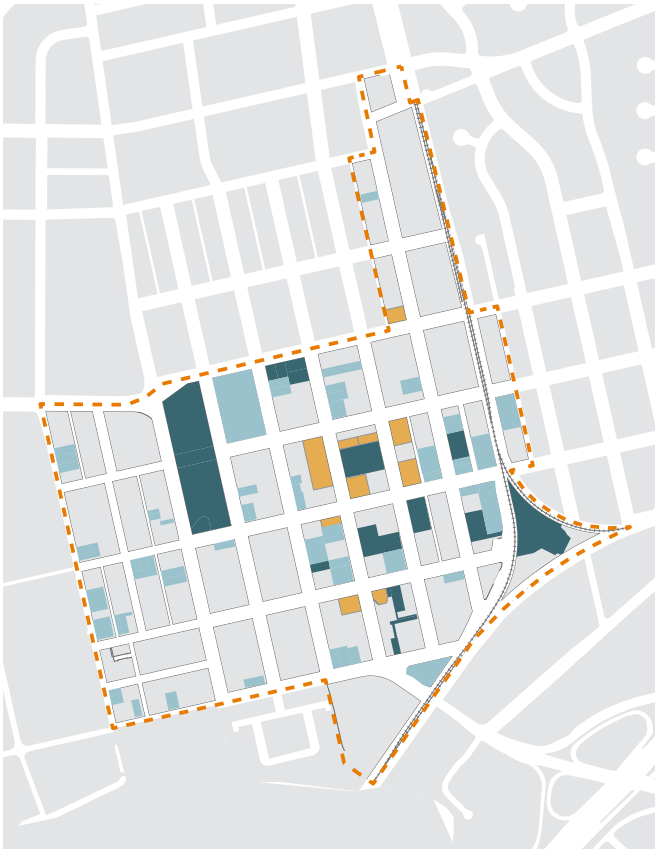
Retail and mixed-use buildings are concentrated along Third Street and in the blocks east of D Street. Residential uses occur west of B Street and in the blocks directly east of Central Park. Civic uses are located in the periphery of Downtown, and are generally absent from its center.

Figure 2.7 ***Existing Building Uses in Downtown***

- Retail
- Mixed-Use: Retail Ground Floor
- Office
- Mixed-Use: Office Ground Floor
- Civic
- Residential
- Vacant
- Specific Plan Boundary

100' ¼ mile
0' ⅛ mile

Note: This map is based on a 2016-17 City of Davis survey and may not accurately reflect current conditions.



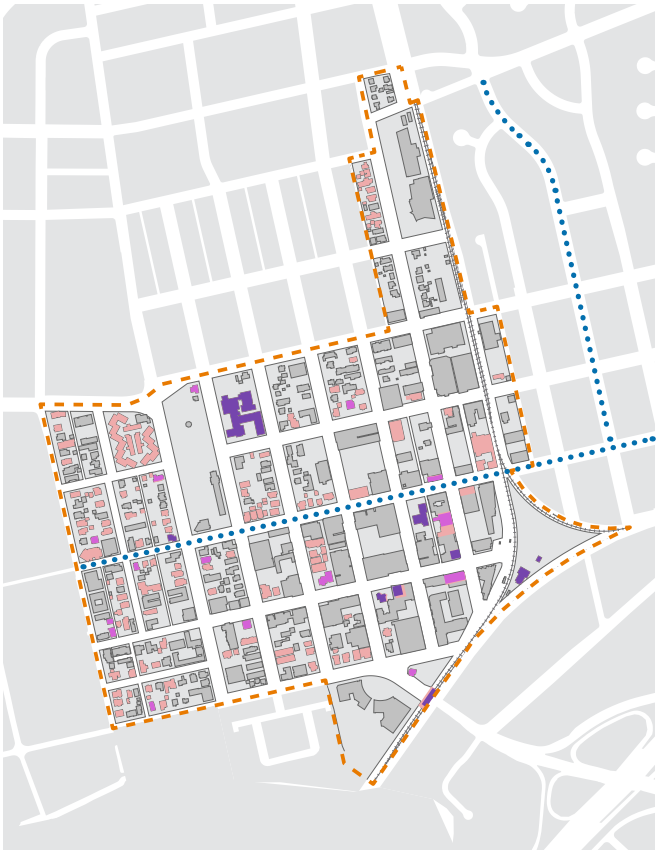
Ownership Pattern

Figure 2.8 ***Property Ownership***

The City is the largest property owner in Downtown, owning 21 parcels, many of which are parks, plazas and surface parking lots. Other major owners include commercial establishments, Davis Community Church, Davis Enterprise, and UC Davis. Downtown also has a collection of bank building sites, many underutilized, due to a city ordinance requiring financial institutions to have a main branch in Downtown to be eligible for opening satellite branches elsewhere in Davis.

Legend

- City Owned Parcels
- Other Major Owners
- Banks and Credit Unions
- Specific Plan Boundary



Historic Resources

Figure 2.9 ***Historic Resources***

Downtown contains eight designated Landmarks, two of which are on the National Register of Historic Places, and 15 Merit Resources. Downtown also has a Conservation Overlay District with approximately 180 contributing properties eligible for evaluation. A number of properties and the historic bike lanes on Third Street have been identified in previous surveys as eligible historic resources.

Legend

- Landmarks
- Merit Resource
- Potential Historic Resource (under evaluation*)
- Other Building Footprints
- Third Street Bike Lane (potential historic resource)
- Specific Plan Boundary

* As part of the Specific Plan effort, the survey of Downtown historic resources has been updated, and is reflected in the content in Chapter Five: Historic Resources.

Streets and Public Realm

The following diagrams illustrate aspects of Downtown's built environment that were relevant in identifying issues and opportunities.
The maps show analysis conducted in 2017-18. The colored boxes next to topic names reference themes that are shown on pages 24-25, "Community Components in Context."

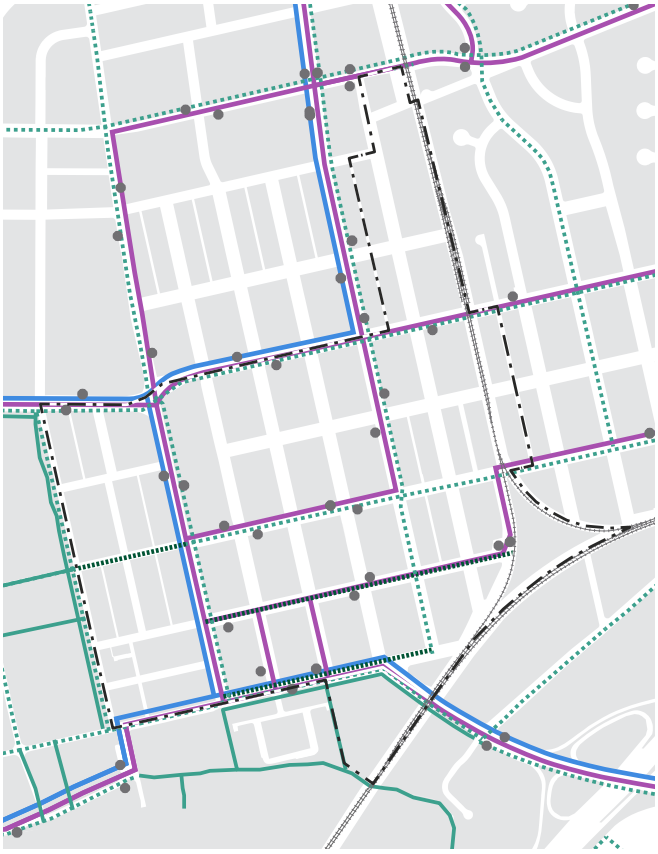
Mobility Elements

The Downtown street network follows a traditional grid pattern with two-lane streets. With most intersections controlled by four-way stop signs, travel speeds are low and lanes are shared with bicycles while sidewalks provide pedestrian access on most block faces.

Main vehicular access to Downtown is from Fifth Street in the east-west direction, F and B Streets from the north, and First Street and Richards Boulevard from the south, the latter through a historic tunnel beneath I-80. The narrow width of the tunnel often leads to congestion at commute times.

Downtown is pedestrian and bicycle-friendly while also being easily accessible by car. However, there are several intersections where conflicts between cyclists and drivers are observed.

Figure 2.10 ***Street Hierarchy***



Mobility Elements

Figure 2.11 ***Transit and Bicycle Infrastructure***

Transit options include local Unitrans buses that connect Downtown shops and destinations to UC campus hubs and the to park-and-ride lot east of city limits. The regional Yolobus connects to Woodland and Sacramento. A well-established bicycle network connects Downtown to the University and surrounding neighborhoods.

Legend

- Amtrak
- Local Transit (Unitrans)
- Regional Transit (Yolobus)
- Bicycle Network (Class I)
- Bicycle Network (Class II)
- Bicycle Network (Class III)
- Specific Plan Boundary

Open Spaces

Figure 2.12 ***Open Spaces in Downtown***

The five-acre Central Park, located in the north-west of the Plan Area, is a popular setting for the bi-weekly Farmer's Market and many community events. Downtown has several smaller open spaces, including some parking lots converted to outdoor plazas, such as the E Street Plaza. Several alleys have been improved as pedestrian paseos. Street trees provide shade over many sidewalks. There are over 80 landmark trees. The Arboretum Trail south of Downtown is an important bicycle-pedestrian connection.

Legend

- Community Serving Parks
- Small Parks/Plazas
- Natural Open Space
- Pedestrian Paths
- Specific Plan Boundary

Community Components in Context

1 Central Park
The largest green space in Downtown, activated by a playground and carousel, and the Farmers Market.

2 Davis Farmers Market
Treasured community institution with citywide draw for the Wednesday and Saturday market.

3 Bicycle Hall of Fame
Museum celebrating the history of United States cycling and all disciplines within the sport of cycling.

4 Davis Community Church
Community and historic resource.

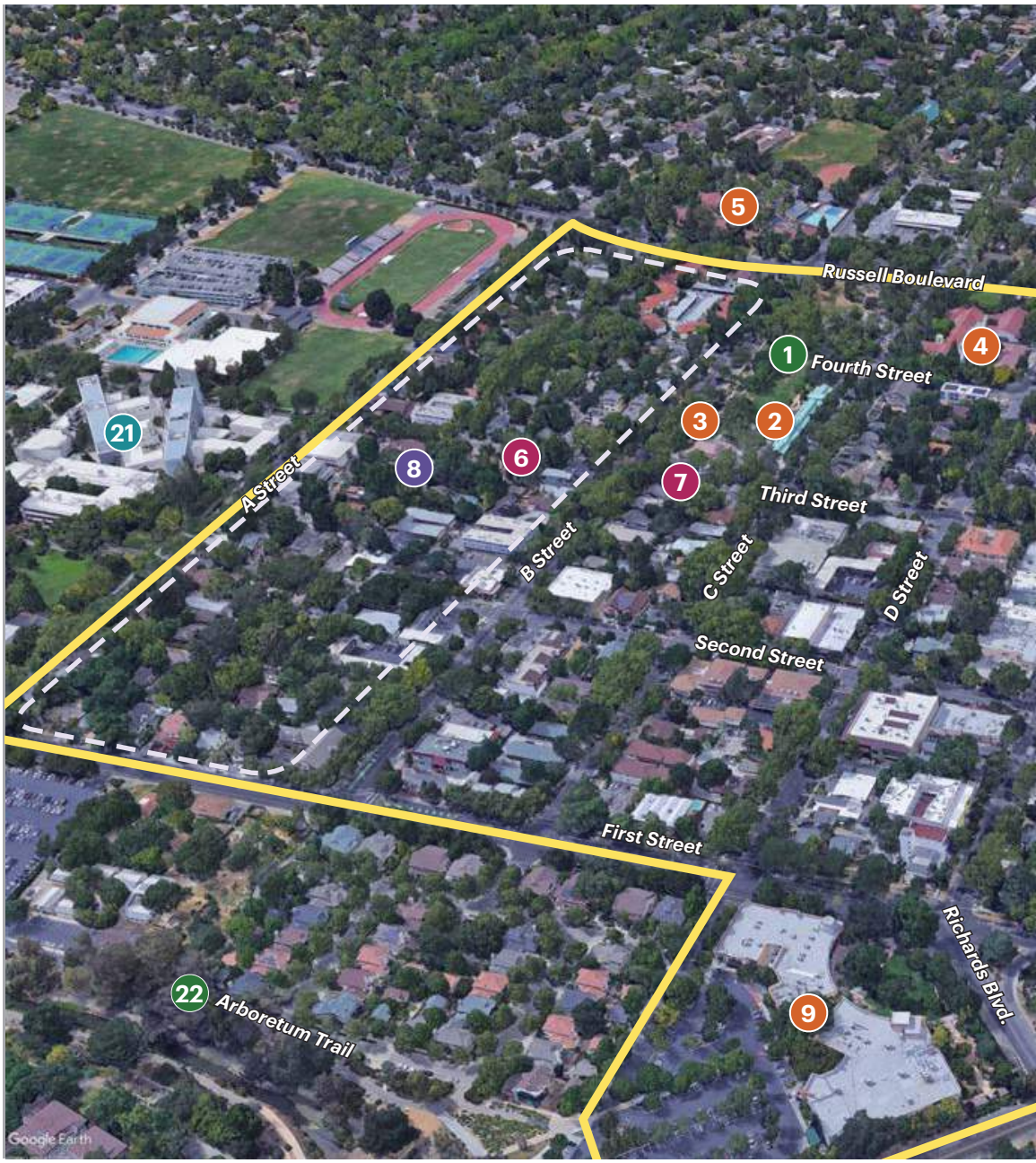
5 City Hall
Seat of local government in former school building.

6 Third Street Gateway
Streetscape and infrastructure improvements to enhance bicycle and pedestrian connection with UC Davis.

7 Third Street Corridor
The east-west commercial spine of Downtown, that connects it to UC Davis and to the Old East neighborhood.

8 University Avenue-Rice Lane District
Established neighborhood adjacent to UC Davis.

9 Davis Commons
A shopping center with 44,000 square feet of retail space, located at the entrance to Downtown.



Legend

- Property Ownership Pattern
- Open Spaces
- Community Destinations
- Mobility Elements
- Historic Resources
- Specific Plan Boundary

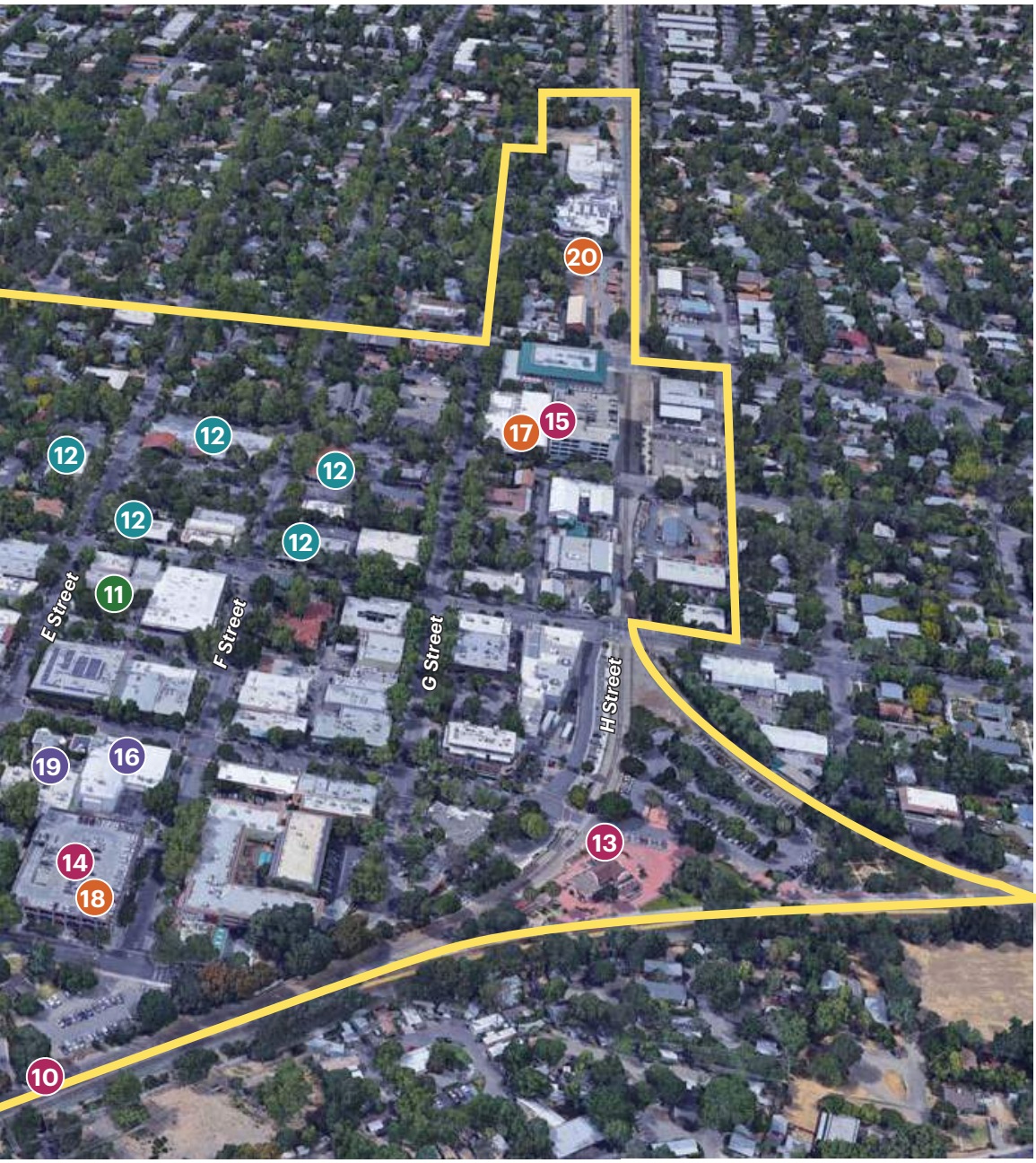


Figure 2.13 ***Plan Area Existing Conditions***

10 **Richards Blvd. Entrance**
Current entrance from I-80 takes visitors through a historic tunnel underpass.

11 **E Street Plaza**
Small hardscaped area adjacent to parking lot.

12 **Bank Branch Buildings**
11 bank branches occupy 70,000 square feet of built space in prime locations. Many are underutilized.

13 **Amtrak Station**
Historic train depot and gateway to Downtown for commuters and visitors on Amtrak's Capitol Corridor line.

14 **Parking Garages**
15 *First Street garage (14) is well utilized; the G Street garage (15) is rarely full.*

16 **Movie Theaters**
17 *Three Downtown theaters*
18 *serve as key entertainment venues. The Varsity on Second Street (16) is a revitalized historic theater.*

19 **Dresbach-Hunt-Boyer House**
One of the oldest surviving buildings in Davis. Included on the National Register of Historic Places.

20 **Davis Co-Op**
Longstanding local grocer.

21 **UC Davis**
Adjacent to Downtown and the community's largest employer.

22 **Arboretum Trail**
A well-used 3.6 mile bicycle and pedestrian route that connects Downtown to UC Davis.

2.3 Issues, Opportunities, and Envisioning Change

Analysis of existing conditions in Downtown revealed opportunities to build upon existing assets, address issues, and set goals.

In early 2018, as part of the Specific Plan process, the consultant team carried out an extensive analysis of existing site and market conditions (Appendices I and II) as well as a series of focus group meetings.

The analysis, and ongoing community outreach in the following months, identified six key issues. Each is described here along with corresponding opportunities. These issues and opportunities have helped shape the Specific Plan vision.

For information about the community engagement process, refer to Section 3.1 of Chapter Three: Vision.

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

Issue

1 Lack of Regional Identity and Relevance

Figure 2.14 ***Old City Hall, One of Davis' Landmarks***

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.

Issue

2 Economy in Transition

Figure 2.15 ***A Closed Store in Downtown***

Issue

Downtown's economy is in a state of transition, similar to many downtowns across the country faced with changing consumer preferences and, in particular, the changing face of retail. The layers of well-intentioned but confusing policies, regulations, and guidelines have created the perception of Downtown not being a business-friendly place. Adding to this uncertainty are high land and development cost, and constrained infill sites, that discourage some potential investors.

Opportunity

Downtown is a very desirable location that can benefit from the booming job market, as well as from UC Davis' plans to increase enrollment, which will create additional jobs as well as increase the consumer base. Increased employment opportunities coupled with new forms of retail, and adding more residential and cultural uses, will catalyze Downtown's economy. Creating a pro-business environment will spur investment. Downtown has the opportunity to establish a mutually beneficial, town-gown relationship with UC Davis.

Issue

3 Complicated Regulatory Structure

Figure 2.16 ***Many Documents Affect Downtown Development***

Issue

Downtown's regulatory situation is complex, with layers of policies and regulations that are at times overlapping and contradictory. In 2015, City staff created a memo outlining the "recurring challenges" faced by them in implementing the current Core Area Specific Plan, and the resulting time and cost implications (See Appendix III). Currently, City staff references a large number of documents when reviewing a project, but many lack adequate direction about key issues and the relationship between various documents is unclear. Policies, standards, and guidelines are not clearly differentiated, and City staff reported uncertainty in interpreting required uses, building heights, development controls, historic preservation requirements, parking in-lieu fees, etc.

Opportunity

The Specific Plan process offers an opportunity to clarify and simplify the regulatory situation and overhaul the complex layers of guidelines, policies and standards. Doing so will shorten project review time and encourage investment in Downtown by offering a streamlined and predictable entitlement and development process.

Issue

4 Missing Center and Insufficient Hierarchy

Figure 2.17 ***Parking Lots Disrupt the Urban Form in Downtown***

Issue

Memorable downtowns are characterized by having a clear hierarchy of places within them, some more intense than others in use and activity, and this is reflected in the accompanying street design and building form. Downtown is lacking in this regard and many streetscapes look similar. Without strong visual cues and landmarks, wayfinding in Downtown can be challenging at times. Downtown also lacks a central focus—a public open space—that could be the main gathering space for the community. The historic City Hall no longer serves that function and Central Park, while popular, is located at the edge of Downtown. It could benefit from additional programming that could activate it throughout the week.

Opportunity

Downtown has an opportunity to establish a hierarchy and a visual order through the form-based design of buildings and streetscapes. This is also an opportunity to celebrate existing historic and cultural resources, as well as expand existing uses and activities and add new ones to make Downtown an attractive destination with a sense of place.

Downtown can also be re-established as the civic and cultural heart of the city by creating a central space in Downtown for community gathering, supported by complementary uses and activities.

Issue

5 Inadequate Housing Opportunities

Figure 2.18 ***Much of Downtown's Housing Is Single-Story***

Issue

In 2018, Downtown had 506 housing units, just 2% of the city's housing stock. Most Downtown housing is in the form of smaller, older rental units with lower average monthly rents; and very low vacancy of just 1%. Downtown home sales, however, have a 29% sales price premium above the Davis average.

These figures indicate a pent-up demand for housing, set to increase further as UC Davis plans to increase enrollment. At the same time, housing affordability and rising homelessness continue to be region-wide problems. Rising housing costs are fed by lack of housing supply, stagnant wages, and high costs of entitlement and construction.

Opportunity

Downtowns across the country are transforming from commercial centers into mixed-use neighborhoods. The benefits are many, including higher levels of safety, with more people present at all times of the day, and a more stable economy, due to a larger and more diverse consumer base.

SACOG projects approximately 3,810 new units in Davis by 2040, and the Specific Plan is an opportunity to meet a significant portion of that total. This a valuable opportunity for the City to add more housing in a prime location to help meet local and regional housing needs and affordability goals.

Issue

6 Inconsistent Public Realm and Access

Figure 2.19 ***Open Space Used for Servicing and Parking***

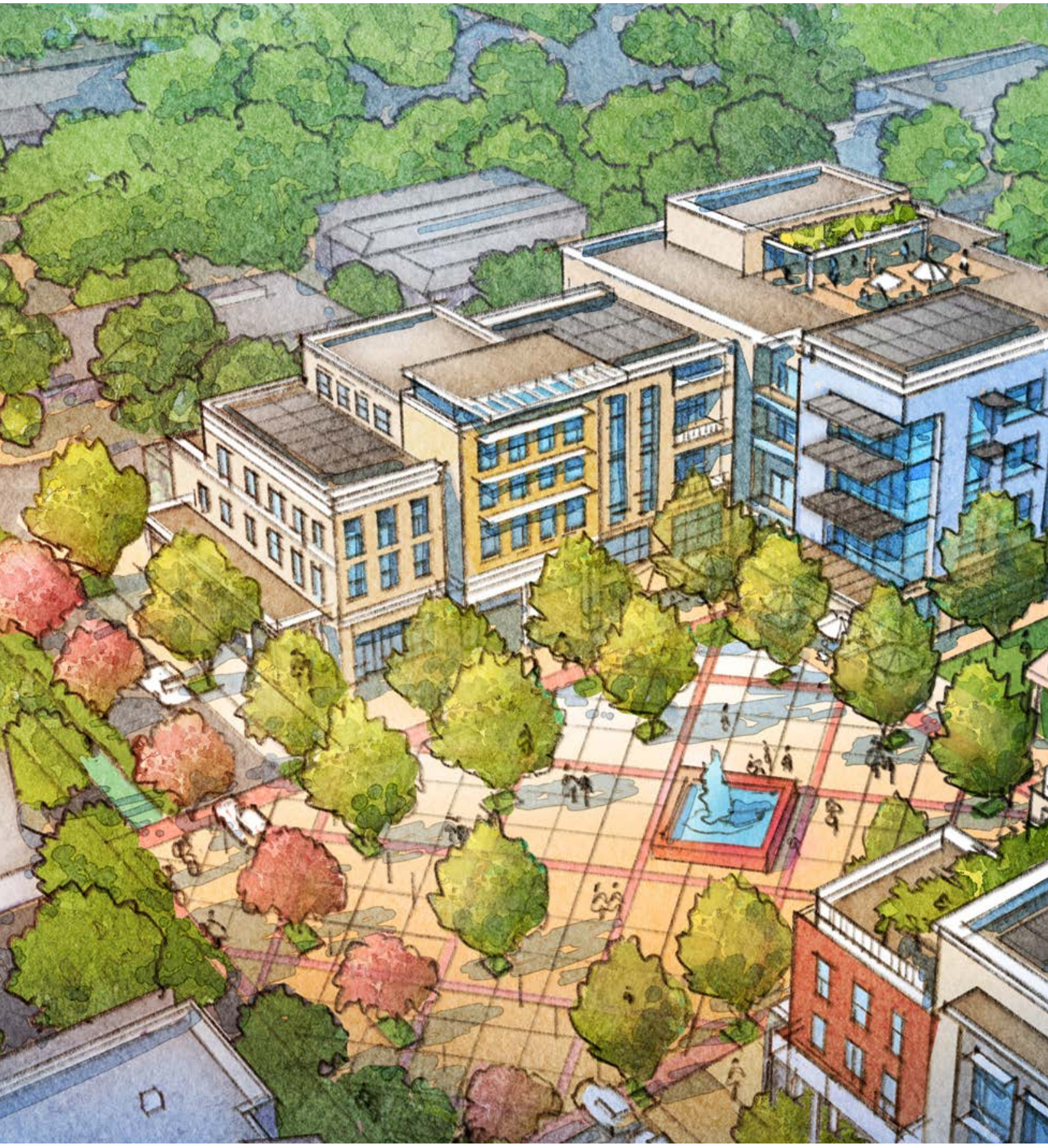
Issue

Downtown has a walkable street grid, and also has the reputation of being one of the most bicycle-friendly cities in the country. However, the quality of the public realm—such as sidewalk conditions and lighting of streets and public spaces—is not consistent and does not allow comfortable access for everyone. There are safety issues, considering the high number of cyclists and pedestrians. Downtown would also benefit from better transit service and access. While the City has one of the lowest drive-alone rates in the region, it does face peak-hour congestion at several places, including the major entrances to Downtown. Parking is perceived to be in short supply for shoppers and visitors, even though parking garages have available capacity at peak hours.

Opportunity

Downtown has the required foundation for a sustainable transportation system, including a well-connected street grid, bicycle routes, regional rail and local bus service, and carshare and bicycle share services.

The Specific Plan can build on those strengths by prioritizing pedestrians, transit and cyclists, and enact measures that will give employees, residents, and visitors better transportation and parking choices. This is also an opportunity to create an exceptional public realm that connects existing and new cultural and recreational destinations, and enriches the Downtown experience for both residents and visitors.



Vision

CHAPTER **3**

In this chapter

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3.1 Community Visioning Process

Robust community engagement has been an integral part of the Downtown Davis Specific Plan at all stages of its development.

Participatory Process

Community participation was critical to the Specific Plan process. Its importance derives from the idea that a plan's legitimacy and longevity require community input and ownership. Not only do community members have a deep understanding of a place that adds value to the design process, but they also have an intimate stake in the future of the plan since the document will directly impact them over its lifetime.

The consultant team sought this feedback throughout the process through a wide range of events including focus group meetings, pop-up events around Downtown, two multi-day Participatory Design Workshops, and online questionnaires. The Downtown Plan Advisory Committee (DPAC), comprised of a diverse group of local stakeholders including representatives of neighborhood organizations and liaisons to City Commissions, provided regular feedback, and played a critical role in shaping the Plan's vision and goals.

Gathering Stakeholders and Activating Community

The Specific Plan process began with a study of existing conditions in Downtown. During this phase, the consultant team sought qualitative feedback from the community to complement other research and analysis.

One important aspect of this analysis was understanding the way residents and stakeholders think about Downtown, what they think is working well, and what needs improvement.

Timeline of Public Engagement

December 2017

Pop-Up Workshop One

January 2018

Focus Groups, Public Workshop

February 2018

Pop-Up Workshops Two and Three

March 2018

Pop-Up Workshop Four Parklet, Community Awareness Campaign

April 2018

Participatory Design Workshop One, Informational Videos

> I love shopping Downtown, going to movies, and walking the downtown area. We need to concentrate on encouraging new stores to the downtown area. Let's make sure the area remains a walking pleasure."

Community Member
Online Questionnaire

6
Pop-Up Workshops

50+
hours of Community Feedback at Design Workshops

450+
Participants in Virtual Community Workshop

20+
Focus Group Meetings

May 2018

Virtual Community Workshop

July 2018

Participatory Design Workshop Two

September 2018

DOWNTOWN DAVIS PLAN

Online Questionnaire

September 2018

Pop-Up Workshops Five and Six

Figure 3.1 ***Parklet at Pop-Up Workshop Four***
(Above) A parklet was created where community members were invited to share ideas while experiencing a temporary transformation of a parking lane into a public open space.

Figure 3.2 ***Timeline of Public Engagement for the Specific Plan***
(Left)

Stakeholders such as Downtown property owners and community group representatives shared their input and experience through focus group meetings. Pop-up workshops helped to publicize the beginning of the Specific Plan process by setting up a booth at popular public spots. A public workshop rounded out this phase of public engagement, where community members learned about the participatory planning process and shared ideas about their visions for Downtown.

Envisioning Design Alternatives

Community Awareness Campaign
A Community Awareness Toolkit was deployed at multiple community meetings to introduce the project to a wider audience. The toolkit included handouts and flyers as well as a presentation on the objectives of the public engagement process, timeline, and future opportunities to participate.

Participatory Design Workshop One
The first Participatory Design Workshop engaged stakeholder groups, City staff, and the broader community to solicit feedback. The workshop was a week-long exercise of designing in public. Each design iteration received immediate public feedback, enabling the design team to incorporate public input in each phase of the design process. The public provided guidance through discussions after formal and informal presentations, visiting with the consultant team during open studio hours, and recording ideas and opinions on the many posters, drawings, and other graphics lining the studio walls. Members of the consultant team offered lunchtime "brown bag" presentations on various topics of interest to the Specific

"As the demographic shift towards an aging population intensifies, inclusive design is not a choice but a basic essential.

Quoted by Bonnie Mintun
www.cabe.org.uk

CLOSER LOOK

The Downtown Plan Advisory Committee (DPAC)

What is the role of the DPAC in the Specific Plan?

The DPAC is a diverse group of community members tasked with:

- *Review of documents;*
- *Providing a community forum; and*
- *Providing committee feedback and recommendations.*

Who are the DPAC members?

The DPAC is a 20-member advisory group (refer to the Acknowledgments on page xvii for a full list of members) representing the following:

***10** at-large members*

***4** liaisons representing Commissions*

- *Bicycling, Transportation and Street Safety Commission*
- *Planning Commission (2 members)*
- *Finance and Budget Commission*

***1** liaison representing UC Davis Administration*

***5** members representing neighborhoods, organizations*

- *Davis Downtown*
- *Davis Chamber of Commerce*
- *Old East Davis*
- *Old North Davis*
- *University Avenue-Rice Lane Neighborhood*

> I would love to see the core of Downtown Davis exclude vehicular traffic with an exception for commercial deliveries on specific week days. There could be parking on the periphery for visitors with shuttle service, rental bikes, or walking pathways to access the downtown area."

Community Member
Online Questionnaire

Plan, which were opportunities to both share information with the public and solicit feedback on specific topics such as economics, historic preservation, transportation, and parking.

Virtual Community Workshop
Following the Participatory Design Workshop, an online workshop provided expanded opportunities for virtual participation. The virtual workshop included video clips and summaries of major topics as they evolved during the Participatory Design Workshop, and then sought feedback on the alternatives.

Refining a Preferred Alternative

Participatory Design Workshop Two
The second workshop synthesized the feedback on the alternatives that were developed during the first phase and distilled that information into one preferred design alternative. The vision incorporated sustainability and green infrastructure strategies as integral to the Specific Plan.

The design team focused on incremental development, neighborhood transitions, infill studies, and public spaces. The workshop also sought to arrive at a feasible development program through further economic analysis.

Additional Feedback
An online questionnaire asked follow-up questions about the results of the Participatory Design Workshop. Two pop-up events encouraged participation in this questionnaire, while members of the outreach team interfaced with the public. One of the pop-ups focused on activation of the E Street Plaza, looking ahead to the future envisioned by the preferred alternative.

Figure 3.3 ***Participatory Design Workshop One***
The two Participatory Design Workshops, each a week long, were valuable opportunities for community members to see the team designing in public, ask questions, and share ideas.

Figure 3.4 ***Workshop Presentation***
(Top) Dan Parolek of Opticos Design shares the design alternatives developed during Participatory Design Workshop One.

Figure 3.5 ***Community Feedback***
(Center left and right) Community members provided feedback on design ideas in the form of written comments and post-it notes that were read by the design team at the end of each day, prior to updating the design concepts.

Figure 3.6 ***Brown-Bag Lunch***
(Bottom) A community member provides feedback during Patrick Siegman's brown-bag presentation on parking and transportation demand management at Participatory Design Workshop One.

Figure 3.7 ***Open Studio***
(Facing page) At the Design Workshops, all the products being created were posted on the walls and during Open Studio, visitors could review the displayed materials and add their comments, even as the design team continued to work on other products.

For more details about the two Participatory Design Workshops and compilation of public comments, please refer to Appendices IV, V, VI and VII.

> More live/work spaces for students, more high-density housing. More public art, outdoor gathering spaces with shade. More general parking. Some downtown streets dedicated to bicycles and pedestrians. Organic and natural play spaces for kids and adults. Art filled alleyways."

Community Member
Online Questionnaire

3.2 A Sustainable Vision for Downtown

Downtown will further the community's reputation as a leader in sustainability and a model of sustainable urbanism. It will embrace the concept of Triple Bottom Line sustainability that gives equal emphasis to "people, planet and profit".

A Model Sustainable Downtown

The Specific Plan Goals will be realized through a Downtown vision that reinforces the community's aspirations and is uniquely Davis.

Over the years, Davis has established a reputation as a progressive leader in promoting sustainability, and has been at the forefront of initiatives and legislation that have made an impact at the regional and national level.

The Specific Plan seeks to further that legacy by extracting the most consistent and popular themes that emerged from the community engagement process and absorbing those into a unifying vision for Downtown. One of the most prominent themes to emerge was sustainability and for Davis to become a national leader in sustainability. The vision for Downtown will reflect the community's commitment to a sustainable, inclusive and healthy lifestyle. Downtown will leverage available resources such as local sustainability expertise, the intellectual capital of UC Davis, as well as state and regional partnerships.

To model sustainability in the true sense of the word, the Specific Plan recommends following the model of Triple Bottom Line sustainability, widely accepted as an industry best practice. This concept encompasses environmental protection, social equity, and economic prosperity.

> **"Downtown Davis as a carbon neutral, equitably accessible, water efficient, zero waste, resilient community by 2040."**
>
> **Downtown Plan Advisory Committee's Sustainability Working Group**

Figure 3.8 ***A Complete Community***
A diagram of a complete community from the Portland Plan that illustrates how a compact, mixed-use community, designed with amenities and to support active modes of transportation, inherently embodies Triple Bottom Line sustainability. Image source: The Portland Plan, www.pdxplan.com.

CLOSER LOOK

What is Triple Bottom Line Sustainability?

An approach that gives equal consideration to people, planet and profit.

The term was coined by John Elkington in his 1998 book "Cannibals with Forks: the Triple Bottom Line of 21st Century Business" and initially referred to socially responsible business. Nowadays, the term is used to characterize projects in the built environment that incorporate a long-term, cradle-to-cradle view for assessing potential effects and best practices for three kinds of resources.

- ***People (social capital).*** *All the costs and benefits to the people who are influenced, directly or indirectly.*
- ***Planet (natural capital).*** *All the costs and benefits of a project on the natural environment, locally and globally.*
- ***Profit (economic capital).*** *All the economic costs and benefits of a project for all stakeholders.*

Figure 3.9 ***Triple Bottom Line***
Triple Bottom Line sustainability gives equal emphasis to people, planet and profit. Image source: University of Wisconsin.

3.3 Sustainability Themes in the Specific Plan

Ten sustainability themes were developed to reflect the Triple Bottom Line approach. These themes were used to inform the Specific Plan Goals and provide a guide for the City to evaluate implementation strategies and actions.

The Specific Plan recommends that sustainability be reflected through a comprehensive set of integrated improvements to Downtown's built form, amenities, public realm and infrastructure. By using sustainability as a lens to evaluate development approaches, and by adopting a holistic approach, the future Downtown can embody the concept of Triple Bottom Line sustainability as intended in the Specific Plan; introduced in Section 3.2 (A Sustainable Vision for Downtown).

For maximum impact, sustainability strategies should be applied to both the buildings and public realm in a coordinated manner. While sustainability strategies should be considered at all scales, there are inherent cost savings and efficiencies when they can be applied at a district scale.

Ten Sustainability Themes

Ten themes for sustainability were derived during the Specific Plan process in direct response to the importance placed on this topic by the Downtown Plan Advisory Committee (DPAC) and volunteer efforts from its members as well as local sustainability experts.

The ten themes reflect the full breadth of the Triple Bottom Line concept for sustainability and have been considered in framing the Specific Plan Goals, discussed in Section 3.5. They are intended to guide the City in decision-making when evaluating and comparing development strategies and actions, for their maximum positive impact for people, planet and profit.

The ten sustainability themes are:

- Social Equity
- Resilient Economy
- Quality of Life
- Living Landscape
- Education
- Energy
- Mobility
- Water
- Waste
- Food

In this section, a range of sustainability strategies at different scales have been illustrated that reflect the ten themes. These have not yet been tested for feasibility for Downtown, and are intended to be inspiring examples that show how the sustainability vision for Downtown can be implemented.

The Specific Plan recommends that sustainability strategies for Downtown be developed in a separate process, resulting in a Sustainability Implementation Plan for Downtown.

Figure 3.10 ***Ten Themes for Triple Bottom Line Sustainability***

Ten Sustainability Themes

The ten themes for Triple-Bottom Line sustainability have been illustrated on the pages that follow, through examples of strategies that can be applied at different scales. The colored keys identify the themes in the illustrative examples in this section.

- Social Equity
- Resilient Economy
- Quality of Life
- Living Landscape
- Education
- Energy
- Mobility
- Water
- Waste
- Food

Examples of Building Scale Sustainability Strategies

Figure 3.11 ***Building Scale Sustainability Strategies***
These strategies can be used for a range of building types, whether small (Courtyard building) or medium to large (Main Street building).

The colored boxes indicate the different sustainability themes.

Legend

- Quality of Life
- Living Landscape
- Energy
- Mobility
- Water
- Waste
- Food

Courtyard Building Type

- **Roof Access. Access to flat roofs for outdoor open space supports use as a community garden or similar program.**
- **Drought Tolerant Vegetation. Drought tolerant plantings minimize maintenance and water demands.**
- **Courtyard Orientation. Open space oriented towards the south takes advantage of sun and summer winds, and blocks winter winds, encouraging active use.**
- **Cross-Ventilation. Designing for cross-ventilation enables passive building cooling.**
- **Energy Saving Incentives. Source control measures, such as glazed windows, result in energy savings.**
- **Roof Materials. High Solar Reflectance Index (SRI) roof materials help mitigate the heat island effect.**
- **Solar Panels. New construction projects can be solar-ready buildings.**
- **Shade Trees. Shade trees reduce energy demand by shading buildings.**
- **Preferential Parking. If parking is limited, environmentally-friendly vehicles have preference.**
- **Permeable Pavers. Permeable pavers reduce runoff and filter stormwater on-site.**
- **Waste Source Separation. Color-coded landfill, compost, and recycling bins located in convenient areas.**

The smallest-scale sustainability strategies for Downtown can be implemented at the scale of a single building. These can be through retrofits (such as replacing roof and facade materials), or in the case of new construction, designing the building configuration and orientation with sustainability in mind. The illustrations below show sustainability strategies for two typical building types in Downtown.

Main Street Building Type

- **Awnings. Awnings provide shelter and shade from the elements.**
- **Passive Thermal Comfort. High-efficiency glazing and user-operable windows improve occupants' comfort.**
- **Vegetated Roofs. Vegetated roofs for urban agriculture and open space maximize open rooftop spaces.**
- **Cross-Ventilation. Designing for cross-ventilation enables passive building cooling.**
- **Solar Panels. New construction projects can be solar-ready buildings.**
- **Shade Trees. Shade trees reduce heat island effect of taller and larger buildings.**
- **Parking Lot Materials. High Solar Reflectance Index (SRI) materials, and permeable paving where conditions allow, reduce heat island effect in parking lots.**
- **Bicycle Racks. Frequent 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.**
- **Waste Source Separation. Color-coded landfill, compost, and recycling bins are located in convenient areas.**

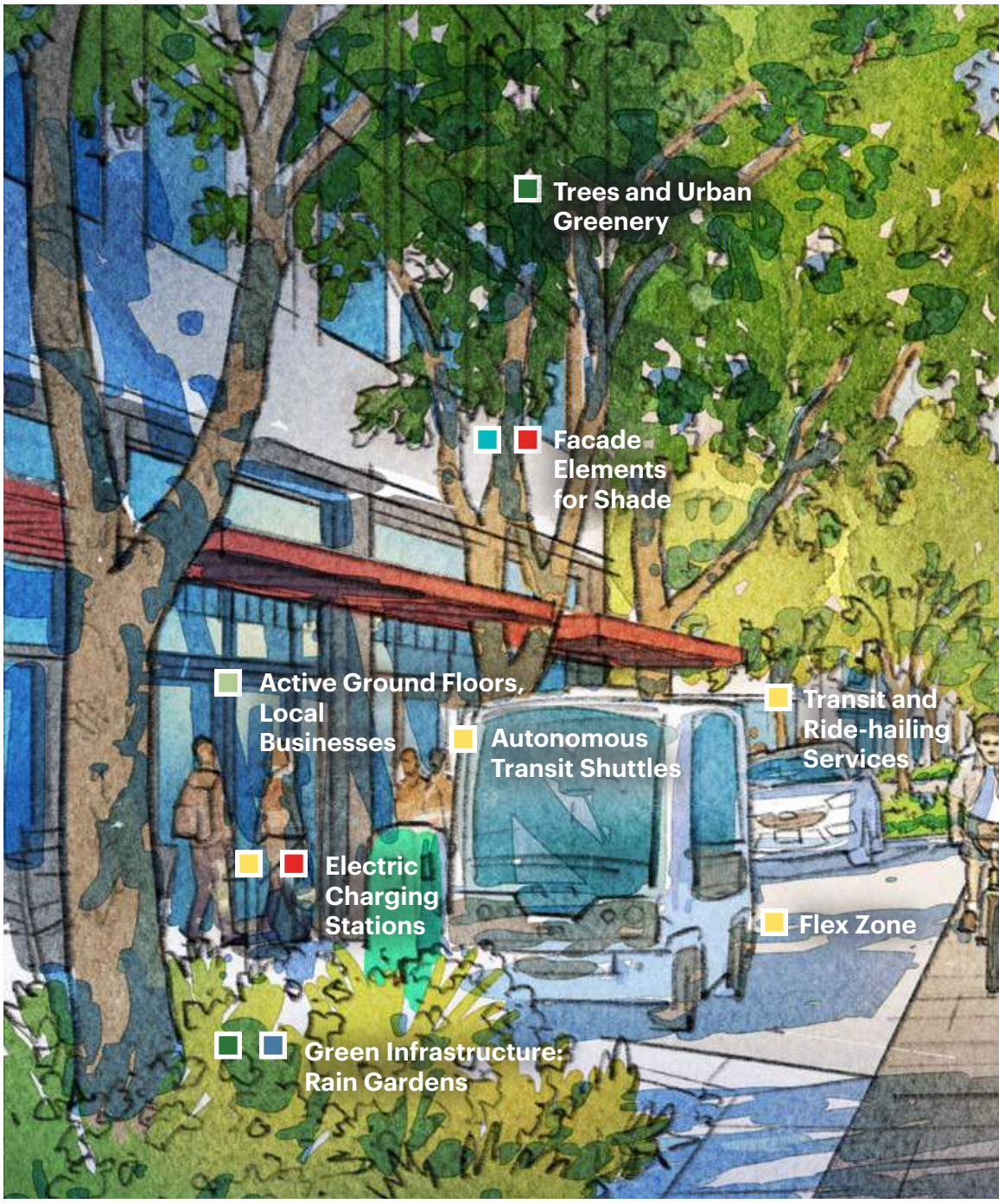
Examples of Public Realm Sustainability Strategies

Figure 3.12 ***Public Realm Sustainability Strategies***
The public realm is often the largest public space in a community, and offers an opportunity to integrate sustainability strategies at a district scale. The illustration shows how sustainability elements and strategies can be applied to streets, sidewalks and adjacent buildings to benefit the public realm.

The colored boxes indicate the different sustainability themes.

Legend

- Social Equity
- Resilient Economy
- Quality of Life
- Living Landscape
- Energy
- Mobility
- Water



Sustainability strategies in the public realm can be implemented in the design and retrofit of its streetscapes and public spaces, integrating green infrastructure into the design.

An Example of District Scale Sustainability: Davis Square Demonstration Project

Figure 3.13 ***District Scale Sustainability Strategies***
Sustainability strategies at a district scale, illustrated for the current E Street plaza in Downtown.

The colored boxes indicate the different sustainability themes.

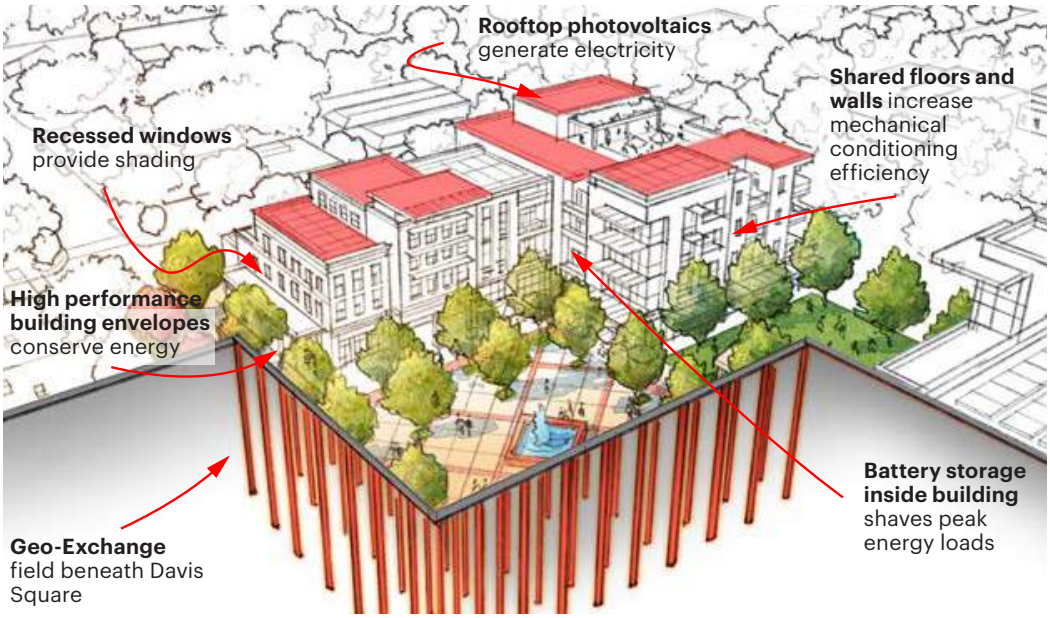
Legend

- Energy
- Water
- Education

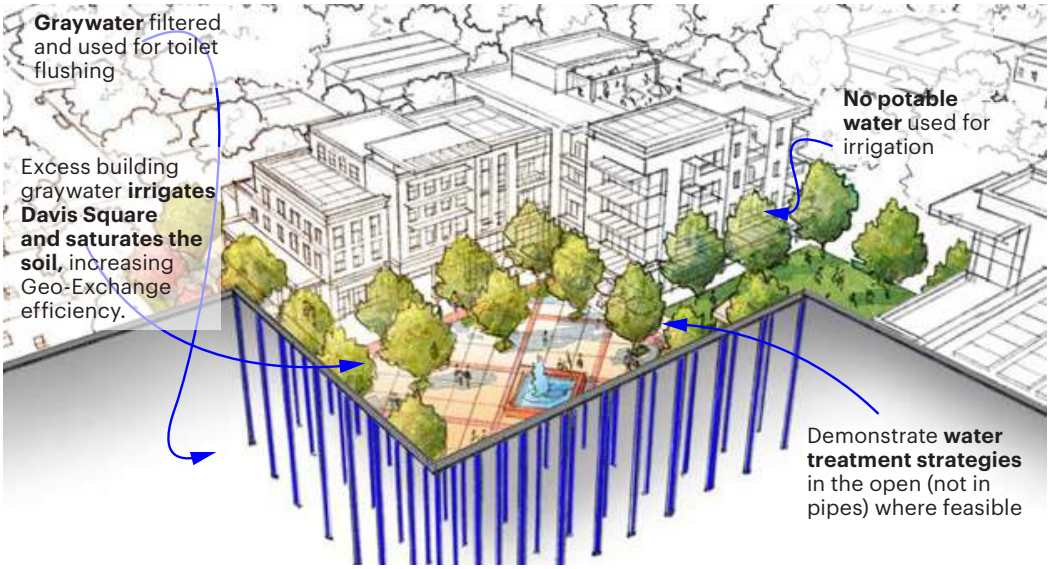
Sustainability strategies are most efficient, and cost-effective, when applied at the district scale. This section highlights how such strategies can be applied to a Downtown demonstration project, using the current E Street Plaza—reconfigured as "Davis Square"—as an example.

To illustrate sustainability strategies at a district scale, E Street Plaza in Downtown was used as an example at the Participatory Design Workshop held in July 2018. The space was reimagined as "Davis Square" - a vibrant new community gathering space in the heart of Downtown, that would be a showcase of sustainability strategies, as illustrated in Figures 3.13 and 3.14.

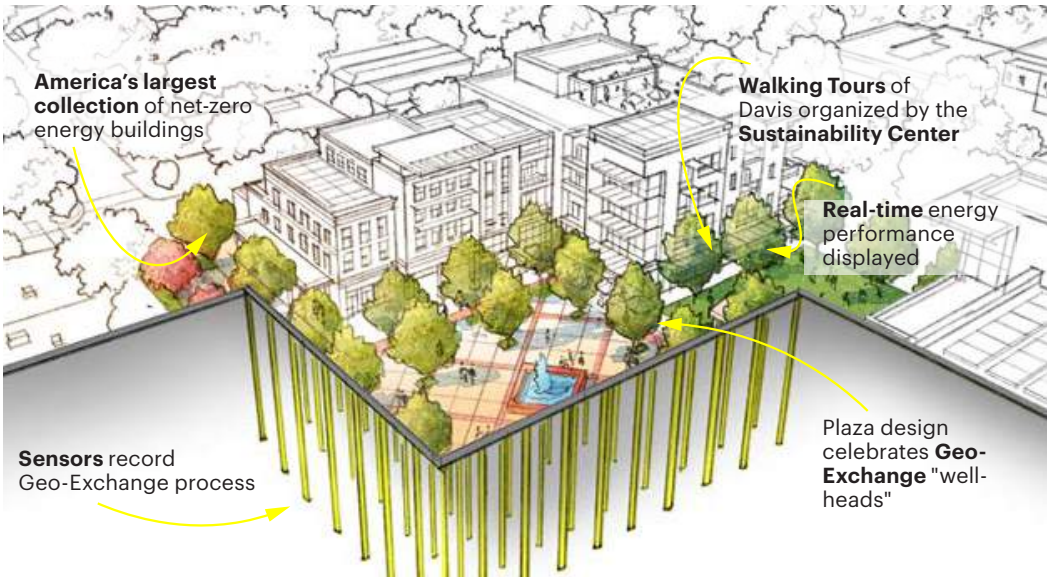
The Specific Plan recommends that Davis Square be considered as a district-scale demonstration project to model the Triple Bottom Line concept of sustainability for Downtown.



Energy Strategies



Water Strategies



Data and Education

Figure 3.14 ***Davis Square Demonstration Project***
Illustrative concept for incorporating energy, water and education strategies in a Downtown demonstration project, Davis Square. Refer to Chapter Nine: Glossary for definitions of sustainability terms used here.

3.4 Universal Design and Visitability

A key theme to emerge during the Specific Plan process was for Downtown's publicly accessible spaces, to be inclusive and accessible for all.

Universal Design and Visitability

This Specific Plan promotes greater access through policy direction for universal design to truly create a downtown for all. Public space standards create the opportunity to set universal design as a standard expectation, and have been incorporated into the Downtown Code in Section 40.14.100 (Specific to Civic Spaces). Design direction for incorporating universal design features in streetscape environments is discussed in Chapter Six: Mobility and Parking.

Principles of Universal Design

The Center for Universal Design at North Carolina State University promotes seven basic principles of universal design:

- Equitable Use;
- Flexibility in Use;
- Simple and Intuitive Use;
- Perceptible Information;
- Tolerance for Error;
- Low Physical Effort; and
- Size and Space for Approach and Use.

Figure 3.15 ***Tactile Display***
Tactile displays are readable to visually-challenged visitors. Image source: Bonnie Mintun.

Figure 3.16 ***Universal Design in Street and Public Realm Furniture***
Street furniture, such as a picnic table that is accessible by a person using a wheelchair, is an example of how to create an inclusive environment without additional costs.
Image source: Bonnie Mintun.

Figure 3.17 ***Universal Access Integrated into Public Space Design***
Ramps integrated into the design of Pioneer Square in Portland, Oregon make the space inviting and beautiful for those who use ramps.
Image source: Bonnie Mintun.

3.5 Goals and Guiding Policies

To address the key issues and opportunities identified, and to reflect the community vision that has evolved during the Specific Plan process, the following six goals and accompanying policies frame the Specific Plan's purpose.

Goals

The six Specific Plan Goals address the key issues and opportunities identified in Section 2.3 of Chapter Two: Existing Conditions, and translate the vision described in Section 3.2 of this chapter. The goals are informed by the ten Sustainability Themes identified in Section 3.3, and the principles of Universal Design described in Section 3.4. The Specific Plan goals have been refined with sustained input from the Davis community during the public outreach process, as well as the Downtown Plan Advisory Committee (DPAC).

The goals are intentionally finite in number to keep the Specific Plan's focus sharp. These goals are intended to generate a memorable, pedestrian-oriented, multimodal, and mixed-use Downtown with an emphasis on sustainability and an identity that is uniquely Davis.

Guiding Policies

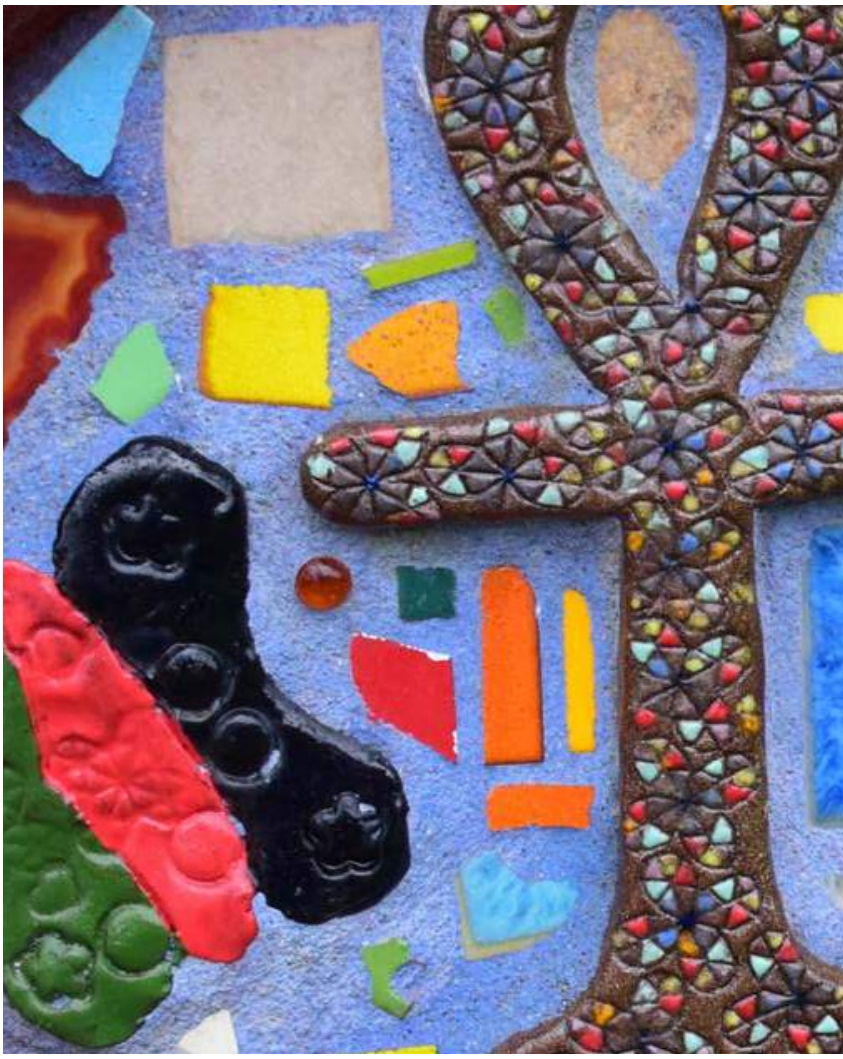
The Specific Plan goals are supported by guiding policies that are intended to guide decision-making when evaluating actions and strategies. These are intentionally succinct to be meaningful and easy to implement.

Implementing Actions

The actions to implement the Specific Plan goals have been described in Section 8.4 of Chapter Eight: Implementation.

Goal

1 **A memorable identity for Downtown that celebrates Davis' unique culture**



Goal

4 **A sense of place reinforced with appropriate character, balanced historical preservation and thoughtful transitions to context**

Goal 2

Compact development that incorporates sustainable practices and infrastructure

Goal 3

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

Goal 5

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

Goal 6

A safe, connected, multimodal network that uses innovative mobility and parking solutions

Goal

1

A memorable identity for Downtown that celebrates Davis' unique culture

Downtown will build upon the many characteristics that make Davis unique and will strengthen its identity through strategic goals and placemaking. It will become a destination of choice for both the City and the region, and provide an experience that is authentic to its roots.

Davis is shaped by its agricultural roots, its proximity to the intellectual energy of UC Davis, and a well-informed, engaged community. It has built a reputation as a small town with a big regional impact. Davis has been recognized as the bicycle capital of the United States and for constructing the first bike lanes in the country.

Downtown's identity is shaped not only by historical accomplishments but also by community aspirations. The Davis community has voiced a desire to broaden its commitment to sustainability, piloting progressive districtwide sustainability programs and building Davis' reputation as a national sustainability leader. The community has also expressed a desire to grow in an inclusive and accessible manner.

Downtown's identity is inextricably linked to placemaking. A key opportunity to enhance this identity through built form is to address the inadequate hierarchy between different parts of Downtown.

Today, many streetscapes are similar, despite playing very different roles in the transportation network and retail activity. Building heights across Downtown are largely similar, and there are few landmarks that help in orienting the visitor.

The Specific Plan is an opportunity to employ a form-based approach

Figure 3.18 ***Community Gathering Spaces***
A successful public space need not be very large or elaborately designed. Trees, seating, lighting and activities, such as food trucks, are enough to create a vibrant community gathering space.

to establish a built-form hierarchy in Downtown, and provide a memorable identity with distinct streetscapes and districts; and highlighting historic structures and landmarks to enable wayfinding.

Guiding Policies

These policies are intended to be used as a guide for decision makers to consider future actions in order to implement the Specific Plan goals.

1.1 Promote the Downtown Davis brand, rooted in its history, culture and community values.

1.2 Foster and sustain an economically and culturally diverse Downtown through a balance of residential, commercial, recreational, and cultural uses, informed by market analysis.

1.3 Introduce new uses and activities while retaining cherished local businesses, to enhance and broaden the appeal of Downtown as an authentic, diverse and appealing destination.

1.4 Allow the built form, character, and patterns of Downtown to evolve and improve, reinforcing its unique character through architecture, landscape and streetscape design.

1.5 Protect existing historic and cultural resources, and provide built form guidelines to shape new development adjacent to protected sites.

1.6 Enhance Davis' walkable character with an exemplary public realm and public spaces that together, function as outdoor rooms, in response to Davis' excellent climate.

1.7 Establish a sense of arrival into Downtown through "gateway" elements including streetscape features, public art, and landmark buildings.

1.8 Highlight Downtown's sustainability goals and strategies, and communicate progress achieved to residents and visitors.

1.9 Integrate high-quality, unique public art throughout Downtown to highlight Davis' eclectic culture. Prioritize public art that is relevant to the location or to the site's history.

The individual actions that implement each Specific Plan goal are provided in Section 8.4 of Chapter Eight: Implementation.

Figure 3.19 ***Civic Destinations***
Civic destinations provide a gathering space for the community.

Figure 3.20 ***Public Art***
Public art and sculptures add identity.

Goal

2 Compact development that incorporates sustainable practices and infrastructure

Downtown will model a holistic approach to sustainability, with an equal emphasis on its economic, social and environmental aspects. Further, it will aim to become carbon-neutral by 2040.

Integral to Downtown's development approach is the strategy of compact development that focuses on infill and redevelopment of opportunity sites with a variety of residential and mixed-use buildings, supported by shops, services, open spaces, and other amenities within easy walking distance. Compact development is inherently more resource-efficient and sustainable than sprawl. Sprawl is often associated with greenfield suburban development, but can just as often be seen in downtowns, in the form of inefficient development patterns and wasted space.

Compact development in Downtown will enable people to live near where they work, shop, and play. Supported by a well-designed transportation network that encourages walking, cycling, and taking public transit, this is expected to reduce car dependence for daily needs. Infill development in Downtown will also

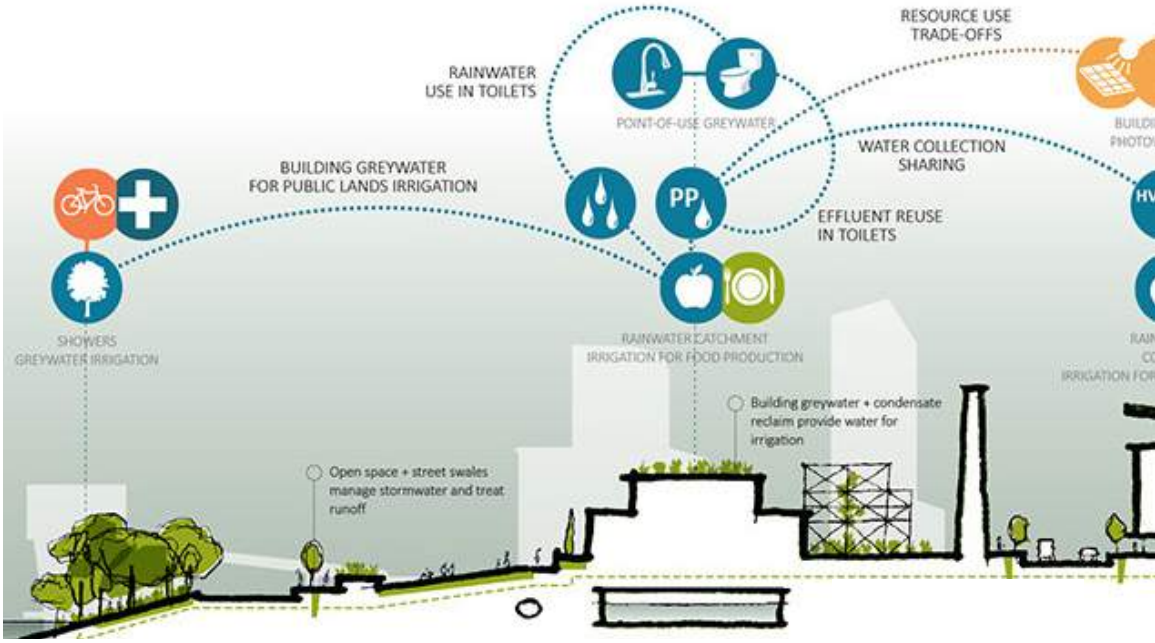


Figure 3.21 ***Illustration of Sustainability Co-Benefits from the Seaholm Ecodistrict***
This 85-acre brownfield site in Austin, Texas, is being redeveloped since 2012 as a sustainable cultural hub. While the context for Downtown Davis is different, demonstration projects such as Seaholm offer valuable lessons for employing district-level sustainability. Image source: www.cmpbs.org.

include historic preservation approaches such as rehabilitation and adaptive reuse, that are inherently sustainable practices and avoid the life-cycle costs of new construction, while recognizing the value of the community's investment in such buildings.

Downtown's development also provides an opportunity to plan for district-scale sustainable systems and infrastructure, and explore the viability of sustainability strategies through demonstration projects. The Specific Plan recommends a demonstration project showcasing building and district-scale sustainability strategies on City property such as at the current E Street Plaza, reimagined as Davis Square. A "Sustainability Center" at this prime location can be a knowledge center about sustainability strategies and become a key Downtown attraction.

Guiding Policies

These policies are intended to be used as a guide for decision makers to consider future actions in order to implement the Specific Plan goals.

2.1 Enhance Downtown's character with compact and walkable infill development.

2.2 Promote the rehabilitation of historic buildings for adaptive use, reducing the carbon impact of demolition and reconstruction.

2.3 Incentivize private developers to include sustainability features and energy efficient systems in new development, renovation and expansion projects that exceed minimum City requirements.

2.4 Prioritize alternate transportation and encourage a car-free lifestyle for Downtown households and workers.

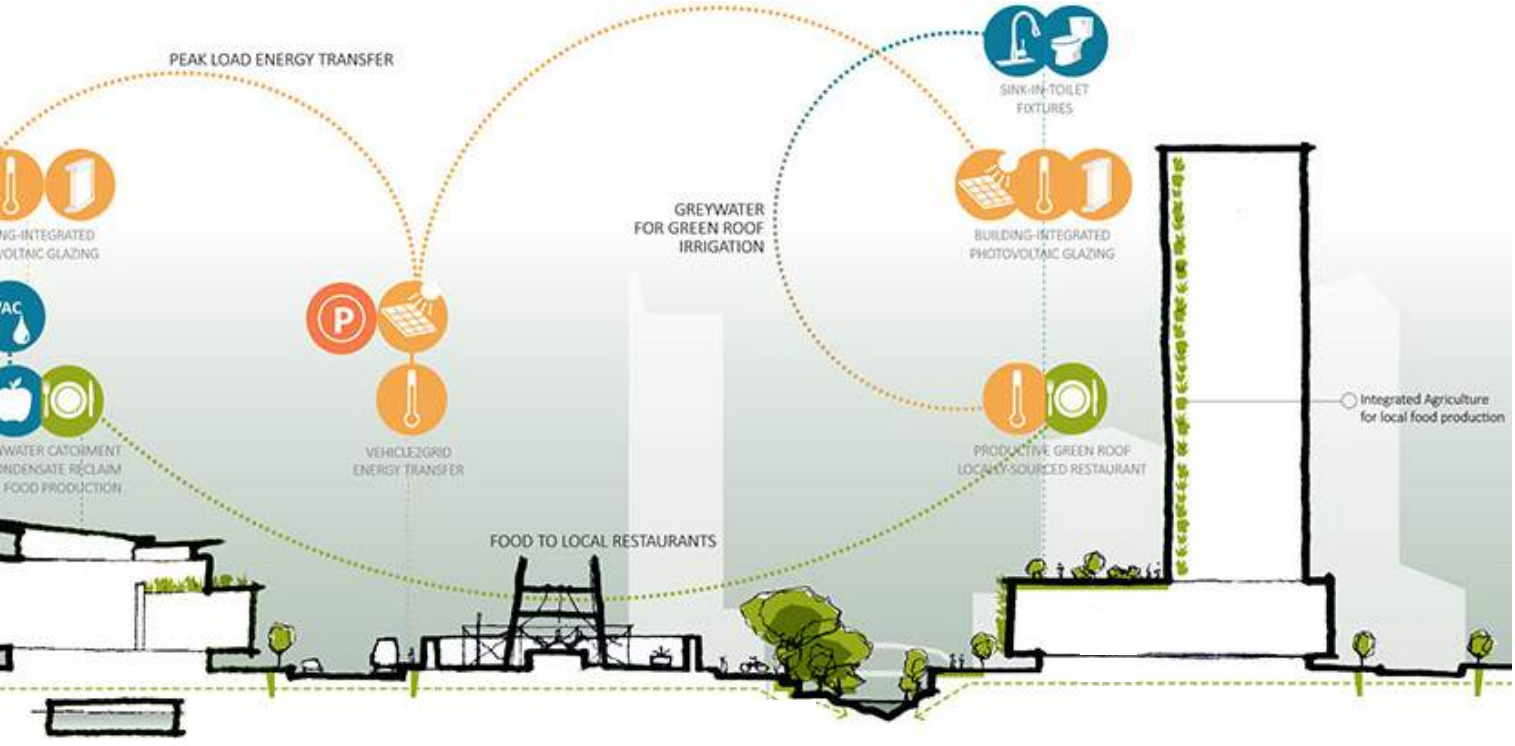
2.5 Consider sustainability strategies at all levels of reinvestment and decision-making.

2.6 Provide leadership in sustainability through demonstration projects on City property.

The individual actions that implement each Specific Plan goal are provided in Section 8.4 of Chapter Eight: Implementation.

Figure 3.22 ***Green Building***
Green building features are integrated into the building facade.

Figure 3.23 ***Rain Gardens***
Rain gardens for treating stormwater runoff integrated into streetscape design.



Goal

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

Downtown will have a diversified development program that can adapt to match market conditions while striving towards broader community goals. Downtown will evolve from being primarily a commercial destination to a vibrant, mixed-use district.

Downtown will have a mix of new and existing uses for sustained economic growth, as well as a high quality of life for its users.

The development program will encourage redevelopment, creating space for new businesses and job growth. It will provide economic resilience by its diversity and flexibility. It is informed by market research and an assessment of uses suitable for Downtown's infill conditions.

Contributing to greater feasibility will be new zoning standards through a form-based code for Downtown that will increase certainty about development and a quicker permitting and approval timeline. This accelerates development by making it less risky and less costly.

Adopting a form-based zoning code with clarity about form standards and more flexibility in use will create a coherent place that fits the community's envisioned built environment, and can also change in response to market conditions.

The Specific Plan recommends that at appropriate locations, greater flexibility

Figure 3.24 ***Temporary Activation***
To jump start economic development with minimal investment, cities can try temporary activities to activate spaces. For example, an underutilized parking lot can be the venue for a weekly sustainable food truck festival, creating a unique local identity.

Figure 3.25 ***A Mix of Uses Makes Downtown Economically Resilient***
The combination of retail, restaurants and services on shopping streets make it a place that appeals to a wide variety of people.

Figure 3.26 ***Building Types***
A range of building types provide flexibility, enabling a mix of uses.

is provided in development controls, to attract employers with larger or unconventional space requirements.

One of the goals of the Specific Plan is to increase equity by expanding housing choice. Downtown is a good location for adding more housing because it has a walkable environment and existing amenities and services that would appeal to a diverse set of residents. By creating clear form standards and by improving the regulatory situation, the Specific Plan actively encourages innovative housing types to emerge, such as micro-units and shared living options. Built into the Specific Plan are varied housing types that can lend themselves to having a mix of rental and for-sale units in Downtown. This will increase housing access for new residents who may not be in a position to afford, or may not be interested in, home ownership.

A diversity of housing types provides the ability for residents to continue living in the same neighborhood, moving from one housing type to another as their needs change over time. It also enables aging in place for older residents, an important consideration as demographic patterns change across the country. Long-time residents are the backbone of a strong, well-knit community.

The Specific Plan seeks to provide more affordable housing in Downtown, while considering feasibility concerns to ensure that aspirations for equitable housing can become reality. The analysis of market conditions has shown that there is adequate housing demand, but supply has been hampered due to constrained infill conditions (such as small parcel sizes) and a cumbersome regulatory process. The Specific Plan recommends a strategy of requiring new development to comply with citywide affordability requirements to provide below-market rate units, as well as incentivizing the private sector to provide housing units that are affordable by design.

Guiding Policies

These policies are intended to be used as a guide for decision makers to consider future actions in order to implement the Specific Plan goals.

3.1 Prioritize innovation and knowledge sector jobs to build synergy with UC Davis and attract a diverse set of employers.

3.2 Encourage the creation of new commercial space in Downtown to attract a variety of employers and support new businesses.

3.3 Provide flexibility in development standards for areas within Downtown that have the potential to attract employers with large or unusual space requirements.

3.4 Retain existing and attract new small, unique, locally-owned businesses that reinforce Downtown's identity.

3.5 Use placemaking as an economic development tool through strategic demonstration projects led by the City to jump start investment.

3.6 Enable investment at the simplest level through incremental improvement to ensure sustained and diverse growth.

3.7 Support and facilitate reinvestment through streamlined regulatory processes and requirements.

3.8 Promote walkability in Downtown and adjacent neighborhoods through less reliance on off-street parking.

3.9 Explore incentives such as unbundling parking from housing costs to stimulate the production of more market-rate housing.

3.10 Encourage affordable housing at all levels through a focus on market-rate, affordable-by-design housing, allowing microunits, and complying with City requirements to provide below-market rate housing for new development.

3.11 Encourage Missing Middle Housing types to provide a variety of house-form housing types that will fit well in Downtown and enable appropriate transitions to adjacent neighborhoods such as Old North and Old East.

3.12 Balance rental and ownership housing, and encourage diversity in housing sizes and types to cater to diverse population groups, including workforce housing, empty nesters, students, etc.

3.13 Incentivize developers to integrate universal design and sustainability strategies exceeding City requirements into building and site design.

The individual actions that implement each Specific Plan goal are provided in Section 8.4 of Chapter Eight: Implementation.

Figure 3.27 ***Memorable Destinations***
A destination is real when people see it as many different things: a place to eat, a place to shop, a place to meet others, a place to continue education, a place to work, and a place to relax.

CLOSER LOOK

What is Missing Middle Housing?

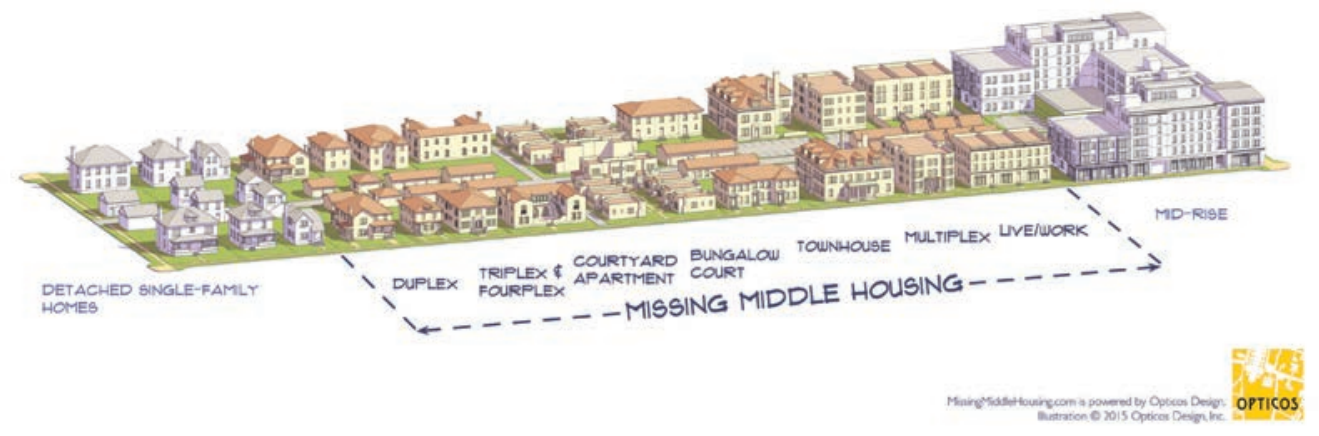
Missing Middle Housing refers to a range of building types that are seen in cities and towns across the country and were a fundamental building block in pre-1940s neighborhoods.

They are called "Missing" because they stopped getting built as many parts of the United States saw large-scale suburbanization in the decades following the 1950s. Typically house-form buildings with multiple units, they blend in well with single-family homes in residential neighborhoods. They are most likely present on some of your favorite city blocks, or in your own neighborhood. In recent decades, Missing Middle Housing has gained popularity, as downtowns and commercial centers transition to mixed-use environments.

Combined together (and usually with detached single-family homes), Missing Middle building types help provide enough households within walking distance to support public transit and local businesses, and they are found within many of the most in-demand communities across the United States.

What do Missing Middle building types have in common?

- Walkable Context
- Small-Footprint Buildings
- Lower Perceived Density
- Smaller, Well-Designed Units
- Fewer Off-Street Parking Spaces
- Simple Construction
- Creates Community
- Marketable



Text adapted from the Missing Middle Housing website, www.missingmiddlehousing.com.

Goal

4

A sense of place reinforced with appropriate character, balanced historical preservation and thoughtful transitions to context

Downtown will have a strong sense of place and a visual hierarchy. Neighborhoods within Downtown will vary in physical character and built form, creating interest while contributing to the overall Downtown identity. Form-based standards rooted in the built heritage and community character of Downtown will shape new development.

As Davis' physical character has evolved from its inception to the present day, the resultant architectural styles and land use patterns have helped to define its identity. Assessing and integrating this character, whether historic or traditional, will inform the design context for new development in the Plan Area.

Downtown's character is also influenced by its surroundings, that include the Old East and Old North neighborhoods. Development will respond to this context through thoughtful transitions at the edges of Downtown, that will be regulated through standards for building massing and height.

The concept of place-based design will be used to shape development in Downtown. Place-based design takes inspiration from local building traditions (such as the mosaic features in many downtown art pieces), architectural heritage (such as the Spanish style Davis Train Depot), local climate (such as shading devices

Figure 3.28 ***Place-Based Design and Implementation Through a Form-Based Code***
A form-based code establishes zoning standards to shape the intended built form in a predictable manner, but is not rigid about building uses. This provides greater flexibility, allowing the same building to be used for different purposes over its lifetime.

incorporated into facades), and celebrates its historic and cultural resources. Place-based design is also guided by community aspirations. A form-based code will implement this effort by providing form standards that are tailored to the physical vision reflecting the history and context of Downtown.

Historic resources classification will be clarified and streamlined so that important assets are appropriately preserved and their contribution to Davis' living heritage is appreciated. Historic preservation approaches such as rehabilitation, adaptive use, and contextual design will be used, to integrate buildings into the urban fabric that otherwise may get replaced, and ensure their legacy through continued occupation and use. New development adjacent to protected historic resources will have form standards to guide sensitive development and appropriate transitions.

Guiding Policies

These policies are intended to be used as a guide for decision makers to consider future actions in order to implement the Specific Plan goals.

4.1 Treat Downtown as a mosaic of neighborhoods, each with a distinct function and physical character; with the intensity of uses and activity increasing from the periphery of Downtown to the core.

4.2 Reflect the intended use, intensity, and eclectic character of Downtown's different neighborhoods with building and public realm standards that respond to the context.

4.3 Enhance and protect existing historic and cultural landmarks and resources in coordination with new development.

4.4 Promote rehabilitation and adaptive use strategies to guide reinvestment in existing buildings and redevelopment of sites with historic or cultural resources.

4.5 Provide clarity about the intended physical character of the Downtown neighborhoods through a form-based code.

4.6 Provide flexibility within the Downtown form-based code to enable innovation and variety.

The individual actions that implement each Specific Plan goal are provided in Section 8.4 of Chapter Eight: Implementation.

Figure 3.29 ***Old City Hall***
Historic and cultural resources should be celebrated.

Figure 3.30 ***Adaptive Reuse***
Renovation and adaptive use of historic buildings is sustainable, and preserves a sense of history.

Goal

5

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

Downtown will strengthen its public realm in ways that support its role as an active neighborhood as well as a citywide and regional destination of choice.

The public realm is the backdrop for public life, community conversations and civic engagement. The public realm includes streets, sidewalks, plazas, parks, alleys, and mid-block passages—spaces that any individual should be able to visit and enjoy freely and comfortably. An inclusive public realm encourages day-to-day, spontaneous interactions with community members of diverse backgrounds and beliefs, and can assuage social isolation.

Downtown will be a place where all modes of travel - walking, cycling, taking transit and driving - will be convenient and comfortable to use and a network of public open spaces will bring people outside and encourage the sense of belonging and community that contributes to health and well-being.

Existing community amenities such as Central Park will continue to play an important role as spaces for recreation and other activities. New parks and plazas could be created through improvements to existing City-owned parcels, and by encouraging private developers to provide new publicly accessible spaces in their development proposals.

Downtown's public realm will promote an active lifestyle, and thereby healthy living through increased physical activity; as well as a celebration of Davis' culture of

Figure 3.31 ***Active Public Spaces***
A range of well-designed public spaces of different sizes and purposes creates an active, engaged community.

outdoor recreation and activity. Universal design standards will allow visitors of all abilities to move in safety and comfort. Attractive public spaces and well-designed street furniture will welcome all to gather for rest or play.

Guiding Policies

These policies are intended to be used as a guide for decision makers to consider future actions in order to implement the Specific Plan goals.

5.1 Establish a new public space and center for Downtown that is centrally located and programmatically different from Central Park, with supporting retail, civic, and cultural uses and activities.

5.2 Use the new public space to actively promote the Downtown brand, such as a demonstration project of sustainability strategies.

5.3 Introduce additional public spaces, such as pocket parks, plazas, and parklets on public land.

5.4 Incentivize private developers to contribute to the improvement of the existing public realm, or to provide new publicly accessible spaces in their development projects.

5.5 Design the public realm incorporating trees, green infrastructure, and shade strategies to support walking and cycling, as well as outdoor recreation and dining.

5.6 Coordinate public realm improvements with new development projects for efficiency and potential time and cost savings.

5.7 Protect and enhance existing historic and cultural resources in public realm improvements.

5.8 Incorporate universal design principles in the public realm, encouraging its use by people of all ages and abilities.

5.9 Enhance existing, and introduce new activities and events that will lead to greater activation and use of public spaces by people of all ages and abilities.

5.10 Continue Davis' tradition of public art in the form of murals, sculptures, etc., by local, regional and global artists. Encourage public art that is sensitive to its context and contributes to Downtown's identity.

The individual actions that implement each Specific Plan goal are provided in Section 8.4 of Chapter Eight: Implementation.

Figure 3.32 ***Interactive Water Feature***
Water features are a simple way to activate public spaces, and are well-suited to Davis' climate.

Figure 3.33 ***Tactile Signage***
Including Universal Design features in the design of public realm elements, such as street furniture and signage, enables access to all.

Goal

6

A safe, connected, multimodal network that uses innovative mobility and parking solutions

Downtown will provide transportation options for all users and be designed for the future of transportation.

The Downtown street network seeks to promote safety for all users by providing appropriate space and amenities for various modes of transportation. Multimodal street design accommodates diverse users with different transportation needs, preferences, and abilities, and prioritizes alternate modes of transportation. As research and numerous studies on the topic have shown, promoting alternate transportation such as walking and cycling has a direct impact in reducing environmental pollution, encouraging physical activity, and contributing to a healthier community.

The Amtrak station connects Davis to the regional transportation network, yet its connectivity to the rest of Downtown can be improved. A cohesive transportation network will connect cyclists, pedestrians, and buses from the train station to the Downtown, and to destinations beyond such as the UC Davis campus.

Within Downtown, street infrastructure will include forward-thinking, flexible design that can adapt to developing transportation technologies such as autonomous shuttles and curbside management for ridesharing.

Downtown will strive to upgrade its bicycle infrastructure to world-class standards, enhance pedestrian amenities, and implement efficient parking systems

Figure 3.34 ***Connected Public Realm***
Connected thoroughfares help to make walking, bicycling, and taking transit feel safe for people of all ages. Protected bike lanes can encourage bicyclists of all ages.

that address parking needs without compromising the desired physical character.

Guiding Policies

These policies are intended to be used as a guide for decision makers to consider future actions in order to implement the Specific Plan goals.

6.1 Make Downtown a place where most daily needs can be met without a car, and walking, cycling, and transit are preferred modes of travel.

6.2 Improve transit service, electric shuttles, and similar modes to make Downtown travel accessible and comfortable for people of all ages and abilities.

6.3 Design streets to be places for social interaction in addition to mobility, acting as venues for special events and activities.

6.4 Establish a clear hierarchy of streets that balance vehicular traffic with the needs of pedestrians and cyclists, prioritizing different modes based on the physical context.

6.5 Design streets to be adaptable to the future of transportation, with an emphasis on universal design standards and visitability, and the pedestrian experience.

6.6 Integrate green infrastructure and urban greenery into street design and retrofit projects.

6.7 Balance short and long-term needs, and evaluate progress, by implementing comprehensive Parking and Transportation Demand Management strategies. This includes offering incentives for converting underutilized private parking into shared, available-to-the-public parking, and reserving sites for future public parking structures if and when needed.

6.8 Manage curb and public parking as a strategy that recognizes and responds to the varying parking needs of Downtown's neighborhoods.

6.9 Eliminate minimum off-street parking requirements for new development, as well as additions, expansions and renovations of existing development.

6.10 Support the intended physical character of Downtown neighborhoods through street prioritization and design standards.

The individual actions that implement each Specific Plan goal are provided in Section 8.4 of Chapter Eight: Implementation.

Figure 3.35 ***Street Design***
Street design plays a critical role in determining how active and well-used the adjacent spaces can be.

Figure 3.36 ***Complete Streets***
Complete Streets enable commuting to work by cycling, supported by basic facilities such as bicycle storage and showers.

CHAPTER

4

Built Environment

In this chapter

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4.1 Development Strategy and Program

Figure 4.1 ***Underutilized Sites***
See Appendix X (Map of Underutilized Sites) for larger image. Source: City of Davis 2013-2021 Housing Element Update.

A strategy of incremental growth and a series of coordinated design improvements will create a Downtown that reflects the community vision and serves as the heart of the City.

This chapter provides the design direction needed to fulfill the vision described in Chapter Three: Vision.

Downtown Davis will be a vibrant, mixed-use environment with a clear hierarchy in its built form and open spaces, reflecting varying intensities and uses in different parts of Downtown. Downtown neighborhoods will provide more housing to enhance livability and active transportation options, creating a setting that invites economic investment and new employment opportunities. Downtown will have a distinct identity and a sense of place reinforced by a legible and inviting public realm with sustainability and universal access embedded into its design.

Incremental Redevelopment for Economic Growth

Downtown is physically constrained by the fact that it is largely built out and has few vacant parcels. However, there are redevelopment opportunities, including several large city-owned parking lots and underutilized bank sites in prime locations. At present, it is economically challenging to develop in Downtown due to high land costs and a regulatory and entitlement process that is lengthy and uncertain.

The Specific Plan addresses these development challenges by recommending phased incremental growth as a development strategy, boosted by an entitlement process that provides clarity and removes the existing layers of regulatory constraints on redevelopment so that investors and developers can focus on implementation rather than spending time and money to determine lot yields and capacity needed for project viability. The recommendations for phasing and implementation are described in Chapter Eight: Implementation.

Special Design Opportunities

In addition to this incremental growth, Downtown contains a number of sites that, based on their location, size, and other features, are particularly important to implementing the overall vision for Downtown's urban design and will have significant impact on Downtown's built environment. These special design opportunities are discussed in Section 4.4 (Designated Special Areas).

Development Program

At the two Participatory Design Workshops held in April and July 2018, the Opticos Design team generated infill studies and tested a range of lot sizes with different building types and heights. These studies were accompanied by feasibility analysis by the team economist to determine the range of financially viable built outcomes (see Appendix II for economic analysis). One possible future built outcome is shown in Figure 4.2 as an illustrative plan. This lot testing and market demand analysis generated the development program, which is described in Table 4A.

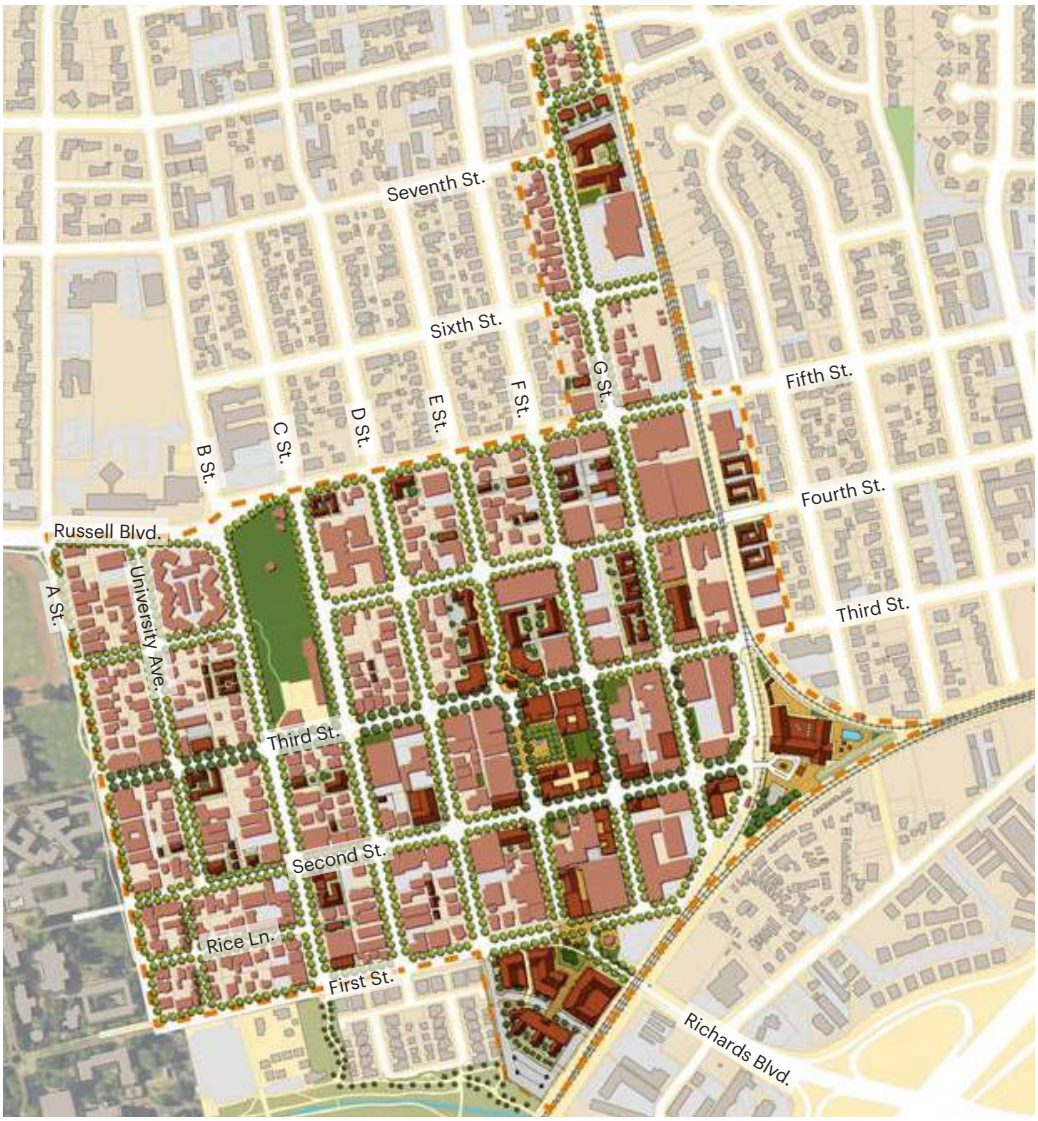


Figure 4.2 ***Illustrative Plan***
An illustrative plan of one possible build-out scenario for the future Downtown showing incremental development and key design moves described in Section 4.1. Please note that this is illustrative only and represents one of many possible future built scenarios.

Table 4A. Recommended Downtown Development Program

Development Type	Existing Development	Total By 2030	Total by 2040
Residential	506 units	1,006 units (500 new)	1,506 units (1,000 new)
Non-Residential	1,200,000 sf	1,497,000 sq ft (297,000 new)	1,800,000 sq ft (600,000 new)

Table 4B. Recommended Development Program by Neighborhood (Refer to Section 4.6)

Neighborhood	Area	Residential	Non-Residential
Heart of Downtown	36.3 acres	513 units	330,700 sq ft
G Street	18.8 acres	168 units	111,400 sq ft
North G Street	14.0 acres	102 units	59,800 sq ft
North-West Downtown	13.4 acres	78 units	34,000 sq ft
South-West Downtown	18.1 acres	106 units	48,700 sq ft
University Avenue-Rice Lane	27.1 acres	33 units	15,400 sq ft
Central Park	*5.0 acres*	—	—
Total	**132.7 acres**	**1,000 units**	**600,000 sq ft**

Methodology. *Since most of Downtown is built out, the development program is based on the yield from infill testing of vacant and underutilized sites (opportunity sites) identified at the Participatory Design Workshops. These sites were tested with a range of building types allowed in the form-based code, to arrive at a minimum and maximum lot yield. Out of this development capacity, non-residential uses were derived by assuming such uses on the ground floor and some second floor uses on the tested lots in the appropriate zones; and matched to the market demand (Appendix II) .*

4.2 Design Approach

A variety of building scales establish a hierarchy of built form that strengthens the sense of place in Downtown.

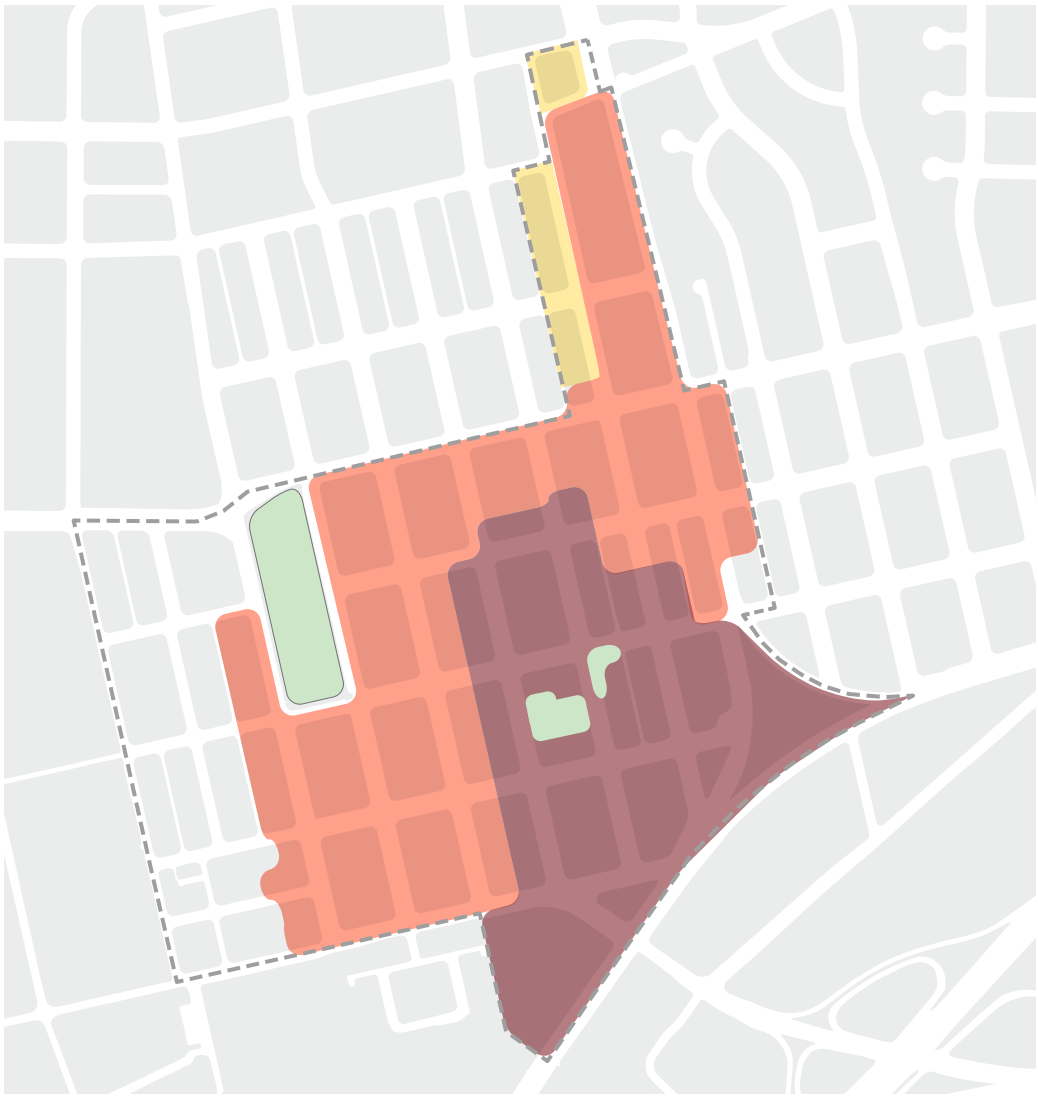
"Small, Medium, and Large"

The placement and massing of buildings significantly determines the character of a place. At present, Downtown lacks a clear hierarchy of built form and scale.

To establish effective character and a strong sense of place, this Specific Plan applies a strategy of "Small, Medium, and Large" to establish a clear hierarchy of built environments within the Plan Area.

Figure 4.3 ***Existing Hierarchy***
(Above) The existing piecemeal nature reveals inadequate legibility and coherence in built form.

Figure 4.4 ***Proposed Hierarchy***
(Right) Concept diagram indicates "Small, Medium, and Large" built form for the future Downtown.



Small

- Small footprint house-form buildings
- Typically one to two stories in height

Figure 4.5 ***Small Environments***

Small-scale environments are made by small buildings separated from adjacent buildings and set back from the street and sidewalk. These setbacks act as a semi-public buffer between the private and the public realm, which engenders a greater degree of privacy.

The form of buildings here is called house-form because this form is typically the size and scale of houses. Yet small scale environments need not be just single-family homes. House-form buildings also include multi-family types such as duplexes and cottage courts. They can also serve commercial uses, as seen in Davis on the southern and eastern edges of Central Park.

Medium

- Medium footprint detached transitional buildings
- Typically two to four stories in height

Figure 4.6 ***Medium Environments***

Medium-scale environments are made by individual buildings or short runs of buildings with medium-to-large footprints that are usually detached from adjacent buildings, set back only a short distance from the sidewalk. These environments are often used to transition between a lower-intensity neighborhood and a more intense main street.

Building form and massing typically resembles that of a large house or a lower-intensity main street environment. Examples of buildings seen here include courtyard buildings, short runs of townhouse units, and mixed-use main street buildings typically two to four stories in height.

Large

- Large footprint attached block-form buildings
- Typically two to seven stories in height

Figure 4.7 ***Large Environments***

Large-scale environments are made by buildings that are block-form, meaning that the buildings are either individually as large as a city block or collectively arranged along a street to form a continuous facade as long as most or all of a block. These environments include higher-intensity neighborhoods and main streets.

Buildings in these environments typically have minimal setbacks and are often mixed-use with ground floor non-residential uses and housing or office on upper stories. Examples of buildings found here include townhouses attached to create a long front facade and mixed-use main street buildings.

A variety of physically appropriate building types is the basis of a form-based approach to Downtown's built character.

A Building Type Strategy

Buildings can be categorized according to their physical form. Detached houses, duplexes, townhouses, and main street buildings are all examples of different building types. While certain uses or functions may be typical of certain building types, uses are not a primary determinant of building type; for example, a detached house building might be used as a single-family home, or it might be used as a cafe, but in both cases its building type remains a detached house.

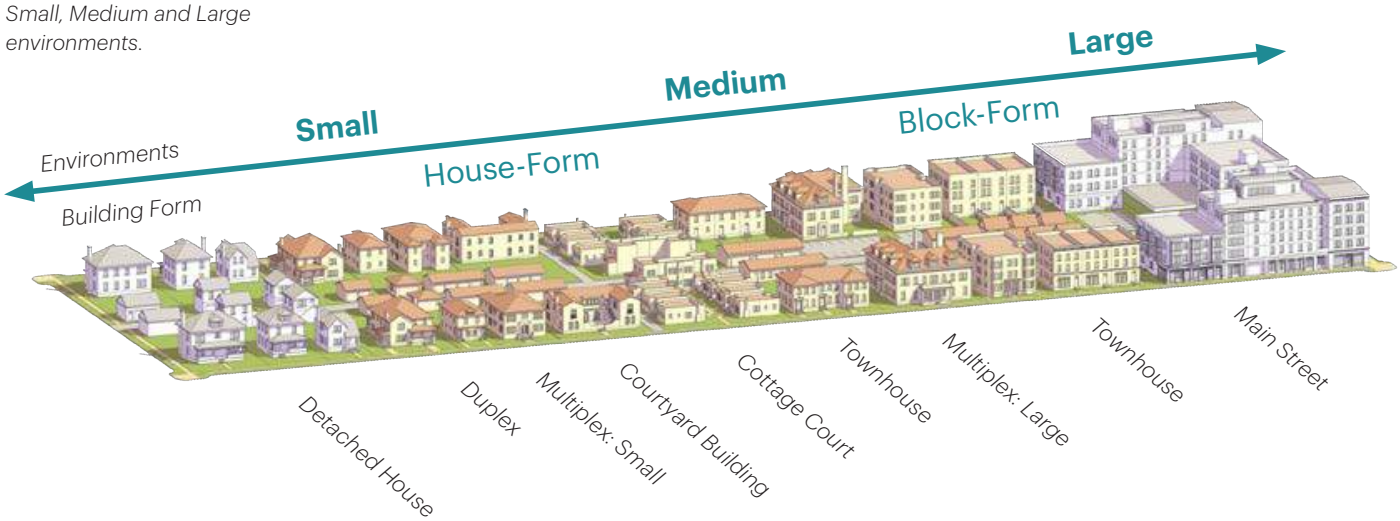
Building types serve as the increment of design and development. Analysis of site conditions, such as lot width and depth, determine which building types work best on particular sites. These required site conditions for each building type, overlaid on the actual parcels in the project area reveal the realistic range of development possibilities for Downtown.

This strategy of designing using building types is a direct response to Downtown's existing conditions: a variety of lot sizes that constrain redevelopment, high land and development costs, and regulatory requirements that do not clearly articulate design intent. The building type approach provides both flexibility and much-needed clarity to developers, owners, and neighbors.

Establishing Hierarchy

To establish a hierarchy, building types are identified that are both feasible on actual lots and also reflect the "Small, Medium, and Large" intent from the community vision. A careful assembly of calibrated building types on parcels across the Plan Area establishes a visual hierarchy of form and scale. This hierarchy provides cues about which parts of Downtown are more intense, and which are less intense, in their use and activity.

Figure 4.8 ***Building Types***
House-form and block-form building types create Small, Medium and Large environments.



Lot Analysis Snapshot

The building types identified for different parts of Downtown have been tested to fit actual sites in Downtown, grouped into small, medium, and large size ranges. The possible range of building types allowed in each environment have been further calibrated to reflect the overall design vision for each of Downtown's six neighborhoods, thereby providing a predictable and community-driven built outcome.

A Small Lots

Figure 4.9 ***Small Lot Width***

- *Lots less than 50 feet wide*
- *Opportunities for small infill and redevelopment*

B Medium Lots

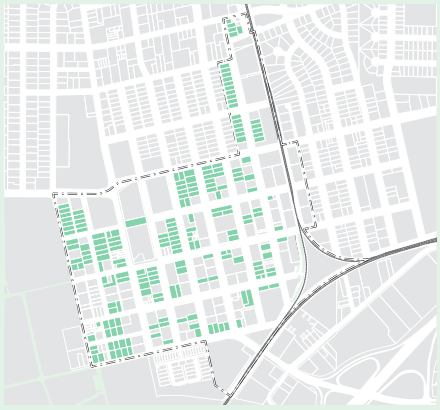


Figure 4.10 ***Medium Lot Width***

- *Lots 50 to 80 feet wide*
- *Opportunities to make effective transitions in scale*

C Large Lots

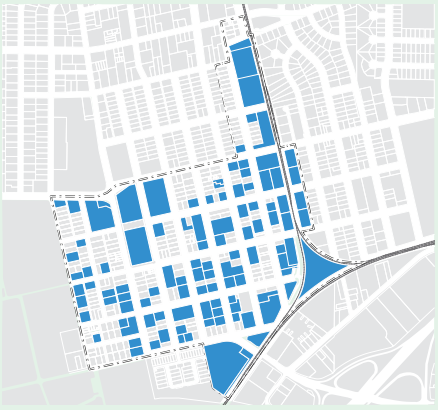


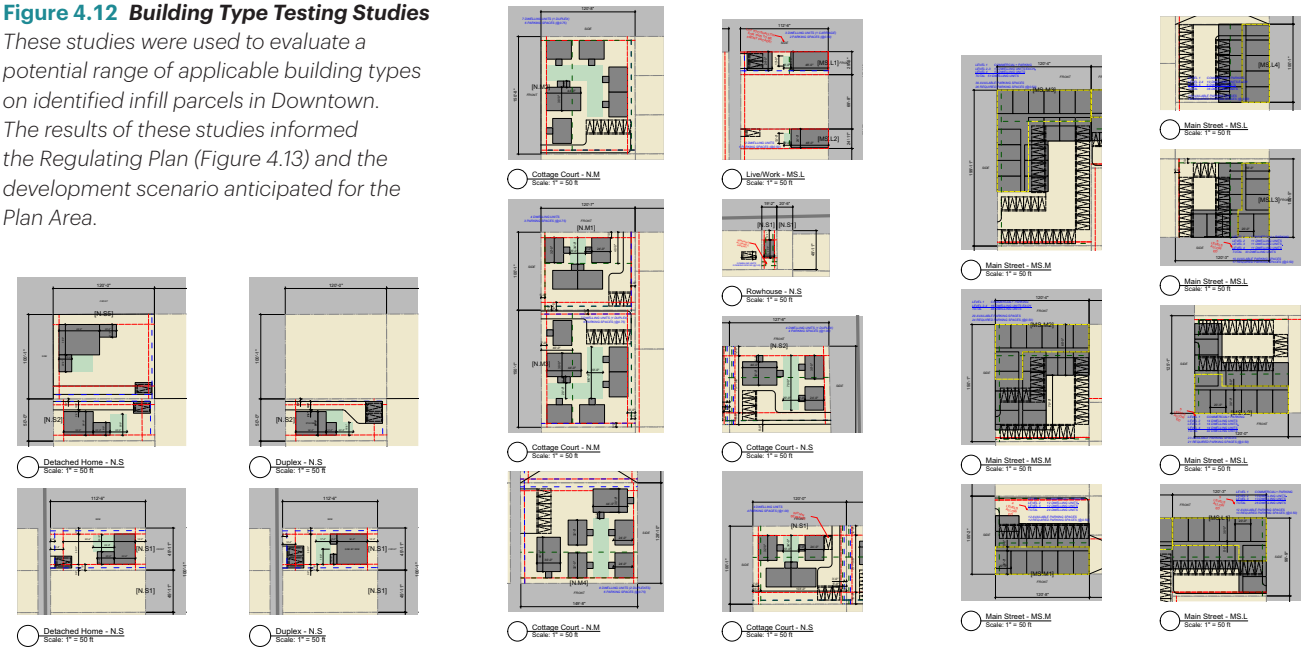
Figure 4.11 ***Large Lot Width***

- *Lots greater than 80 feet wide*
- *Opportunities to use alley access and place parking away from street*

Note: These diagrams indicate existing conditions, which could change over time.

Figure 4.12 ***Building Type Testing Studies***

These studies were used to evaluate a potential range of applicable building types on identified infill parcels in Downtown. The results of these studies informed the Regulating Plan (Figure 4.13) and the development scenario anticipated for the Plan Area.



4.3 Regulating Plan for Zoning (Land Use Plan)

Figure 4.13 ***Regulating Plan (Land Use Plan)***
Also refer to Figure 4.14 (Special Areas in Downtown).

Legend

Land Use Designations

- Neighborhood-Small
- Neighborhood-Medium
- Neighborhood-Medium (3 stories maximum)
- Neighborhood-Large
- Main Street-Medium
- Main Street-Medium (up to 5 stories)
- Main Street-Large
- Main Street-Large (up to 7 stories)

Additional Regulations

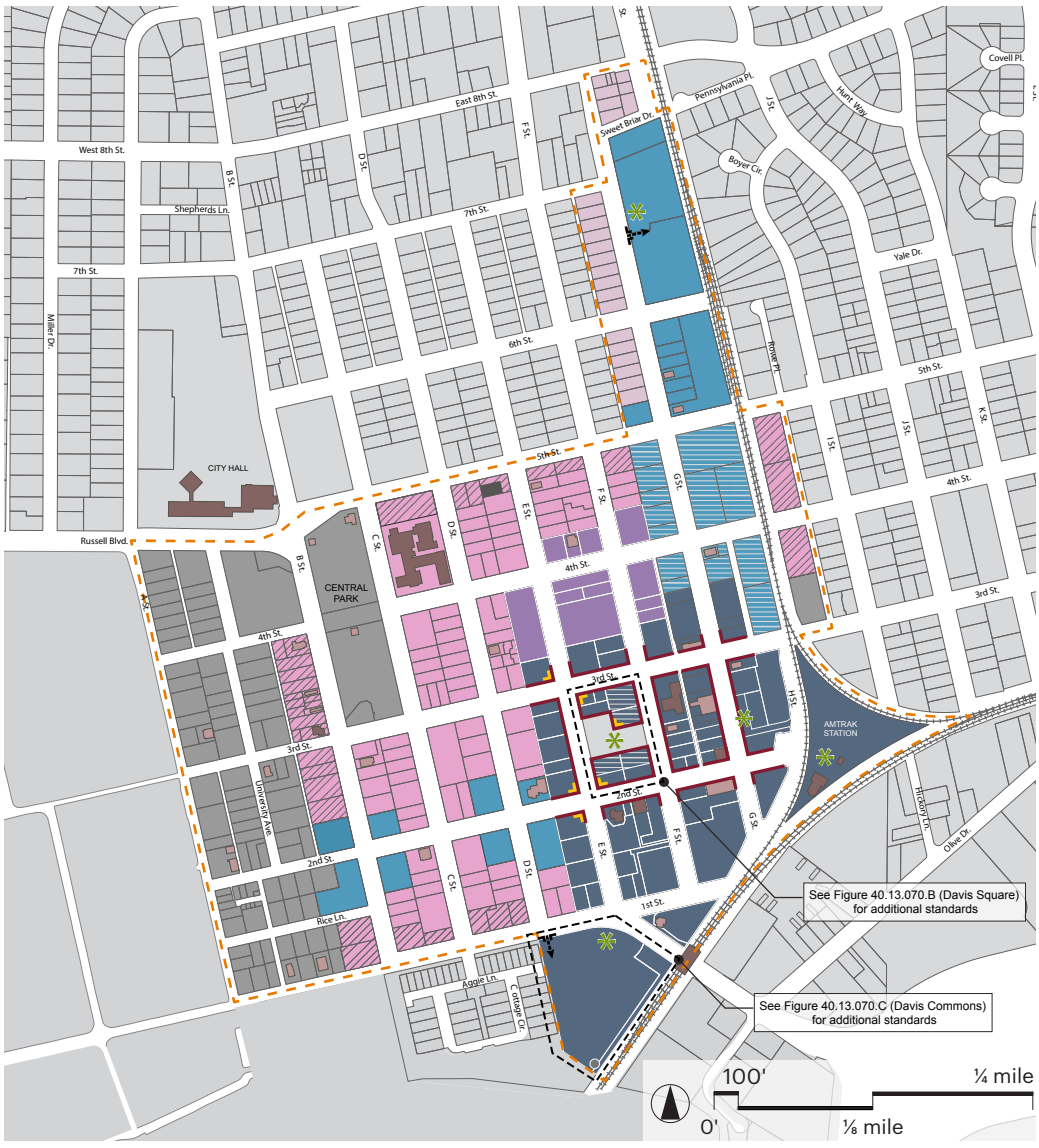
- Existing P-D to remain
- Historic Resources/ Landmarks
- Historic Resources/Merit Resources
- Approximate Location of Required Street
- Approximate Location of Required/ Existing Civic Space
- Approximate Location of Required Bicycle Connection
- Corner Element Required
- Shopfront Frontage Required
- Specific Plan Boundary

Note: General Plan land use categories remain unchanged for parcels designated "Existing P-D to remain".

This section provides the direction for updating the zoning that will implement the Specific Plan.

A Regulating Plan for Downtown

The overall design approach — including the "Small, Medium, and Large" vision for establishing hierarchy in Downtown using building types — is combined with the analysis of parcel attributes as well as economic feasibility analysis to produce a Regulating Plan that replaces the CASP



land use plan and designations for the Plan Area. Please note that this Regulating Plan (Figure 4.13) and the Zoning Map (Figure 40.13.070.A) in the Downtown Code are the same. Table 4C summarizes the built environment direction for zoning and land use.

Form-Based Regulations

Rather than rely on conventional zoning and its metrics of floor area ratio (FAR) and density allocations, which can result in unpredictable built outcomes, the approach of this Specific Plan is form-based. This approach gives greater attention to site conditions by studying individual building types for the variety of lots within Downtown. These building types include those seen in Davis, as well as others that are well suited to the envisioned built environment for the future Downtown. This approach also coordinates the design of the public realm with each building type. The implementing development standards in the Downtown Code (DMC Articles 40.13 and 40.14) provide the full details and requirements for the variety of building types that are allowed in each environment.

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

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

Notes for Table 4C:

- *Civic space may occur in any of the above land use categories. Refer to Figure 4.13 for approximate locations.*
- *The existing Planned Developments remain unchanged within the Plan Area, except for adjustments as needed. These are PD 2-86D (the majority of the University Avenue-Rice Lane neighborhood), PD 2-86A (Central Park) and PD 4-15 (Trackside Center). The land use designations of the remaining PDs are the same as provided in their PD zoning.*

4.4 Designated Special Areas

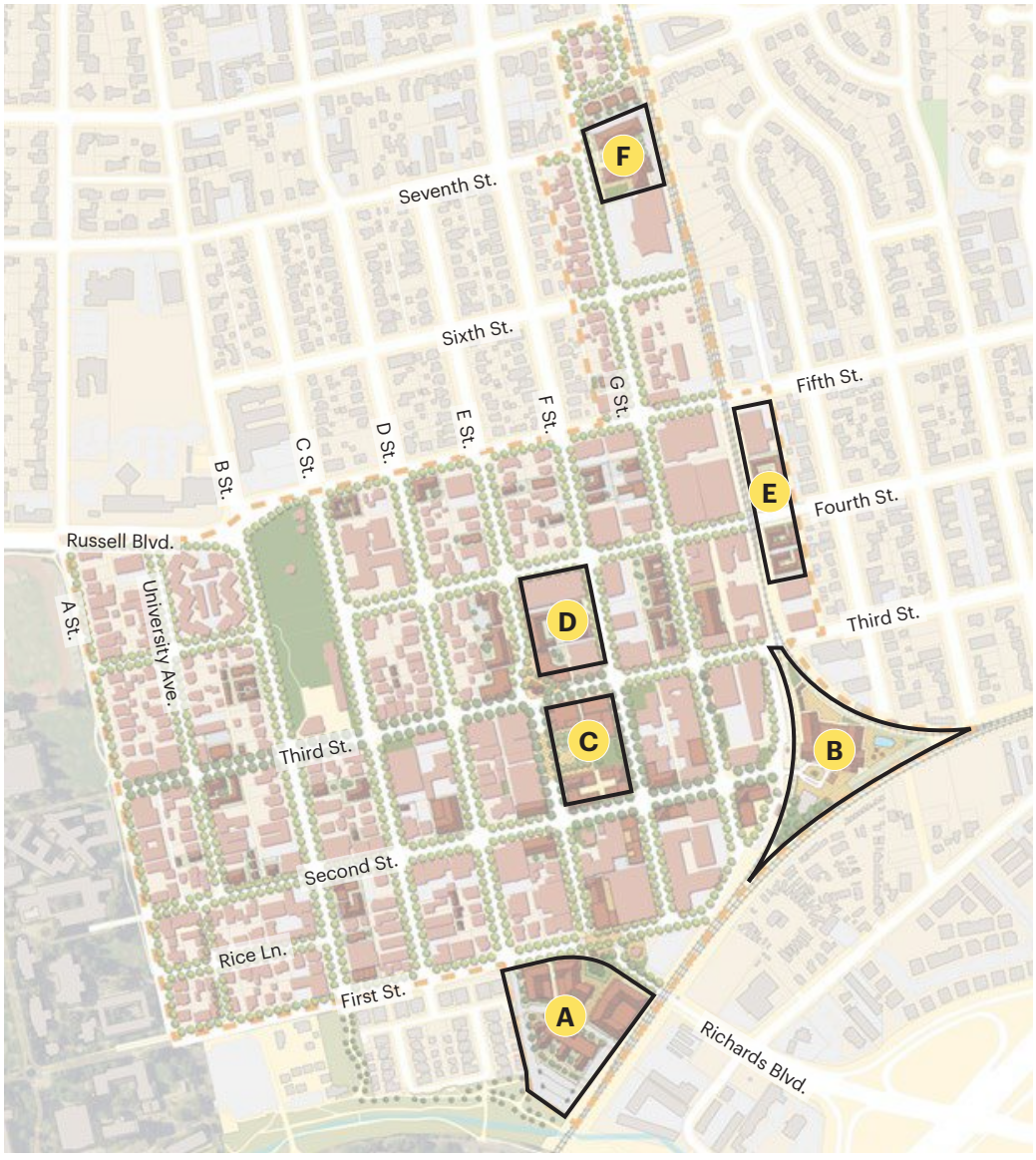
The following special areas have been identified because of their location, size, or importance to the implementation of the overall vision, as shown in the Illustrative Plan in Figure 4.2. Supplemental guidelines are included for each area in the relevant neighborhood section of this chapter.

Note: Any site over 1.3 acres in area triggers supplemental civic space standards (see Section 40.14.100 of the Downtown Code).

Figure 4.14 ***Special Areas in Downtown***

Legend

Special Areas



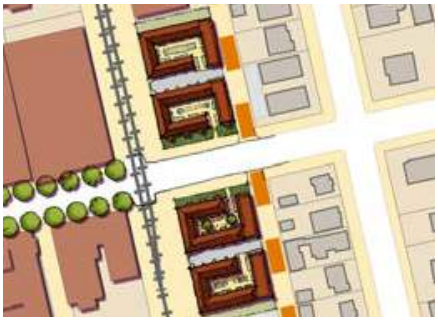
Illustrative Design Concepts for the Designated Special Areas

A **Figure 4.15** ***Davis 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.

4.5 Public Realm

Integral to achieving the desired built environment is a coherent, well-designed network of public open spaces throughout Downtown, providing greater access for people of all ages and abilities.

A key measure of a successful walkable environment is the quality of its public realm. The public realm is the focus of one of the six goals presented in Section 3.5.

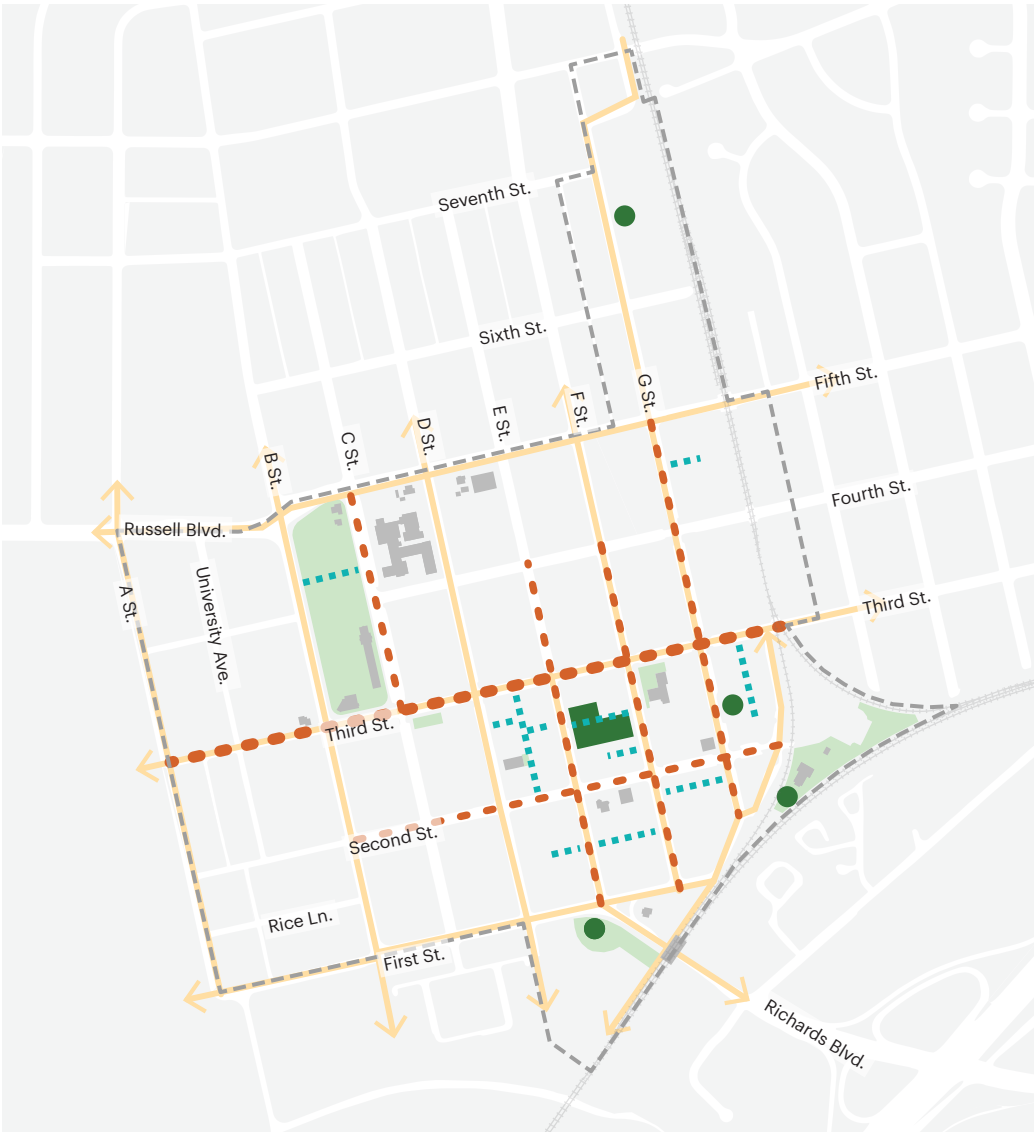
The public realm in Downtown falls into two categories: thoroughfares and public open space. Thoroughfares—including streets, sidewalks, and converted

Figure 4.21 ***Public Realm Design Framework***

Legend

- Public Open Space, Existing
- Public Open Space, Proposed*
- Bicycle Priority
- Mid-block Pedestrian Routes
- Pedestrian Priority
- Civic Buildings/ Landmarks
- Specific Plan Boundary

*The term "public open space" indicated on the framework diagram includes public spaces (on public land) as well as publicly accessible spaces on privately-owned land.



alleys—are the connective tissue that is mostly experienced during passage or transport. This component of the public realm is discussed in Chapter Six: Mobility and Parking.

Public open space—including playgrounds, plazas, community gardens, and greens like Central Park—provide destinations and gathering places. When designed, located, and programmed well, these public spaces can be accessible and inviting places for all to gather.

Public Open Space

The public realm design framework (Figure 4.21) identifies the approximate locations of new public open spaces in Downtown. These locations are based upon a variety of factors including placement within the overall public realm network, proximity to destinations, and parcel size.

Public open spaces can take a variety of forms to produce different environments, such as an intimate pocket park for a neighborhood gathering place or a large plaza for an active center. These different kinds of spaces are categorized into "civic space" types, and are regulated in Downtown through standards customized for each type. The variety of civic space types is shown in Figures 4.22–4.27. Regulating standards for these civic space types are described in Section 40.14.100 of the Downtown Code.

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.

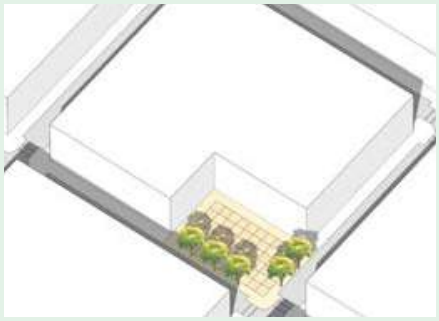


Figure 4.22 *Pocket Park or Pocket Plaza*
Small-scale open space available for informal activities and civic purposes near neighborhood residences.

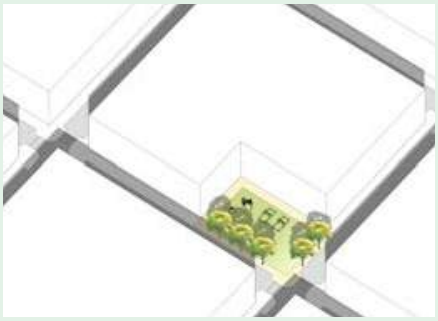


Figure 4.23 *Playground*
Small-scale open space designed and equipped for the recreation of children.

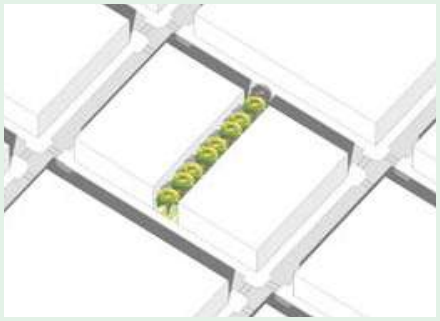


Figure 4.24 *Passage*
A pedestrian pathway lined by ground floor entries and/or shopfronts that connects a street with another street or block interior.

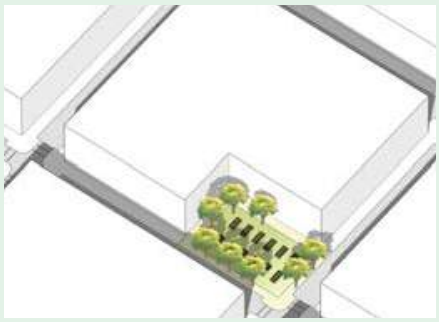


Figure 4.25 *Community Garden*
Small-scale open space designed as a grouping of garden plots available to nearby residents for small-scale cultivation.

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

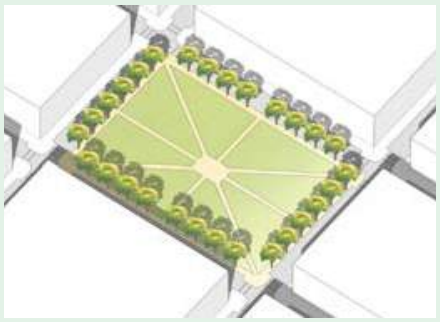


Figure 4.27 *Green*
Open space available for unstructured and limited amounts of structured recreation.

4.6 Downtown Neighborhoods

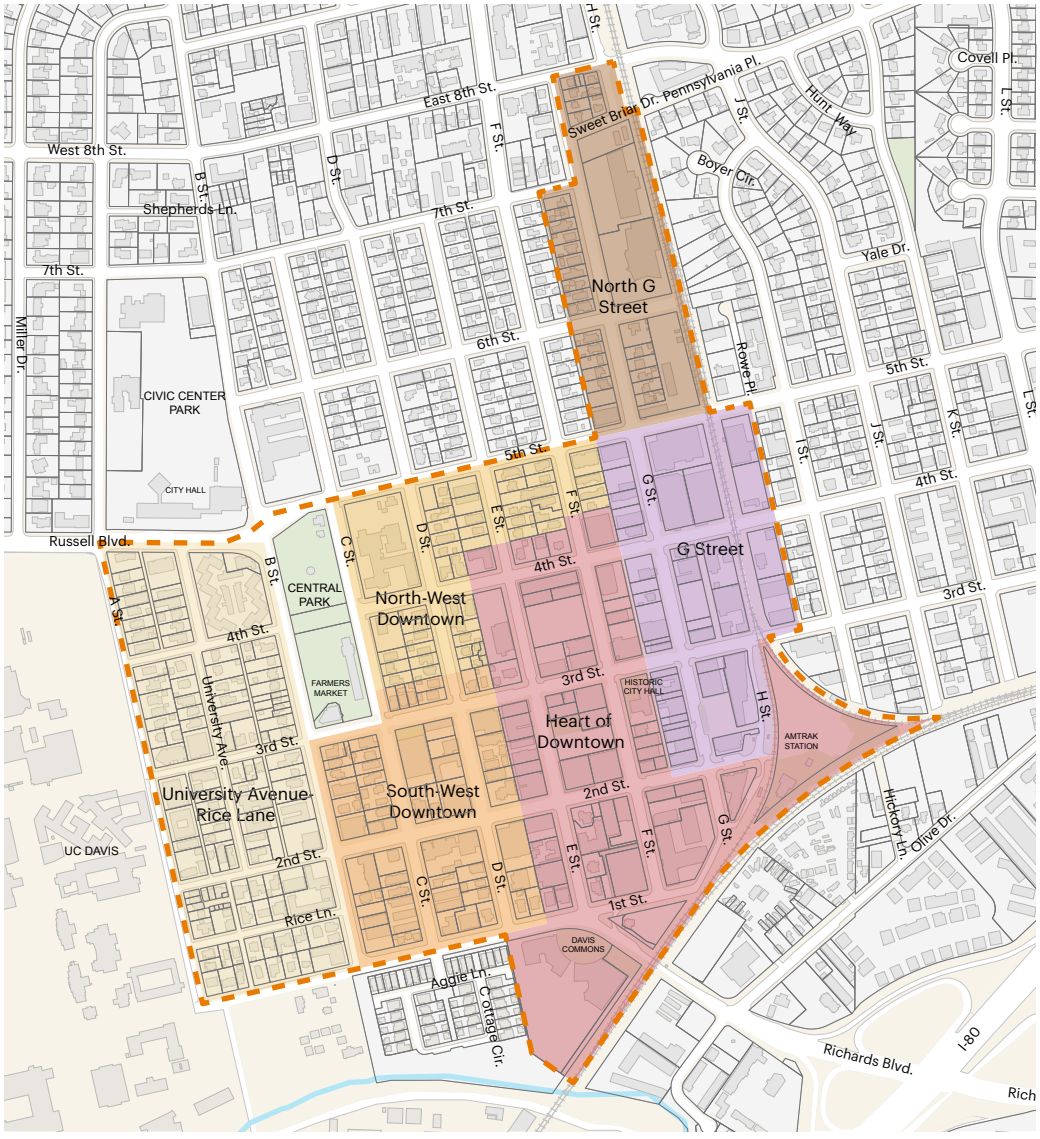
Downtown is a collage of six distinct neighborhoods, each with its unique qualities and character, that contribute to Downtown's identity.

Downtown comprises multiple areas that are culturally and geographically distinct. The neighborhood approach is a response to the differences in identity and geography of these places, and enables sharper focus on their special features and needs. In the pages that follow, the vision for Downtown is presented through the lens of each neighborhood.

Figure 4.28 ***Downtown Neighborhoods***
See Appendix XII for larger map.

Legend

Specific Plan Boundary



100' ¼ mile
0' ⅛ mile

Figure 4.29 ***Downtown Neighborhoods: An Overview***

Today *Tomorrow*

Heart of Downtown

Today: Downtown's commercial core with inadequate hierarchy and public space.

Tomorrow: An active, mixed-use destination with Davis Square as a central public gathering space.

G Street

Today: Shopfronts and warehouse buildings adjacent to the freight rail corridor.

Tomorrow: A dynamic neighborhood fostering innovation and entrepreneurship.

North G Street

Today: Residential area with small businesses along an aging retail center.

Tomorrow: Vibrant node with mixed-use buildings and new neighborhood-scale public space.

South-West Downtown

Today: Active mixed-use area south of Central Park.

Tomorrow: Cohesive mixed-use neighborhood connected to surrounding neighborhoods by enhanced bicycle and pedestrian corridors.

North-West Downtown

Today: Small-scale environment with residential, office, and some retail uses, near Central Park.

Tomorrow: Sensitive infill reinforcing existing character and flexibility.

University Avenue-Rice Lane

Today: University-adjacent neighborhood with retail geared towards both residents and students.

Tomorrow: Reinforced identity anchored by Third Street improvements.

Heart of Downtown

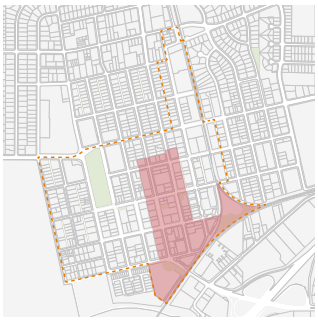


Figure 4.30 ***The Heart of Downtown Neighborhood within the Plan Area***

The Heart of Downtown is envisioned as the center of activity and commerce in Downtown.

Identity

The Heart of Downtown is envisioned as a thriving civic center that celebrates what makes Davis unique. The neighborhood is energized by the Amtrak station (Davis Train Depot) and serves as a gateway at the southern edge of Downtown. It is one of the most vibrant activity nodes in the City and reflects Davis' diversity and eclecticism. The Heart of Downtown contains four of the six Designated Special Areas.

Built Character

Buildings will engage pedestrians through active frontages and provide ample shade through awnings and galleries. Block-form buildings, four to seven stories in height, will be placed against the sidewalk and create a large-scale environment that communicates a sense of arrival at the Heart of Downtown.

Figure 4.31 ***Existing Conditions in the Heart of Downtown***

Today, the area of the Heart of Downtown is a destination for retail and restaurants. Buildings are one to two stories and are set close to the sidewalk. Pedestrian activity is anchored by the Amtrak station and the E Street Plaza. One of the community's treasured historic buildings, the former City Hall, has a plaza that serves as a popular gathering place.

Public Realm

Streets

Third Street will be a shared street between A Street and H Street, and E Street will be a shared street between First Street and Third Street. E Street will intersect the new Davis Square, and a change in the paving pattern will announce this public space. F Street will include raised cycle tracks, on-street parking/loading, and comfortable sidewalks to serve the needs of bicyclists, vehicles, and pedestrians.

For details on thoroughfare prioritization and design, see Chapter Six: Mobility and Parking. For green infrastructure strategies, see Chapter Seven: Infrastructure.

Open Space

The expansion and improvement of E Street Plaza will produce Davis Square, a gathering place that will serve as a recreation and entertainment node for the city with attractive design and programming, as shown in Figure 4.32. It will anchor activity in the Heart of Downtown with mixed-use buildings offering retail and services as well as new residential uses. Davis Square will enhance the existing network of open spaces, connecting with the mid-block pedestrian passage across E Street and the open space in front of the historic City Hall building. Davis Square could serve as a demonstration site for district-scale sustainability efforts and practices, including district-scale water reuse strategies, as described in Sections 3.3 and 7.3. Two large opportunity sites, the Davis Train Depot site and Davis Commons, will provide additional public open space as they redevelop.

Figure 4.32 ***Davis Square Design Strategies***
Illustrative rendering of the future Davis Square, occupying the site of today's E Street Plaza and adjacent parking lot. This new public space can include both hardscape and green areas, and could include a band shell, play structures for children, and a water feature as elements of its programming. The plaza paving is shown extending over E Street, serving as a gateway and traffic-calming mechanism while expanding the plaza across the right-of-way.

Figure 4.33 *Illustrative Plan for Heart of Downtown*
Showing one possible build-out scenario by 2040.

Infill at E/F 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.

Richards 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 testing opportunity sites, and these numbers indicate additional development capacity on these opportunity sites based on the form-based code regulations.

These numbers may not necessarily align with the scenario shown in the illustrative plan above, which shows one of many possible build-out scenarios.

Table 4D. Heart of Downtown Development Summary and Intended Built Environment [Refer to Downtown Code Article 40.13 (Downtown Zones) for development standards]

Size	
Total Area	36.3 acres
Development Type	**Additional Capacity**
Residential	513 housing units
Non-Residential	330,700 sf
Feature	**Intent**
Building Form	Buildings will be block-form and attached.
Building Height	Building heights will generally be up to five stories, and will be up to approximately seven stories around the E Street Plaza/Davis Square.
Building Placement	Buildings will be at or near the sidewalk.
Ground Floor	Many buildings will have active ground floor uses like shops or restaurants. Awnings, arcades, and galleries will provide shade. Other buildings will have ground-floor entries to high-intensity housing types.
Public Realm	E Street Plaza will transform into Davis Square. The Amtrak parking lot will redevelop and provide a new public space. Pedestrian and bicycle improvements, including shared streets, will enhance multimodal connectivity.

Historic Resources

The Heart of Downtown contains a number of treasured Landmark buildings, including the Amtrak station, Varsity Theater, the Dresbach-Hunt-Boyer Mansion and Old City Hall. Other historic resources include a number of Merit Resources.

Recommendations for Designated Special Areas

Davis Commons Site

1. Provide a public space at the corner of First Street and Richards Boulevard.
2. Include a pedestrian path through the site, connecting Downtown to the UC Davis Arboretum.
3. Scale down massing to the west where the site abuts single-family residential.

Davis Amtrak Station Site

4. Include a landmark feature or building that terminates the view from Second Street as visitors approach the station.
5. Scale down building massing when transitioning towards the eastern edge of the site.
6. Include a new public plaza.

Davis Square/E Street Plaza Block

7. Include pedestrian passages through the site from Second Street and Third Street to the new Davis Square..
8. Encourage underground parking.
9. Provide publicly accessible courtyards.
10. Design shopfronts along the plaza that are at least 60 feet in depth.
11. Follow massing recommendations for buildings on this site in the Downtown Code in Figure 40.13.070.C.

E/F Street Parking Lot Site

12. Explore opportunities to provide affordable housing.
13. Provide a series of publicly accessible courts and passages.

Figure 4.34 ***Existing Condition of E Street Plaza***
(Above)

Figure 4.35 ***Illustrative Rendering of Potential Short-Term Improvements***
(Left) The existing public space could be activated through temporary features like a play structure and food trucks. Facade improvements contribute to a sense of place.

Additional Recommendations

14. Promote education about sustainability at a new Sustainability Center.

15. Use the Heart of Downtown as a demonstration project for innovative district-scale sustainability efforts.

16. Explore the viability of establishing a Water Reuse District within the Heart of Downtown around Davis Square.

17. Continue use of the historic City Hall building as an active open space with outdoor dining.

Incremental Growth in the Heart of Downtown

The vision for the future growth of the Heart of Downtown concentrates growth along Second Street and the E Street Plaza. Second Street acts as a major connection between the Davis Train Depot and the future public hub of Downtown, Davis Square. Incremental change is highlighted along Second Street and around Davis Square in the step-by-step illustrative development scenarios in the following pages.

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 sites included.

Figure 4.36 ***Incremental Growth along Second Street***

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.

Transformation of E Street Plaza into Davis Square

One of the key placemaking moves and public space improvements recommended by the Specific Plan is the conversion of E Street Plaza into Davis Square to create a new central focus in Downtown, and encourage redevelopment of parcels around it. The diagrams below show the recommended steps in achieving this vision with suggested timelines for completion.

Existing conditions.

Year 1. Some parking is removed to expand the open space. Retain parking area for servicing and staging as needed.

Years 1 to 10. The remainder of parking lot is transformed into an expanded open space. Redevelopment starts on the south side of Davis Square.

Figure 4.37 ***Transformation of the E Street Plaza into Davis Square***

Years 10 to 15. Redevelopment continues on the northern edge, following the new form-based code.

Years 15 to 20. Potentially, all buildings adjacent to the plaza redevelop in response to the value created by Davis Square. The improved buildings further enhance the character of the plaza.

G Street

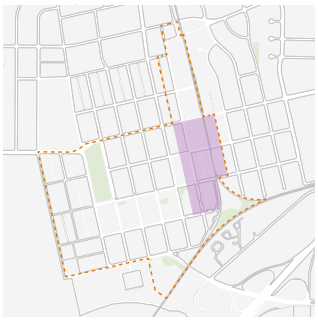


Figure 4.38 ***The G Street Neighborhood within the Plan Area***

The G Street neighborhood is envisioned as a dynamic, flexible area that utilizes the industrial buildings and attracts innovators and artisans.

Identity

The G Street neighborhood sits at the western edge of Downtown along the railroad tracks, adjacent to the Old East neighborhood. The historical relationship with the railroad is visible in the industrial character of the buildings.

A 'Flex District'

In the future, the medium- and large-scale buildings can find new life as this area evolves as a 'flex' district. These scalable spaces, close to services and amenities, could support traditional commerce along with temporary retail; as well as maker-spaces for artisans and creators, business incubators, start-ups, co-working spaces, and entrepreneurs focused on new technologies, research and innovation.

Built Character

The current industrial character will be further enhanced by appropriate building types with diverse ground floor uses to serve the 'flex' nature of this district, alongside the current retail spaces.

Figure 4.39 ***Existing Conditions in the G Street Neighborhood***

Today, the area of the G Street neighborhood is characterized by active shopfronts in one- to two-story block-form buildings as well as medium-sized industrial buildings. The area developed alongside the railroad tracks and historically contained warehouses. Today, this area is prime for redevelopment as a flexible neighborhood with innovation and maker-oriented uses.

Shopfronts, galleries, and terraces will create a welcoming streetscape.

Public Realm

Streets

G Street will become an enhanced pedestrian corridor that supports active ground floor uses. Widened sidewalks will provide ample space for walking, seating, lighting, and other amenities. On-street parking will create a buffer between the vehicular flow and the pedestrian zone, while awnings and galleries will provide shade. Alleys can be activated by flexible uses. For details on thoroughfare prioritization and design, see Chapter Six: Mobility and Parking. For green infrastructure strategies, see Chapter Seven: Infrastructure.

Open Space

Landscape improvements to the parklet along G Street between First and Second Streets will enhance the outdoor environment for surrounding businesses.

Recommendations for Designated Special Areas

East Transition Lots (East of Tracks)

1. Regulate for transitional reduction in scale and height across alleys, producing coherent form and scale on both sides of a street.
2. Articulate massing to prevent buildings from being too long and/or deep.

Additional Recommendations

3. Use street furniture, signage, and other streetscape elements to create a cohesive image and a "G Street" brand.
4. Make the zoning flexible to encourage a broad range of uses in medium- to large-scale buildings to attract tenants with unusual space requirements.

Figure 4.40 ***Illustrative Rendering of G Street***
Buildings have active ground floor spaces, galleries, and balconies that can provide shade but also enhance the pedestrian realm with a variety of uses: live/work, commercial, and residential.

Figure 4.41 ***Illustrative Plan for the G Street Neighborhood***
Showing one possible build-out scenario by 2040.

Transition Across Tracks
Clustered courtyard housing infill development transitions from the large scale on the west side of the tracks down to the smaller scale of the Old East neighborhood.

Infill at G Street Parking Lot
This publicly-owned mid-block lot is an opportunity to make a transition in scale with large-scale building types.

Courtyard Building Infill
Courtyard buildings add housing choice to the neighborhood and provide both street edge and intimate interior courtyards.

G Street Incremental Change
Potential building transformation along G Street could add housing above existing retail while preserving the existing character.

Legend

- Existing Buildings
- Proposed Buildings

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

These numbers may not necessarily align with the scenario shown in the illustrative plan above, which shows one of many possible build-out scenarios.

Table 4E. G Street Development Summary and Intended Built Environment
[Refer to Downtown Code Article 40.13 (Downtown Zones) for development standards]

Size	
Total Area	18.8 acres
Development Type	**Additional Capacity**
Residential	168 housing units
Non-Residential	111,400 sf
Feature	**Description**
Building Form	Buildings will be block-form or house-form.
Building Height	Buildings will have up to five stories.
Building Placement	Buildings will be at or near the sidewalk.
Ground Floor	Buildings will have active ground floor uses like restaurants and artisan studios. Facades will engage pedestrians with transparency and signage. Awnings or galleries can provide shade.
Public Realm	Street improvements along G Street, screening, and frontages will enhance the public realm.

Figure 4.42 ***Incremental Growth in G Street***

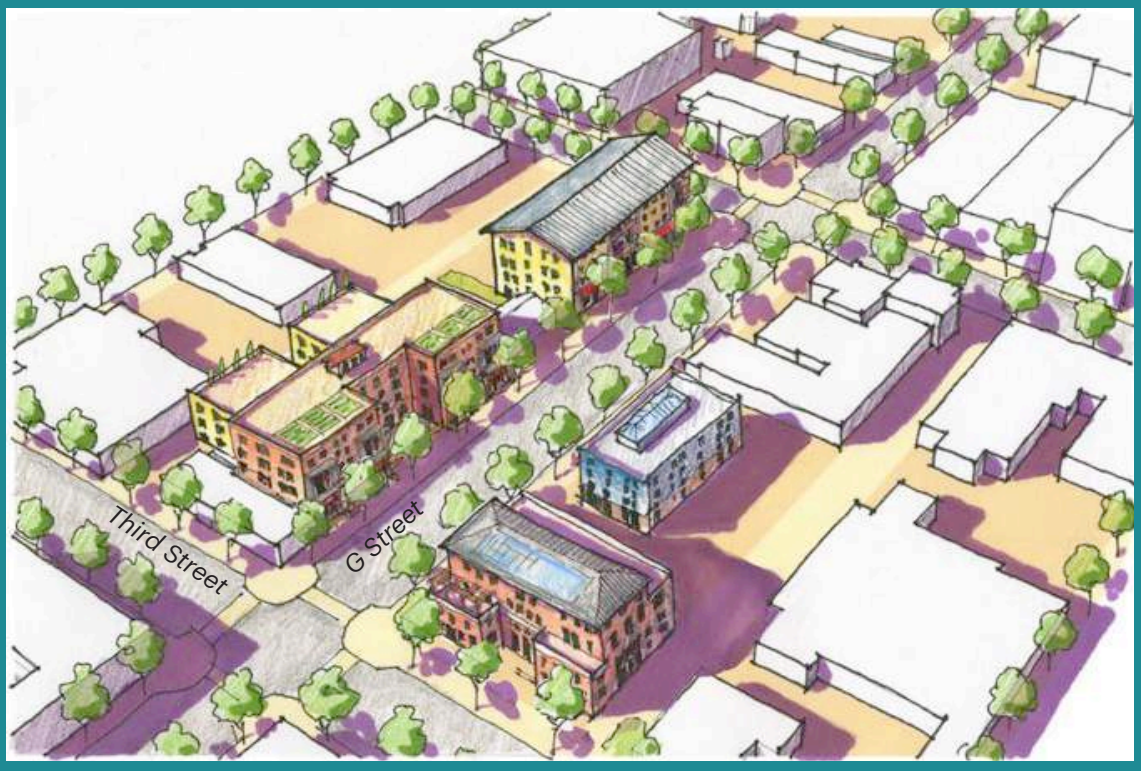
Incremental Growth in G Street

Over the next 20 years, the G Street neighborhood 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.

Existing conditions.

Years 1 to 5. Redevelop existing buildings and parking lot near tracks.

Years 5 to 10. Extend redevelopment to the west side of G Street.



Years 10 to 20. Complete redevelopment by replacing small footprint buildings with larger mixed-use buildings that create a consistent and engaging street frontage.

North G Street

Figure 4.43 ***The North G Street Neighborhood within the Plan Area***

The North G Street neighborhood will be a residential and mixed-use area with an active public open space at its center.

Identity

The North G Street neighborhood emerges from the finger of commercial activity that extends along G Street north of Fifth street. Its activity will be strengthened by a mixed-use center. Street improvements along G Street will improve the pedestrian and bicycle connections to the rest of Downtown. Its proximity to other neighborhoods and Old North will strengthen this node as an important focal point for both old and new residents of Davis.

Built Character

The current residential character will be respected and further enhanced by tactical infill development on the east side of G Street. The northern part will be gradually converted into a mixed-use center in coordination with the street improvements on G Street and a new public space. Galleries and terraces will create a welcoming environment for the new businesses in this mixed-use center.

Figure 4.44 ***Existing Conditions in the North G Street Neighborhood***

Today, the area of the North G Street neighborhood has house-form buildings that contain both residential and non-residential uses, as well as one large block of shopping destinations in a strip mall configuration. Activity is centered on the southern edge and near the Davis Food Co-op grocery store. This neighborhood lacks public open space.

Image source: Davis Enterprise

Public Realm

Streets

G Street will connect the North G Street neighborhood to the rest of Downtown with enhanced pedestrian and bicycle facilities, including bike lanes and intersection enhancements.

For details on thoroughfare prioritization and design, see Chapter Six: Mobility and Parking. For green infrastructure strategies, see Chapter Seven: Infrastructure.

Open Space

A new public space will be created in the center of the neighborhood on G Street. The new public space will be a gathering space for the neighborhood and the adjacent Old North neighborhood. It will add an open space that is currently missing from the neighborhoods.

Historic Resources

The 500-block of G Street contains two potential Merit Resources.

Recommendations for Designated Special Areas

North End Site at Seventh and G Streets

1. Require a plaza (with minimum standards specified in Section 40.13.100.G of the Downtown Code) along G Street, activated by ground-floor community uses and active shopfronts.
2. Articulate the portions of the building(s) not lining the plaza with residential frontages.

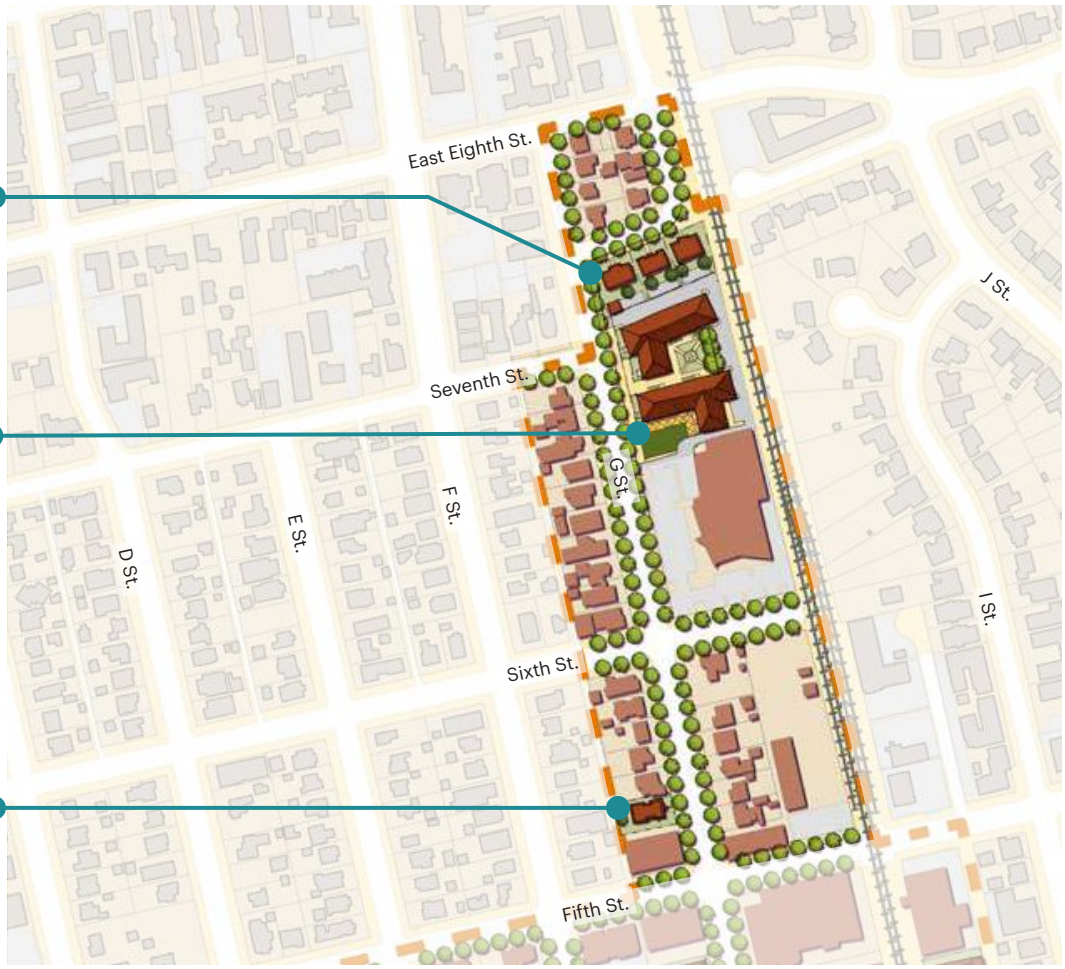
Figure 4.45 ***Illustrative Rendering of North G Street***
Illustrative rendering Envisioning the future of the opportunity site on G Street north of the Davis Food Co-op building. The site is currently a strip mall and could redevelop into a mixed-use area with active frontages, neighborhood-serving retail and services, housing options, and an open space that gathers neighbors together for recreation or relaxation.

Figure 4.46 ***Illustrative Plan for North G Street Neighborhood***
Showing one possible build-out scenario by 2040.

Infill Transitioning Scales
This large lot is an opportunity for the development of multiple medium-scale buildings. It can serve as a transition in scale between the large-scale sites to the south end and the surrounding residential fabric.

Infill at Aging Retail Center
Infill development can take advantage of this large opportunity site with a high-intensity, mixed-use residential project. The development should include public space that welcomes neighbors and passers-by from G Street.

Infill at G Street Parking Lot
Potential medium-scale infill project that would respect the character of the west side of North G Street.



Legend

Existing Buildings

Proposed Buildings

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

These numbers may not necessarily align with the scenario shown in the illustrative plan above, which shows one of many possible build-out scenarios.

Table 4F. North G Street Development Summary and Intended Built Environment
[Refer to Downtown Code Article 40.13 (Downtown Zones) for development standards]

Size	
Total Area	14.0 acres
Development Type	**Additional Capacity**
Residential	102 housing units
Non-Residential	59,800 sf
Feature	**Description**
Building Form	The neighborhood center will be composed of block-form buildings and surrounded by detached house-form buildings.
Building Height	The block-form building heights will be approximately two to four stories, while surrounding building heights will be one to two stories.
Building Placement	Small and medium buildings will be set back while large buildings will be at or near the sidewalk.
Ground Floor	Buildings will have residential, as well as active ground floor uses.
Public Realm	A new public space in the center of the neighborhood will serve as a meeting place and promote neighborhood interaction. G Street will include bicycle and pedestrian facilities.

Figure 4.47 ***Incremental Growth in North G Street***

Incremental Growth in North G Street

Over the next 20 years, the North G Street neighborhood 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.

Existing conditions.

Years 1 to 10. Redevelop the parcel at G Street and Sweetbriar Road with medium-scale buildings.

Years 10 to 20. Redevelop the strip mall site into an active mixed-use center that adds housing and includes a neighborhood-scale public space for community gathering.

North-West Downtown

Figure 4.48 ***The North-West Downtown Neighborhood within the Plan Area***

North-West Downtown provides the transition in scale and activity between the Heart of Downtown and Old North.

Identity

North-West Downtown gathers an eclectic mix of uses in the area east of Central Park, north of the Third Street corridor, and across Fifth Street from the Old North neighborhood. It includes the small shops and restaurants that face the Farmers Market across C Street. With Central Park and the Davis Community Church, the neighborhood has ample community-serving gathering places.

Built Character

Medium-scale buildings contribute to a walkable neighborhood environment. The neighborhood supports a range of housing options, from accessory dwelling units to cottage courts and multiplexes. Neighborhood retail and offices inhabit eclectic house-form buildings. Porches and stoop frontages add a welcoming character.

Figure 4.49 ***Existing Conditions in the North-West Downtown Neighborhood***

Today, the North-West Downtown neighborhood is a low-intensity residential area with some retail and commercial activity. Buildings are small in scale and generally detached. One of most memorable buildings is the Spanish-style Davis Community Church, a historic Landmark and a popular local center for community activities.

Image source: http://dccpres.org/church-history

Public Realm

Streets

Streetscape enhancements on C Street will enhance the interface between the neighborhood and Central Park. Bike lanes along D Street will connect North-West Downtown to the Heart of Downtown and to the Arboretum Trail.

For details on thoroughfare prioritization and design, see Chapter Six: Mobility and Parking. For green infrastructure strategies, see Chapter Seven: Infrastructure.

Open Space

North-West Downtown is adjacent to the community-serving Central Park with its play facilities, gathering space, and farmers market. Central Park is the major open space for this neighborhood, and can benefit from additional programming and events to further activate this cherished community space.

Historic Resources

The Davis Community Church occupies the block west of Central Park and is a Landmark Resource. In addition, this neighborhood has several Merit Resources including Central Park and the Hattie Weber Museum.

Additional Recommendations

North-West Downtown is expected to grow incrementally during the time horizon of this Specific Plan. There are no sites in this neighborhood that require additional standards beyond the regulations in the Downtown Code.

Figure 4.50 ***Illustrative Rendering of Future Development in North-West Downtown***
Future development should maintain the residential character and streetscape while providing additional housing options.

Figure 4.51 ***Illustrative Plan for the North-West Downtown Neighborhood***
Showing one possible build-out scenario by 2040.

Courtyard Building Infill
A medium-intensity courtyard building is made possible by the consolidation of adjacent lots.

Infill at North-West of the Davis Community Church Lot
Community-focused housing can occur on sites that are currently underutilized. This illustration shows the possible addition of housing to the open space at the corner of the Davis Community Church lot.

Micro-infill Development
Microunits such as these accessory dwelling units can work as an infill tool that enhances affordability and housing diversity for all groups. Microunits can also be incorporated in many of the other building types proposed for Downtown.

Legend

Existing Buildings

Proposed Buildings

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

These numbers may not necessarily align with the scenario shown in the illustrative plan above, which shows one of many possible build-out scenarios.

Table 4G. North-West Downtown Development Summary and Intended Built Environment [Refer to Downtown Code Article 40.13 (Downtown Zones) for development standards]

Size	
Area	13.4 acres
Development Type	**Additional Capacity**
Residential	78 housing units
Non-Residential	34,000
Feature	**Description**
Building Form	Buildings will generally be medium-scale, and house-form.
Building Height	Buildings will be approximately two to four stories.
Building Placement	Buildings will be set back from the sidewalk.
Ground Floor	Buildings will have residential and some active ground floor uses.
Public Realm	Streetscape enhancements on C Street will improve the interface with Central Park. D Street will be reconstructed with bike lanes. The neighborhood is adjacent to Central Park.

Figure 4.52 ***Incremental Growth in North-West Downtown***

Incremental Growth in North-West Downtown

Over the next 20 years, the North-West Downtown neighborhood 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.

Existing conditions.

Years 1 to 5. Enable infill through new accessory dwelling units on existing lots.

Years 5 to 10. Promote infill development of vacant lots with compatible building types.

Years 10 to 20. Promote redevelopment of additional sites with two- to three-story buildings.

South-West Downtown

Figure 4.53 ***The South-West Downtown Neighborhood within the Plan Area***

The South-West Downtown neighborhood will be a mixed-use neighborhood, providing both employment and housing options.

Identity

South-West Downtown is an active cultural and commercial center with its most intense activity centered on Third Street. It is bounded by the Third Street corridor and Central Park to the north, First Street to the south, and the University Avenue-Rice Lane neighborhood to the west. Its eastern edge borders the Heart of Downtown. The neighborhood is in transition with a mix of building types, scale, age, and uses.

Built Character

The current mixed-use character of the neighborhood will further evolve as Second Street develops into a medium-scale main street environment and a priority bicycle corridor. Shopfronts, terraces, galleries, and arcades will contribute to a walkable urban environment.

Figure 4.54 ***Existing Conditions in the South-West Downtown Neighborhood***

Today, the South-West Downtown neighborhood has homes that vary in scale from detached single-family houses to apartment buildings. The neighborhood has some of the best maintained alleys in Downtown, with murals and a small plaza at the rear of the Pence Gallery.

Figure 4.55 ***Illustrative Rendering of Future improvements to Third Street***
Demonstrating the extension of the shared street environment that prioritizes multimodal transportation among other sustainability strategies.

Public Realm

Streets

Third Street will be reconstructed as a shared street in South-West Downtown to extend the shared street environment begun on Third Street in the University Avenue-Rice Lane neighborhood. This extension of the shared street will connect UC Davis to the Heart of Downtown. To enhance the bicycle network, B Street will have protected cycle tracks, and D Street and First Street will have bike lanes.

For details on thoroughfare prioritization and design, see Chapter Six: Mobility and Parking. For green infrastructure strategies, see Chapter Seven: Infrastructure.

Open Space

South-West Downtown is adjacent to Central Park and is near E Street Plaza. The neighborhood will connect to these open spaces through the bicycle improvements on its main corridors.

Historic Resources

There are a few Merit Resources within this neighborhood. Historic bicycle lanes on Third Street are eligible for Landmark status.

Additional Recommendations

South-West Downtown is expected to grow incrementally during the time horizon of this Specific Plan. There are no sites in this neighborhood that require additional standards beyond the regulations in the Downtown Code.

Figure 4.56 ***Illustrative Plan for the South-West Downtown Neighborhood***
Showing one possible build-out scenario by 2040.

Third Street Shared Street Improvements
A Shared Street environment on Third Street will promote comfortable use of the entire street width by pedestrians and bicyclists. The original bike lane markings can be commemorated through signage, paving, public art, etc.

B Street and Second Street Bicycle Improvements
B Street and Second Street bicycle amenities will improve connectivity between South-West Downtown and the surrounding area.

Redevelopment along Second Street
Infill and redevelopment projects focused on adding scale and height on corner lots will strengthen Second Street's place in the hierarchy of Downtown.

Legend

Existing Buildings

Proposed Buildings

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

These numbers may not necessarily align with the scenario shown in the illustrative plan above, which shows one of many possible build-out scenarios.

Table 4H. South-West Downtown Development Summary and Intended Built Environment
[Refer to Downtown Code Article 40.13 (Downtown Zones) for development standards]

Size	
Total Area	18.1 acres
Development Type	**Additional Capacity**
Residential	106 housing units
Non-Residential	48,700 sf
Feature	**Description**
Building form	Buildings will be medium-sized along Second Street.
Building height	Buildings will be up to four stories in height.
Building placement	Buildings along Second Street will be at or near the sidewalk, and buildings in some other areas will be set back.
Ground floor	Buildings will have residential, as well as active ground floor uses.
Public Realm	Bicycle enhancements along B Street, D Street, and First Street will improve connectivity to surrounding neighborhoods and open space. Third Street will be transformed into a shared street that will extend through South-West Downtown.

Figure 4.57 ***Incremental Growth in South-West Downtown***

Incremental Growth in South-West Downtown

Over the next 20 years, the South-West Downtown neighborhood 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.

Existing conditions.

Years 1 to 5. Enable infill through new accessory dwelling units on existing lots.

Years 5 to 10. Encourage redevelopment on corner sites with two to four stories.

Years 10 to 20. Additional redevelopment continues in an incremental manner, with single-story buildings transforming into two to four-story residential and mixed-use buildings.

University Avenue-Rice Lane

Figure 4.58 ***The University Avenue-Rice Lane Neighborhood within the Plan Area***

The University Avenue-Rice Lane neighborhood will continue to be a residential neighborhood and benefit from the Third Street pedestrian and bicycle improvements.

Identity

The University Avenue-Rice Lane neighborhood is bounded by UC Davis to the west, Central Park and B Street to the east, and the boundaries of Downtown to the north and south. It works as a neighborhood of transition between the mixed-use character of the Downtown and the UC Davis campus, serving both students and long-time residents.

Built Character

The character of this neighborhood will remain as low-intensity residential, with limited commercial uses on the edges of the neighborhood, and along Third Street. New development will occur as infill that respects the architectural scale and typologies of the neighborhood. The scale of the building will not exceed current precedents in the neighborhood. Additional height at the block corners

Figure 4.59 ***Existing Conditions in the University Avenue-Rice Lane Neighborhood***

Today, the University Avenue-Rice Lane neighborhood is an established low-intensity residential neighborhood and has a distinct character, with mainly house-form structures along tree-lined streets. Third Street is an important bicycle route and has higher-intensity and more non-residential uses than other parts of the neighborhood.

along B Street can be encouraged to provide more character.

Public Realm

Streets

Third Street between A Street and B Street is a key commercial connection between the rest of Downtown and UC Davis. Third Street improvements have already begun through University Avenue-Rice Lane as a shared street that facilitates the connection between Downtown and the UC Davis campus. New protected cycle tracks on B Street and on Russell Boulevard will enhance bicycle connections to the north. A shared use path will border the neighborhood along First Street and A Street.

For details on thoroughfare prioritization and design, see Chapter Six: Mobility and Parking. For green infrastructure strategies, see Chapter Seven: Infrastructure.

Open Space

The neighborhood is adjacent to open space at Central Park and the UC Davis campus. No new open spaces are proposed at this time.

Historic Resources

The neighborhood contains a number of historic properties, including a Landmark Resource and several Merit Resources.

Additional Recommendations

1. Design guidelines for the University Avenue-Rice Lane neighborhood have been created by City staff after extensive engagement with the neighborhood members and would still apply to the neighborhood except for those parcels incorporated into the form-based zones (see Downtown Code).
2. The Specific Plan's approach for this neighborhood is to keep the existing character intact and regulate redevelopment in appropriate locations, such as along the B Street edge, where such change is already underway. Select parcels along B Street have been rezoned from their existing P-D designation to form-based zones. This will enable a cohesive streetscape with "like facing like" building form and scale on both sides of B Street. This change also acknowledges the role of B Street as an important connective route in Downtown.
3. Land use designations in the University Avenue-Rice Lane neighborhood will be as depicted in the P-D zoning, as amended to address the rezoned B Street properties.

Figure 4.60 ***Illustrative Plan for the University Avenue-Rice Lane Neighborhood***
Showing one possible build-out scenario by 2040.

Infill Development Facing Central Park
Continue the infill that has begun along B street at an appropriate scale for the neighborhood.

Third Street Improvements
Capitalizing on momentum from the new shared street environment would redevelop opportunity sites into buildings that better engage and activate the street.

Retain the Neighborhood Character
Incremental infill projects can improve underutilized lots in the neighborhood while maintaining existing character.

Legend

- Existing Buildings
- Proposed Buildings

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

These numbers may not necessarily align with the scenario shown in the illustrative plan above, which shows one of many possible build-out scenarios.

Table 4I. University Ave.-Rice Lane Development Summary and Intended Built Environment
[Refer to Downtown Code Article 40.13 (Downtown Zones) for development standards]

Size	
Total Area	27.1 acres
Development Type	**Additional Capacity**
Residential	33 housing units
Non-Residential Area	15,400 sf
Feature	**Description**
Building Form	Buildings will generally be small to medium house-form.
Building Height	Buildings will be approximately two to four stories.
Building Placement	Buildings will be set back from the sidewalk.
Ground Floor	Buildings will generally have residential ground floor uses, with active ground floor uses adjacent to the South-West Downtown neighborhood.
Public Realm	Improved bicycle facilities will prioritize safety, comfort, and connectivity. Third Street will be a shared street that welcomes all users. The neighborhood is adjacent to public open space at Central Park.

Figure 4.61 ***Incremental Growth in University Avenue-Rice Lane***

Incremental Growth in University Avenue-Rice Lane

Over the next 20 years, the University Avenue-Rice Lane neighborhood 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.

Existing conditions.

Years 1 to 5. Promote infill by adding accessory dwelling units to existing lots.

Years 5 to 10. Continued infill of opportunity sites.

Years 10 to 20. Redevelop additional opportunity sites with appropriate massing and frontages that address Central Park. Residential buildings face Central Park along B Street, while mixed-use buildings develop along Third Street.


CITY HALL

CHAPTER

5

Historic Resources

In this chapter

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5.3 Conservation Overlay District 130

5.1 Introduction and Approach

The built character of Downtown Davis was developed overtime, and is represented through the historic resources and historic development patterns that are present and visible today. Taking measure to protect the historic resources is integral to preserving the character of Downtown Davis.

Periods of Davis' Development

Davis as it exists todays is a City reflective of several periods of development, each defined by major turning points that ultimately informed the built environment of Downtown. Farmer and pioneer Yolo County settler, Jerome Davis, established agricultural enterprises in Yolo County in 1854 on 12,000 acres of former Rancho Laguna de Santo Calle land. In 1868, the arrival of the Central Pacific Railroad began an era of early town growth, informed by construction of the railroad's depot, and establishment of the town of "Davisville," which set the course for gradual development throughout the remainder of the nineteenth century. In 1907, the University of California acquired land west of Downtown to establish the University Farm, which led to the town's choice to take on the name Davis—a symbolic step toward the emergence of Davis from a nascent village to a thriving town that preceded its incorporation as a City in 1917.

Between world wars, the City's early commercial corridor along G Street reestablished itself following devastating fires in the early 1900s. Following World War II, Davis began a period of steady, incremental growth, driven by increased enrollments and postwar housing demand, and began to reach beyond its early town limits as civic buildings and schools were constructed. Over 30 subdivisions were recorded in the 1950s, extending the city limits beyond the historic town plan.

In 1959, the University of California's regents upgraded the University from an agricultural school to a full university campus, the University of California at Davis (UC Davis). This led to a period of unprecedented, rapid growth as university enrollments surged, and demand for housing throughout the City boomed. Following the rapid development of Downtown, which saw numerous residential properties converted to or replaced by commercial structures, Davis entered into a period of managed growth in the early 1970s that has informed urban planning efforts through the present.[1]

[1] *This historic context is adapted from Brunzell Historical's Davis, California: Citywide Survey and Historic Context Update, 2015.*

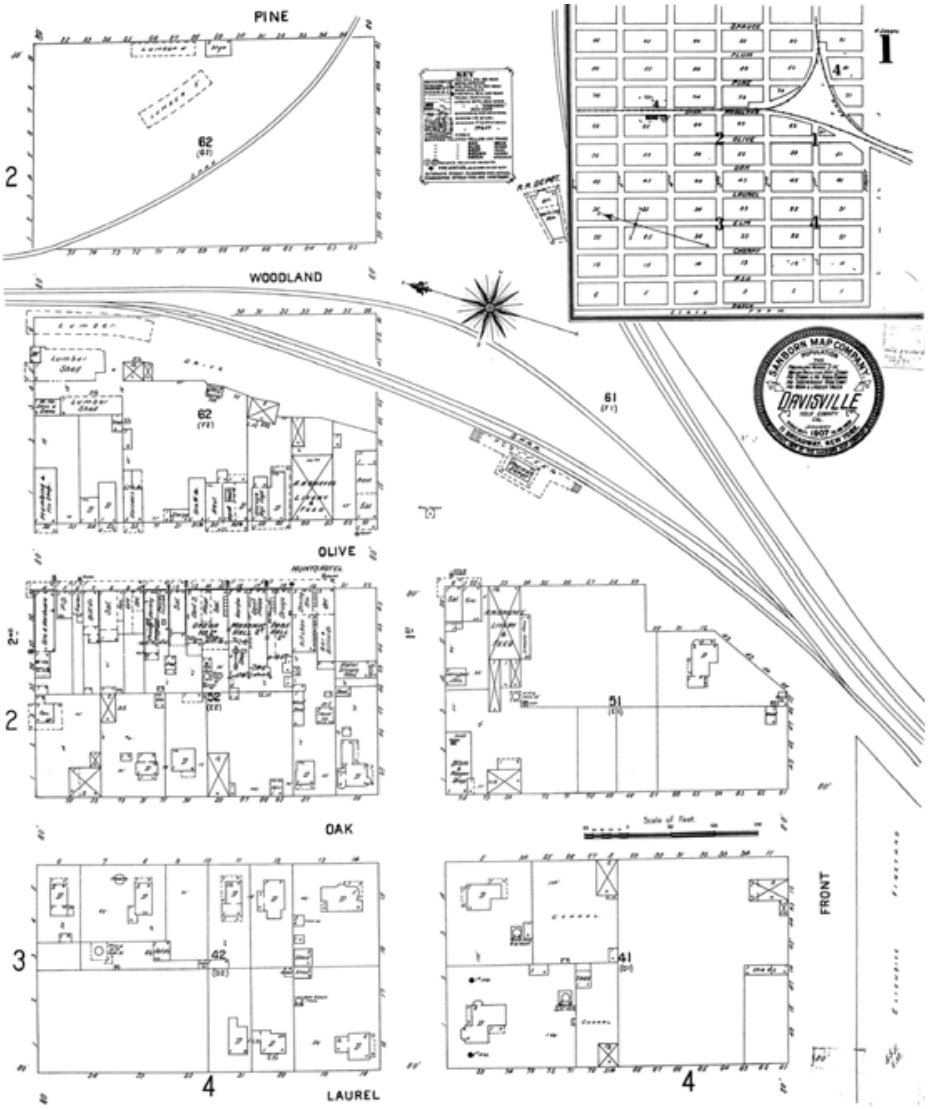


Figure 5.1 ***1907 Sanborn Fire Insurance Map of Davis, then known as "Davisville"***
The map shows early development in the vicinity of Second and G Streets (labeled as Olive Street) Image source: Proquest Sanborn Maps.

Figure 5.2 ***Historic Commercial Buildings at Second Street and G Street***

Patterns of Form and Scale Downtown

The historic commercial buildings tend to be one to two stories in height with rectangular footprints. At one time the buildings were side-by-side along the streets with consistent commercial uses. The modern-era buildings that remain in some cases form continuous canopies along the sidewalk, and generally have flat roofs and rectangular massing, reflecting relatively economical designs. Historic residential buildings are primarily detached houses with generally rectangular plans. Many of these residential buildings have been converted from former uses as single-family residences and duplexes to commercial uses.

Development and Design Approach

Categorized findings of the built environment can inform the design and direction for Downtown. Identifying existing building types, both individually and in relationship to each other in their respective neighborhoods and throughout the Downtown area, can inform the ongoing preservation of the existing community and architectural character that defines Downtown. This analysis can then guide changes to historic resources per The Secretary of the Interior's Standards for the Treatment of Historic Properties.

In addition, identifying historic resources for in-situ preservation, and for potential rehabilitation, adaptive reuse, and additions will promote ongoing development in Downtown.

Landmark and Merit Resources

As currently defined, Landmark and Merit Resources are considered historic resources under the California Environmental Quality Act (CEQA), as evaluation criteria for such resources aligns with that of the California Register of Historical Resources (CRHR) and have such been evaluated for historical significance.

Contributing properties to the Conservation Overlay District (that are not Landmark or Merit Resources) are not included in the official Davis Register of Historical Resources, and therefore are not currently considered historic resources under CEQA and are not subject to CEQA review solely because of their presence in the district.

Considerations for Future Development

Particularly in areas with concentrations of historic resources and age-eligible buildings, zoning regulations and design guidelines should promote responsible development adjacent to historic resources. In areas where significant increases in heights are proposed, building design tactics can be utilized to preserve the existing character of the neighborhood.

Form-based zoning regulations informed by existing architectural character and historic resources can encourage the planning, preservation, and development of infill and new construction at a scale that is appropriate for the existing community and architectural character of Downtown.

The historic development patterns of Downtown are reflected in the character of the historic buildings, including the massing, size, and scale. Assessing these attributes will assist in identifying appropriate alterations to existing resources.

Considerations for appropriate development have been applied to relevant sections of the Downtown Code (DMC Articles 40.13 and 40.14). See Section 40.14.080 of the Downtown Code for additional information.

Historical Preservation: Incentives to Consider

The City is encouraged to adopt incentives to encourage preservation of historic resources. The following list provides examples of incentives that can be used by the City.

- California Historical Building Code (CHBC)
- National Trust Preservation Funds
- Mills Act contracts
- Government agency grants and loans such as revolving loans, Community Development Block (CDBG) grants, and HUD programs
- Historic Rehabilitation Financing Program
- Preservation easements
- Permit fee waivers: reduction or elimination of building plan check or permit fees where feasible
- Tax credits: Federal Rehabilitation Tax Credits, certified districts, seismic, ADA
- Setback reductions for additions to existing historic resources to minimize impacts to the resource
- Official recognition/ awards: recognition and plaque program
- Streetscape improvements in Conservation District(s)
- Transfer of development rights (TDR)
- Promotion of landmarks through listing in the heritage resource inventory, brochures, or other forms of media
- Historic preservation technical assistance including workshops and education material made available to owners of designated landmarks
- California Main Street Program (commercial district revitalization)

These considerations include:

- Employ upper story stepbacks for new construction two or more stories taller than adjacent resources.
- Orient new construction to be compatible with existing access and orientation of the resources.

5.2 Neighborhood Character and Historic Resources

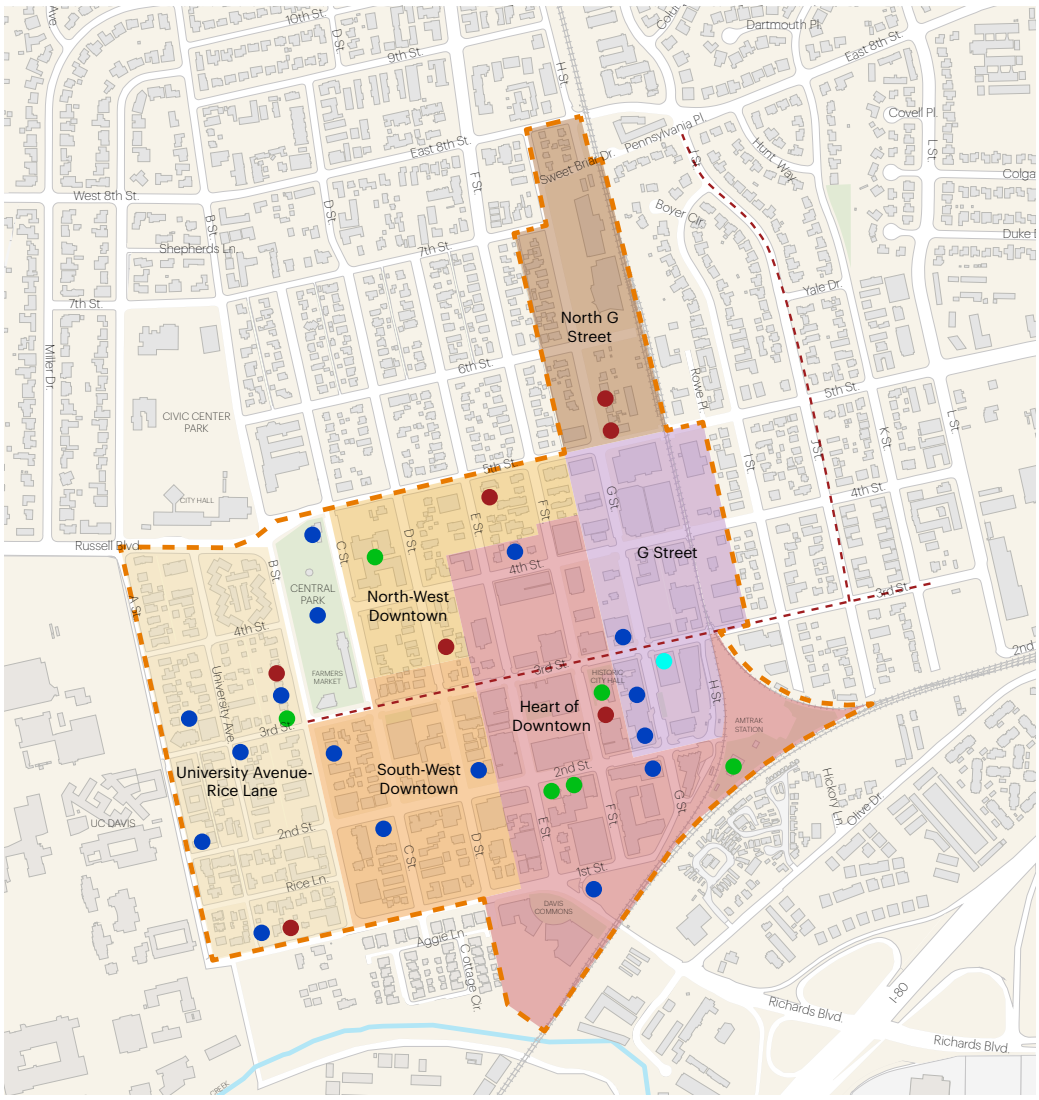
The Specific Plan seeks to protect historic resources and preserve Downtown's neighborhood character, balancing historic preservation while encouraging adaptive use and sensitive redevelopment.

The goal of protecting historic resources and the integrity of the neighborhood character can be achieved by developing guidelines and review standards that comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties, while considering the character-defining features of each neighborhood.

Figure 5.3 ***Historic Resources in Downtown (Current Survey)***

Legend

- Landmark Resource (designated)
- Merit Resource (designated)
- Merit Resource (identified through 2019 survey as part of Specific Plan)
- Eligible Resource (previous survey)
- 1967 Bike Lane (eligible for National Register)
- Specific Plan Boundary



100' ¼ mile

0' ⅛ mile

Clockwise from top left:

Figure 5.4 ***621 Fourth Street***
Figure 5.5 ***Dresbach-Hunt-Boyer Mansion***
Figure 5.6 ***305 E Street***

Neighborhood Character

The visual identity of a neighborhood is partly imbued by historic resources and older buildings, as well as non-tangible components of community character. Clear direction for appropriate alterations that will harmonize with neighborhood character can be determined through design guidelines and regulations, which can be informed by identified specific character-defining features in each neighborhood.

Heart of Downtown Character and Historic Resources

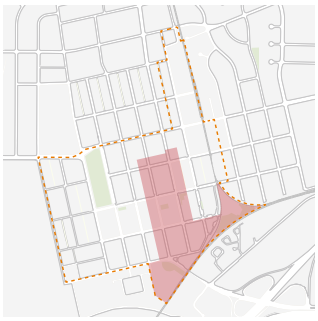


Figure 5.7 ***The Heart of Downtown Neighborhood within the Plan Area***

Neighborhood Character

The Heart of Downtown's character varies from block to block, and primarily reflects development patterns of the mid-twentieth century and later. Many commercial buildings, in particular, appear to have been altered heavily since their original period of construction, with very few examples remaining that exhibit historic character. Many commercial properties contain several storefront spaces within a strip or string of addresses. Also, many commercial buildings that wrap around corners have non-original awnings or overhangs finished with materials such as standing seam metal.

Buildings are generally one to two stories in height, with few buildings of three stories or greater. The area has several corner bank branches in buildings with late modern characteristics. Most are unremarkable or are vernacular adaptations of the International Style and Late Modern or Corporate Modern architectural trends that were popular in the 1950s through the 1970s, and in some cases into the 1980s.

Most pre-World War II buildings appear to be heavily altered. Buildings including the Anderson Bank Building, Masonic Lodge, Yolo Bank and the Brinley Block form a group of pre-World War II commercial buildings concentrated near Second Street and G Street. Buildings constructed during the mid-twentieth century (immediate post-World War II decades) have also undergone modern alterations such as storefront replacement and canopy installation or alteration.

Many, if not most, formerly residential properties have been converted to commercial uses. Most blocks within the Heart of Downtown have at least one large parking lot, if not several, that break up the block face. Some of these parking lots cut through blocks completely.

Character-Defining Features

- Buildings originally designed for commercial, institutional, or civic uses
- Buildings are one to three stories in height
- Architectural styles vary, from Spanish Colonial Revival (e.g. Old City Hall), to Streamline Moderne (e.g. Varsity Theater), to vernacular commercial buildings that provide good examples of a particular period of construction
- Exterior materials are stucco and brick with some wood elements
- Many windows or storefronts have been modified with contemporary metal-framed glass entrances

Below, from left to right:

Figure 5.8 ***Amtrak Station***
Figure 5.9 ***216 F Street***
Figure 5.10 ***Old City Hall***

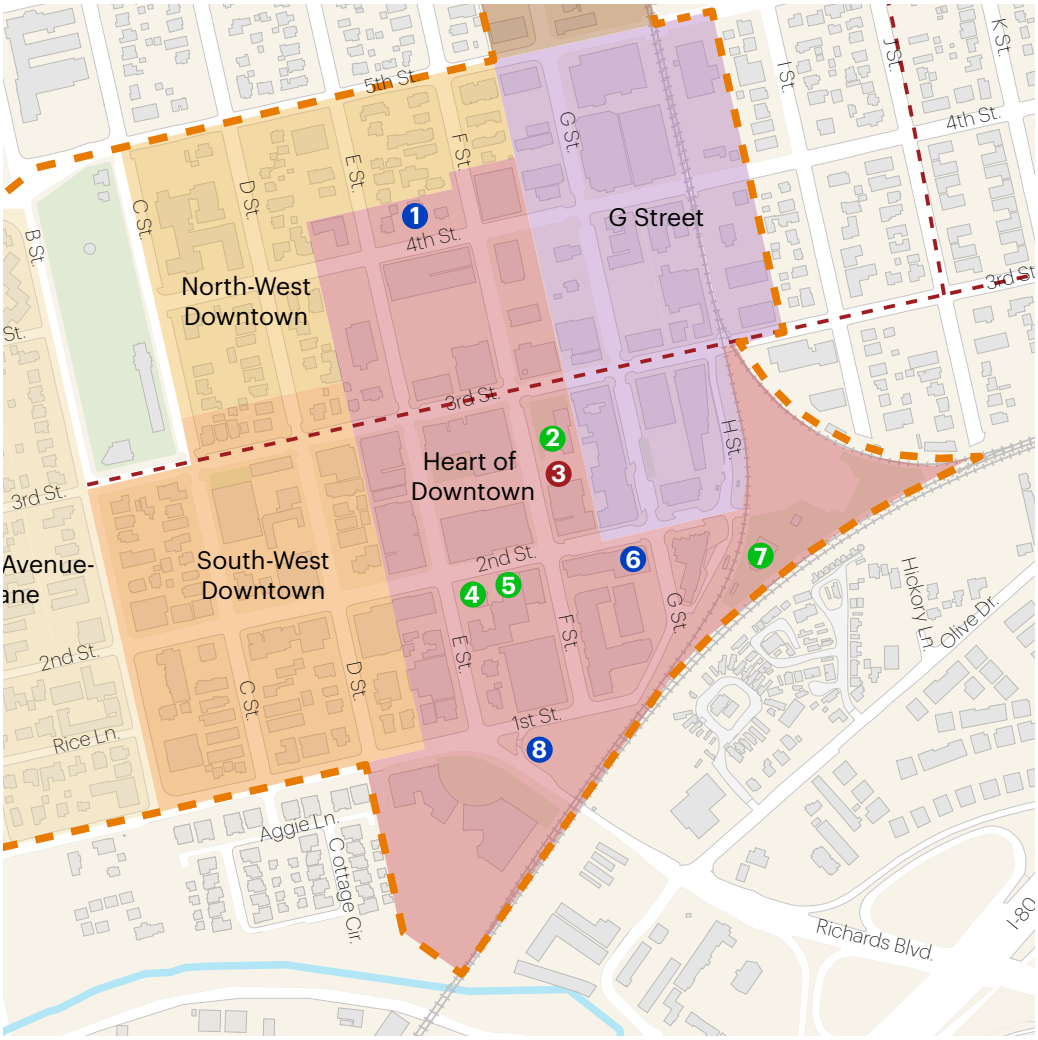


Figure 5.11 ***Historic Resources in the Heart of Downtown (Current Survey)***

Legend

- 1 619 Fourth Street
- 2 Old City Hall, Fire House
- 3 216 F Street
- 4 Dresbach-Hunt-Boyer Mansion
- 5 Varsity Theater
- 6 Brinley Block
- 7 Amtrak (Southern Pacific Railroad) Station
- 8 Davis Boy Scout cabin

- Landmark Resource (designated)
- Merit Resource (designated)
- Merit Resource (identified through 2019 survey as part of Specific Plan)
- 1967 Bike Lane (eligible for National Register)
- Specific Plan Boundary

Considerations for Form-Based Downtown Code

Applicable Zones: Main Street-Large (up to five stories) and Main Street-Large (up to seven stories).

Zoning Considerations: The proposed scale of five stories in height applies to the blocks including and immediately west of the former City Hall and several historic resources along G Street and Second Street, including the Anderson Bank building, the Masonic Temple building, and the Brinley Block building. The historic resources in this area are at most three stories in height, but typically one to two stories in height.

The largest potential height of seven stories is proposed within a single block, surrounding a park space or plaza. This block does not appear to contain any historic resources previously identified or any resources determined to appear to be eligible through survey. Given the much taller proposed heights here relative to existing heights in the surrounding area, features such as street and facade setbacks may factor into compatibility with existing resources, including potential shadow impacts for historic resources to the south, southeast, and east.

G Street Character and Historic Resources

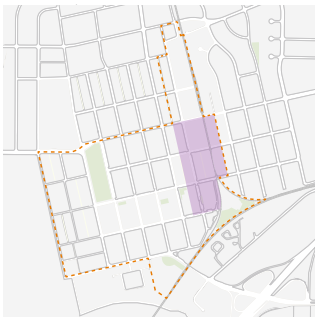


Figure 5.12 ***The G Street Neighborhood within the Plan Area***

Neighborhood Character

G Street's character transitions from one- to two-story relatively densely built blocks towards the south, to blocks comprised of larger three- to four-story buildings on typically larger lots further north (in the vicinity of Fourth Street and Fifth Street), where more recent construction of commercial buildings has occurred. The area is bounded on the east side by the Old East residential neighborhood which contains a number of historic buildings.

A stretch of early- to mid-twentieth century commercial buildings define the west face of G Street between Second Street and Third Street. These buildings were built directly northwest of the Southern Pacific Railroad Depot. They represent one of the few commercial block faces in the general downtown area that retains a consistent street wall formed by early- to mid-twentieth century buildings built side-by-side (i.e., without parking lots interrupting the block face).

The east side of the 200-block is dominated by a large parking lot and the Chen Building, a three- to four-story mixed-use building completed in 2004. Similar character, with parking lots breaking up the street front along each block face, defines the 300-block. In general the block faces north of Third Street and south of Fifth Street are irregular, with open areas for parking and larger-scale commercial buildings of more recent construction.

Character-Defining Features

- Commercial buildings constructed in the early 1900s to the 1940s representing pre-World War II architectural types and style
- Buildings are one to three stories in height
- Constructed of, or clad with brick or stucco
- The Brinley Block and Anderson Bank Building are brick masonry buildings with common early 20th century commercial architectural features
- The Davis Lumber Company building is a rare local example of Streamlined Moderne architecture
- These identified resources, excepting the Masonic building, are located at corners

Considerations for Form-Based Downtown Code

Applicable Zones: Main Street-Medium and Neighborhood-Medium

Zoning Considerations: Proposed building forms should be compatible with existing resources that are small- to medium-scale, largely one to two stories in height. The 300 and 400 blocks of G Street have several parking lots between smaller scale buildings. Buildings toward the north end of the area near Fifth Street are three and four stories in height, similar to the proposed building scale. Some resources could receive additions and retain eligibility if alterations are carefully designed and comply with The Secretary of the Interior's Standards.

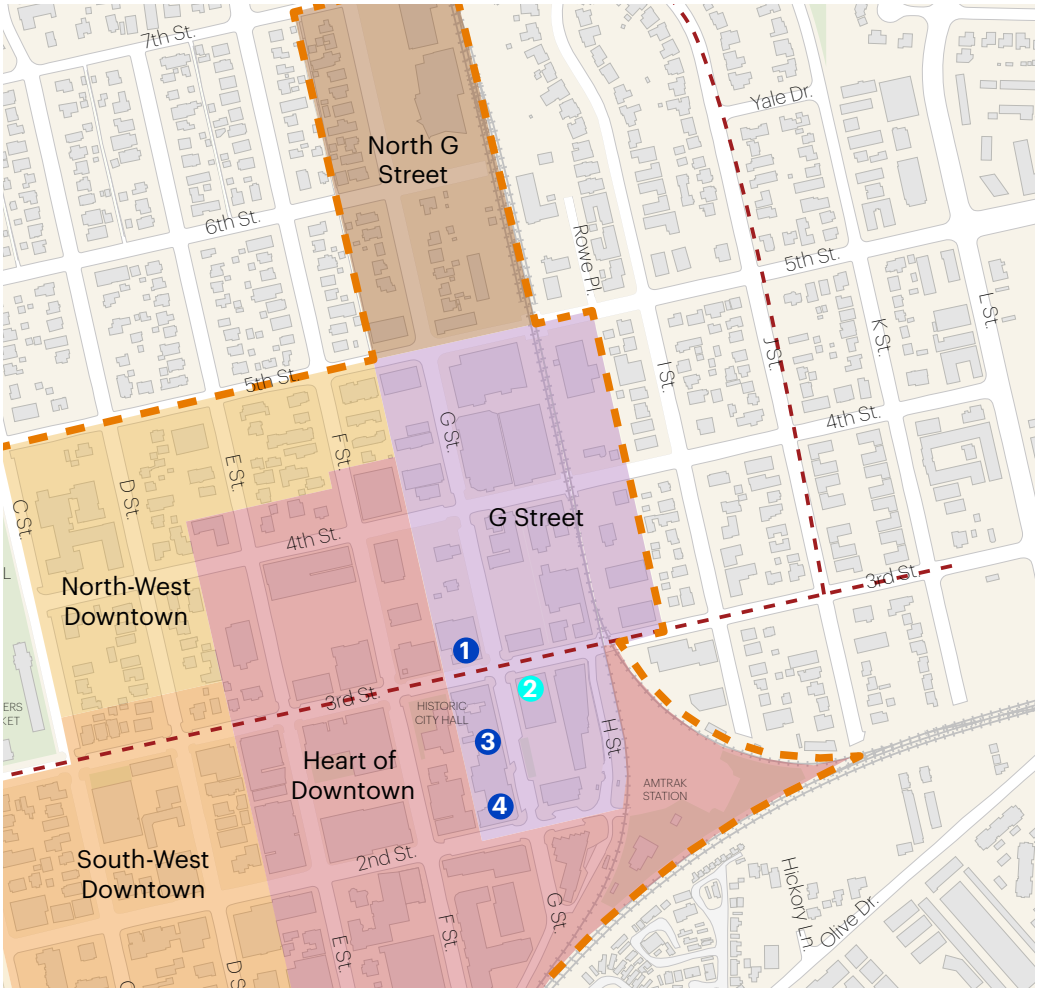


Figure 5.13 ***Historic Resources in the G Street Neighborhood (Current Survey)***

Legend

- 1 Bank of Yolo
- 2 Davis Lumber Company building
- 3 Masonic Lodge - 221 G Street
- 4 Anderson Bank building
- Merit Resource (designated)
- Eligible Resource (previous survey)
- 1967 Bike Lane (eligible for National Register)
- Specific Plan Boundary

Clockwise from top left:

Figure 5.14 ***Anderson Bank***
Figure 5.15 ***Brinley Block***
Figure 5.16 ***Davis Lumber Company Building***
Figure 5.17 ***Masonic Lodge***

North G Street Character and Historic Resources

Figure 5.18 ***The North G Street Neighborhood within the Plan Area***

Neighborhood Character

North of Fifth Street, G Street transitions from commercial uses to a mixed residential-commercial character on opposite west and east block faces, respectively. The eastern edge of the neighborhood is bound by railroad tracks, while the western edge is bound by the Old North neighborhood, which is residential in character and appears to contain numerous eligible or potentially eligible historic buildings.

The southeast portion of the district is comprised of several parcels currently occupied by Hibbert Lumber Company, including a hardware store, lumberyard, and former residence converted to an office. Further north, the 500-block contains several additional one- to two-story residences that have been converted to commercial use in some cases. The northernmost portions of the district feature similar character, with small-scale residential at the west, and larger parcels at the east, including the Davis Co-op market.

Character-Defining Features

- Early- to mid-twentieth century residential buildings
- Buildings are one to two stories in height
- Moderate setback from street, sometimes providing space for a front lawn area
- Wood or stucco exterior materials
- Front porches common
- Typical residential fenestration
- Hibbert Lumber Company building is a mid-century, post-and-beam type commercial building, one story in height

Considerations for Form-Based Downtown Code

Applicable Zones: Neighborhood-Small and Main Street-Medium

Zoning Considerations: The residential properties along the west side of the North G Street neighborhood are similar in scale and age to those of the Old North neighborhood to the west. The proposed Neighborhood-Small zone would need to respond to this character.

For the Main Street-Medium zone, larger buildings can be proposed, compatible with the existing character of the neighborhood, and with massing articulation and height stepbacks as needed to provide appropriate transitions to the adjacent Old North and Old East neighborhoods. Special consideration may be needed for the Hibbert Lumber property at the south end of the area, which is being evaluated as a potential historic resource.

Figure 5.19 ***Historic Resources in the North G Street Neighborhood (Current Survey)***

Legend

1. 516 G Street
2. The Hibbert Lumber Company hardware store property at 500 G Street is in the process of being evaluated by Garavaglia Architecture, Inc. (GA) as part of the 2019 survey of historic resources, and may be determined to be a Merit Resource.

- Merit Resource (identified through 2019 survey as part of Specific Plan)
- 1967 Bike Lane (eligible for National Register)
- Specific Plan Boundary

Figure 5.20 ***Hibbert Lumber Company building***

North-West Downtown Character and Historic Resources

Figure 5.21 ***The North-West Downtown Neighborhood within the Plan Area***

Neighborhood Character

Character in North-West Downtown varies block-to-block, with some blocks containing residences and others containing primarily open space or institutional use. The neighborhood forms a transition between the larger scale and commercial environment of G Street and the Heart of Downtown neighborhoods to the Old North neighborhood that has a traditional residential neighborhood character.

This area reflects the impact of the development of city parks and open space, which became a focus in Davis during the 1920s and 1930s.

Character-Defining Features

- Residential and institutional buildings
- Residential buildings are early- to mid-twentieth century
- Buildings are one to two stories in height
- Moderate setback from street, sometimes providing space for a front lawn area
- Wood or stucco exterior materials
- Front porches common
- Typical residential fenestration

Considerations for Form-Based Downtown Code

Applicable Zones:
Neighborhood-Medium

Zoning Considerations: The North-West Downtown neighborhood has experienced some recent construction, but largely retains small to medium scale, one and two stories in height. The Code should allow development compatible with the form and scale characteristics of the existing context.

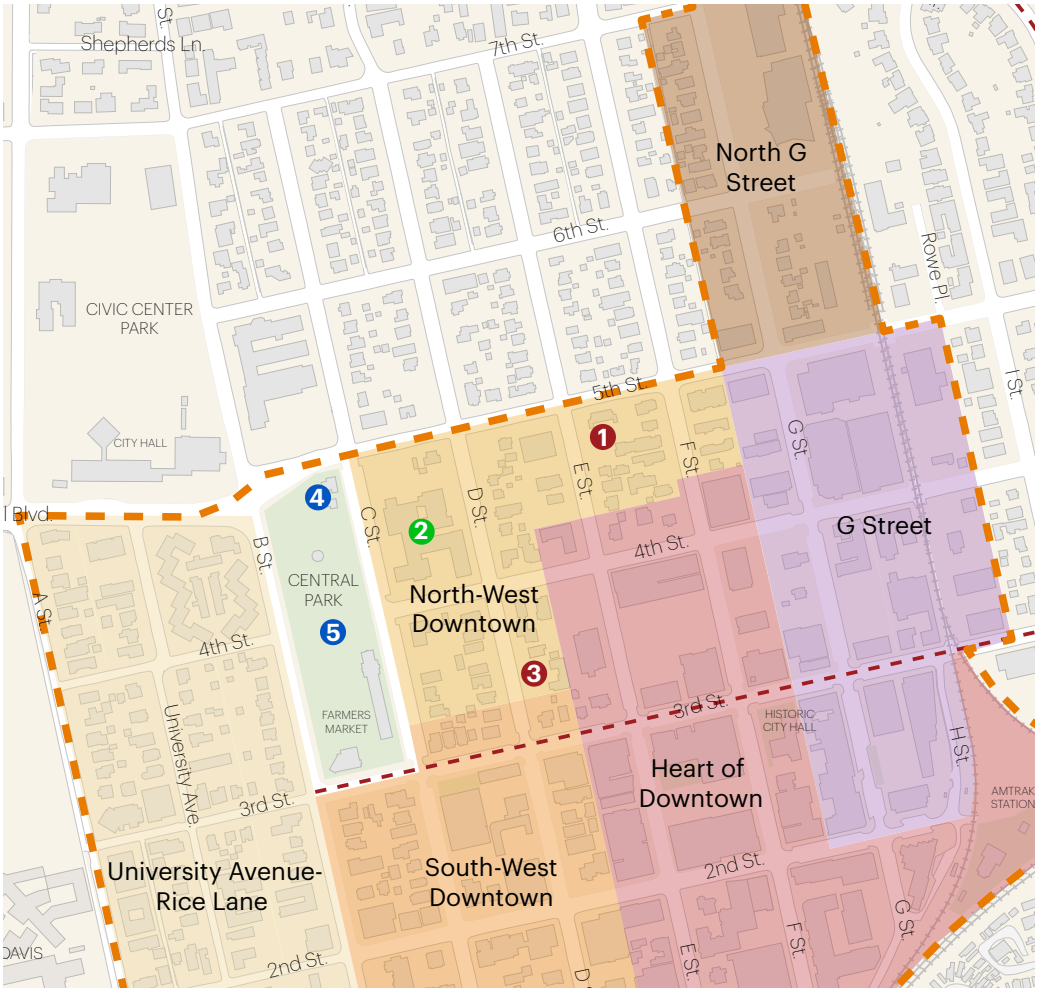


Figure 5.22 ***Historic Resources in the North-West Downtown Neighborhood (Current Survey)***

Legend

- 1 — 430 E Street
- 2 — Davis Community Church
- 3 — 318 D Street
- 4 — Hattie Webber Museum
- 5 — Central Park
- Landmark Resource (designated)
- Merit Resource (designated)
- Merit Resource (identified through 2019 survey as part of Specific Plan)
- 1967 Bike Lane (eligible for National Register)
- Specific Plan Boundary

From left to right:

Figure 5.23 ***Central Park***
Figure 5.24 ***Hattie Weber Museum***

South-West Downtown Character and Historic Resources

Figure 5.25 ***The South-West Downtown Neighborhood within the Plan Area***

Neighborhood Character

South-West Downtown is an active area south of Central Park that feels more commercial than residential. The neighborhood's commercial buildings appear to date to the 1950s and 1960s, and a few formerly residential buildings have been converted to commercial use. The character of the neighborhood changes somewhat abruptly north and south of Third Street, transitioning from one- to three-story commercial buildings to one- to two-story residential ones.

Parcel sizes vary, with an even division of narrow lots typical of early residential properties and wider lots, some roughly a quarter-block in area, reflective of later infill commercial development. Contributing properties are scattered, with the exception of a grouping centered on D Street and First Street, as well as Contributing and Merit properties along the east block face of B Street between Second Street and Third Street.

Third Street Historic Bike Lane

Third Street contains a historic bike lane extending from K Street to B Street, which was among the first on-street bike lanes created by the City and the first in the United States. Third Street, if reconfigured as a Shared Street, could commemorate the historic bike lanes in the form of signage, paving, public art or other landscaping improvement.

Character-Defining Features

- Buildings are one to two stories in height
- Residential massing with gabled or hipped roofs
- Moderate setback from street, sometimes providing space for a front lawn area
- Wood or stucco exterior materials
- Front porches common
- Typical residential fenestration

Considerations for Form-Based Downtown Code

Applicable Zones: Neighborhood-Medium and Main Street-Medium

Zoning Considerations: Special consideration will be needed for a few resources located along the 500 block of First Street and others that are located at corners.

Figure 5.26 ***Historic Resources in the South-West Downtown Neighborhood (Current Survey)***

Legend

- 1 — 232 B Street
- 2 — 505 Second Street
- 3 — 137 C Street
- Merit Resource (designated)
- 1967 Bike Lane (eligible for National Register)
- Specific Plan Boundary

Clockwise from top left:

Figure 5.27 ***505 Second Street***
Figure 5.28 ***First Street Fraternity Houses***
Figure 5.29 ***Third Street Character***

University Avenue-Rice Lane Character and Historic Resources

Figure 5.30 ***The University Avenue-Rice Lane Neighborhood within the Plan Area***

Neighborhood Character

The University Avenue-Rice Lane District is a primarily residential neighborhood, with some commercial uses, many of which are located in formerly residential buildings. The neighborhood's various residential typologies such as single-family, duplex, and multiple unit apartment buildings reflect the development of Davis and UC Davis during the early and mid-20th century. Several survey properties in this area were owned or occupied by prominent UC Davis professors, including 237 First Street and 359 B Street, while many properties have been identified as historic resources in previous survey efforts.

Several blocks within the neighborhood are divided by alleys that in some cases enable construction of buildings oriented towards the alley. This condition occurs at the rear of lots that front onto University Avenue, A Street, or B Street.

At the south end of the neighborhood, Rice Lane cuts through the block bound by Second Street, University Avenue, First Street, and A Street. Several early 20th century and potentially earlier structures are present. Lots within the blocks vary slightly in size, and the number of lots in each block is inconsistent. The area is densely developed, but remains somewhat informal in terms of the placement of houses and varying street widths.

Character-Defining Features

- Primarily residential typologies, one to two stories in height
- Building materials vary, but generally consist of wood-frame residences with wood, stucco, or brick exteriors
- Styles range from Craftsman and Period Revivals built in the 1900s through 1930s, to later Minimal Traditional style residences of the Great Depression to post-World War II periods
- Residential massing with gabled or hipped roofs
- Moderate setback from street, sometimes providing space for a front lawn area
- Front porches common
- Typical residential fenestration
- Many residences do not have a driveway along the street front; rather, parking is accessed at the rear of the lot by an alley
- Parcel sizes are varied, particularly at the southern end of the district, which reflects variation in historic subdivisions and their respective lot dimensions

Considerations for Form-Based Downtown Code

Applicable Zones: Neighborhood-Medium and Main Street-Medium

Zoning Considerations: The Code needs to consider the small scale built form in this neighborhood, with redevelopment having occurred mainly along B and Third Streets. The proposed form and scale should consider compatible alterations to properties containing or adjacent to historic resources.

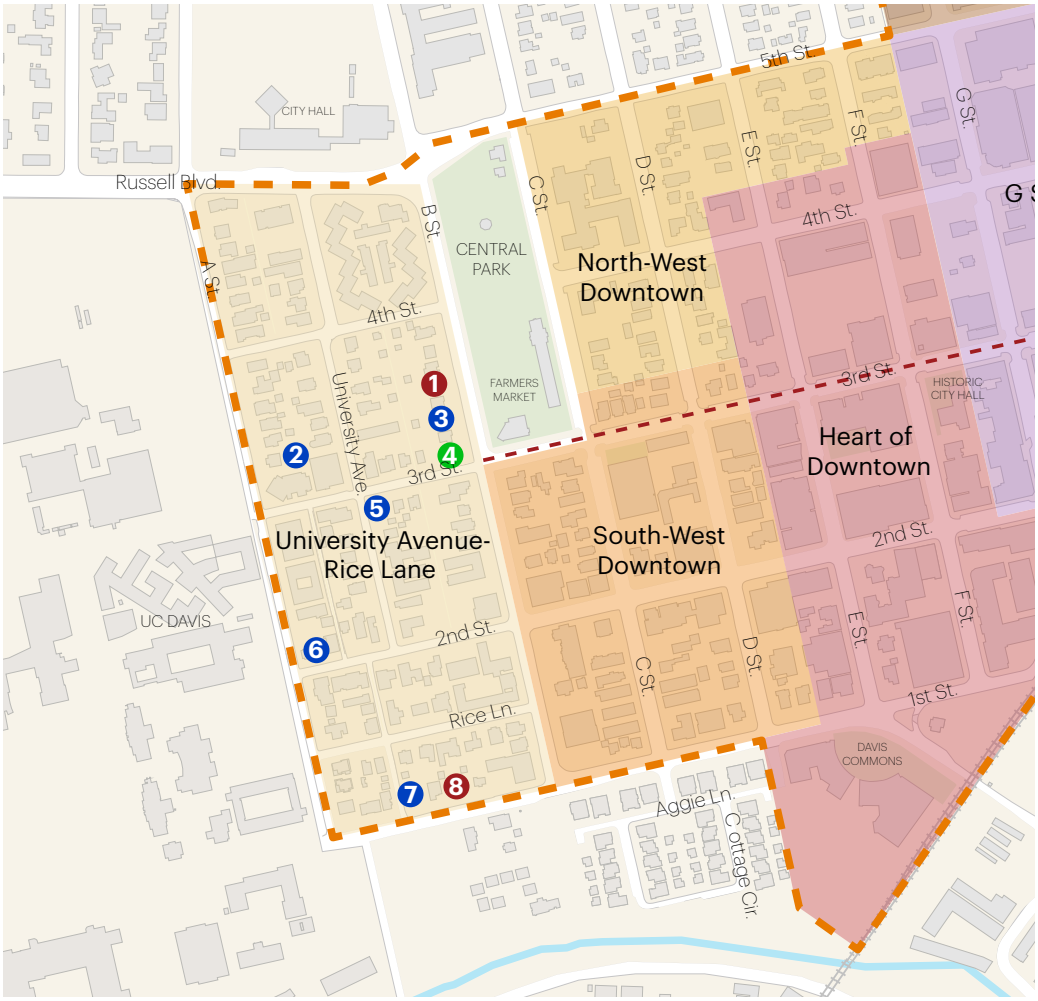


Figure 5.31 ***Historic Resources in the University Avenue-Rice Lane Neighborhood (Current Survey)***

Legend

- 1 359 B Street
- 2 310 A Street
- 3 337 B Street
- 4 301 B Street
- 5 232 Third Street
- 6 201 A Street
- 7 231 First Street
- 8 237 First Street
- Landmark Resource (designated)
- Merit Resource (designated)
- Merit Resource (identified through 2019 survey as part of Specific Plan)
- 1967 Bike Lane (eligible for National Register)
- Specific Plan Boundary

Left to right:

Figure 5.32 ***237 First Street***
Figure 5.33 ***359 B Street***

5.3 Conservation Overlay District

Note: although the Plan area does not include the Old North and Old East neighborhoods, they are included in the following recommendations as they are a part of the existing Conservation Overlay District boundaries.

The current boundaries of the Conservation Overlay District cover the Downtown core, the University-Rice Lane neighborhood, and the Old North and Old East neighborhoods. The Conservation Overlay District serves to protect the scale and character of the defined area, including those properties not designated as Landmark or Merit Resources.

Per guidelines established by the Office of Historic Preservation (OHP) and National Park Service (NPS), a designated Historic District can be considered a historic resource for CEQA (California Environmental Quality Act) analysis, and as such all properties within the district are subject to review to determine potential impacts to the district, as the historic resource. As it stands, the Conservation Overlay District is not considered a designated Historic District, and as such properties within the area are not subject to review in relation to the overall district. However, the age and existing designation of Landmark or Merit resource does qualify individual buildings for review under CEQA.

CLOSER LOOK

What is a Certified Local Government?

The City of Davis is currently listed as a Certified Local Government (CLG) per the National Park Service, to carry out the purposes of the National Historic Preservation Act established in 1966 (NHPA; Public Law 89-665; 54 U.S.C. 300101 et seq.). As such, the City of Davis is required to enforce applicable state and local regulation for the designation and protection of historic resources. To maintain the status of a CLG, the City of Davis must continue to maintain the elements established in the City ordinance.

Included in these regulations is the establishment of a historic preservation review commission by local ordinance, which has been fulfilled by the Historic Resources Management Commission (HRMC). The HRMC has a more formal role as a part of a CLG, and currently has the powers to: review new construction, significant exterior alteration, and demolition of designated Landmark and Merit Resources, and contributing properties within designated historic districts; and perform advisory review of new construction, significant exterior alteration, and demolition on properties within 300-feet of designated Landmark and Merit Resources, and within adopted conservation overlay districts.

The HRMC would retain purview of the amended conservation overlay districts, and within the Plan Area.

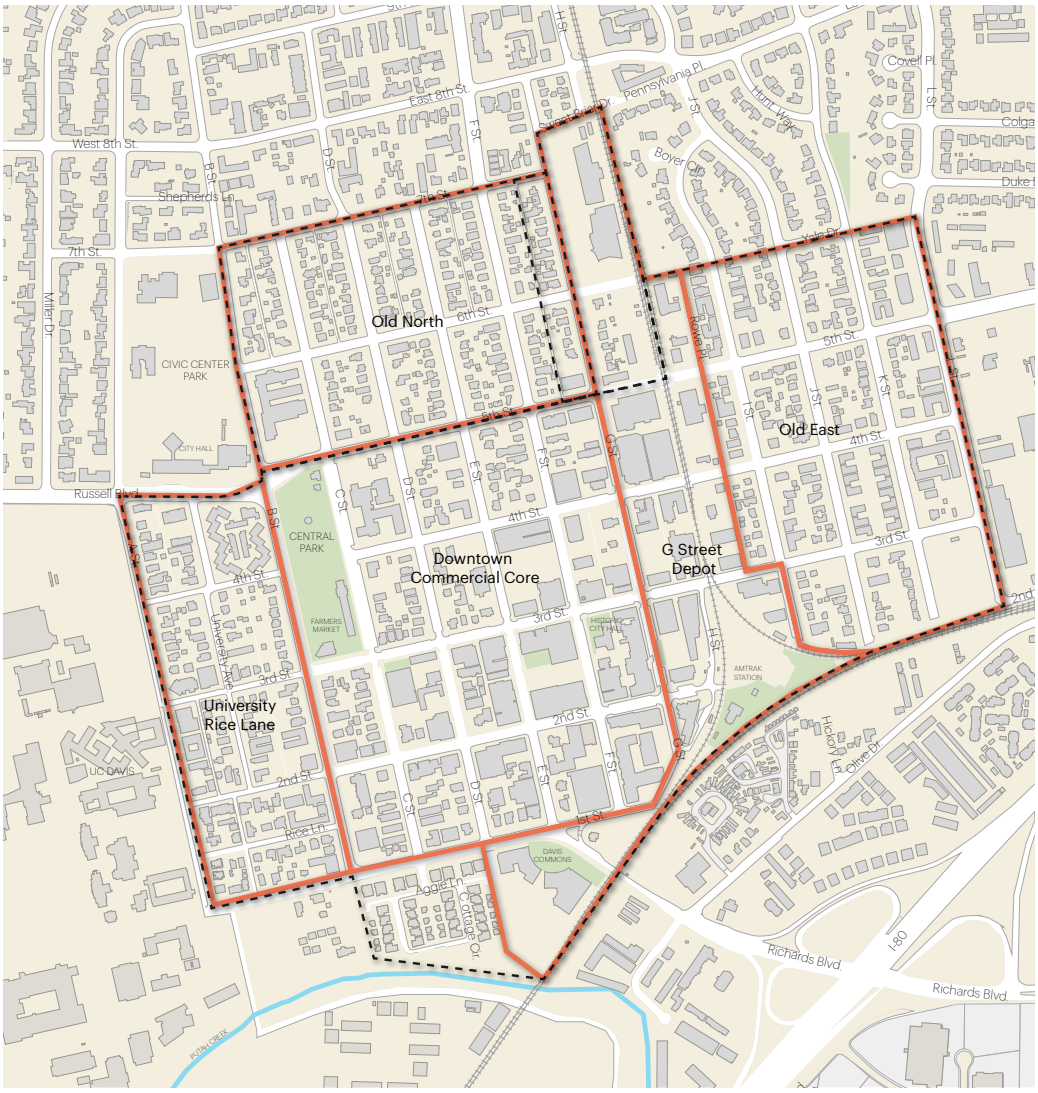


Figure 5.34 ***Conservation Overlay District, Existing and Proposed***

Existing Conservation Overlay District

Proposed Conservation Districts

The Downtown and Traditional Neighborhood Overlay District (Conservation Overlay District) was established with five distinct purposes (Section 40.23.010 of the Davis Municipal Code):

1. Conserve the traditional neighborhood character, fabric and setting while guiding future development, reuse, and reinvestment;
2. Discourage the demolition of structures consistent with the district's historic character by providing incentives for reuse of non-designated contributing structures;
3. Plan for new commercial and residential infill construction that is compatible and complementary to the character of existing neighborhood areas within the district;
4. Foster reinvestment and economic development in the core that is consistent with historic conservation; and
5. Provide guidelines to clarify the community's expectations for the type and quality of development within the district. (Ord. 2066 § 1, 2001)

Success has been achieved for items (1) through (4), but the guidelines described in item (5) remain unclear.

Recommendations for the Conservation Overlay District

The performance and efficacy of the existing Conservation Overlay District should be evaluated and the following recommendations be considered:

A. Eliminate district as a whole, and establish existing neighborhoods as individual conservation districts.
These will include the following, as shown in Figure 5.34.

- Old East
- Old North
- University Avenue-Rice Lane, as adjusted

B. Develop separate design guidelines for each district.
This would establish the unique character-defining features of the neighborhood, and provide clear design guidelines to preserve those features and encourage sensitive development. Areas with special characteristics can be further developed, with considerations to the Regulating Plan.

C. "Contributing" status would not necessarily be required for individual properties.
This is because demolition or significant alteration would be reviewed holistically as related to preserving the overall character of the district.

D. Additionally establish special areas of interest to encompass the transitional areas between the Downtown Commercial Core and the Old East and Old North neighborhoods.
These special areas of interest will be for the Downtown commercial core, and along G Street including the Amtrak site, and would allow for more nuanced conservation and development in these areas, as shown in Figure 5.34.

These recommendations would not change the purview of the HRMC, but would clarify and streamline the design review process within the individual neighborhoods. This would allow for continued efforts to conserve the historic character of Davis, while allowing for thoughtful contextual development.

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CHAPTER

6 Mobility and Parking

In this chapter

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6.1 Downtown Mobility: Approach and Intent

This chapter sets forth policies and strategies that pertain to the transportation system and related infrastructure within the Plan Area. An essential aim is to establish and maintain the transportation system necessary to support a thriving Downtown where most employees and residents will meet their daily needs by walking, bicycling, taking transit, and ridesharing.

In terms of transportation, a fundamental Specific Plan objective is to create a place of enduring value, to minimize impacts on neighbors, and meet the sustainability goals for Downtown. The design of the streets and public realm is intrinsic to that effort and relies on industry best practices and a progressive approach that balances the needs of all users.

Complete Streets and Walkability

The future vision for Downtown is one in which users choose to meet their daily needs by walking, bicycling, taking transit, and ridesharing. Streets are to be safe and comfortable for all modes of travel.

A common feature for all the streets is that they should be multimodal and have the attributes of Complete Streets, described on the facing page in Figure 6.3.

Streets are public spaces of limited width. As shown in Figure 6.1, Complete Streets give top priority to space-efficient modes of transportation—to pedestrians, bicycles, and transit—when allocating space on streets, in order to maximize the capacity of streets to move people and goods. An important aspect of Complete Street design is to consider universal access and design features, to make them safe and comfortable for people of all ages and abilities.

Figure 6.1 ***Complete Streets Priorities Graphic***
(Above) Complete Streets prioritize space in the order of how space-efficient the travel modes are.

Figure 6.2 ***Streets for People***
(Right) "The design of cities begins with the design of streets. To make a good city, you need good streets, and that means streets where people want to be. Streets need to be safe and comfortable, interesting, and beautiful. They need to be places." Quote from Street Design: The Secret to Great Cities and Towns *by Victor Dover and John Massengale. Image source: www.flickr.com*

CLOSER LOOK: COMPLETE STREETS

Figure 6.3 ***Example of a Complete Street***
Showing features that create a context-sensitive, pedestrian-oriented public realm.

A) Transit Prioritization at Intersections
Design intersections to help public transit run on time.

B) Intelligent Traffic Signals
Use intelligent traffic signals designed to control traffic flow, transit, and pedestrian crossing safely and efficiently.

C) Comfortable Bicycle Facilities
Design bicycle facilities to create space for bicycles and protect them from moving cars.

D) Minimum Vehicular Travel Lanes
Reduce the number of travel lanes to provide traffic calming and enable wider sidewalks.

E) Enhanced Crosswalks
Design crosswalks to make the pedestrian experience safer and easier.

F) Wide Sidewalks
Design sidewalks for a comfortable pedestrian experience for all ages and sidewalk dining with the widest sidewalks on shopping streets.

G) Street Trees
Select species that thrive in urban environments, provide shade and beauty, and reduce air pollution.

H) Green Infrastructure
Design Infrastructure that adds visual interest while directing stormwater directly to the soil to allow groundwater recharge.

I) Ease of Maintenance
Reduce the cost of maintenance for streets through selection of durable materials.

J) Universal Design and Visitability
Include universal design features where possible to enable people of all abilities to use streets and sidewalks safely and comfortably.

Complete Streets

Multimodal
Each street serves all users by balancing the needs of automobiles, buses, and trucks with those of pedestrians and cyclists. This is done in different ways and by using a different combination of strategies depending upon the use of the street and prioritization.

Context Sensitive
Each street is designed to work within the existing or intended physical context of the area.

Physical Appeal
Each street is designed integrally with the public realm, keeping in mind the needs of different user groups.

For additional information on Complete Streets, visit www.smartgrowthamerica.org/complete-streets

6.2 Thoroughfare Design

Figure 6.4 ***Thoroughfares as Places***
Thoroughfares should be designed as both corridors for movement and places to linger.

Figure 6.5 ***Slender, Low-Speed Streets***
Slender, low-speed streets can be approved by Fire Marshals, helping create family-friendly public places such as Octavia Boulevard, San Francisco.

Streetscapes and thoroughfares are the preeminent elements of the public realm in Downtown. Accordingly, their role within the built environment is complex and varied.

The Specific Plan utilizes the following framework, adapted from the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, to guide streetscape and thoroughfare design. The term "thoroughfare" is used in this Specific Plan as a broad category that includes all types of streets such as shared streets, paseos, etc.

Streets for All Users

The transportation system serves a variety of users, including people traveling by foot, bicycle, bus, train, and automobile, as well as delivery trucks serving Downtown businesses. Travel to and from Downtown marks the beginning and end of a person's experience, establishing vital first and last impressions of Downtown.

Moreover, convenient access to Downtown restaurants, shops, and services is important not only for regular daily errands and activities, but also for the livelihood of Downtown businesses. As such, a well-connected and effective multimodal transportation network is an essential component of the overall Downtown experience for existing and future residents, employees, visitors, and businesses alike.

An emphasis on space-efficient forms of transportation—from walking and bicycling to fast, frequent, and reliable transit—can support a thriving Downtown while managing traffic congestion.

Streets Provide for Mobility and Accessibility

Mobility is the movement of people and goods from one location to another. Accessibility refers to the ability to reach a desired location. Both mobility and accessibility encompass all travel modes. Given the nature of Downtown land uses and activities, Downtown transportation systems typically emphasize convenient accessibility (i.e., easily reaching a desired destination) over efficient mobility (i.e., moving a large number of people or goods in a short amount of time).

Streets are Public Spaces that Help Shape Urban Environments

Beyond their role as conduits for the movement of people and goods, streets host social interactions, provide space for community gatherings, and influence public life. Designing streets as public spaces where people want to spend time maximizes their contributions to the public realm.

Streets Support Economic Development

Businesses benefit from streets that efficiently move and transfer goods while attracting and serving customers.

Figure 6.6 ***Dedicated Bike Lanes***
Features such as dedicated bike lanes make bicycling safe for all ages. Image source: www.metaefficient.com.

Streets are Adaptable

A multitude of configurations are possible within a given street envelope. Street designs can change as the needs of its users evolve over time. Interim design treatments can demonstrate the effectiveness of design concepts while gradually adjusting user travel behaviors.

Streets Designed for Safety

Conflicts between people walking, driving, and bicycling are inherent on multimodal streets. Good street design considers sources of multimodal conflicts to minimize the potential for collisions.

Streets are Ecosystems

Streets are designed as ecosystems where man-made systems interface with natural systems.

CLOSER LOOK

"Layered Network" Approach

The transportation network vision for the Plan Area was established using an integrated transportation systems planning process known as a layered network approach.

The layered network approach recognizes that while a transportation system serves a variety of users, it is not always practical, feasible, or desirable for a single thoroughfare to accommodate all transportation modes equally at all times. Moreover, in constrained operating environments, attempting to balance competing modes on individual thoroughfares can result in substandard conditions for all users.

Instead, the layered network approach envisions thoroughfares as individual components of a system and identifies modal priorities for each thoroughfare. Guided by these modal priorities, each thoroughfare is designed to create a high-quality environment for its intended users. The resulting transportation system establishes a network of Complete Streets that improves comfort, attractiveness, and safety for all users.

Strategies for Thoroughfare Design and Operations

Layered Network
The Specific Plan recommends a layered approach to creating the network of thoroughfares, in which individual thoroughfares have clearly defined modal priorities, and the design of each thoroughfare creates a high-quality environment for its intended users.

Streets for All Ages
Design thoroughfares to make bicycling, walking, and taking transit safe and comfortable for everyone, irrespective of age and ability. A comprehensive network of sidewalks, protected cycle tracks, and crossing facilities will provide safe access. Where limited street space exists, priority should be given to non-motorized modes to protect the safety and comfort of these more vulnerable users.

Universal Design
Design thoroughfares to ensure that they are readily accessible to and usable by all users, especially individuals with disabilities.

Placemaking
Design thoroughfares as places (e.g., for dining, shopping, and social interaction) as well as corridors for movement.

Natural Systems
Maximize opportunities to support ecosystems and the surrounding natural environment in thoroughfare design. Incorporate pervious pavements, bioswales, street trees, and other green infrastructure elements into thoroughfare design whenever possible.

Goods Movement
Thoroughfares should accommodate the movement and transfer of goods to support the basic functions and operations of Downtown businesses.

Minimize Conflicts
In the design and operation of thoroughfares, protecting human life and health is paramount, and takes priority over mobility and other transportation system objectives. Thoroughfares should reduce multimodal conflicts and separate competing travel modes, where feasible.

Emergency Response Needs
Incorporate the needs of emergency service providers in thoroughfare design to the satisfaction of the City Public Works Director and the City Fire Marshal in accordance with applicable emergency response standards.

Design Guides
The design of thoroughfares should be informed by industry best practices. The Specific Plan recommends the following as guides: The National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide, the United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), and the California Manual on Uniform Traffic Control Devices (CA-MUTCD). The City may also consider innovative and experimental design concepts from around the world. In the event of a conflict, the City will determine the most appropriate design treatment.

Figure 6.7 ***Conveniently Placed Bicycle Storage Facilities***
Conveniently placed bicycle storage facilities improve accessibility for people traveling by bicycle. Image source: Fehr & Peers.

Figure 6.8 ***Thoroughfares as Public Space***
Thoroughfares are valuable public spaces for community events and civic gatherings. Image source: Fehr & Peers.

6.3 Downtown Circulation Plan

Thoroughfare design is closely linked with the development vision for the Plan Area. Design elements for individual thoroughfare segments are tailored to serve the anticipated use and form of adjacent properties, as well as the broader mobility needs for Downtown.

Figure 6.9 illustrates the circulation plan for the Plan Area. Generally, individual thoroughfare segments are prioritized for typically one travel mode while accommodating the full range of travel modes, to maximize the effectiveness of the transportation system as a whole. The planned circulation system for Downtown

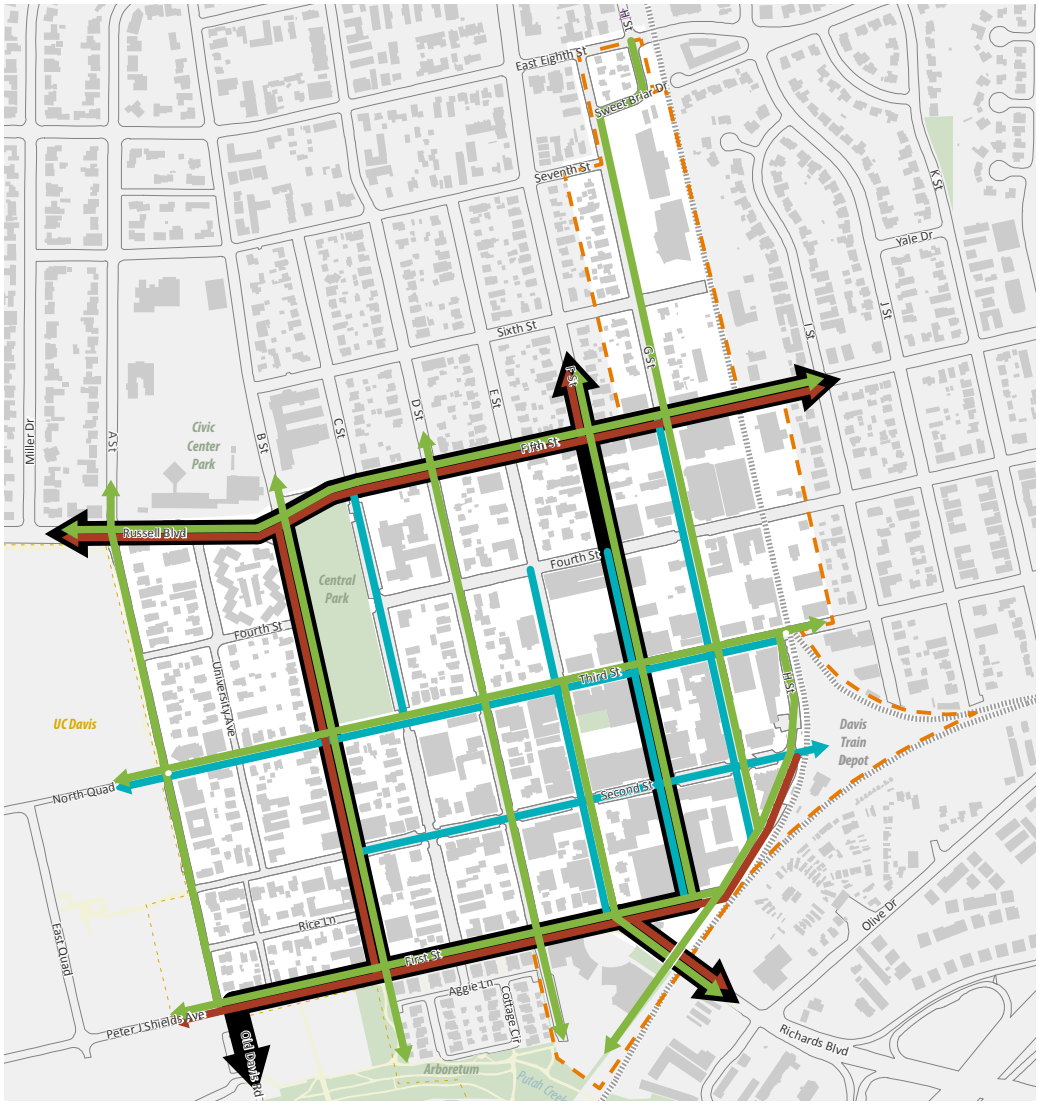


Figure 6.9 ***Downtown Circulation Plan***
The Downtown circulation system is designed to accommodate all travel modes and to serve the emerging mobility needs as the Plan Area develops.

Legend

- Pedestrian Priority Network
- Bicycle Priority Network
- Transit Priority Network
- Vehicular Priority Network
- Specific Plan Boundary

100' ¼ mile
0' ⅛ mile

focuses on maintaining a high-quality pedestrian environment within the inner portion of the Plan Area. Preserving a safe, attractive, and comfortable environment for pedestrians is critical to the continued livability and economic vitality of Downtown. Access to Downtown via bicycling and transit is promoted through prioritization measures along key corridors. The planned Downtown circulation system will continue to accommodate access via automobile; however, high traffic volumes and through vehicular traffic will be concentrated on thoroughfares around the edges of the Plan Area.

The thoroughfare cross sections presented on the following pages illustrate the potential configuration of space for each priority segment. The dimensions presented within each cross section are based on typical applications of each design element and are provided for illustrative purposes only.

The cross sections are intended to serve as guidelines, and the ultimate configuration, placement, and dimensions of each element will be determined during subsequent detailed design processes, resulting in refined thoroughfare designs based on the context of the surrounding built environment.

Improvement Phasing

The thoroughfare prioritization plan is intended to be implemented over the life of the Specific Plan. The scope and timing of individual improvements are subject to a variety of factors, including the timing of land use development and the availability of funding. The Specific Plan identifies several interim improvements that could be implemented with relative ease within a short-term timeframe, including protected cycle track demonstration projects on Third Street, E Street, and F Street.

Figure 6.10 ***Sidewalk Widening***

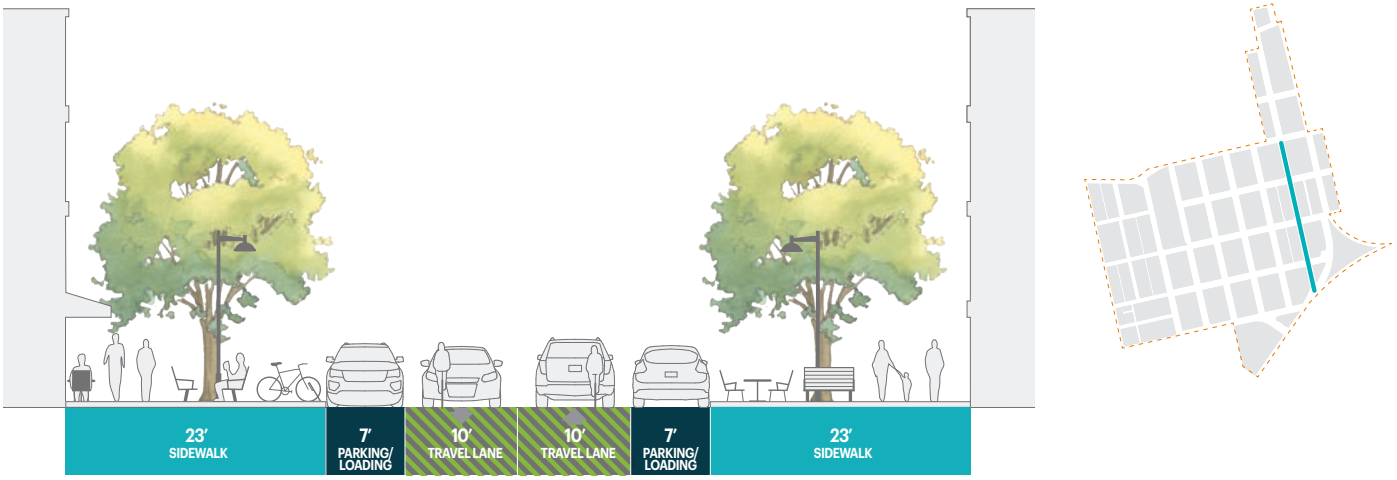


Figure 6.11 ***Shared Street***

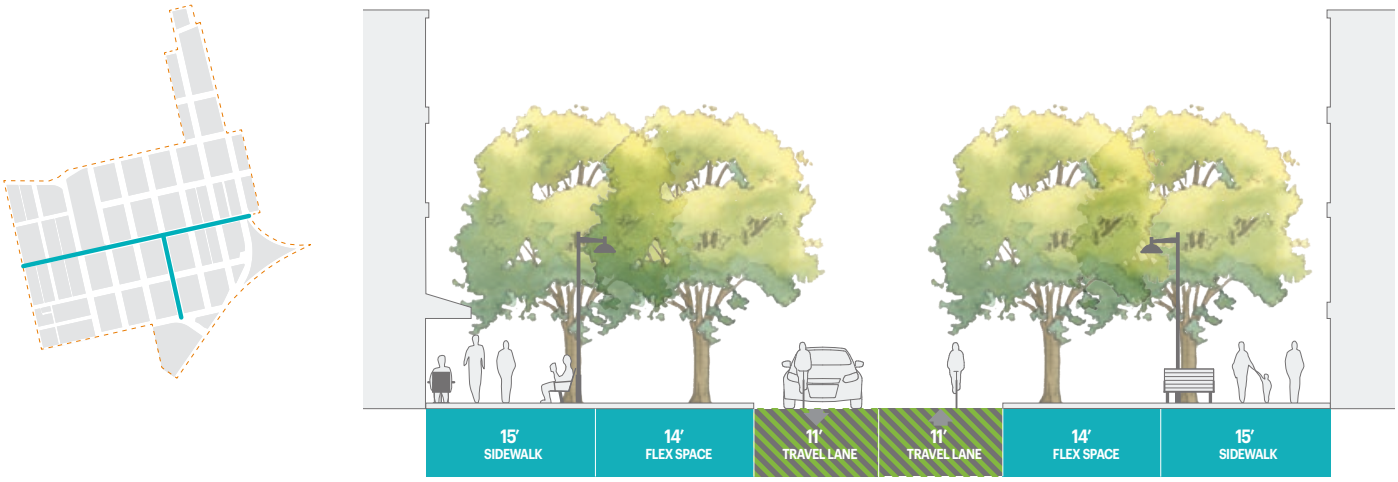


Figure 6.12 ***Protected Cycle Track***

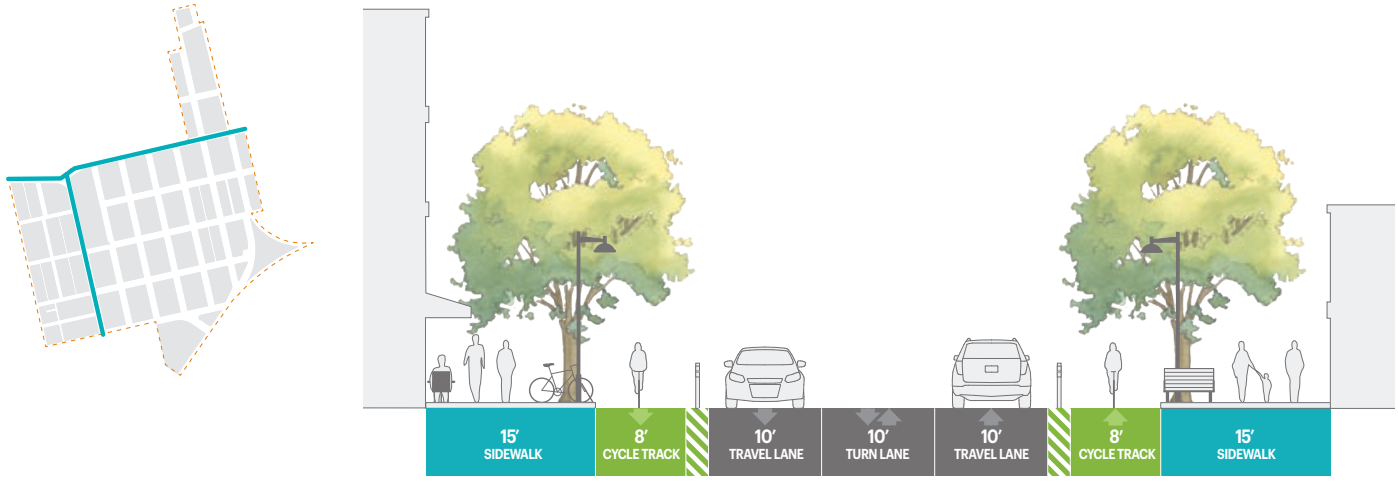


Figure 6.13 ***Raised Cycle Track***

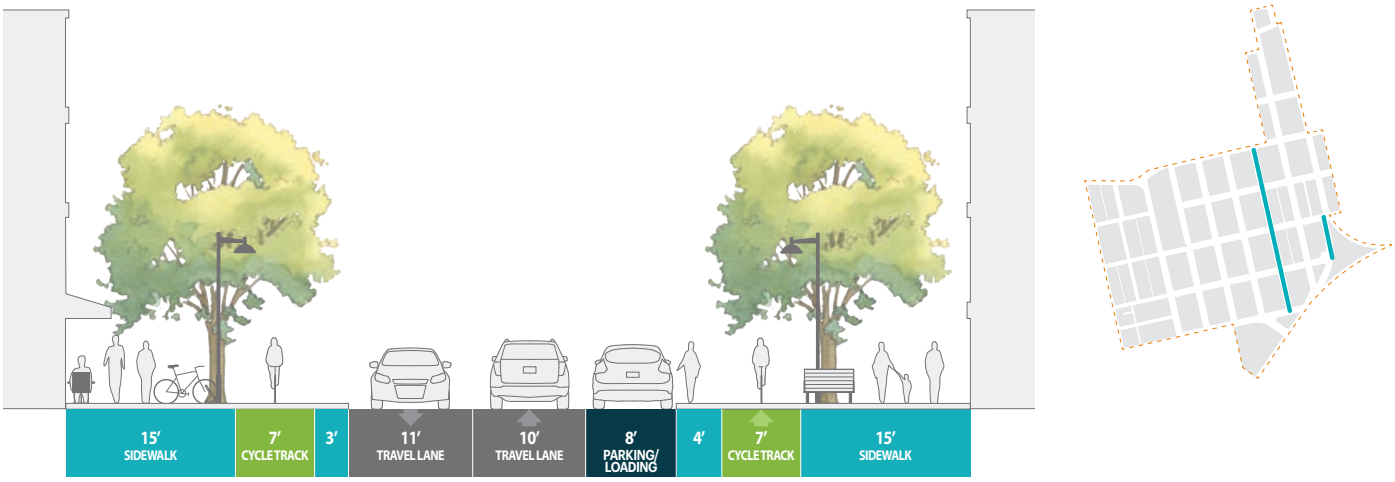
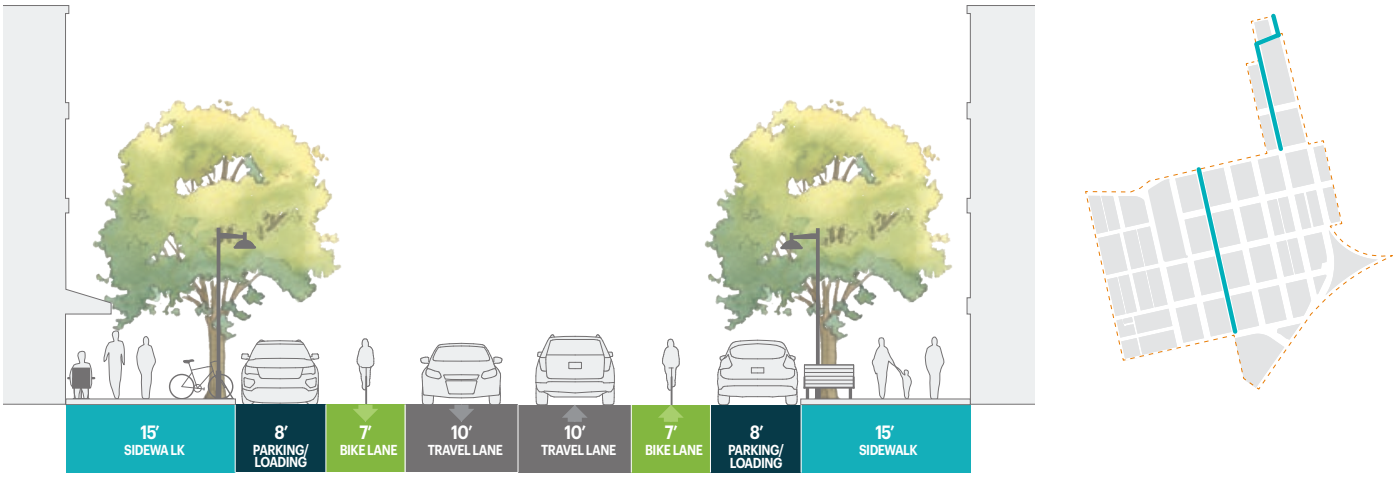


Figure 6.14 ***Bike Lanes***



Pedestrian Network Improvements

Streetscape improvements, widened sidewalks, and green infrastructure will enhance the pedestrian environment along key Downtown activity corridors.

Downtown Davis is defined by its highly walkable, pedestrian-friendly thoroughfares. The pedestrian experience is an important part of the overall Downtown environment, because every Downtown visitor is a pedestrian for at least some portion of their trip. A high-quality pedestrian environment is an essential component of achieving the Specific Plan goals related to universal design, placemaking, public health, and economic development.

A variety of factors influence the quality of the pedestrian environment, including sidewalk width, crossing treatments, intersection traffic controls, driveway interruptions, sidewalk quality (i.e., the presence of cracks or uneven pavement), and streetscape elements (i.e., lighting, seating).

The development program identified in the Specific Plan will increase the number of residents, employees, and visitors in the Plan Area. Accordingly, the number of pedestrians and the demand for pedestrian facilities is expected to increase. Pedestrian travel will increase within the Plan Area, as well as between the Plan Area and adjacent trip generators, such as the UC Davis campus.

The Specific Plan includes a variety of pedestrian network enhancements to maintain a high-quality pedestrian environment and to encourage travel by foot.

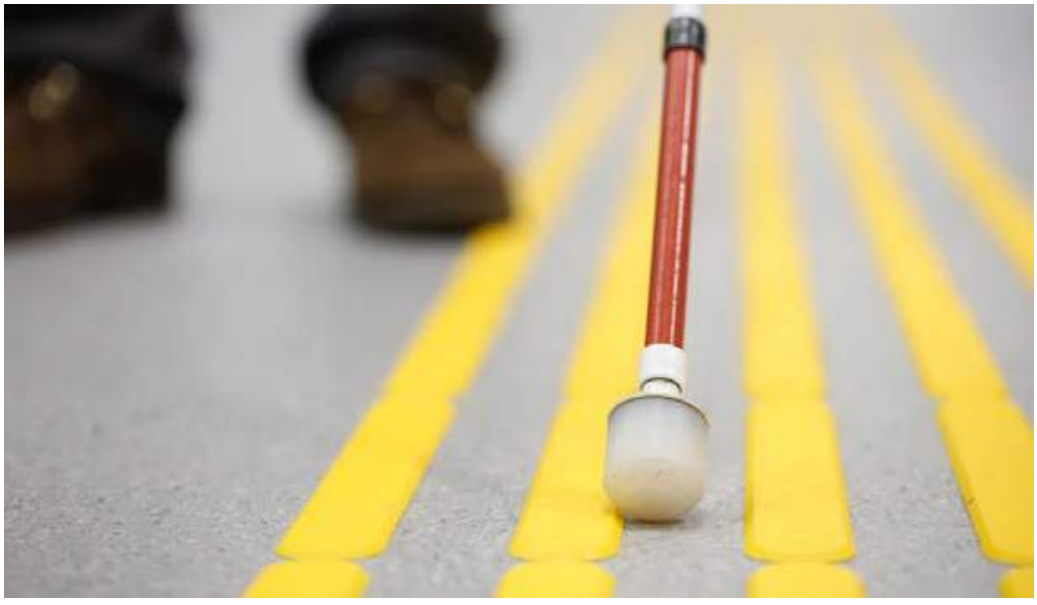


Figure 6.15 ***Universal Design Elements Improve Accessibility for All Users***
Image source: ADA Solutions.

Universal Design

Universal design emphasizes the design of the transportation system to ensure that it is readily accessible by all users, particularly people using mobility devices, the elderly, and individuals with disabilities. Street design projects resulting from the Specific Plan should emphasize universal design, which includes the following attributes.

Pedestrian Access Routes

Pedestrian access routes provide a minimum accessible route of passage within sidewalks and other pedestrian circulation paths located in the public right-of-way. Pedestrian access routes must connect to other elements of the transportation system including pedestrian signals and push buttons, street furniture, transit stops, and accessible on-street parking and loading zones. Physical design requirements for pedestrian access routes encompass width, clearance, grade, cross slope, and surface material, among others. Individual components of pedestrian access routes include sidewalks, crossings, overpasses, tunnels, curb ramps, elevators, and doors.

Tactile Cues

Tactile cues notify pedestrians of transitions in the thoroughfare operating environment through the sense of touch. Typically, tactile cues are provided by detectable warning surfaces installed on a walking surface such as small truncated domes or similar textures applied directly to surface materials.

These surfaces are detectable underfoot or by cane. Detectable warning surfaces are required at all curb ramps, as well as other locations where pedestrians cross into another modal zone (e.g., transitions to bike lanes, travel lanes, and level transit boarding platforms). Similarly, directional indicators provide tactile cues for wayfinding, guiding pedestrians to designated crossings equipped with detectable warning surfaces. Vibrotactile push buttons provide tactile cues for pedestrians crossing at signalized intersections.

Audible Cues

Audible cues include accessible pedestrian signals at signalized intersections, which notify pedestrians of changes in signal phases using announcements or rapid percussive tones.

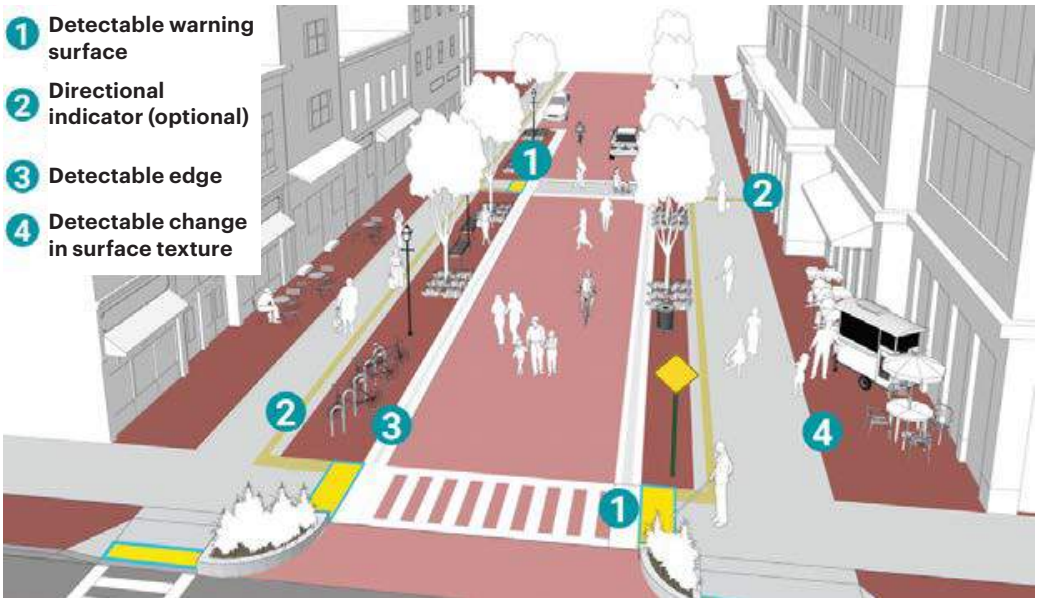


Figure 6.16 ***Guidance for Universal Design in a Shared Street Environment***
Image source: FHWA Accessible Shared Streets.

Figure 6.17 ***Tactile Crosswalk Materials***

Figure 6.18 ***Audio Crosswalks***
Universal Design features such as tactile crosswalk materials (above) and audio crosswalks (below), can easily be integrated into street design at little additional cost.

Similarly, transit stops and stations can be equipped with real-time arrival information with audible announcement capabilities.

Visual Cues

Visual cues utilize colors, visual contrast, and pattern repetition to inform pedestrians of transitions in the operating environment. Examples of visual cues include green-backed bike lanes with skip-stripe green coloring through conflict zones (e.g. driveways). Color contrast is required at curb ramps to supplement the tactile cues provided by detectable warning surfaces.

Consistency and Predictability

Consistency reinforces the effectiveness of tactile, audible, and visual cue elements of universal design. Repetitive use of colors, patterns, sounds, surface treatments, and dimensions further enhances the simplicity and legibility of the pedestrian environment for all users. For example, a sidewalk with a uniform width, even surface, and straight alignment is easier to navigate than a curvilinear pathway with frequent directional and grade changes.

In addition to the accessibility benefits of universal design, this approach improves the safety and comfort of the transportation system for all users.

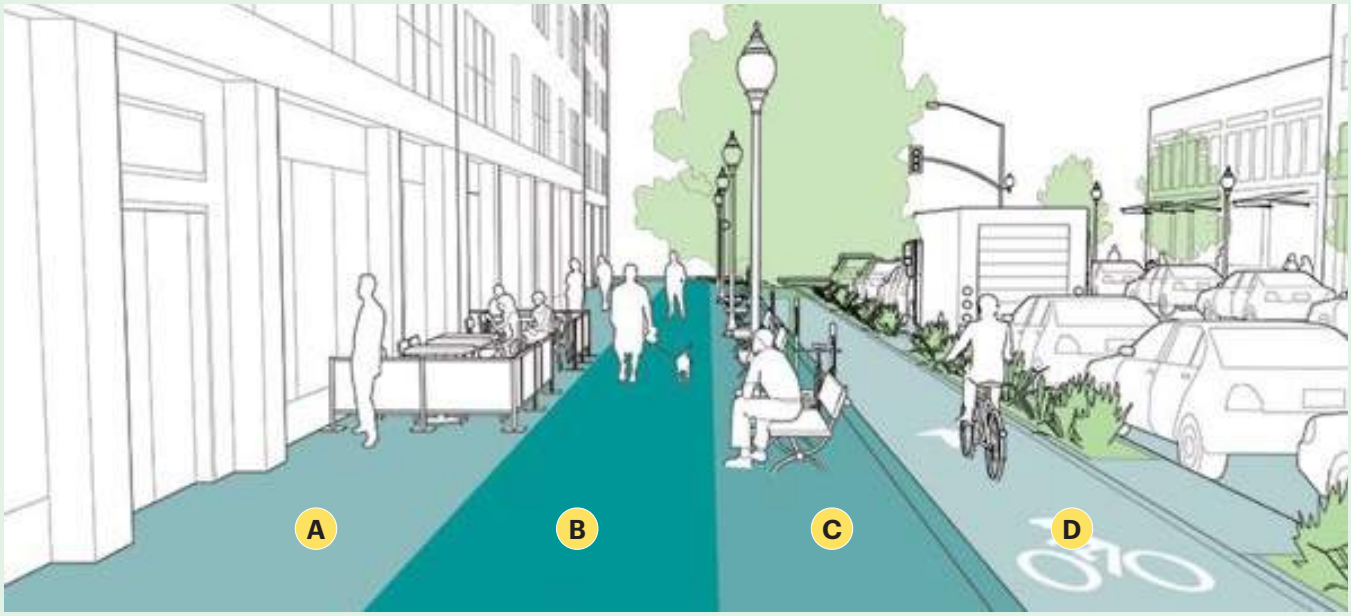
Best Practices and Guidelines

Street design projects resulting from the Specific Plan should reference the United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). The Federal Highway Administration Accessible Shared Streets document identifies accessible design strategies specifically for shared street environments similar to that proposed for Third Street.

Strategies for Sidewalk Design

Source: NACTO Urban Street Design Guide, www.nacto.org

Figure 6.19 *Sidewalk Design Elements*
Sidewalk components that determine the quality of the public realm.



The sidewalk refers to the entirety of the pedestrian realm between a building and a curb. As described in the NACTO Urban Street Design Guide, the sidewalk can be divided into four distinct zones. The dimensions of the four sidewalk zones vary depending on the level of pedestrian activity and the role of an individual sidewalk segment within the broader pedestrian network.

A Frontage Zone

The space immediately adjacent to a building that serves the functions of the building. This zone can include building entryways, outdoor dining, or sandwich boards.

B Pedestrian Through Zone

The primary pedestrian travel way running the length of the sidewalk. This zone should be kept clear of obstructions (both within and immediately adjacent to the zone) to ensure that pedestrians have a safe and adequate place to walk. Through zones in downtown settings typically provide a minimum of five feet of clear area, however, wider through zones (10 to 15 feet) are preferred in locations with higher pedestrian volumes.

C Furniture Zone

The space between the through zone and the curb. This zone typically accommodates street furniture and amenities, as well as green infrastructure elements.

D Enhancement Zone

The space immediately next to the sidewalk and can accommodate a variety of uses including parklets, bicycle facilities, and green infrastructure.

In the Plan Area, sidewalks are typically 15 feet wide, with through zone widths varying from 4 feet to 10 feet. The effective through zone width (i.e., the actual capacity for pedestrian throughput) is influenced by other abutting sidewalk elements such as fencing, bicycle parking, outdoor dining, and building frontages.

Figure 6.20 *Wide Pedestrian Through Zones*
Accommodate high levels of pedestrian activity in a downtown environment. Image source: Fehr & Peers.

Figure 6.21 *Furniture Zones*
Are ideal locations for streetscape elements such as bike racks and street trees. Image source: Fehr & Peers.

Proposed Improvements

As shown in Figure 6.22, the Specific Plan proposes the following improvements to the pedestrian network within the Plan Area.

- **Reconstruction of Third Street and E Street to Shared Streets**. The Third Street shared street would extend between A Street and H Street and the E Street shared street would extend between First Street and Third Street. It will be a continuation of the recently completed improvements for the segment of Third Street between A and B Streets. The shared street would provide the opportunity for a unique public space and serve as the central pedestrian spine between the UC Davis campus and the heart of the Plan Area. Shared street design elements, such as a narrowed travel way, textured pavement treatments, and enhanced streetscape amenities, would reduce vehicle speeds and volumes and emphasize use of the entirety of the right-of-way for all users.

The flex space between the travel way and the pedestrian comfort zone at the edge of the street (as shown in Figure 6.11) can be allocated for a variety of purposes, including outdoor seating, short-term vehicle or bicycle parking,

Figure 6.22 ***Proposed Pedestrian Network Improvement Plan***

green infrastructure, and passenger and goods loading. The existing striped bike lanes, which are original to the City's bicycle system, would be removed and cycling conditions improved with the shared street design. The shared street will be designed to enable temporary closures for special events.

- **Streetscape improvements** on segments of Second Street, Fifth Street, C Street, D Street, E Street, F Street, and G Street will be developed in the context of the individual thoroughfare's purpose and surrounding land use setting and may include sidewalk widening, sidewalk replacement, seating, lighting, public art, or other placemaking elements. Altogether, streetscape enhancements will create a seamless network of thoroughfares serving the most active pedestrian districts within the Plan Area. Streetscape enhancements will also strengthen the Second Street gateway at the Davis Train Depot.
- **Grade-separated bicycle and pedestrian crossings**, one across the Union Pacific Railroad mainline tracks between the Davis Train Depot and the Olive Drive corridor; and the second across Richards Boulevard between the Putah Creek Trail and the Davis Train Depot vicinity.
- **Signalization of intersections** at First Street and B Street, First Street and F Street, and Second Street and B Street, to facilitate safer pedestrian crossings.
- **Reconfiguration of certain intersections**, namely those at First Street and A Street, First Street and B Street, First Street and E Street, Russell Boulevard and A Street, and Russell Boulevard and B Street, would minimize the potential for multimodal conflicts and better facilitate pedestrian crossings. Potential intersection reconfiguration elements include modifications to geometrics, lane configurations, and traffic control devices.
- **Improvements to existing pedestrian crossings** on B Street, H Street, Fourth Street, and within the University Avenue-Rice Lane District, as well as the mid-block crossings on E Street and F Street, would enhance the visibility of crossing pedestrians and replace non-compliant ADA curb ramps. Potential pedestrian crossing enhancements include high-visibility crosswalk markings, textured pavement treatments, pedestrian crossing warning systems, bulb-outs, raised crosswalks, and raised intersections. Crossings along the planned shared streets should also be retrofitted to accommodate the new street design.

Figure 6.23 ***Wayfinding Signage***
Wayfinding signage assists pedestrians with orientation and route planning. Image source: Fehr & Peers.

Pedestrian Network: Recommended Strategies

Pedestrian Crossings

To the extent feasible, existing pedestrian crossings should be upgraded to reduce pedestrian exposure to competing travel modes and increase pedestrian visibility in conflict zones. Potential crossing enhancements include: high-visibility crosswalk markings, textured pavement treatments, pedestrian crossing warning systems, bulb-outs, raised crosswalks, raised intersections, and leading pedestrian intervals at signalized intersections. Priority should be given to the pedestrian crossing enhancements at the locations identified in Figure 6.22.

Sidewalk Width

Generally, pedestrian through-zones within sidewalks should provide a minimum of five feet of clear area. However, wider through-zones (10 to 15 feet) are preferred in locations with higher pedestrian volumes. Elements such as street trees, vegetation, utilities, sign poles, sandwich boards, outdoor seating/dining, trash cans, and other streetscape amenities should be contained within the sidewalk frontage zone or furniture zone so as to not obstruct the through zone.

Sidewalk Quality

Retrofitting of existing substandard sidewalks within the Plan Area should be undertaken on an ongoing basis. Potential improvements include remediating uneven pavement and constructing ADA-compliant curb ramps.

Driveways

All efforts should be made to eliminate existing, and minimize future driveways and curb cuts along the pedestrian priority thoroughfares identified in Figure 6.22. At driveways, sidewalks should be maintained at-grade to enable easier crossing by pedestrians.

Seating

A variety of formal (e.g., benches) and informal (e.g., low walls) seating options within the sidewalk realm will enhance pedestrian comfort. Where seating is oriented parallel to the curb, it should face towards the buildings lining the sidewalk when located in the furnishing zone; and face away from buildings when located in the frontage zone. Where sidewalk width permits, seating in the furnishing zone should be perpendicular to the curb. Seating should be spaced frequently along thoroughfares to reduce the walking distance between spaces to rest.

Wayfinding and Signage

Pedestrian-scale wayfinding signage should be used throughout the Plan Area. Signage should be added to reinforce the image of the Plan Area, mark edges or entry points, and give information about directions, destinations, or the Plan Area in general. Potential types of signage include gateway markers, neighborhood orientating signs, interpretive signs, directional and wayfinding signs, and standard street and transit signs.

Lighting

Pedestrian-scale street lighting is recommended along all Plan Area thoroughfares to improve pedestrian safety and invite more pedestrian activity after dark.

Waste receptacles

Waste receptacles (trash and recycling, and compost when useful) should be provided throughout the Plan Area, with concentrations near high activity generators. Waste receptacles should be placed as near to block corners as practical unless there is a location mid-block with a high-volume of waste that is generated, such as from an outdoor restaurant/ café, ice cream shop, etc.

Trash receptacles should always be paired with a recycling receptacle, and a compost bin as well in areas with a large volume of compostable waste. Trash, recycling, or compost bins should not be placed alone.

Figure 6.24 ***Third Street Shared Street (Between A Street and B Street)***
The planned Third Street shared street would extend the recently completed streetscape enhancements between A and B Streets into the heart of Downtown. Image source: Fehr & Peers.

Bicycle Network Improvements

A finely meshed bicycle network that includes a variety of facility types will accommodate cyclists of all ages and abilities.

Davis is broadly regarded as one of the preeminent American bicycling communities. Several noteworthy American bicycling firsts occurred in Davis, including the first on-street bike lanes on several street segments, including Third Street between K and B Streets; the first protected intersection at the Covell Boulevard and J Street intersection, and the first bicycle-only traffic signals. Davis' longstanding commitment to bicycling as a viable

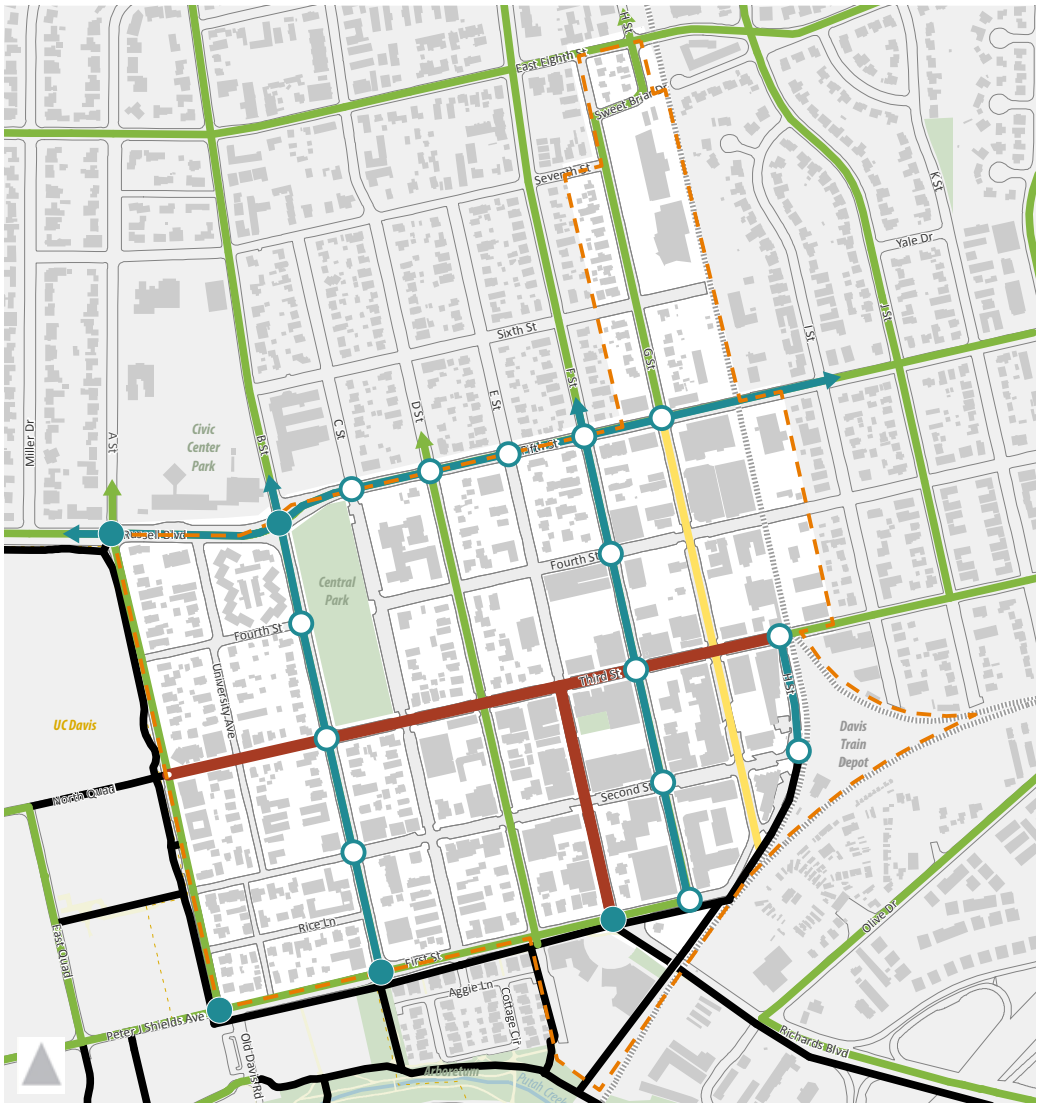


Figure 6.25 ***Proposed Bicycle Network Improvement Plan***

mode of transportation earned the City recognition from the League of American Bicyclists as the first-ever Platinum Level Bicycle Friendly Community. The extensive bicycle network in and around Downtown is reflective of the City's investments in bicycle infrastructure. Downtown features a variety of bicycle facility types that cater to a range of users. Caltrans recognizes four classifications of bicycle facilities, described below for reference.

- *Class I Facilities (Bikeway/Bike Path)* are facilities separated from automobile traffic for the exclusive use of bicyclists. Class I facilities can be designed to accommodate other modes of transportation, including pedestrians, in which case they are referred to as shared use paths.
- *Class II Facilities (Bike Lanes)* are dedicated facilities for bicyclists immediately adjacent to automobile traffic. Class II facilities are identified with striping, pavement markings, and signage.
- *Class III Facilities (Bicycle Routes)* are on-street routes where bicyclists and vehicles share the road. They are identified with pavement markings and signage, and are typically assigned to low volume and/or low speed streets.
- *Class IV Facilities (Protected Bike Lanes/ Cycle Tracks)* are facilities that combine elements of Class I and Class II facilities. They offer an exclusive bicycle route immediately adjacent to a roadway similar to a Class II facility, but provide a physical separation from traffic with plastic delineators, raised curb, or parked automobiles.

The Specific Plan envisions expanding and enhancing the Downtown bicycle network to create a finely meshed network with safe and efficient connections to Downtown and local destinations comprised of varied bicycle facility types. The provision of multiple bicycle facility types provides a range of route choices for bicyclists of varying abilities, experience levels, and tolerance to traffic stress.

Central to this vision is the construction of cycle tracks on key north-south and east-west bicycle routes, in addition to intersection crossing enhancements along corridors with cycle tracks. These facilities would physically separate bicyclists from competing travel modes along thoroughfare segments and through intersections and form the core of the Plan Area's "low stress" bicycle network.

Proposed Improvements

As shown in Figure 6.25, the Specific Plan proposes the following improvements to the bicycle network within the Plan Area.

- **Reconstruction of Third Street and E Street to Shared Streets**. In addition to pedestrian environment enhancements, the shared streets should be designed to place a high priority on bicycle travel along each corridor. Design elements that limit the speed and volume of vehicles are necessary to promote the safe and comfortable use of the entire travel way for bicyclists. The existing striped bike lanes on Third Street, which are original to the City's bicycle network, would be improved with the shared street design. The lane markings could be recognized in the new shared street design in a variety of ways, such as commemorative plaques, signage, special pavers, sculptures, murals, etc.
- **Construction of Class IV protected cycle tracks** on B Street between First Street and Fifth Street (Central Davis to Plan Area to Putah Creek Trail) and Fifth Street between A Street and the railroad tracks (UC Davis to Central Davis to East Davis) that would include pavement markings and delineators to physically separate bicyclists from adjacent travel lanes.
- **Construction of Class IV raised cycle tracks** on F Street between First Street

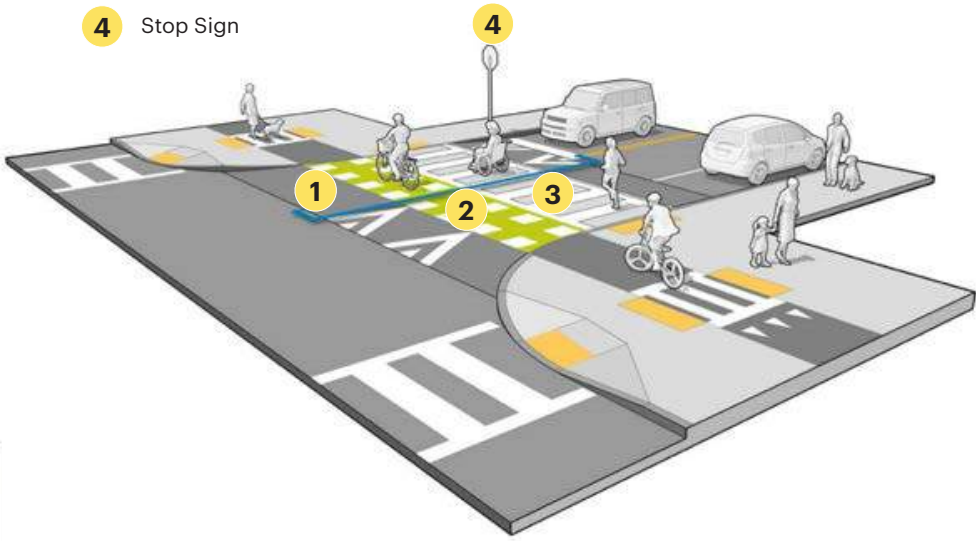
Figure 6.26 ***Raised Cycle Tracks***
Raised cycle tracks eliminate conflicts between vehicles parking and loading and people on bicycles. Image source: "Sustainable Transportation in the Netherlands"

Figure 6.27 ***Bicycling is Social***
Bicycling is a social activity, and bikeways should be wide enough for riding side-by-side. Image source: Doug Mink.

Figure 6.28 ***Secure Bicycle Storage***
Secure bicycle storage should be provided at locations where bicycles are left for several hours or overnight. Image source: Fehr & Peers.

Figure 6.29 ***Raised Cycle Track Crossing Treatments***
Crossing treatments for raised cycle tracks can extend the vertical separation between bicycles and vehicles through the intersection to further promote the safety and comfort of users. Image source: MassDOT Separated Bike Lane Planning and Design Guide

1. Vehicle Approach Ramp
2. Bicycle Crossing
3. Pedestrian Crossing
4. Stop Sign



and Fifth Street (North and Central Davis to Plan Area) and H Street between Second Street and Third Street (Davis Train Depot connector) that are vertically separated from adjacent travel lanes, either at the level of the adjacent sidewalk or an intermediate level between the roadway and sidewalk.

- **Extension of the First Street Class I shared use path** west to the UC Davis campus and east to the Davis Train Depot (UC Davis to Plan Area to Davis Train Depot).
- **Construction of a Class I shared use path** between the Putah Creek Trail and First Street, with a grade-separated crossing over Richards Boulevard adjacent to the Richards Underpass (Putah Creek Trail to Plan Area to Davis Train Depot).
- **Construction of grade-separated bicycle and pedestrian crossings**, one across the Union Pacific Railroad mainline tracks between the Davis Train Depot and the Olive Drive corridor; and the second across Richards Boulevard between the Putah Creek Trail and the Davis Train Depot vicinity.
- **Striping of Class II bike lanes on A Street** (northbound and southbound) between First Street and Russell Boulevard (Central Davis to UC Davis to Plan Area), D Street between First Street and Fifth Street (Old North Davis to Plan Area) and G Street between Fifth Street and Eighth Street (East Davis to G Street Shopping Center to Plan Area). See Figure 6.13 for a conceptual thoroughfare section featuring typical bike lane dimensions.
- **Provision of a Class III bicycle route on Third Street** between A Street and the railroad tracks (along the extents of the proposed Third Street shared space, UC Davis to Plan Area to Davis Train Depot) and G Street between Second Street and Fifth Street.
- **Signalization of certain intersections**, namely those at First Street and B Street, First Street and F Street, and Second Street and B Street, to better facilitate bicycle crossings.
- **Reconfiguration of certain intersections**, namely those at First Street and A Street, First Street and B Street, First Street and E Street, Russell Boulevard and A Street, and Russell Boulevard and B Street, to minimize the potential for multimodal conflicts and better facilitate bicycle crossings. Potential intersection reconfiguration elements include modifications to geometrics, lane configurations, and traffic control devices.
- **Crossing enhancements** on Second Street, Third Street, Fourth Street, Fifth Street to enhance the visibility of crossing bicyclists. Potential bicycle crossing enhancements include protected intersections, bicycle signals, bicycle detection, bicycle crossing warning systems, high-visibility intersection crossing markings, bicycle boxes, and median refuge islands.

  Crossings along the planned shared streets should also be retrofitted to accommodate the new street design.

Bicycle Network: Recommended Strategies

Comprehensive Low Stress Bicycle Network
To the extent feasible, the priority bicycle network should be implemented and constructed as illustrated in Figure 6.25. The Plan Area's priority bicycle network should also be connected with neighboring districts to establish a continuous bicycle network with safe and efficient connections to destinations within the Plan Area and throughout the City.

Bicycle Crossings
Existing bicycle crossings should be upgraded (to the extent feasible) to reduce bicycle exposure to competing travel modes and increase bicycle visibility in conflict zones. Potential bicycle crossing enhancements include protected intersections, bicycle signals, bicycle detection, bicycle crossing warning systems, high-visibility intersection crossing markings, bicycle boxes, and median refuge islands. Priority should be given to the bicycle crossing enhancements at the locations identified in Figure 6.25.

Quality of Bicycle Facilities
Bicycle facility improvements within the Plan Area should be made on an ongoing basis to maintain the quality of bicycle facilities.

Driveways
To the extent feasible, eliminate existing, and minimize future driveways and curb cuts along bicycle enhancement thoroughfares identified in Figure 6.25.

On-street Vehicle Parking
To the extent feasible, angled on-street vehicle parking should be eliminated along bicycle priority corridors. Cycle tracks located adjacent to parking lanes shall be physically separated from parked vehicles by a parking buffer with a minimum width of three feet.

Bicycle Parking
Demand for bicycle parking should be regularly monitored and short- and long-term bicycle parking supply in the public realm should be increased as warranted. Opportunities for secured long-term bicycle parking supply should be explored at key locations within the Plan Area.

Bicycle Share Program
Existing bicycle share programs should be maintained within the Plan Area, and opportunities to expand on these should be explored.

Transit Network Improvements

Focused investment on transit priority corridors will expedite transit operations, improve travel times, and enhance the quality of service for customers.

Downtown is served by several transit service types, ranging from fixed route bus to passenger rail. Unitrans and Yolobus routes operate on a variety of Downtown roadways, connecting Downtown with surrounding Davis neighborhoods, the UC Davis campus, and communities beyond the city limits.

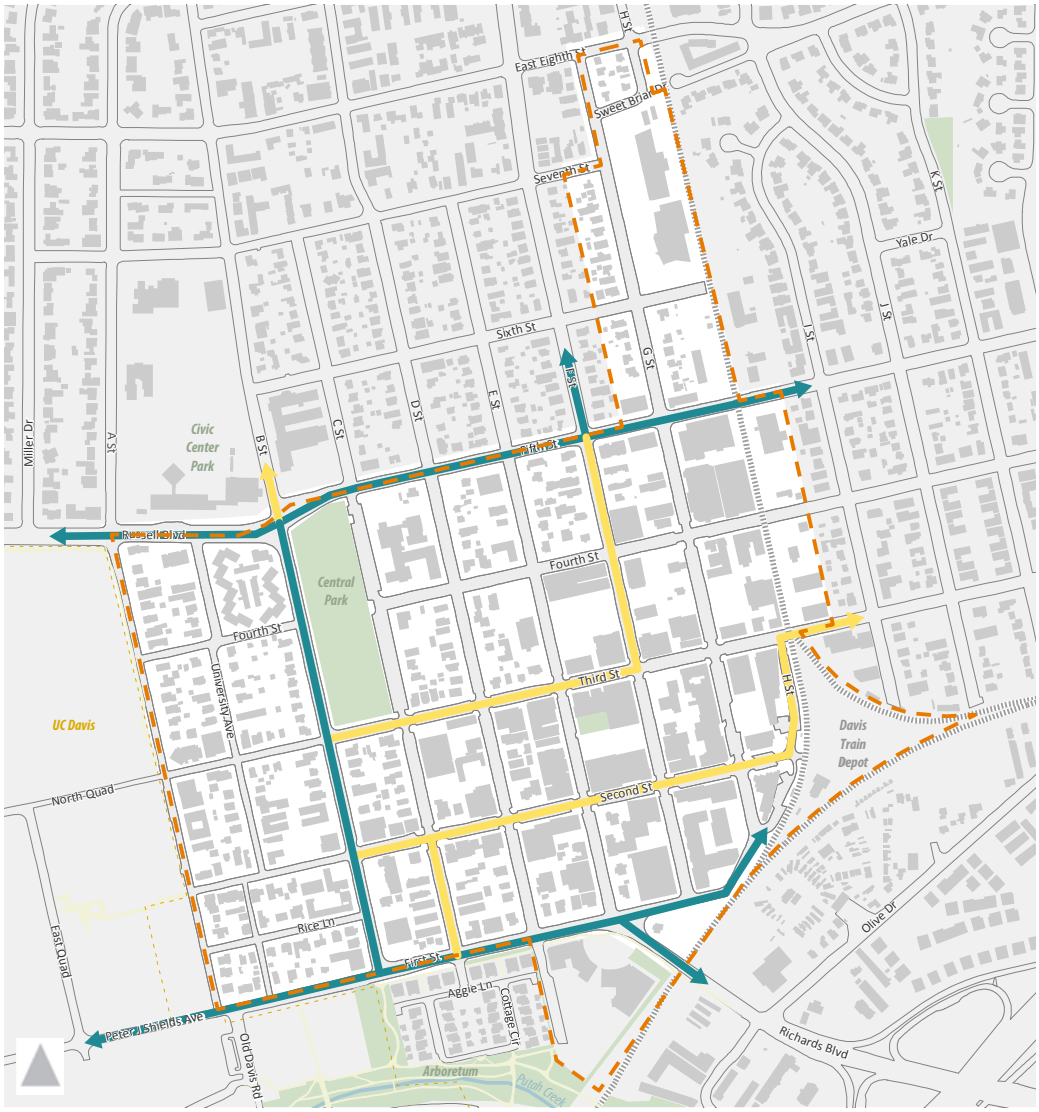


Figure 6.30 ***Proposed Transit Network Improvement Plan***

Legend

- Transit Priority Corridor
- Existing Bus Routes (to remain)
- Specific Plan Boundary

At the historic Davis Train Depot, Amtrak Capitol Corridor service provides 15 daily round-trips between Sacramento and the Bay Area, with future plans for expanded service. The depot serves over 500 weekday boardings, the second-highest average weekday ridership of all stations located along the Capitol Corridor. The depot and surrounding passenger parking lot are bounded on all sides by railroad tracks. For all modes, the depot is accessible via a single at-grade rail crossing located near the intersection of H Street and Second Street.

Beyond the Capitol Corridor, transit ridership within the Plan Area is generally low. Many of the bus routes operate on 30-minute headways and are diverted around the edge of the Plan Area to avoid delay incurred by the numerous all-way stop-controlled intersections. The Specific Plan envisions expanding the role of transit in the Plan Area through a variety of strategies aimed at improving the efficiency, effectiveness, and quality of transit services within Downtown.

Proposed Improvements

As shown in Figure 6.30, the Specific Plan proposes the following improvements to the transit network within the Plan Area.

- **Transit priority measures** along First Street, Richards Boulevard, B Street, and Fifth Street/Russell Boulevard. Potential measures include transit-only lanes, queue jumps, transit signal preemption, and enhanced bus stop amenities. Transit priority corridors mirror primary vehicular routes within the Plan Area to capitalize on the presence of traffic signals and the potential for transit signal preemption.
- **Multimodal access improvements** for the Davis Train Depot, consistent with the findings and recommendations set forth in the on-going Davis Train Depot Access Study. Potential improvements should include new potential access points to the Depot boarding platform.

Figure 6.31 ***Capitol Corridor***
Image source: Fehr & Peers.

Figure 6.32 ***Unitrans Buses***
Image source: Fehr & Peers.

Transit Network: Recommended Strategies

Transit Priority Corridors

To the extent feasible, the transit priority measures should be implemented and constructed along the priority corridors identified in Figure 6.30. Potential measures include transit-only lanes, queue jumps, transit signal preemption, and bulb-outs with in-street passenger loading. Transit-only lanes and queue jumps should be evaluated when vehicle operations degrade to levels where the provision of such treatments would provide transit with a travel time advantage over vehicles, particularly along First Street.

Enhanced Transit Stop Amenities

Transit stops should be enhanced with amenities to include benches, shelters, and real-time arrival information.

Transit Network Design

Transit network design strategies should be explored that would improve route directness, travel times, and service quality for bus routes serving the Plan Area. Potential strategies include consolidation of services on transit priority corridors, frequency improvements, stop spacing consolidation, placement of bus stops (such as at the far side of an intersection, instead of the near side), and alternative transit service delivery models (e.g., microtransit, autonomous shuttles, etc.).

Vehicular Network Improvements

The future roadway network maintains the Downtown rectilinear grid and makes improvements to Downtown's circulation.

Thoroughfares including Richards Boulevard, First Street, B Street, Russell Boulevard/Fifth Street, and F Street will continue to serve as primary vehicular routes in and out of Downtown.

The Richards Boulevard tunnel will continue to be the primary Downtown gateway for regional motorists traveling via Interstate 80. Vehicular access to on- and off-street parking facilities and

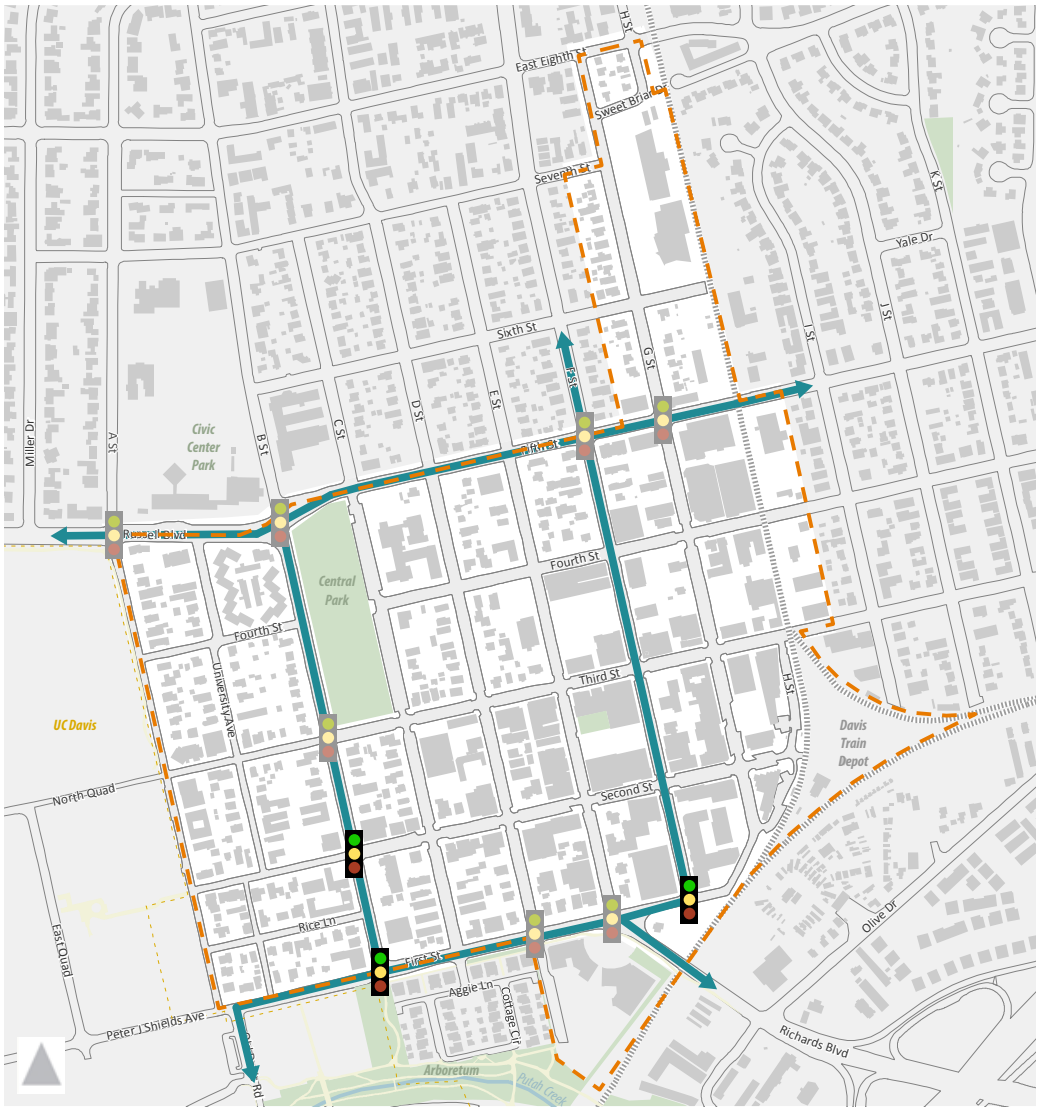


Figure 6.33 ***Proposed Vehicular Network Improvement Plan***

passenger and goods loading zones within Downtown will be available via minor north-south and east-west thoroughfares. The Specific Plan does not include the construction of new thoroughfares, thoroughfare widening, or the addition of vehicular travel lanes within existing thoroughfare rights-of-way.

The implementation of pedestrian, bicycle, and transit network enhancements will generally require the re-purposing of right-of-way currently allocated to vehicular travel lanes and on-street parking. These modifications will decrease the capacity and attractiveness for vehicle mobility on minor Downtown thoroughfares and concentrate vehicular demand on the primary vehicular routes described above.

Proposed Improvements

As shown in Figure 6.33, the Specific Plan proposes the following street improvements within the Plan Area.

- **Signalization of intersections** at First Street and B Street, First Street and F Street, and Second Street and B Street, to accommodate increased vehicular demand, better facilitate bicycle and pedestrian crossings, and enable transit signal prioritization along the First Street corridor.
- **Reconfiguration of intersections** at First Street and A Street, First Street and B Street, First Street and E Street, Russell Boulevard and A Street, and Russell Boulevard and B Street, to minimize the potential for multimodal conflicts; better facilitate bicycle and pedestrian crossings, and establish Downtown gateways.
- **Signal coordination** along the Russell Boulevard/Fifth Street, B Street, and First Street corridors to better manage vehicular traffic flows.
- **Removal of certain turn lanes**, namely the northbound and southbound left-turn lanes at the Fourth Street and F Street intersection and the southbound right-turn lane at the First Street and E Street intersection, to accommodate planned bicycle and pedestrian improvements.

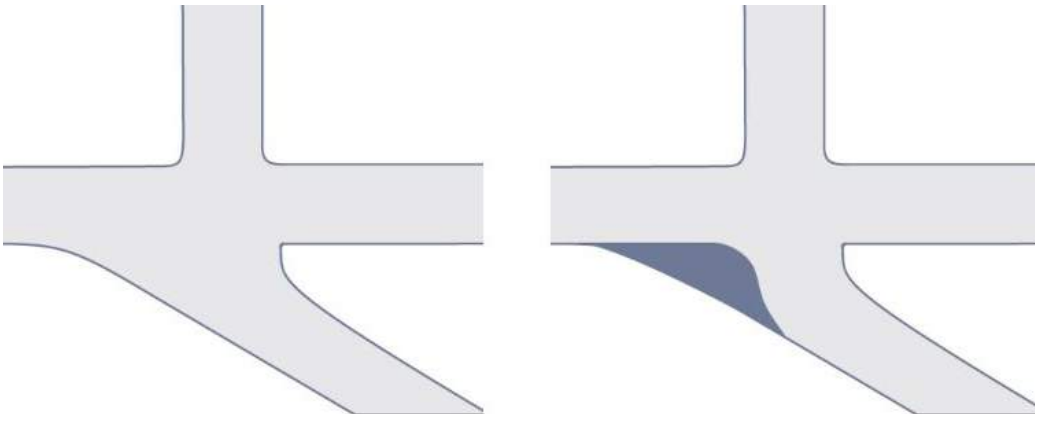


Figure 6.34 ***Intersection Reconfiguration***
Excess intersection right-of-way can be reconfigured to shorten crossing distances and introduce bicycle and pedestrian enhancements. Image source: NACTO.

Vehicular Network: Recommended Strategies

Grid Network
The existing rectilinear grid network within the Plan Area will be maintained to maximize routing options for transportation users.

Gateways
New gateway elements at key vehicular entry locations along Russell Boulevard/ Fifth Street, First Street, and Richards Boulevard, that could feature artwork, monuments, signage, or other streetscape elements, will reinforce the unique imagery and identify of Downtown.

Intersection Improvements
Intersection traffic controls, geometrics, and crossing facilities should be modified to physically separate competing travel modes where feasible and minimize the potential for multimodal conflicts at intersections.

Target Speeds
The concept of target speed should be used to determine design speeds for all streets. Maximum target speeds shall be 25 mph for Russell Boulevard/Fifth Street, First Street, Richards Boulevard, and B Street, and 20 mph for all other streets.

Performance Metrics
New development within the Plan Area will be evaluated using vehicle miles traveled per capita (VMT per capita) as the primary metric for evaluating transportation impact, in place of automobile level of service (LOS). Roadway intersections and segments within and immediately adjacent to the Plan Area shall be excluded from LOS.

Transportation Demand Management (TDM)
TDM strategies will manage vehicle travel and parking demand in the Plan Area. Partnering with UC Davis to explore TDM strategies would decrease peak hour vehicle trips throughout the Downtown vehicular network, particularly along the First Street/Richards Boulevard corridor.

6.4 Ridehailing and Self-Driving Vehicles

A key objective of the Specific Plan is to prepare Downtown for the future of mobility. Emerging technologies are discussed in this section, in order to inform the design and management of streets and parking.

Ridehailing Services

Ridehailing services (also known as Transportation Networking Companies) such as Lyft and Uber are increasing demand for curbside loading space and decreasing parking demand. For example, Casey Wagner, Chief Operating Officer of Walker Consultants, one of the nation's largest parking consulting firms, reports that ridehailing is "taking a big bite" out of the parking industry. According to Walker, "hotels are seeing up to a 70 percent decline in parking by business travelers, although there is much less impact on leisure traveler parking, as well as banquet and local event parking. Restaurants and bars, particularly those with valet parking, are seeing up to an 80 percent reduction in parking."

Ace Parking, one of North America's largest parking operators, reports that in San Diego, parking demand is down five to 10 percent at hotels it serves; 25 percent at restaurant valet stands, and 50 percent at its nightclub valet operations. Ace, which has 750 parking operations around the country, reports similar declines nationwide. And in San Francisco, where ridehailing accounted for 15 percent of intra-San Francisco vehicle trips in 2016, parking demand and revenues have been declining at more than one percent per year since 2014, despite strong economic growth.

Figure 6.35 ***Las Vegas Self-Driving Shuttle***
(Below)

Figure 6.36 ***Self-Driving Shuttle in Sion, Switzerland***
(Left) Self-driving shuttles such as these are expected to dramatically reduce the cost of providing transit service.

Autonomous Vehicles (Shuttles, Robotaxis and Private Vehicles)

Self-driving shuttles and taxis (also known as autonomous or automated vehicles) are accelerating these trends. Self-driving shuttles—with an emergency stop button, but no steering wheel, brake or accelerator pedals—are now picking up passengers on public streets in cities around the world. Similarly, self-driving taxis are being introduced as ridehailing fleets. At present, these fleets are operating in limited geographical areas, but are rapidly expanding coverage.

Waymo (a division of Google's parent company, Alphabet) began providing a free self-driving taxi service to 400 families in the Phoenix suburb of Chandler, Arizona, in April 2017, and in October 2017 began testing the service with no safety driver in the driver's seat. In October 2018, Waymo began charging its Arizona passengers for rides, and also received permission from California authorities to begin operating self-driving taxis, with no driver behind the wheel, in Mountain View, Sunnyvale, Los Altos, Los Altos Hills, and Palo Alto.

At present, Waymo's California robotaxi service is limited to company employees only, but the firm intends to expand into commercial service in California. Similarly, General Motors' Cruise, which currently operates a self-driving ridehailing service in San Francisco for its own employees, has announced that it will expand into commercial service in the near future.

Roughly 80 percent of the cost of transit and taxi service is the driver. Truly self-driving vehicles are therefore expected to cause the cost of transit and taxis to plummet, while no comparable breakthrough in parking costs is foreseen. Academic and industry researchers predict that as a result, self-driving vehicles will reduce parking demand rates by 40 to 90 percent.

This Specific Plan is designed with parking policies intended to both cope with these trends by expanding curbside loading areas, and take advantage of them. It does this by reforming parking regulations to ensure that parking—which can cost in excess of $50,000 per space gained for structured parking—remains readily available, but not overbuilt.

Figure 6.37 ***Waymo Self-Driving Taxi***
Waymo provides self-driving taxi services and recently won permission to start offering its services in the Bay Area.

6.5 Parking Management: Curb Space and Loading

The following apply to existing and new public thoroughfares within and immediately adjacent to the Plan Area.

Strategies for Managing Curb Space

Priorities for Use

A clear methodology should be adopted to guide decision-making on how to prioritize the use of scarce curb space. In general, the needs of the following uses should be addressed to inform how curb space should be managed, shown in order from highest to lowest priority:

- Bicyclists, pedestrians, and transit;
- Active freight and passenger loading, including paratransit, ridehailing services, and taxi stands;
- Placemaking uses, such as parklets and sidewalk dining; and
- Short-term parking.

Curb Parking that is Well-Used but Readily Available

Strategies for curb parking need to be developed with the objective of ensuring that curb parking is well used but readily available, by achieving a target occupancy range of approximately 65 to 85 percent on each block. In the short-term (zero to five years), curb parking strategies can include setting either time limits or prices. In the medium- to long-term (more than five years), curb parking prices should be set based on:

- Performance-based parking pricing with rates that may vary by time of day, day of week, and block
- Charging for parking wherever and whenever necessary—including evenings and weekends, if needed—to achieve the target occupancy range

Figure 6.38 ***Curb Space Management***
Good curb space management keeps curb spaces available for shoppers.

Figure 6.39 ***Curb Parking in Old Pasadena***
In Old Pasadena (above and right), curb parking revenues keep parking available and keep streets safe and clean, by funding security, street cleaning, and marketing.

Figure 6.40 ***Parking Strategies in Redwood City***
Redwood City uses performance-based parking prices: no time limits needed.

- Using prices rather than time limits to maintain curb parking availability
- Using all net new parking revenues (i.e., after covering parking program expenses) to fund public facilities and services that benefit the blocks where the parking revenue is generated.

Protecting Existing Residents from Spillover Parking

To protect existing neighborhoods from spillover parking from new development, the establishment of residential parking benefit districts should be explored. New developments should be required, via appropriate fees and taxes, to assist in funding the establishment of parking benefit districts in selected neighborhoods, so as to prevent spillover parking from new developments onto neighboring residential streets, including those within a 1350-foot walking distance (i.e., a five-minute walk) of the Plan Area boundary. These districts would provide permits to existing residents of the districts, and should be established only in neighborhoods where a majority of residents support their creation.

All net new parking revenues (i.e., after covering parking program expenses) from such parking benefit districts should be used to fund public facilities and services that directly benefit the district.

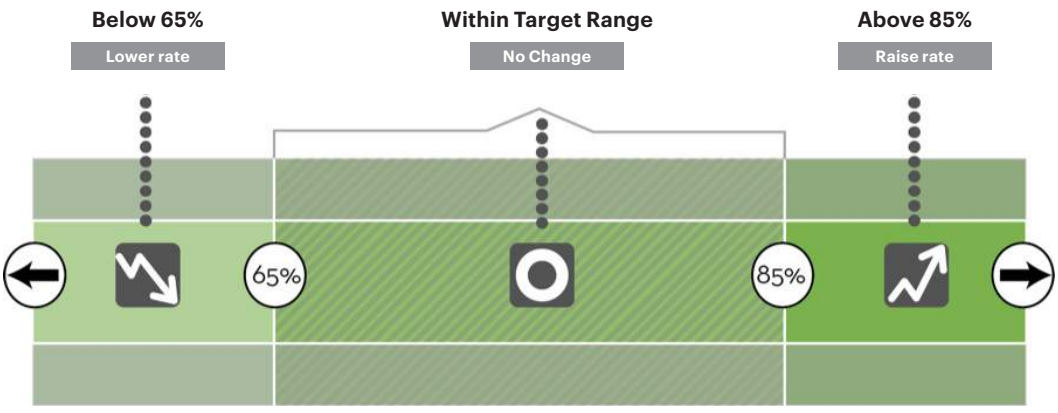


Figure 6.41 ***Performance-Based Curb Parking***
Performance-based curb parking pricing sets rates at the lowest price needed to make parking readily available on each block. As illustrated in the figure, if curb parking occupancy on a block is within the recommended target occupancy range of 65 to 85 percent, then parking is well-used but readily available, and the meter rate for that block should be left unchanged. If the occupancy figures are routinely less than 65 percent, then the rate should be reduced. If the occupancy figures are routinely more than 85 percent, then the rate should be increased.

Improve Enforcement and Data Collection
Efforts should be made to continue to improve parking enforcement and collect regular (e.g. quarterly) parking inventory and occupancy data on all Downtown parking—public and private, on-street and off-street. This can be done by deploying modern technologies (e.g. license plate recognition systems and citation systems) with appropriate policies to safeguard privacy.

Improve Parking Signage and Wayfinding
The City should continue efforts to improve parking signage and install real-time electronic parking wayfinding signs to help direct motorists away from overcrowded blocks of curb parking and into underutilized nearby lots and garages.

Monitor Parking Supply and Demand
Implementing the pedestrian, bicycle, and transit network improvements and the priorities for use of curb space described earlier in this chapter will require re-purposing some right-of-way currently allocated to storing motor vehicles. Planning, designing, obtaining funding for, and implementing these improvements is likely to take many years.

Implementing these bicycle, pedestrian, transit and loading zone improvements will have two significant effects. These enhancements can be expected to increase bicycle, pedestrian, and transit use, and to decrease parking demand. However, they will also displace existing curb parking spaces.

To ensure that parking for customers, employees and other Downtown users remains readily available, parking supply and demand should be continuously monitored. As necessary, the Parking and Transportation Demand Management strategies described in this section and in following sections should be implemented to keep parking supply and demand in balance.

Update the Downtown Parking Management Plan
The 2014 Downtown Parking Management Plan included a package of 19 recommendations to improve Downtown parking management and availability. Several of its recommendations have been fully implemented. Others have been refined or changed by subsequent City Council actions. Once this Specific Plan has been adopted, the Downtown Parking Management Plan should be updated to reflect the contents of this Specific Plan.

6.6 Parking Management: City-Operated Facilities

Figure 6.42 ***San Francisco Parking Wayfinding Signage***
Image source: SF Park.

Figure 6.43 ***Singapore Parking Wayfinding Signage***
Image source: Rudy Herman.

Public parking facilities are managed and operated to serve Downtown.

Strategies for Managing City-Operated Parking Facilities

Public Parking District

The City should continue to operate a public parking district to provide public parking, with the goal of ensuring the efficient sharing of parking between land uses with different times of peak parking demand.

Short-Term Improvements

Short-term improvements, such as better lighting, cleaning, signage, and landscaping, should be considered in City-operated lots and garages.

Off-Street Parking Enterprise Operation

City-owned or operated lots and garages should be operated as an enterprise activity, which pays for itself through direct user fees paid by motorists. City lots and garages shall not be subsidized by other taxpayer dollars or by curb parking revenues. User fees should be set for each parking facility to achieve the following goals: ensure parking availability and make City-operated parking self-supporting.

To implement these policies, existing parking subsidy programs should be phased out over time. To ease the transition, consider letting low-income employees and residents and/or existing parking permit holders continue purchasing parking permits at below-cost rates.

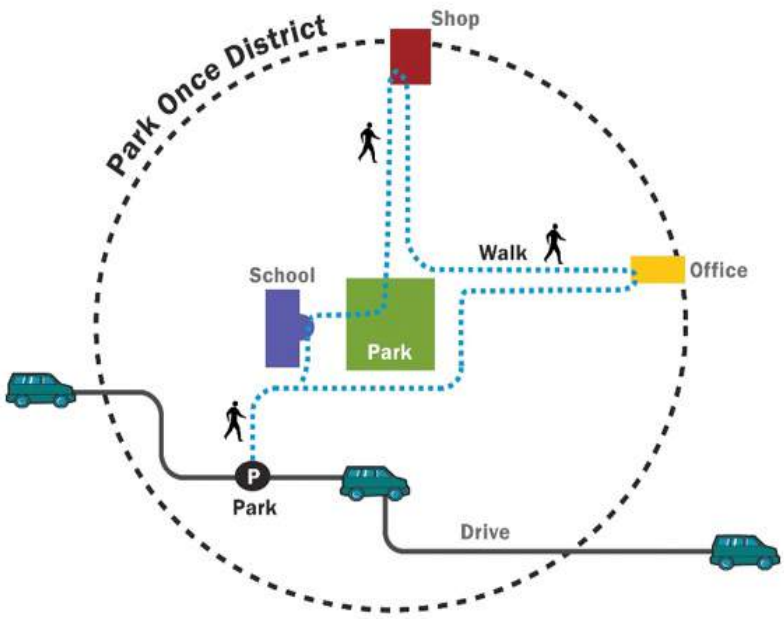


Figure 6.44 ***"Park Once" District***
Parking garages help create a "Park Once District," where motorists park once and visit many destinations on foot. Image source: Nelson/Nygaard Consulting, based on an illustration by Walter Kulash.

Parking Wayfinding
The City should complete implementation of an integrated wayfinding system for parking facilities, including both static and dynamic (changeable electronic display) signage to provide guidance and real-time parking availability information.

Assess Highest and Best Use

It should be regularly assessed whether continued use of each City-owned or operated parking lot or garage as a parking facility is the highest and best use of that property, and the City should consider whether each parking facility should be converted to another use, and the parking replaced elsewhere or discontinued.

Converting Private Parking Into Shared Public Parking
Suitable incentives for converting underused private parking into shared public parking should be considered. These can include the City taking on the liability insurance, maintenance, operation, enforcement, and/or revenue collection costs of the parking facility; the City making one-time improvements, such as landscaping and/or improving access for the disabled; or requiring the parking facility to be made available to the public (at some or all hours) as a condition of approval of a new development or change of use.

Reserve Sites for Additional Parking If and When Needed
Sites should be reserved for future public parking lots, structures and/or underground parking if and when needed. Sites including, but not limited to, the following should be evaluated for their potential suitability:

- The City-owned parcel behind Design Warehouse (north-west corner of Richards Boulevard and Olive Drive);
- The Civic Center;
- The DJUSD Administrative Office Site (north-east corner of Fifth and B Streets);
- The Hibbert Lumber site;
- The Co-Op Shopping Center, and
- The Davis Amtrak Station site.

Additional parking facilities should not be built until all lower-cost options have been implemented, including the conversion of underused private parking into shared public parking; providing Downtown employees with free transit passes, parking cash-out benefits, and the full suite of transportation benefits described elsewhere in this chapter; and phasing out below-cost parking prices for existing public parking. If built, future public parking should be designed to allow easy conversion to other uses, such as offices or homes, when parking demand falls.

6.7 Regulating Private Development: Parking, Loading, and Traffic Reduction

Figure 6.45 ***Employer Shuttles*** *(Above)*

Figure 6.46 ***Bicycle Share Fleets*** *(Below)*

Employer shuttles can give employees a stress-free commute, while bicycle share fleets provide a new option for workday errands and that last-mile connection to public transit hubs.

By providing employees with many good options, Mountain View's North Bayshore area has succeeded in reaching its goal of having no more than 45% of employees driving alone. Image sources: Genentech (above); Ford GoBike (below).

A system of incentives and regulations for new development can improve transportation choices and reduce motor vehicle traffic, pollution, and traffic-related fatalities and injuries.

Strategies for Regulating Private Development

The following requirements for private development are described in detail in Section 40.14.050 (Parking and Loading) of the Downtown Code.

Districtwide Employee Mode Share Target

A districtwide mode share target helps to reduce the traffic impacts of new development. The Specific Plan recommends a target of at least 50 percent of employees commuting by walking, bicycling, ridesharing, or taking public transit or employer shuttles; and no more than 50 percent of employees driving alone by 2040.

Development-Level Transportation Demand Management Plans

Requiring new development to develop a Transportation Demand Management (TDM) Plan helps monitor and achieve mode share targets. The Specific Plan recommends setting a target of no more than 50 percent of employees driving alone. Developments should also be required to achieve a performance standard for reducing vehicle trips from residential development.

Traffic-Minimizing Parking Standards

The Specific Plan recommends that developments be required to unbundle the cost of parking from the cost of other goods and services by charging a separate fee for parking; and to provide carshare and preferential carpool spaces. Maximum parking requirements should be applied to all developments and there should be no minimum parking requirements. This will allow the emergence of a market for parking where spaces are bought and sold, rented, and leased.

Parking Cash Out

In new developments, parking cash-out programs should be offered by any employer who provides a parking subsidy to employees, to give employees who do not drive a cash benefit equivalent to the value of the offered parking subsidy.

Free Transit for Employees and Residents

Developments should be required to provide passes for local transit service (e.g., a deep-discount group pass similar to Yolobus and Unitrans' unlimited access pass for UC Davis undergraduates) to the development's residents and employees free of charge.

Transportation Management Association (TMA) Membership

All non-residential developments should be required to join Yolo Commute, Yolo County's TMA (described on the next page) and all tenants should remain members in perpetuity.

Monitoring

Monitoring of the results of ongoing efforts should be carried out at both the districtwide level and the level of the individual development.

Strengthening Davis' Transportation Management Association

The public and private sectors can work together to minimize traffic congestion, carbon dioxide emissions, and air pollution. The City can play a crucial leadership role, building public-private partnerships to provide employees and the public with better transportation options.

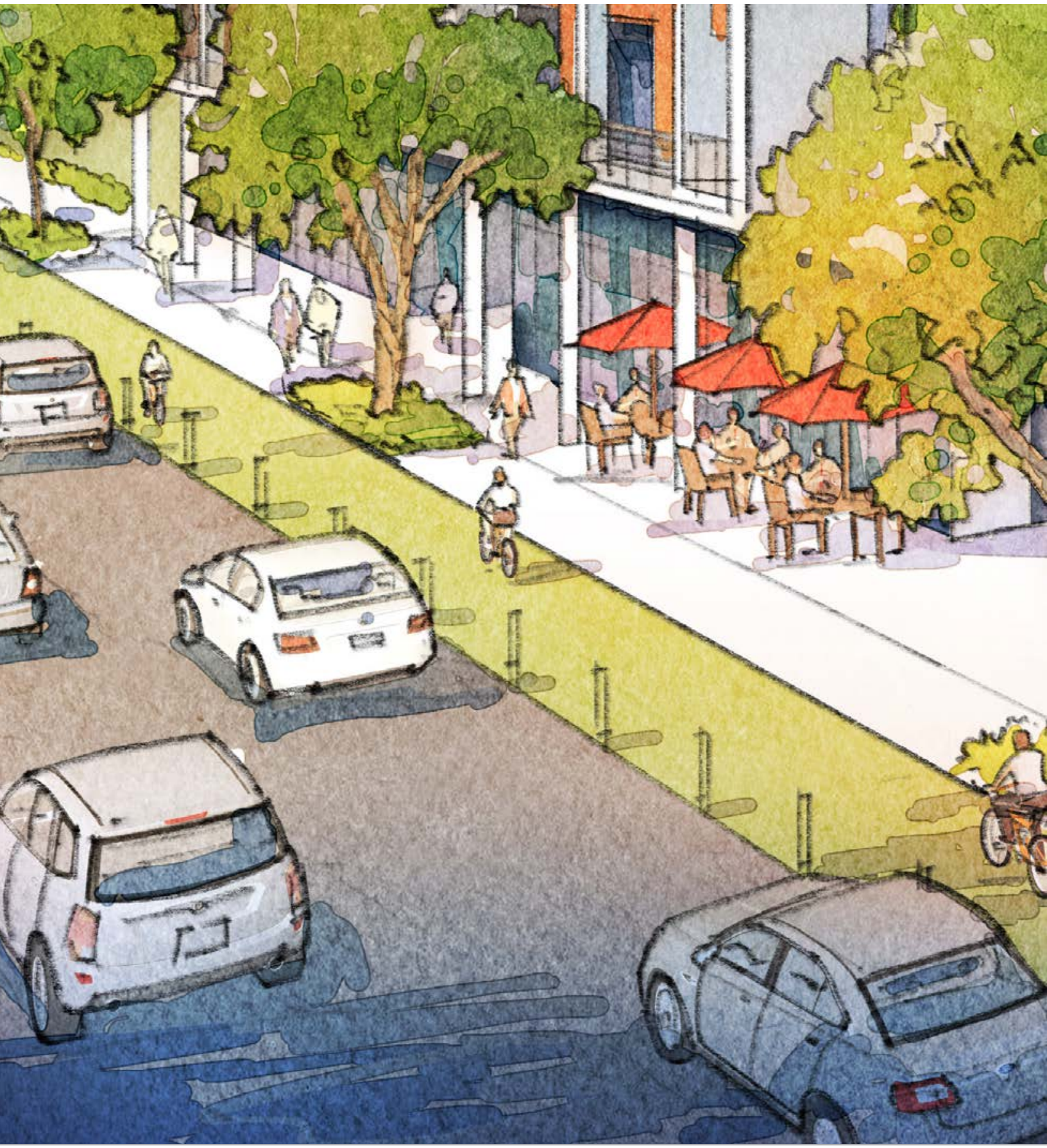
Strategies for Transportation Management

The City should work with Yolo Commute, Yolo County's non-profit Transportation Management Association (TMA), the Davis Downtown Business Association, and/or similar organizations, to strengthen and expand programs and services for Downtown employers and residential developments. The key objective should be to help Yolo Commute, and any other organizations with whom the City partners, to improve transportation choices and reduce motor vehicle trips by their Downtown members and the community at large. Key functions served by Yolo Commute should include:

- Assist members in satisfying traffic reduction goals agreed to by its members in their separate agreements with the City;
- Help fund new, and improve existing, transit and shuttle routes;
- Improve transportation services and demand management strategies, which may include but are not limited to: carshare and bicycle share programs; public transit and employer shuttle services; commuter and resident incentives to use alternatives to driving alone; and securing funding from TMA members, grants, and other sources to support these strategies; and
- Coordinate services among employers and offer services to those employees who do not have employer-sponsored TDM programs and services.

Figure 6.47 ***Bicycle-Sharing*** *(Left)*

Figure 6.48 ***Electric Bicycle Share***
(Below) TMAs can help secure grants and other funding for expanding services such as bicycle sharing and electric bicycle share programs.



Infrastructure

CHAPTER **7**

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7.1 Low Impact Development/ Green Infrastructure

Green Infrastructure will be incorporated into the development of Downtown using a variety of technologies at building and district scales as applicable.

Low impact development (LID) is an approach toward development that seeks to mimic the natural processes occurring on a site while addressing the small, frequent storms which combined produce the majority of runoff from a site.

LID practices can greatly improve stormwater quality by encouraging processes (such as sedimentation, filtration, or evapotranspiration) which reduce the pollutants present in urban and suburban runoff.

Another primary purpose of LID is to preserve a site's pre-development hydrologic pattern by minimizing impervious surfaces, capturing the low-intensity events that contribute to erosion, and providing a measure of control over the larger events, which can cause both erosion and flooding.

LID stormwater management facilities, referred to as Best Management Practices (BMPs), are most effective when dispersed throughout a site to address runoff at its source. Draining sidewalks to vegetated filter strips, constructing parking lots with permeable pavement, and outletting roof leaders to the surface of a bioretention area can all provide treatment and attenuation of stormwater flows.

Figure 7.1 ***Bioretention Planter***
The deployment of BMPs on a site can take many forms, which allows the facilities to integrate with landscaping while still providing optimal stormwater functionality. For instance, streetscape bioretention planters simultaneously offer pedestrian and aesthetic benefit while dry, and intercept stormwater runoff that would otherwise enter the drainage system during wet weather.

Low Impact Development (LID) Strategy

Goals and Benefits

Improve Water Quality
A primary goal of LID is the protection of downstream receiving water bodies from increased pollutant loads. All BMPs have the potential to provide treatment. However, site constraints can hamper this. For example, underground infiltration and permeable pavement must be able to infiltrate the soil in order to provide acceptable pollutant removal.

Attenuate Flows
LID can be very effective at mitigating flooding and erosion issues. The volume of stormwater can be reduced by capturing runoff in retention systems (which drain by infiltration or reuse) and the flowrate and velocity of runoff can be lowered, to varying degrees, by all BMPs.

Recharge Groundwater
By increasing pervious area and managing the runoff from impervious areas, LID is able to help restore water to the aquifer through infiltration.

Reduce Potable Water Consumption
A central component of LID is an emphasis on water conservation, primarily through the harvesting of rainwater. Utilizing captured water allows a site to address stormwater challenges while also lowering municipal water use.

Habitat Creation
In addition to their hydrological goals, with proper design many BMPs are able to serve as desirable habitat by increasing food and water sources for wildlife, shelter and nesting opportunities, native plantings, and biodiversity, while decreasing invasive plant sprawl, lawn size, water use, and polluted runoff.

Improve Aesthetics
Landscape-based stormwater management facilities and preservation of natural areas offer development sites unique opportunities to create an appealing character.

Reduction of Community Infrastructure Costs
Widespread use of LID can serve a community by helping to reduce costs, such as storm drain upsizing, erosion maintenance, and street repairs.

Potential Constraints

Impermeable Soils
Sites with high clay content in the native soils typically have low infiltration rates, limiting the use of infiltration practices.

Shallow Groundwater
Certain areas, especially closer to rivers, have a shallow groundwater table which precludes the use of infiltration.

Tributary Area
BMPs differ in the amount of drainage needed to function properly. Some are only effective with smaller catchments, while others can handle, or even require, larger upstream areas.

Available Space
In areas with existing development, especially dense commercial areas, it can be difficult to fit BMPs into drainage locations.

Retrofit Capability
It is often preferred to reuse a site's existing infrastructure, which may affect BMP siting or design. Infiltration practices must have a setback from building foundations and wells.

Green Infrastructure in the Urban Environment

Green Infrastructure (GI) can be integrated into the urban fabric to manage stormwater by restoring natural processes such as evaporation and infiltration, while also providing benefits for pedestrian safety and neighborhood beautification. Though the City of Davis is already investing in GI projects, there are opportunities to expand on existing initiatives with a focus on cost performance and coordination with urban design and transportation related improvements. Additionally, GI can be used as an effective tool to improve the City's water resilience particularly within the context of imminent climate change.

Identifying Opportunities

GI can be implemented using a variety of technologies, depending on scale, location, and performance targets. Within the public realm, creating new green streets by introducing bioretention bulb-outs at intersections can both improve drainage, and facilitate infiltration and groundwater recharge, while additionally providing traffic calming synergies. Within the private realm, smaller scale interventions may include rerouting roof drains to connect instead to cisterns to promote rainwater harvesting and reuse.

Figure 7.2 summarizes potential GI project types and application criteria that are appropriate for Downtown.

Matrix of Potential Green Infrastructure P

Green Infrastructure Project Types

Green Roofs

A green roof is a vegetated system covering a building's roof that detains and filters incident rainfall. Stormwater is captured in the soil media and storage layers of the system, reducing peak storm flows and promoting evapotranspiration. A primary water quality benefit of green roofs is that they avoid the common pollutants associated with conventional roof runoff, instead releasing only rainwater that has been further filtered. Green roofs can be designed with minimal thickness to allow retrofit installation on existing buildings or with a mix of shrubs, trees, pathways, and benches to be a valuable amenity for building tenants and the public.

Downspout Disconnect and Rainwater Harvesting

Rainwater harvesting involves capturing stormwater runoff and using the stored runoff for a non-potable application, such as landscape irrigation or flushing toilets. Captured runoff can be stored in anything from small rain barrels to large underground cisterns or reservoirs. Applied appropriately and strategically, rainwater harvesting can be an effective stormwater control measure and potable water demand offset.

Bioretention Bulb-Outs

Bulb-outs are a traffic calming mechanism that extends the sidewalk (usually at intersections), reducing the street-crossing distance, and increasing pedestrian visibility and safety. Curb configurations, soil, and planting profiles are engineered to capture and treat stormwater. Runoff is allowed to pond on the surface of the bioretention area, typically less than a foot deep, where it can then filter through a vegetative layer and engineered soil media to remove sediment and pollutants.

Permeable Pavement

Permeable pavement refers to any porous, load-bearing surface that allows runoff to pass through the surface layer and be temporarily stored in a drain rock layer. Ideally, site conditions will allow the subsurface storage layer to drain by infiltration into the subsoils. The permeable pavement system itself will provide some water quality benefits by filtering sediments and some other pollutants, but primarily will reduce peak flows due to detention in the rock layer. Pavements are durable, low maintenance, and have a low life-cycle cost.

Bioretention in Parks and Landscaping

Parks and other open spaces can often include bioretention systems at scale. These facilities can often perform both flood control functions and also be highly effective at removing pollutants from stormwater. Larger bioretention can provide water quality benefits through settling of sediments, microbial transformation, and plant uptake. Treatment primarily occurs in the root zone and soil media, where nutrients and dissolved pollutants are removed.

Figure 7.2 ***Matrix of Green Infrastructure Project Types and Technologies Appropriate for Downtown***

Project Types and Technologies

Application Criteria and Considerations

- Not ideal for steep roofs (>20 degrees)
- Only manages rooftop runoff
- Greater roof weight may increase dead and live loads and increase structural support requirements
- Higher cost than other BMPs
- Suitable for commercial, industrial, and large residential buildings
- Suitable in urban areas with limited space and/ or minimal vegetation

- Most effective at the building scale using roof runoff
- Often require a treatment system prior to use of water
- Most effective when integrated into a system with a perennial demand (e.g., toilet flushing)

- Best for areas with infiltrative soil
- Suitable when slopes are less than 8 percent
- Require wide streets/ sidewalks (for retrofit)
- Existing inlet locations or retrofit of existing bulb-outs
- Synergy with pedestrian/ bicycle corridors

- Can be incorporated into parking or bike lanes
- Not ideal for high traffic or heavily loaded areas
- Only suitable for areas with infiltrative soils and relatively flat locations
- Can be used as a design element for transportation-related or aesthetic elements

- Can be integrated into flood control facilities
- Generally requires between 3 to 7 percent of area drained to provide water quality benefits
- Effective at removing a broad spectrum of stormwater pollutants
- Ideal for district-scale stormwater solutions

7.2 Stormwater Management and Green Infrastructure Improvements

Stormwater Infrastructure in Downtown is in generally good condition and has sufficient capacity to support planned growth.

The existing stormwater infrastructure in Downtown is shown in Figure 7.3. The planned upgrades include extending the underground storm sewer up Fourth Street to capture an area that currently is not connected to the underground drainage network. Additionally, the City plans to retrofit 20-40 existing catch basins with modern curb inlets to prevent clogging. Development scenarios resulting from the

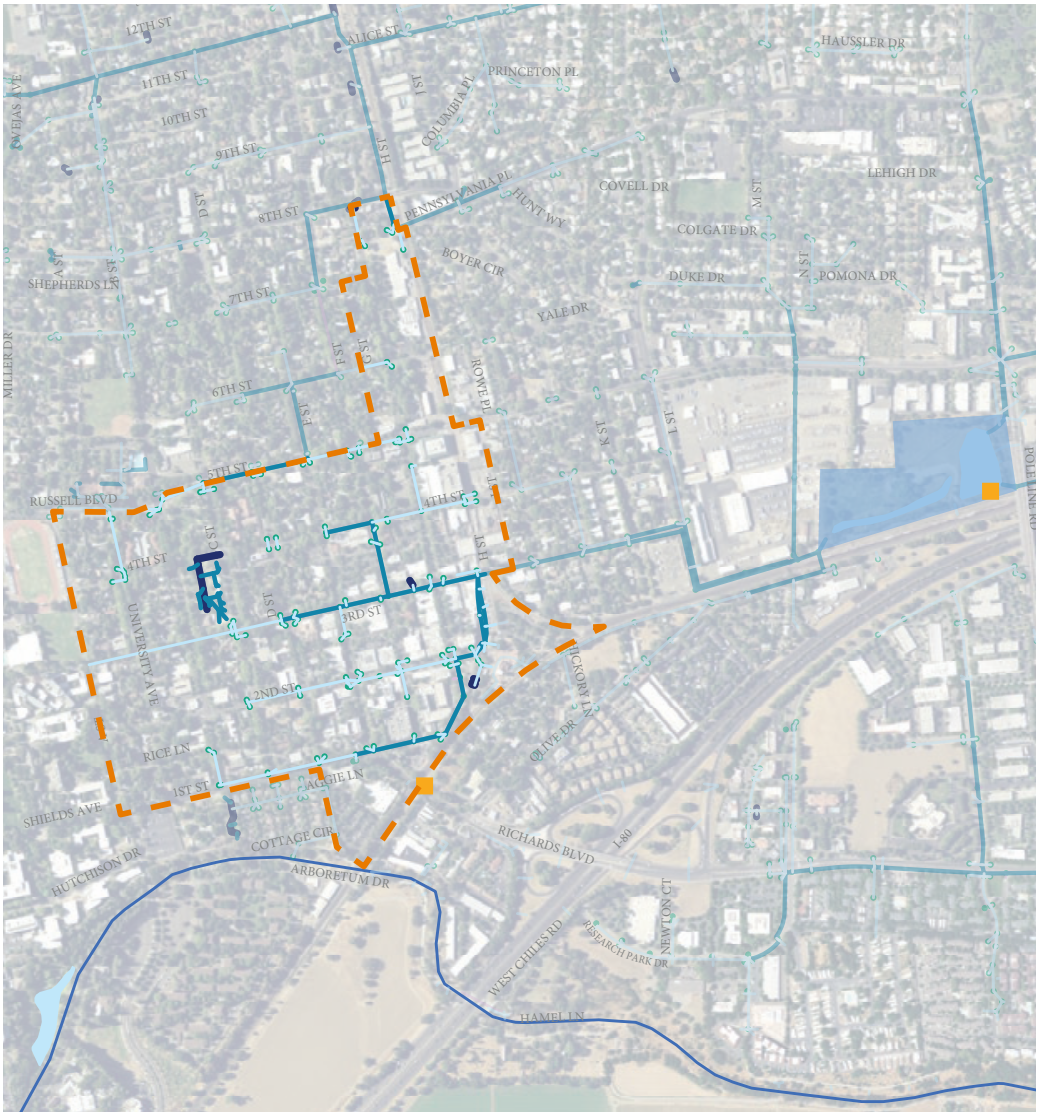

Figure 7.3 ***Existing Stormwater Infrastructure in Downtown***

Legend

- Specific Plan Boundary

Stormwater Pipe Diameter

- Unknown
- Under 24 inches
- 24-60 inches
- Over 60 inches
- Stream
- Catch Basin
- Pump Station
- Detention Basin

300' ¼ mile
0' ⅛ mile

Specific Plan are not anticipated to have significant impacts on the underground drainage system since the majority of the Downtown area is largely impervious surface already. Depending on the timing of planned street improvements or other underground improvements, there may be opportunities to replace aging pipes in conjunction with another project. In addition to the subsurface improvements listed above, it is recommended to include Green Infrastructure (GI) as part of the Specific Plan to be implemented throughout the public realm, and to be coordinated with other improvements, primarily transportation.

Green Infrastructure will benefit the existing stormwater network in Downtown by reducing peak flows, removing water from the system through infiltration, improving water quality, and by potentially assisting with future regulatory compliance requirements and efforts, in addition to some of the ancillary benefits described in Section 7.1.

Stormwater Quality

All new development in the City is required to manage stormwater drainage, both quantity and quality. Since the 1990s the State has been imposing increasingly more stringent requirements related to the treatment of stormwater quality. In more suburban or rural and less dense development, this can be accomplished through landscaping features. In more urban areas, site design is more challenging and there is often less space available to address these requirements.

Creative project-specific solutions such as roof top gardens, vertical landscaping, rainwater capture, pervious paving and underground vault treatments may be utilized. Many cities are working towards providing off-site treatment facilities that may serve many benefiting properties at one location. The Plan Area drains to the Core Area Drainage Pond along Second Street between L Street and the Pole Line Road overcrossing. The Core Area Drainage Pond contains the Toad Hollow Dog Park. This facility detains storm drain water during flood events, but does not specifically provide water quality treatment. The City has a long-term goal of retrofitting this facility to include water quality features which could provide an option to development in the Downtown area to contribute a fee for the maintenance of this facility in lieu of the requirement to provide water quality treatment on a site-by-site basis.

As a part of implementation of the Specific Plan, the City will investigate the potential to provide Downtown regional stormwater quality treatment solutions at the Core Area Drainage Pond. In the interim, new development in the Downtown will continue to be required to meet stormwater quality requirements for each new development.

Site Selection Strategy and Methodology

Recommended investments in Green Infrastructure (GI) are indicated in areas based on cost performance and synergies with other aspects of the Specific Plan using four primary criteria:

- Suitable physical conditions (e.g., locations that facilitate infiltration)
- Locations where the stormwater system needs are the greatest to reduce burden on the existing drainage system and improve receiving water quality (e.g., areas currently not served by connected underground infrastructure)
- Locations where removing water from the system could provide other benefits (e.g., an area currently served by a pump station where removing flow adds resiliency and reduces energy costs)
- Coordination with transportation improvements and urban design priorities in the Plan Area.

Tiers of Green Infrastructure Opportunities

To develop an investment framework for GI, a comprehensive inventory of the specific attributes of the primary criteria were considered and mapped to identify opportunities and constraints and to develop a guiding framework for prioritizing and implementing GI. The mapping analysis, shown in Figure 7.4, reveals three tiers of potential GI opportunities in Downtown.

Tier 1 | Highest Performing with Multiple Benefits
This is an area where projects that meet all of the physical and system-based criteria can be sited to provide good cost performance, address system needs, and provide ancillary benefits. Projects sited in this area can address existing system deficiencies (underdeveloped underground infrastructure and pump station relief), provide for cost savings and resiliency with optimal soils, facilitating recharge, and remove volume from the stormwater system.

Tier 2 | Medium Performing with Multiple Benefits
These areas have suitable physical conditions for GI implementation to provide some ancillary benefits, but do not address all system deficiency issues. Projects sited in this area can remove volume from the system to provide pump station relief and are in areas with optimal soils for infiltration.

Tier 3 | Aesthetic and Opportunistic
GI projects in this tier will have a lower cost performance based on physical conditions and providing limited system performance. These areas gravity drain to the Toad Hollow detention basin, so any GI implemented in this area will improve water quality in that basin. However, given the poor soils in this area, the facilities will likely need to be under-drained, increasing costs and reducing the volume of water removed from the system compared to infiltration-based facilities. GI implementation in this area should occur opportunistically or purely for aesthetic or demonstration purposes.

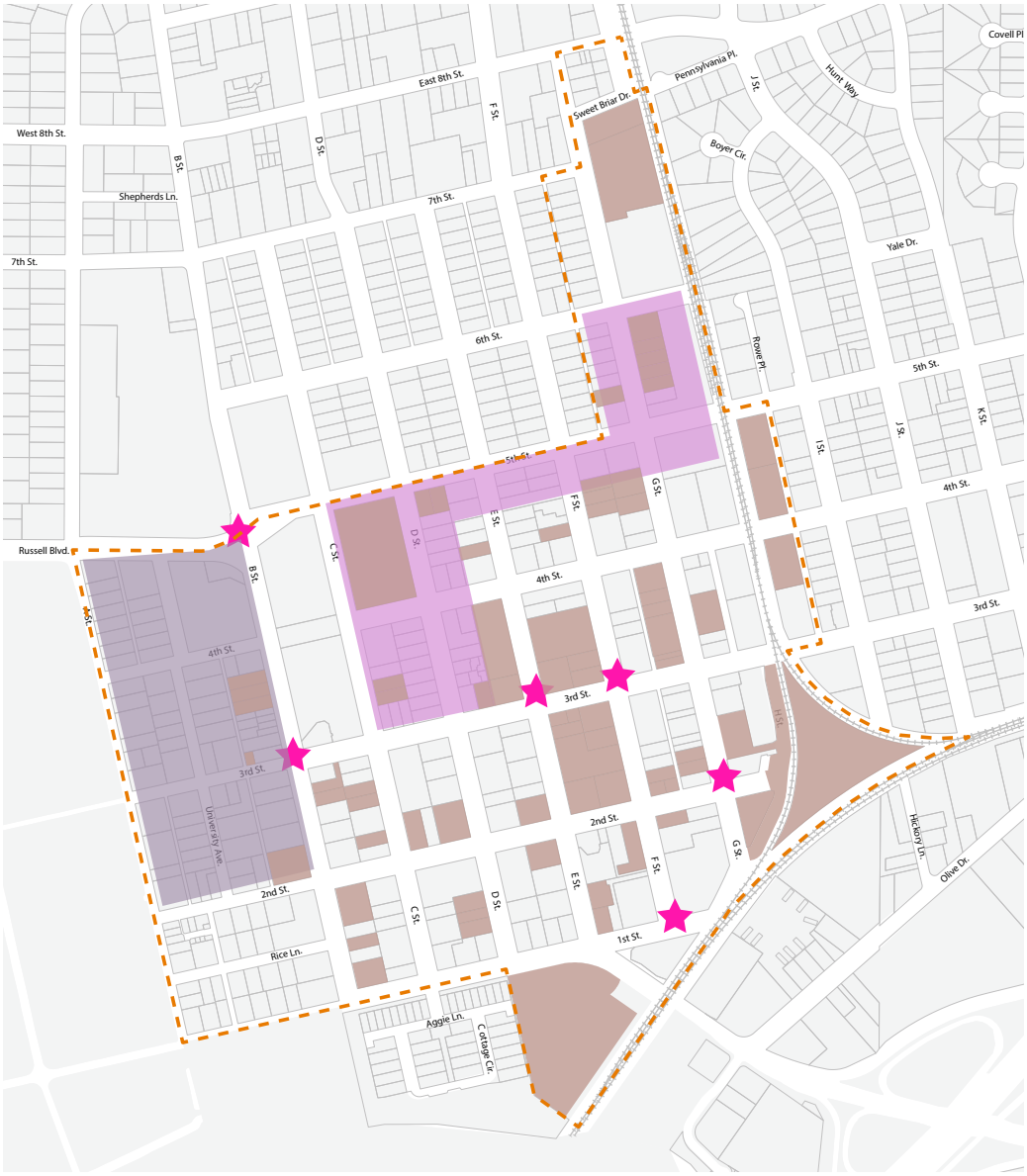

Figure 7.4 ***Tiers of Green Infrastructure Opportunities***

Legend

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

100' ¼ mile
0' ⅛ mile

Green Infrastructure Plan for Streetscapes

To create the Proposed Streetscape GI Improvements Plan (Figure 7.5), the opportunity tiers were overlaid with transportation improvements and urban design priorities in the Plan Area to avoid conflicts, to take advantage of project synergies, and to realize opportunities for cost sharing. This is aligned with the City's goal to explore districtwide or regional improvements that manage stormwater for multiple parcels.

Transit corridors were considered to be unsuitable for implementing linear GI projects, such as permeable paving or linear bioretention, due to traffic volumes and competition for street right-of-way.

Shared streets and streets with Class II or Class IV bike lanes were considered ideal opportunities for linear GI projects with bike lanes serving as permeable pavement locations and linear GI being integrated into the landscape design of shared streets. Additionally, specific intersections have been identified as ideal locations where existing bulb-outs and catch basins could be easily retrofitted into Green Infrastructure. Other intersections identified for bicycle and pedestrian improvements are also identified as individual opportunity sites.

Figure 7.5 ***Proposed Streetscape GI Improvement Plan***

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

7.3 Water Use and Demand Management

Three water reuse scenarios were considered for Downtown, with different plant palettes, potential sources of recycled water and increasing degrees of water reuse and conservation.

Existing Water Demand

130 gpcd

Existing Conditions

Existing Supply

Historically, and until recently, the City relied on groundwater for 100 percent water supply through the use of twenty groundwater wells. To replace the capacity lost with the removal of wells that did not comply with current potable water quality regulations, the City shifted its water portfolio in 2016 to rely primarily on surface water allocations from the Sacramento River.

The City is currently investigating potential applications for Title 22 recycled water now available at the recently upgraded wastewater treatment plant (WWTP). Due to the distance of the WWTP from the City center, the City does not anticipate using this resource within the Plan Area. However, there are opportunities for promoting on-site reuse to meet non-potable demands and offset potable consumption.

Existing Demand

City records for recent years indicate usage patterns citywide are well under this threshold at 130 gpcd (2018), due to responses to multi-year droughts and ensuing State drought restrictions. For the development parcels included in the Plan Area, average existing daily water demand is approximately 54,000 gallons per day (gpd), based on 2016 and 2017 City data.

Future Water Efficiency Requirements

State drought restrictions were replaced in 2018 by longer-term legislation passed under SB 606 and AB 1668, which set water use targets for urban water suppliers, including the City of Davis. Starting in 2023, indoor water consumption will be limited to 55 gpcd; outdoor usage targets will be adopted in 2022, and will vary based on land cover and other factors.

Projected Demand Scenarios

Within the context of climate change and impending regulatory changes, efficient water management and conservation will be increasingly crucial. Three water reuse scenarios were considered for the Plan Area, each with different plant palettes, potential sources of recycled water, water reuse applications, and with increasing degrees of water reuse and conservation.

The components of each scenario are described below and summarized in Table 7A, and estimated population projections shown in Table 7B.

The three water reuse scenarios are:

1. Business As Usual
Maintain status quo with assumed turfgrass in landscape areas and open spaces; no water recycling; no water reuse.

2. Sustainable Reuse
Moderate water conservation and decentralized reuse with mix of traditional turf-native plant palette; recycled water generated from laundry applied to exterior irrigation use (i.e. laundry-to-landscape) throughout the Plan Area.

Figure 7.6 ***Water Reuse District in the Heart of Downtown neighborhood***

3. Resilient Reuse

Expanded water reuse and conservation with full native plant palette; recycled water generated from [a] laundry applied to exterior irrigation use (i.e. laundry-to-landscape) throughout the Plan Area, and [b] rainwater harvesting applied to interior non-potable use within a centralized water reuse district in the Heart of Downtown neighborhood as shown in Figure 7.6. No new street trees have been included in these demand projections.

Table 7A. Matrix of Water Reuse Scenarios

SCENARIO	Planting			Recycled Water		Reuse Purpose	
	TRADITIONAL (TURF)	NATIVE / LOW IRRIGATION	HYBRID	INTERIOR LAUNDRY	RAINWATER HARVESTING	EXTERIOR IRRIGATION	INTERIOR NON-POTABLE
BUSINESS AS USUAL	■						
SUSTAINABLE REUSE			■	■		■	
RESILIENT REUSE		■		■	■	■	■

Anticipated Water Demand Calculations for the Plan Area based on:

- 1,000 new dwelling units, 2.16 persons per dwelling unit, and 600,000 square feet of non-residential built-up area

- 2012 Pacific Institute "Urban Water Demand in California to 2100: Incorporating Climate Change"

- 2012 EPA "Water Sense Saving Water in Office Buildings" brochure

- 2015 Water Supply Assessment (Brown & Caldwell, Prepared for City of Davis

2016 Urban Water Management Plan (Brown & Caldwell, Prepared for City of Davis)

- Estimated population projections (Table 7B)

- City of Davis data

Table 7B. Estimated Population Projections

Year	Citywide	Downtown
2017	68,986	1,083
2020	73,351	**1,365***
2030	**77,032**	**2,304***
2036	79,240	**2,867***
2040	**80,712**	3,243*

Notes for Table 7B:

Source: 2017 Downtown Davis Specific Plan Existing Conditions Report

Bold text denotes interpolated/extrapolated estimate.

* denotes population estimated by assuming 2.16 persons per dwelling unit and 1,000 dwelling units, per City recommendation

Comparison of Water Use by Scenario

Since the development scenario is held constant across all three water reuse scenarios, the reduction in total water demand from Scenario One: Business As Usual to Scenario Three: Resilient Reuse is due solely to lower irrigation demand landscape applications. In addition to potable savings from plumbing laundry drainage to meet irrigation needs (Scenario Two: Sustainable Reuse), savings in potable demand can be achieved by higher degrees of water reuse.

Anticipated annual water demands for the Plan Area are summarized in Table 7C. A breakdown of water use for each scenario at full 2040 buildout, is shown in Figures 7.7, 7.8, and 7.9.

Table 7C. Summary of Projected Water Demands

Annual Water Demands (Acre-Feet/Year, AFY) *unless otherwise specified*	**Scenario One: Business as Usual**	**Scenario Two: Sustainable Reuse**	**Scenario Three: Resilient Reuse**
Irrigation Demand	5	2	0*
Cooling Water Demand	30	30	30
Indoor Non-Potable Demand	64	64	64
Indoor Non-Potable Water Demand District Scale	-	-	7
Total Non-Potable Demand**	**99**	**96**	**94**
Potable Demand	**63**	**63**	**63**
Total Water Demand	**162**	**159**	**157**
% Reduction from Business as Usual	-	2%	3%
Demand Offset by Using Recycled Water	-	2	8
Potential Recycled Water Supply	**-**	**18**	**20**
from Laundry (to landscape)	-	18	18
from Rainwater Harvesting	-	-	2

** rounded value from 0.36*

*** quantities have been rounded to whole number*

Notes for Figures 7.7, 7.8, and 7.9:

For each scenario, all percentages are relative to the overall total water demand shown in the center of the pie chart.

Recycled Water Potential is the projected maximum amount of recycled water that can be produced (Potential Recycled Water Supply in Table 7C).

Effective Reuse is the projected maximum amount of recycled water that can be reused and can be used to approximate required storage at the planning level.

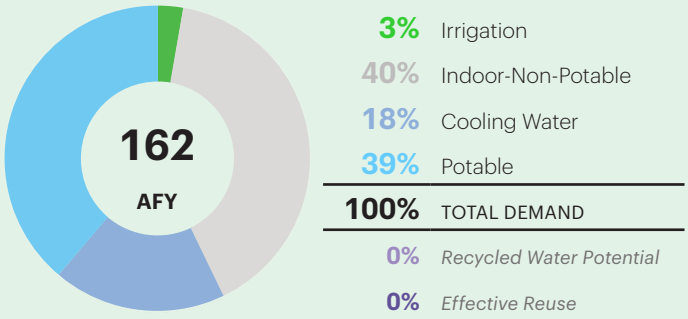

Figure 7.7 ***Breakdown of Projected Water Demand Scenario One: Business as Usual***

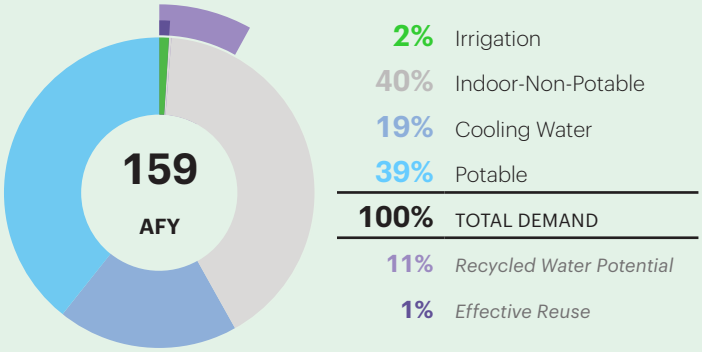

Figure 7.8 ***Breakdown of Projected Water Demand Scenario Two: Sustainable Reuse***

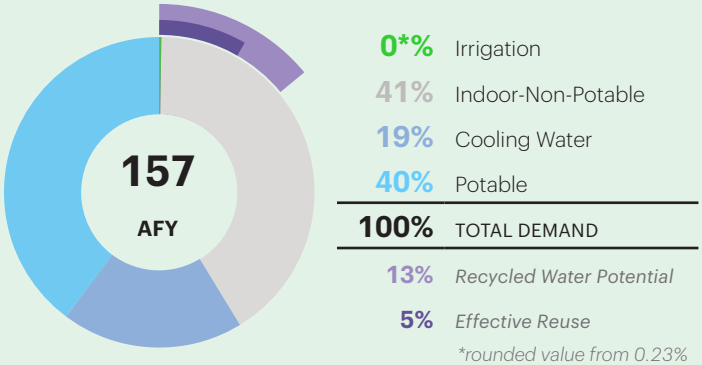

Figure 7.9 ***Breakdown of Projected Water Demand Scenario Three: Resilient Reuse***

Scenario One: Business As Usual (baseline)

Estimated total annual water demand is **162 AFY** in this "baseline" scenario that assumes no additional conservation or reuse. This is equivalent to **67 gpcd**, which is **48 percent lower compared to the City's existing average of 130 gpcd**. Lower per capita water use in the Plan Area 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 61 percent of overall demand, with irrigation as the lowest 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 **159 AFY**. This is equivalent to **66 gpcd**, which is **49 percent lower compared to the City's existing average of 130 gpcd**. Since baseline irrigation demand is already low, irrigation conservation only results in a 2 percent reduction in overall demand from Business as Usual. All irrigation needs (2 AFY) can be supplied by recycled water generated from laundry (18 AFY) thereby reducing reliance on potable water.

Scenario Three: Resilient Reuse

In this scenario, all landscaping (excluding street trees) is replaced by drought-resistant planting, reducing estimated total water demand to **157 AFY**, equivalent to **65 gpcd** and **50 percent lower than the City's existing average of 130 gpcd**. Irrigation demand drops to 0.23 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 (20 AFY). Additionally, recycled water can also supply all indoor non-potable demands (7 AFY) within the water reuse district, representing a combined 5 percent (approximately 8 AFY) of total demand being met by recycled water instead of potable water. Buildings within the reuse district would require a district-scale non-potable water system and dual plumbing to maximize the district's recycled water potential.

7.4 Potable Water Infrastructure

Increased demand for water in the Downtown, as a result of the Specific Plan, would not trigger upgrades to the water distribution network.

Potable Water Infrastructure Upgrades

Under the most conservative "Business As Usual" scenario discussed in the previous section, projected average daily water demand for the Plan Area is 145,000 gpd (162 AFY). Based on the modeling results, the existing water infrastructure is anticipated to have sufficient capacity to

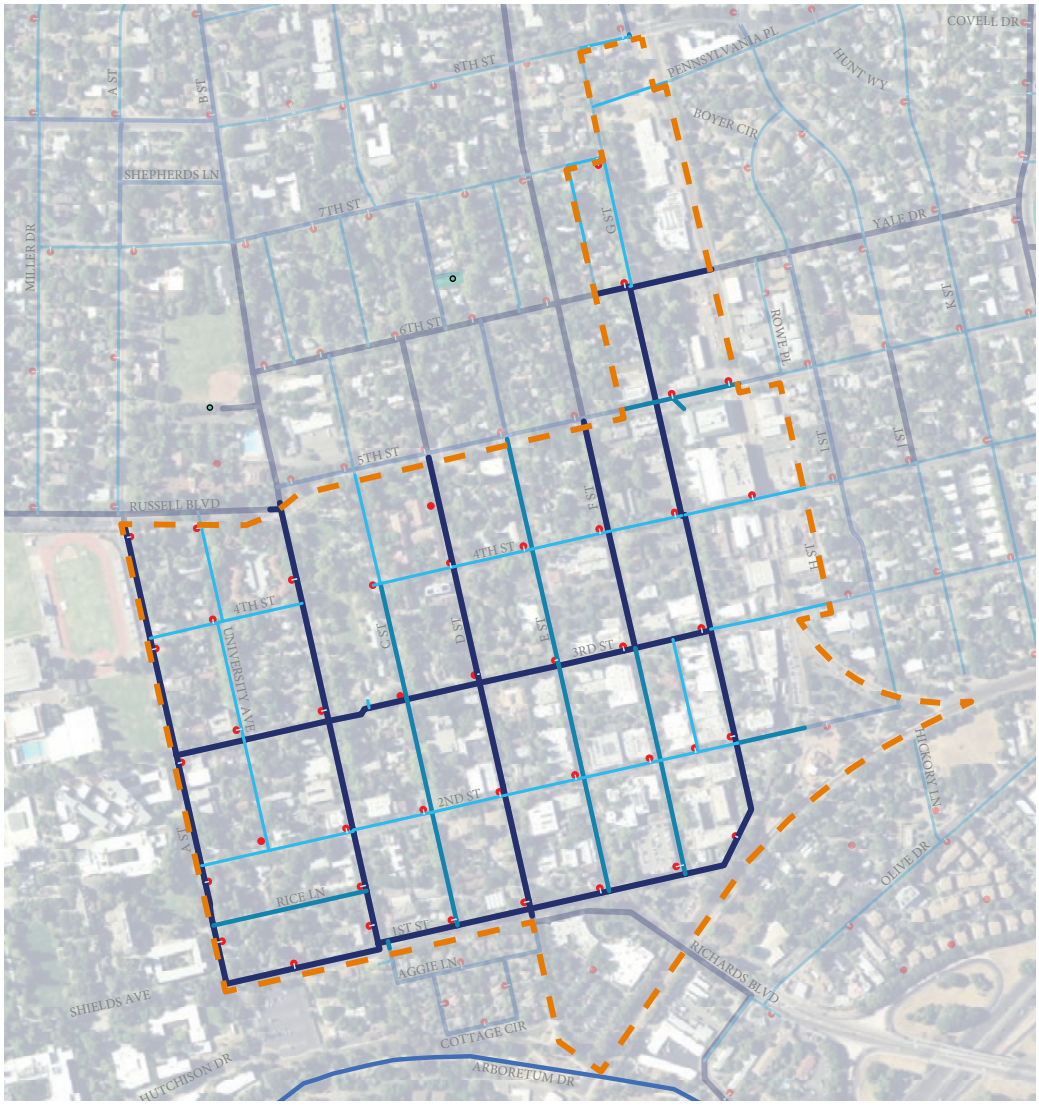

Figure 7.10 ***Existing Potable Water Infrastructure in Downtown***

Legend

- Specific Plan Boundary
- Hydrant

Water Pipe Diameter

- 4 inches and under
- 5 - 6 inches
- 7 - 8 inches
- 9 inches and greater

100' ¼ mile

0' ⅛ mile

meet projected water demand generated from Downtown development.

Specifically:

- Downtown development resulting in up to 145,000 gpd average total water demand is not anticipated to require infrastructure upgrades (e.g. mains, treatment)
- Costs for additional or modified connections would not incur City capital costs. Any improved service connection to the City's mains would be the responsibility of the developer
- Capacity charges paid for by the developer would capture ongoing regular replacement cost of the City's infrastructure
- Investigate private-public partnership utility districts or other negotiated cost-share options to help defray costs to developers in order to encourage district-scale recycled water systems.

7.5 Sanitary Sewer Infrastructure

Increased sanitary sewer flows in the Downtown, as a result of the Specific Plan, would not trigger upgrades to the sewer collection system.

Sanitary Sewer Infrastructure Upgrades

Results for modeling projected demands were also similar for existing sanitary sewer infrastructure. Projected average daily sewer demand for the Plan Area is 127,000 (gpd) and is constant for all water use scenarios discussed in the previous section. Irrigation is the only variable in overall water demands for each

Figure 7.11 ***Existing Sanitary Sewer Infrastructure in Downtown***

Legend

- Specific Plan Boundary
- Manholes

Sewer Pipe Diameter

- 4 inches and under
- 5 - 12 inches
- 13 inches and greater

100' ¼ mile
0' ⅛ mile

scenario and its contribution to sewer flows is negligible. Based on the modeling results, the existing sewer infrastructure is anticipated to have sufficient capacity to meet projected sewer demand generated from Downtown development.

Specifically:

- Downtown development resulting in up to 127,000 gpd average total sewer demand is not anticipated to require infrastructure upgrades (e.g. mains, treatment)
- Costs for additional or modified connections would not incur City capital costs. Any improved service connection to the City's mains would be the responsibility of the developer
- Capacity charges paid for by the developer would capture ongoing regular replacement cost of the City's infrastructure.

CHAPTER

8 Implementation

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CLOSER LOOK

Specific Plan Implementation

A specific plan is required by law to identify how the plan will be implemented.

According to Article 8: Specific plans [65450 - 65457] of the California Government Code, a specific plan must include a program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the necessary public improvements needed to achieve a specific plan's vision.

This chapter identifies and describes the actions, improvements and financing measures that incrementally will make the vision a reality.

8.1 Phasing Strategy

Downtown will improve and achieve the community vision incrementally, with a combination of public and private development efforts. This section describes one possible build-out scenario to support the vision.

Phasing Logic

Phasing for redevelopment projects in infill conditions is difficult to predict with certainty. The Specific Plan recommends two phases to carry out the recommended actions, starting from when the Specific Plan is adopted (estimated Spring 2020). However, the projected phasing is not intended as a limitation should the economy or other conditions warrant more or less development than projected.

- Phase One: 2020 to 2030.
- Phase Two: 2031 to 2040.

Phase Two currently ends with the same planning horizon as the Specific Plan. This is based on the logic that the current pace of development in Downtown needs to improve quickly for economic growth to occur. The timing is critical for the following reasons:

- The economy has recovered from the 2008 recession and is doing well. Downtown should take advantage of this and time its redevelopment to be well underway before market conditions change.
- The region's housing shortage, in particular for affordable housing, needs to be addressed and is also a prime development opportunity. Downtown has the potential to add at least 1,000 new housing units.
- There is demand for commercial space, in particular from knowledge-based sectors, for which Downtown is a prime location. This includes demand for office, research/ laboratory, co-working spaces, etc., as well as certain kinds of retail. The Specific Plan estimates that Downtown has the potential to add up to 600,000 additional square feet of non-residential uses.
- UC Davis, Downtown's neighbor, plans to increase enrollment, adding to Downtown's economic base and adding to the housing demand. This is an opportunity to introduce new commercial and retail uses to compete with other downtowns nearby.

Priority Improvements and Demonstration Projects

To jump-start investment, the Specific Plan identifies several key improvements to be completed, or at least initiated in the first phase to lay the foundation for placemaking as an economic development strategy. These are identified as "demonstration projects" in Figures 8.1 and 8.2. These projects can occur either on City-owned parcels, or on privately-owned parcels through development incentives. The identified projects are all on publicly-owned land with the exception of the Davis Commons site, which has been included because of its prime location at the entrance to Downtown.

Phase One (2020 - 2030)

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, B Street, G Street, and H Street (Table 8A items 1, 2, 11, 12)

Intersection improvements (Table 8A items 19-25)

Incremental Development

Incremental redevelopment of opportunity sites on private property; market-dependent

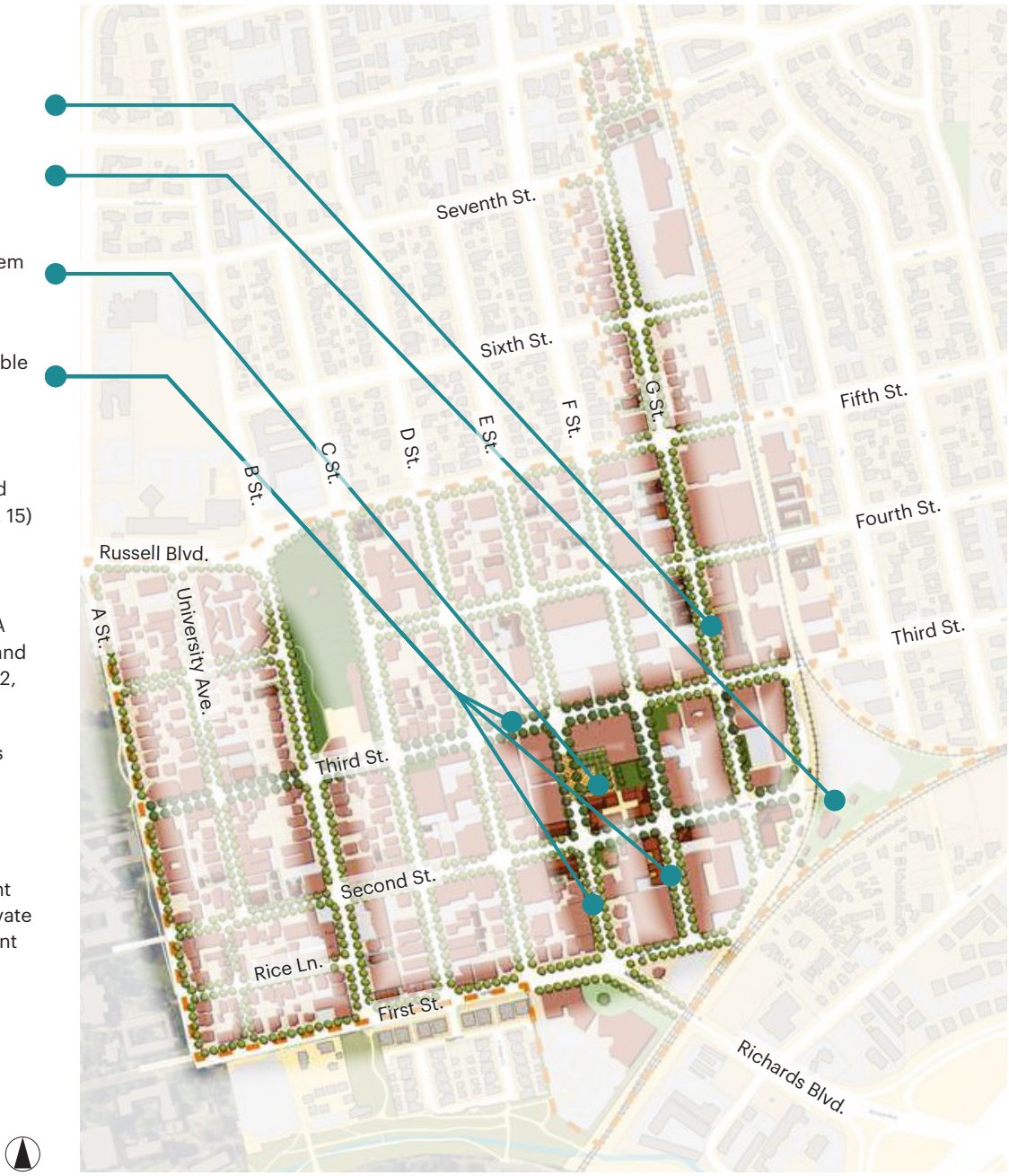

Figure 8.1 ***Phase One***
Possible build-out scenario by 2030 with demonstration projects and circulation improvements highlighted.

Phase Two (2031 - 2040)

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 D Street, First Street, Third Street, Fifth Street, and Putah Creek Trail (Table 8A items 4, 13, 16, 17, 18)

Complete bicycle and pedestrian improvements on E Street and F Street (Table 8A items 6, 9)

Incremental Development

Incremental redevelopment of additional opportunity sites on private property; market-dependent

Figure 8.2 ***Phase Two***
Possible build-out scenario by 2040 with demonstration projects and circulation improvements highlighted.

8.2 Capital Infrastructure Improvements

The capital infrastructure improvement costs and suggested phasing for the Specific Plan have been summarized in Table 8A.

Please note that Table 8A does not include capital costs associated with infrastructure and parking recommendations, for reasons explained below.

Capital Costs Associated with Recommended Infrastructure Improvements

Estimates of the capital cost items for implementing the infrastructure improvements for water, sewer, and stormwater recommended in this Specific Plan can be met without the City incurring capital costs. Any improved service connection to the City's mains would be the responsibility of the developer, and capacity charges paid for by the developer would capture the ongoing regular replacement cost of the City's infrastructure.

The recommended green infrastructure improvements in the public realm have not been included in calculating capital costs, since these upgrades are discretionary and the City is not required to construct these from a regulatory perspective for the realization of the Specific Plan. Changes in future regulations may require upgrades that can likely be accommodated by retrofitting the drainage infrastructure at the Core Area Drainage Pond at Toad Hollow Park rather than a retrofit of the existing system.

The Specific Plan estimates that redevelopment parcels will need to finance their own on-site compliance for stormwater and water reuse projects. The recommended district-scale water reuse system is in the public realm, but is also discretionary unless a statewide or Citywide regulation is adopted during the life of the plan.

Capital Costs Associated with Recommended Parking Improvements

All capital cost items essential for implementing the parking improvements in this Specific Plan are currently scheduled to be purchased and installed before December 2019 or soon thereafter; before this Plan is scheduled to be adopted.

Specifically, the new downtown Parking Guidance System (an electronic parking wayfinding system for all City-operated lots and garages in Downtown) was budgeted for the City's Fiscal Year 2017/18 budget and installation should be complete by the end of 2019.

The City Council also directed City staff to proceed with establishing paid parking in the North F and South G parking lots. The meters and signs necessary to implement paid parking in these lots are anticipated to be self-funding; the capital costs and operating costs will be paid for by the revenues the meters generate.

Table 8A. Proposed Capital Infrastructure Improvement Plan

	Type of Improvement	Description	Cost Distribution		Estimated Cost	
			Existing Need %	New Development %	Phase I (2020-2030)	Phase II (2030-2040)
	Circulation Improvements (Bicycle, Pedestrian, Transit, and Streetscape). Demonstration Projects highlighted in colored text					
1.	**A Street** Bicycle Improvement	Construct bike lanes on A Street between First Street and Russell Boulevard.	100%	0%	$170,000	
2.	**B Street** Bicycle Improvement	Construct a protected cycle track on B Street between First Street and Fifth Street.	100%	0%	$170,000	
3.	**C Street** Pedestrian Improvement	Enhance sidewalks and streetscape on C Street between Third Street and Fifth Street.	60%	40%		$780,000
4.	**D Street** Bicycle and Pedestrian Improvement	Construct bike lanes on D Street between First Street and Fifth Street. Enhance sidewalks and streetscape on D Street between Third Street and Fifth Street.	20%	80%		$1,110,000
5.	**E Street** **Bicycle Improvement - Demonstration project**	Construct a protected cycle track demonstration project on E Street between First Street and Third Street.	80%	20%	$90,000	
6.	**E Street** Bicycle and Pedestrian Improvement - Full Implementation	Construct a shared street on E Street between First Street and Third Street. Improve bicycle crossings and configuration at the First Street and E Street intersection.	40%	60%		$4,780,000
7.	**E Street** Pedestrian Improvement	Enhance sidewalks and streetscape on E Street between Third Street and Fifth Street.	20%	80%		$1,410,000
8.	**F Street** **Bicycle Improvement - Demonstration project**	Construct a protected cycle track demonstration project on F Street between First Street and Fifth Street.	100%	0%	$180,000	
9.	**F Street** Bicycle and Pedestrian Improvement - Full Implementation	Construct a raised cycle track on F Street between First Street and Fifth Street. Enhance sidewalks and streetscape on F Street between First Street and Fifth Street.	40%	60%		$7,620,000

Table 8A. Proposed Capital Infrastructure Improvement Plan, continued

	Type of Improvement	Description	Cost Distribution		Estimated Cost	
			Existing Need %	New Development %	Phase I (2020-2030)	Phase II (2030-2040)
10.	**G Street** Pedestrian Improvement	Widen sidewalk and enhance streetscape on G Street between First Street and Fifth Street.	30%	70%		$8,160,000
11.	**G Street** Bicycle Improvement	Construct bike lanes on G Street between Fifth Street and Eighth Street.	40%	60%	$150,000	
12.	**H Street** Bicycle Improvement	Construct a two-way raised cycle track on the east side of H Street between Second Street and Third Street.	50%	50%		$960,000
13.	**First Street** Bicycle and Pedestrian Improvement	Improve the shared use path on First Street between B Street and E Street. Extend the shared use path to A Street to the west and G Street to the east. Improve bicycle crossings and configuration at the First Street and E Street intersection.	50%	50%		$3,560,000
14.	**Second Street** Pedestrian Improvement	Enhance sidewalks and streetscape on Second Street between D Street and H Street.	20%	80%		$2,800,000
15.	**Third Street Bicycle Improvement - Demonstration project**	Construct a protected cycle track demonstration project on Third Street between B Street and H Street.	100%	0%	$170,000	
16.	**Third Street** Bicycle and Pedestrian Improvement	Construct a shared street on Third Street between B Street and H Street.	30%	70%		$9,200,000
17.	**Fifth Street** Bicycle and Pedestrian Improvement	Construct a protected cycle track on Fifth Street between A Street and G Street. Enhance sidewalks and streetscape on Fifth Street between A Street and H Street.	60%	40%	-	$2,780,000
18.	**Putah Creek Trail** Bicycle and Pedestrian Improvement	Construct a shared use path between the Putah Creek Trail and G Street on the west side of the UPRR mainline.	50%	50%		$1,300,000
		Construct a shared use path overcrossing over Richards Boulevard.	50%	50%		$2,000,000
19.	**First Street and A Street** Intersection Improvement	Reconfigure intersection	50%	50%	$500,000	

Table 8A. Proposed Capital Infrastructure Improvement Plan, continued

	Type of Improvement	Description	Cost Distribution		Estimated Cost	
			Existing Need %	New Development %	Phase I (2020-2030)	Phase II (2030-2040)
20.	**First Street and B Street** Intersection Improvement	Signalize the First Street and B Street intersection. Reconfigure intersection.	50%	50%	$750,000	
21.	**First Street and E Street** Intersection Improvement	Reconfigure intersection. Remove the southbound right-turn pocket.				Included in cost of Improvement #6 and #13
22.	**First Street and F Street** Intersection Improvement	Signalize the First Street and F Street intersection.	50%	50%	$500,000	
23.	**Second Street and B Street** Intersection Improvement	Signalize the Second Street and B Street intersection.	50%	50%	$500,000	-
24.	**Russell Boulevard/ Fifth Street and A Street** Intersection Improvement	Reconfigure intersection.	50%	50%	$250,000	
25.	**Russell Boulevard/ Fifth Street and B Street** Intersection Improvement	Construct a protected intersection at the Russell Boulevard/Fifth Street and B Street intersection.	50%	50%	$1,000,000	-
	Subtotal, Circulation				**$4,430,000**	**$46,460,000**
	Public Open Space Improvements (Parks and Plazas) Demonstration Projects highlighted in colored text					
27.	**Davis Square - Demonstration project**	Expand E Street Plaza into Parking Lot; 33,500 sq. ft.; basic amenities	90%	10%	$450,000	-
		Optional playground features			*$80,000*	-
		Optional fountain feature			*$50,000*	-
		Optional splash pad plus prefabricated restroom			*$400,000*	-
28.	G Street Plaza	Plaza on G Street between Second Street and Third Street; 10,000 sq. ft., basic amenities	90%	10%	$140,000	-
29.	Plaza at Davis Amtrak Station	Improvements to existing plaza; 5,000 sq. ft.; basic amenities	50%	50%	$20,000	$50,000
	Subtotal, Public Open Space				**$610,000**	**$50,000**
Total Costs by Phase					**$5,090,000**	**$54,430,000**
Total Cost (both phases)					**$59,520,000**	

Sources: *Fehr & Peers; Opticos Design; BAE, 2018.*

8.3 Economic and Fiscal Approach

This section includes a discussion of phasing, funding, and financing of planned improvements as recommended by this Specific Plan and discussed in Sections 8.1 and 8.2.

Public Improvements Funding and Financing

Implementation of the Specific Plan is a long-term project that will require collaboration between the City of Davis, property owners, and developers. Funding for proposed public improvements will represent a key challenge.

The City will play a key role in the development of infrastructure to support build-out of the Specific Plan by planning and designing infrastructure system improvements, providing a framework to allocate the burden for public improvements among various parties, leveraging private investments with available public resources, and providing tools to raise funds and finance the necessary improvements.

Planned Public Improvements

With the Downtown area mostly built out, most new public improvements proposed in the Downtown Plan represent replacements or enhancements of features that are already present. Although the Downtown Plan calls for the level of development in the Downtown Plan Area to increase above current levels, such increases will primarily occur through an incremental process of intensifying the use of properties that are already developed to some extent.

Most of the improvements will not only benefit new development but will also benefit existing development. Further, many of the improvements would be necessary and/or desirable even in the absence of new Downtown development.

Infill and redevelopment activity calls for an approach to funding that is different than the typical approach to funding public improvements in a greenfield area, where new development is essentially responsible for all of the costs of new public improvements. Rather, in Downtown, it will be necessary to allocate costs equitably between new development and existing development.

Because Downtown is also a community-wide destination, new development and existing development does not necessarily refer just to development within the boundaries of the Plan Area but can also include development outside of the Plan Area that will benefit from the Downtown Plan's proposed public improvements.

The Specific Plan consultant team members and the City have developed estimates of the new public improvements that are proposed as part of the build-out of the Plan Area, that include (but are not necessarily restricted to):

- Roadway, transit, and streetscape improvements; and
- Public open spaces.

These estimates do not include the costs of water, sewer, and stormwater

improvements, since they will not require the City to incur capital costs. Currently planned and anticipated future parking improvements are anticipated to be self-funded via parking program revenues.

Phasing of Improvements

Section 8.1 (Phasing Strategy) identifies anticipated phasing for the Specific Plan public improvements. Improvements are roughly grouped into one of two phases. Phase I improvements are anticipated from the near term through 2030. Phase II improvements are anticipated between 2031 and 2040. However, as stated in Section 8.1, the projected phasing is not intended as a limitation should the economy or other conditions warrant more or less development than projected.

Cost of Improvements

The cost estimate for these improvements is approximately **$59,520,000**. See the listing of these improvements and their estimated costs in Table 8A, Proposed Capital Infrastructure Improvement Plan. In the future, as implementation proceeds, modifications can be made to the public improvement program to best support the successful build-out of the Plan Area.

Funding Sources and Financing Tools

Funding sources are the various pots of money that the City can access to pay for public improvements. Various funding sources will contribute towards the cost of public improvements in the Plan Area. Table 8B includes identification of potential funding sources for the proposed capital infrastructure improvements listed in Table 8A. For the types of public improvements mentioned above, which provide general or areawide benefit, it is necessary for the City to identify funding sources and financing mechanisms.

For other types of infrastructure that more narrowly benefit specific properties, such as on-site utility connections, off-street parking, or stormwater detention features, the property owner is expected to directly fund and provide the necessary improvements.

Funding for public improvements can accrue on either a one-time basis (e.g., grants, payments from developers) or on an ongoing basis (e.g., annual property assessments).

This Specific Plan recognizes that there may be a mismatch between the timing of availability of funds from certain revenue sources and when it will be necessary to pay certain costs, so that public improvements can be developed and ready when needed to serve new development.

Often, it is necessary to front load development of public improvements, meaning that the improvements must be built in advance of the development that will ultimately benefit from them and generate the revenues that will help to pay for them. To address this, municipalities

Table 8B. Potential Funding Sources for Proposed Capital Infrastructure Improvements

Type of Improvement	Potential Funding Sources
Circulation Improvements (Road, Bicycle, Pedestrian, Transit, and Streetscape)	Local Sources: City CIP, Development Impact Fees, Roadway Maintenance Fees, Lighting and Maintenance Districts, Business Improvement Districts, Community Facilities Districts
	Regional Sources: SACOG Regional Program, Community Design Program, Active Transportation Program, Green Region Program
	State Sources: Caltrans Active Transportation Program, Caltrans Adaptation Planning Grant Program, Caltrans Sustainable Transportation Planning Grant Program, CA Dept. of Housing and Community Development Affordable Housing and Sustainable Communities Program, CA Natural Resource Agency Urban Greening Program
Public Open Space Improvements (Parks and Plazas)	Adjacent Property Owner/Developer In-Kind, Impact Fees, Community Benefits Payments, Grants

employ various debt-financing tools to obtain necessary funds early in the development process, with the debt to be paid off over time by the development that is served.

The following sub-sections outline various funding sources and financing mechanisms that may be utilized within the Plan Area. Ultimately, the necessary funding and financing for these improvements will be determined in a way that assures the most responsible and efficient use of resources. The final financing program will most likely be a combination of various financing methods and funding sources, and determined through negotiations with the landowners and developers of affected properties.

Because there is uncertainty about the availability of funding from various grant programs, including future grant programs which are not known at this time, the funding strategy must be flexible and adaptable. In addition, a key role for the City will be to monitor and pursue grant opportunities for Downtown improvements. Phasing for individual improvements may be adjusted based on funding availability and changes in City priorities.

Types of Funding

The following is a discussion about the types of funding sources and financing mechanisms needed to finance the Plan Area public improvements.

Private Funding
The planned roadway improvements within the Plan Area may partially be installed and funded through developer payments or by developers directly constructing and then dedicating the completed improvements when their need is tied to private development activity. In the case of developer improvements that provide area-wide benefits, they may be partially reimbursable or qualify for fee credits through the City's Development Impact Fee Program. For example, if developers are required to make intersection improvements or improve street frontage adjacent to their property, a portion of the cost associated with general benefits for the larger Downtown area or the Davis community at large may be eligible for reimbursement or fee credits.

When it is determined that reimbursement or fee credits are due, a development reimbursement agreement shall be executed between the City and the developer. Infrastructure that is the developer's responsibility, as dictated by the project's conditions of approval, is not eligible for reimbursement. When private property owners and developers are required to construct improvements to support their project, building permit issuance or building occupancy would be tied to completion of these improvements.

Development Impact Fee Program (also known as Impact Fees)
The City of Davis Development Impact Fee Program sets forth the relationship between contemplated new development, facilities needed to serve new development, including parks and trails, and the estimated costs of those improvements. The purpose of the fees, sometimes also referred to as "AB 1600 fees," is to finance public facilities to mitigate the impacts caused by new development. These capital improvement impact fees are adopted pursuant to California Government Code Section 66000, et. seq.

The Development Impact Fee Program is updated periodically to ensure that required facilities are adequately funded and costs are apportioned to the various types of new development. The updated program information is used to determine the amount of fees available for the funding of proposed projects, and could be amended to include public

improvements identified for the Plan Area that create citywide benefits. As the City collects impact fees over time, the City can then expend the funds on eligible expenditures included in the Development Impact Fee Program's capital improvement plan (CIP). When a developer is required to construct public improvements that benefit their specific project and also provide an area-wide benefit not specific to the project, the cost of the infrastructure may offset some portion of impact fees that would otherwise be due or may be partially reimbursable.

Enterprise Fees or User Fees

The funding for all rehabilitation and replacement for existing facilities will come from various sources, such as enterprise fees. Fees collected from ratepayers that receive service from a particular City utility or "enterprise," such as water, wastewater, and stormwater, are collected to pay for the continued operations, maintenance, upgrades, and new facilities to serve the ratepayers. These may also be called "user fees" and are collected from users on an ongoing basis as part of the utility billing process. Rate studies are performed routinely to adjust the enterprise fees to accurately reflect the true cost of delivery of services and the ultimate planned infrastructure to serve the City's ratepayers. The enterprise fees are reserved and restricted to only the service for which the fees are collected. Use of enterprise fees/user fees to pay for new or replacing or upgrading infrastructure may require an increase in rates.

Development Agreements and Community Benefit Payments

Structured negotiations between cities and developers are often conducted to obtain desired improvements in exchange for development rights. The extent to which a new project can contribute to various community benefits depends on the project's specific economics, including the relationship between development costs and the revenues that the developer would collect from either leasing or selling the completed development. The amount of additional community benefit funding a project might agree to pay as part of a development agreement is subject to negotiation.

Development agreements can be used to achieve additional community benefits (non-nexus items), not otherwise attainable through conditions of approval or CEQA mitigation. For some recent projects in the City of Davis, the City and developers have negotiated development agreements that included community benefit payments. The City is able to use these payments flexibly to fund community enhancements that may not be strictly related to the project. For example, the City could negotiate a community benefit payment as part of a development agreement for a project located outside of the Downtown, which would provide funds that the City could use to make improvements in the Downtown to benefit the community at large.

Grants and Other Funds

Grants are available from a variety of public agencies and even private foundations. However, issues such as authorization of funds, eligibility, and requirements for matching contributions are highly variable and require ongoing research to determine applicability and availability. Grant programs addressing pedestrian/bicycle transportation, recreational trails, roadway construction, infrastructure, and sustainable/livable communities will be monitored as a source of funding for the Plan Area. Community Development Block Grant (CDBG) funds may become available through the City's entitlement allocations from HUD and may be used for such expenses as infrastructure, acquisition of right-of-way, demolition, and clearance under limited circumstances.

Various federal, state, and regional grant programs distribute grant funds for public improvement projects. Because grant programs are typically competitive, grant funds are an unpredictable funding source. Grants and other potential sources include those described below.

- **Sacramento Area Council of Governments (SACOG)**
  SACOG is the transportation planning and financing agency for the Sacramento region. SACOG updates the region's Metropolitan Transportation Plan (MTP) every five years. Inclusion in the MTP is the way for transportation projects to be eligible for state and federal transportation dollars; however, this is typically for projects of regional significance and benefit.
- **State and Federal Funds**
  The City may pursue other state and federal funding opportunities as they become available, such as from various programs funded from statewide bonds that are issued from time to time, funds from the state's Cap and Trade Program administered by the Strategic Growth Council, and other state agencies. As noted above, these grant programs are typically very competitive, and therefore future grant funds are not a reliable funding source for Specific Plan implementation. Other state funds, such as gas tax revenues, are allocated on a formulaic basis and the City can utilize them for authorized purposes; however, the demand for projects that rely on this type of funding typically exceeds the limited funding available.

Financing Tools

As mentioned previously, the timing for availability of funding from various sources does not always match up with timing for when the improvements are needed. As a result, the City may need to utilize various financing tools to access funds when needed to complete improvements.

Typically, financing involves borrowing against a stream of future revenues by issuing bonds or other forms of debt. Bonds are most often repaid by the proceeds from a dedicated, recurring annual stream of assessment revenues or special taxes that are collected from property owners in the area that benefits from the new improvements. The bonds are most often secured through liens placed on the properties within the district; hence, the terms land-based, or land-secured financing are often used when describing these types of financing tools. As described below, these revenues can come from either a dedication of a portion of the basic one percent ad valorem property taxes paid by all non-exempt property owners, or through establishment of new assessments or special taxes that property owners must pay in addition to their ad valorem property taxes. This section provides an overview of several commonly-used financing tools that could be considered for implementation in the Plan Area.

Benefit Assessment Districts
Property owners within a benefit assessment district agree to pay an additional property levy to fund improvements or services within the district. There are a range of different types of districts, from business improvement districts to sewer, utility, lighting and landscaping, and parking districts. Each type of district can fund property acquisition, development, and operation and maintenance costs for a wide range of facilities, such as streets, storm drains, sewers, street lights, parks, open space, and landscaping. Assessment district formation is initiated by the City Council and subject to approval by a majority vote of owners of the affected properties. Assessments are levied in proportion to the benefits received by each property, and represent a lien against the property. Assessment districts are one of the mechanisms available for the City's

use that will allow up-front construction of costly improvements using bond proceeds, to be secured by property within the district, and repaid by property owners over time.

Community Facility Districts

State law (Mello-Roos Community Facility Act of 1982) enables local governments to establish special districts in which a special tax is levied to generate money to pay for public improvements and services. The district can also issue bonds that are secured with liens against the participating properties, repaying the bonds with annual special tax proceeds. Mello-Roos Community Facility District (CFD) formation may be initiated by the City Council or by property owner petition. Because CFD levies are considered a special tax, district formation requires approval of either two-thirds of the affected property owners (if there are more than 12 registered voters living in the area), or two-thirds of the registered voters, if there are more than twelve registered voters. As opposed to a benefit assessment district, a special tax district does not have to allocate the burden of the levy among property owners strictly on the basis of proportional benefit, meaning there is greater flexibility to structure the levy to meet project funding needs.

Enhanced Infrastructure Financing Districts

The Enhanced Infrastructure Financing District (EIFD) is a funding mechanism that was signed into law in September 2014, to serve as a post-redevelopment tool. Its main purpose is to finance a wide array of infrastructure projects with "community wide significance", from parks and brownfield remediation to transit improvements and affordable housing. Unlike a Community Revitalization and Investment Area (CRIA), another relatively new funding/financing tool established by State law, an area designated for an EIFD does not have to meet stringent qualifying criteria. An EIFD can be created by a city, county, or Joint Powers Authority to fund specific infrastructure and economic development projects as outlined in the EIFD's Financing Plan. EIFDs can also leverage multiple funding streams to achieve its purpose, including tax increment, assessment revenues, increases in Property Tax In-Lieu of Vehicle License Fees (ILVLF), fees, and other sources such as state and federal grants. An EIFD can be established without voter approval, and does not require an affordable housing set-aside. EIFDs can issue bonds, but they may not issue debt without a 55 percent vote of the District's registered voters, nor can revenues be used to fund ongoing maintenance and operations.

An important consideration in the formation of an EIFD is how much revenue could be generated. This would be based on the portion of the property tax increment that the City controls and how much of that increment could be dedicated to infrastructure funding versus the amount that is needed to fund increases in ongoing General Fund operations and maintenance costs for various City services that the Plan Area will also need.

As discussed below in the Ongoing Fiscal Impacts section, the Downtown Plan fiscal analysis projects that Downtown development will generate fiscal surpluses for the City of Davis on an ongoing basis. This gives the City the opportunity to consider diverting some of the anticipated surplus revenues to an EIFD, to help fund and finance public infrastructure improvements within the Downtown Plan Area.

Alternatively, instead of forming an EIFD, the City could consider more informally identifying and earmarking a portion of net fiscal surpluses from Downtown development to fund public improvements on a "pay-as-you-go" basis.

Ongoing Fiscal Impacts: General Fund Service Costs and Revenues

In addition to creating the need for expenditures on certain "one-time" capital improvements, implementation and buildout of the Downtown Plan will have an impact on the City of Davis' General Fund on an ongoing basis. As the number of housing units and the quantity of non-residential development in the Downtown area increases, the increased population, employment, and visitation will translate to increased demand for City services. In addition, the new development will generate increases in City revenues, such as property taxes and sales taxes.

To better understand the potential net fiscal impacts to the City's General Fund from the Downtown Plan implementation, BAE prepared a fiscal impact analysis using the fiscal impact model that the City uses to evaluate proposed development projects. BAE updated the model to reflect the estimated Downtown Plan absorption potential by 2040 and to reflect the City's current cost and revenue structure as reflected in the proposed 2019-20 and 2020-21 City Budget. As summarized in BAE's Fiscal Impact Analysis for the Downtown Davis Plan (September 2019), the anticipated development can be expected to generate fiscal benefits to the City of Davis General Fund over the long-term.

The City will benefit from efficiencies and economies of scale in providing incremental service expansions for new Downtown infill development, rather than "greenfield" development that can trigger the need for more costly service expansions. For example, when new development is located beyond a city's existing edge, it may be located such that the city must add a new fire station in order to provide adequate response times to the newly developing area. In contrast, the Downtown Plan area is already well-served by existing City services and the increased costs for these services will be more incremental. At the same time, the City can expect relatively robust revenue generation from the new development due to several key factors, including:

- the typically high assessed values new real estate development will create in the downtown location;
- location in an area where the City General Fund receives the highest share of the ad valorem property tax revenues; and
- the General Fund revenue enhancements that the City has established, including the citywide Public Safety, Parks Maintenance, and Municipal Service Taxes.

From the 2019-2020 fiscal year through the 2039-2040 fiscal year, the fiscal model projects a cumulative **$15 million net fiscal surplus** from potential Downtown development. Discounting future years' projected net fiscal balance by two percent per year, the net present value (NPV) of the sum of projected annual net fiscal impacts from 2019-20 to 2039-40 is approximately $11.6 million. If realized, the projected fiscal surpluses will give the City the opportunity to consider spending surplus revenues on Downtown Plan implementation projects, or elsewhere in the City.

Alternatively, or in combination, the City may wish to consider diverting some of the projected surplus General Fund revenues into an Enhanced Infrastructure Financing District (EIFD) formed for the Downtown Plan Area, while still retaining sufficient General Fund revenues to offset any Downtown service cost increases. An EIFD that collects tax increment funds generated within the Downtown Plan Area (including revenues generated beyond the 2039-2040 horizon year for the analysis) may be a useful tool to help fund and finance Downtown Plan public improvements.

Summary

The discussion above identifies improvements, phasing, costs, funding sources, and financing tools that can be utilized to develop public improvements to support build-out of the Plan Area. Implementation of the Specific Plan will also require on-site improvements to be developed or constructed by developers or builders in conjunction with the improvements necessary to support their projects. Several funding mechanisms and tools have been identified that will assist in developing financing plans for the future improvements.

Factors that the City will consider when prioritizing funding, selecting the techniques to fund and finance, and matching funding sources with individual improvements, include:

- Potential for improvements to serve as a catalyst and facilitate development of a range of properties versus improvement projects that have more limited benefits;
- Required timing of improvements compared to location and anticipated rate of development and absorption of completed development projects;
- The ability to leverage locally generated funds with funds available from regional, state, or federal grants not otherwise available to the City;
- The beneficiaries of the planned improvements and the targeted sources of funding, including available grants;
- Feasibility of constructing improvements on a "pay as you go" basis versus the need for up-front funding and construction of certain improvements;
- Consistency with applicable standards and best practices for bond financing, including lien to value ratios, debt service coverage ratios, limitations on overall property owner tax burden, and diversification of the ownership base of participating properties;
- Integration of projects requiring public funding with overall citywide priorities; and
- Balancing the preferences of a developer or individual landowners with the overall requirements for efficient and equitable implementation of the Specific Plan.

8.4 Implementation Actions for the Specific Plan

This section lays out recommended steps for implementing the Specific Plan goals described in Chapter Three: Vision.

Specific Plan Goals

The Specific Plan goals have been described in Chapter Three: Vision and are listed below for reference.

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

Goal 2. Compact development that incorporates sustainable practices and infrastructure.

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

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

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

Goal 6. A safe, connected, multimodal network that uses innovative mobility and parking solutions.

Implementing Actions

The actions recommended to be carried out for the implementation of the Specific Plan are discussed in this section. These have been listed in the form of tables, categorized by subject area for easier reference:

- Table 8C: Urban Design and Placemaking
- Table 8D: Circulation
- Table 8E: Parking and Transportation Demand Management
- Table 8F: Infrastructure
- Table 8G: Historic Resources Management
- Table 8H: Sustainability

Implementation Actions: Urban Design and Placemaking

Table 8C. Implementation Actions: Urban Design and Placemaking

Action	Methodology/ Steps
1. **Ensure Compact, Sustainable Development**	**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. **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. **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). **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.
2. **Create a Public Realm, and a New Central Public Space**	**2A.** Follow the Specific Plan recommendations in Chapter Four: Built Environment and Chapter Six: Mobility and Parking, to create the Downtown public realm as a cohesive network of streetscapes, parks, plazas, and pedestrian alleys with integrated design features for wayfinding. **2B.** Create new public spaces as recommended in the Specific Plan, including spaces for both passive and active recreation, and integrating universal design features for them to be attractive and well-used by people of all ages and abilities. **2C.** Create a new central public space by transforming the existing E Street Plaza into Davis Square, and create additional small plazas and parklets on public land as described in Chapter Four: Built Environment. **2D.** On privately owned parcels, incentivize the provision of publicly accessible open space and require the provision of such space in parcels of a certain size, as defined in the Downtown Code. Encourage private developers to include universal design principles in the design of these spaces. **2E.** Develop a well-crafted program of activities and events to activate existing public spaces, and introduce new complementary uses to attract a diverse set of visitors to Downtown.
3. **Streamline Regulatory Processes and Procedures**	**3A.** Simplify and streamline existing regulatory procedures and processes by removing and/or updating existing plans and policy documents affecting Downtown development after adoption of the Specific Plan, as listed in Table 1A (Status of Planning Documents After Adoption of Specific Plan and Downtown Code) in Chapter One: Purpose. **3B.** Adopt the form-based Downtown Code (DMC Articles 40.13 and 40.14) with clear standards to simplify the entitlement and development process.

Table 8C. Implementation Actions: Urban Design and Placemaking

Action	Methodology/ Steps
4. **Create an Economic Development Plan For a Resilient, Diversified Downtown Economy**	**4A.** Create an Economic Development Plan based on the Economic and Fiscal Approach discussed in Section 8.3 and include other relevant analysis or studies as needed such as a Market Feasibility analysis of building types applicable to the Specific Plan. **4B.** Analyze City's fees for development projects and make improvements as needed. **4C.** Use the Specific Plan Development Program (recommended 1,000 new residential units and 600,000 square feet of new non-residential use), phasing strategy described in Section 8.1, and form-based Downtown Code (DMC Articles 40.13 and 40.14) to encourage the creation of new space for commercial and residential uses. **4D.** Explore programs and incentives to retain valued Downtown businesses that contribute to Downtown's eclectic character, and help to create a diversified economy. **4E.** Use placemaking as an economic development strategy, and initiate demonstration projects on City-owned land to jump-start redevelopment in Downtown. **4F.** Amend Article 40.12 of the Davis Municipal Code to allow financial services and banks without a main facility in the Downtown, to enable up to 70,000 square feet of developable area at prime locations to be developed for new uses. **4G.** Attract investment from a variety of economic sectors, and a range of employers to make Downtown's economy diversified and recession-proof. Prioritize innovation and knowledge sectors to capitalize on Davis' qualified workforce and to build synergy with UC Davis. **4H.** Explore strategies to establish a stronger economic relationship with UC Davis, partnering on projects to provide more employment and housing in Downtown.
5. **Create a Downtown Davis Brand to Market its Unique Identity**	**5A.** Create a marketing strategy to emphasize Davis' reputation as a leader in sustainable urbanism, and as a cultural and recreational destination. **5B.** Build upon existing cultural and historic attractions and introduce new compatible uses such as a theater or performance venue in Downtown to improve its status as a regional destination. **5C.** Enhance existing, and introduce new events and activities to attract residents and visitors. **5D.** Publicize Downtown demonstration projects such as the recommended Sustainability Center and other improvements in Davis Square, to create awareness about Davis' achievements for residents and visitors. **5E.** Enhance the sense of arrival into Downtown by creating "gateway elements" through public art, landscaping and signage, at key street intersections, and at the Amtrak station.

Table 8C. Implementation Actions: Urban Design and Placemaking

Action	Methodology/ Steps
	5F. Encourage public art throughout Downtown that promotes Davis' history and culture, and is sensitive to its context. Consider temporary installations for variety and to encourage local artists.
6. **Provide a Variety of Housing in Downtown and Increase Housing Access and Affordability**	**6A.** Make Downtown an attractive and attainable place to live for different demographics by encouraging housing production at all levels, including both rental and for-sale units. **6B.** Encourage a variety of housing types in each new development to increase housing access and choice in Downtown. **6C.** Evaluate the City's Affordable Housing strategy and make improvements as needed to stimulate the production of affordable units at all levels. **6D.** Continue to require affordable housing from new development. **6E.** Evaluate Downtown regulations and fee structure to incentivize private development to produce smaller, affordable-by-design housing units including microunits, in addition to those being currently produced. **6F.** Continue to implement and evaluate updates to the City's Affordable Housing Ordinance to promote long-term housing affordability.
7. **Create a Downtown Resiliency Plan**	**7A.** Coordinate a Downtown Resiliency Plan with a Downtown Hazard Plan to assess vulnerabilities in Downtown. **7B.** Explore forward-thinking telecommunications, electricity and microgrid infrastructure in preparing the Downtown Resiliency Plan.

Implementation Actions: Circulation

Table 8D. Implementation Actions: Circulation (Bicycle, Pedestrian, Transit, Streetscape)

Action	Methodology/ Steps
1. **Implement a Layered Network Approach to Street Design with Defined Modal Priorities.** Refer to Figure 6.9 in Chapter Six: Mobility and Parking.	**1A.** Design the street network to make bicycling, walking and using transit safe and comfortable for everyone. **1B.** Design all streets to ensure that they are readily accessible to and usable by all users, especially individuals with disabilities. **1C.** Design all streets as public spaces as well as corridors for multimodal movement. **1D.** Design all streets to maximize opportunities to support natural ecosystems and urban greenery; protecting existing trees, planting new trees, and incorporating shade strategies wherever feasible. **1E.** Design the street network to accommodate the movement and transfer of goods to support the basic functions and operations of downtown businesses. **1F.** Design all streets with safety of all users as a top priority and to minimize multimodal conflicts. **1G.** Design the street network to accommodate emergency response provider needs. **1H.** Adopt a fair-share transportation impact fee for new development to raise funds for improving all modes of transportation. **1I.** Adopt funding mechanisms to support ongoing operations and maintenance of transportation infrastructure and services. **1J.** Adopt the following references as guides for Downtown circulation improvements: The National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide, the United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), the Federal Highway Administration's Accessible Shared Streets publication and the California Manual on Uniform Traffic Control Devices (CA-MUTCD).
2. **Implement a Pedestrian Network That Enhances Walkability in Downtown.** Refer to Figure 6.22 in Chapter Six: Mobility and Parking.	**2A.** Construct portions of Third Street and E Street to shared streets, as shown in Figure 6.22. **2B.** Continue to upgrade existing pedestrian crossings to reduce pedestrian exposure to competing travel modes and increase pedestrian visibility in conflict zones. **2C.** Construct wide pedestrian through-zones (10 to 15 feet) in locations with high pedestrian volumes. **2D.** Organize the sidewalk realm into clearly defined frontage, through, and furniture zones. **2E.** Eliminate existing and minimize future driveways and curb cuts along major pedestrian corridors, to the extent feasible.

Table 8D. Implementation Actions: Circulation (Bicycle, Pedestrian, Transit, Streetscape)

Action	Methodology/ Steps
	2F. Provide pedestrian scale wayfinding signage. **2G.** Provide pedestrian scale street lighting. **2H.** Provide a variety of formal and informal seating options within the sidewalk realm. **2I.** Accommodate outdoor dining amenities within appropriately sized frontage and furniture zones, clear of the pedestrian through-zone. **2J.** Provide waste receptacles at frequent spacing throughout the Plan Area, grouping trash, recycling and compost bins where practical. **2K.** Commit a minimum amount of the City's annual Transportation Improvement Plan (TIP) funding towards retrofitting substandard sidewalks within the Plan Area.
3. **Implement a "Low-Stress" Bicycle Network in Downtown.** Refer to Figure 6.25 in Chapter Six: Mobility and Parking.	**3A.** Continue to improve the network of high-quality, well-connected bicycle facilities serving the Downtown. **3B.** Continue to upgrade existing bicycle crossings to reduce bicyclist exposure to competing travel modes and increase bicyclist visibility in conflict zones. **3C.** Eliminate existing and minimize future driveways and curb cuts along major bicycle corridors, to the extent feasible. **3D.** Monitor bicycle parking demand and increase short- and long-term bicycle parking supply in the public realm, as warranted. **3E.** Continue to support the operations and expansion of bicycle share programs and related infrastructure. **3F.** Update the General Plan Circulation Element to include strategies to connect the Plan Area priority bicycle network with neighboring districts to establish a continuous bicycle network with safe and efficient connections to destinations within the Plan Area and throughout the City. **3G.** Commit a minimum amount of funding towards bicycle facility improvements in the Plan Area. **3H.** Prioritize and phase bicycle network improvements in coordination with other Plan Area improvements.

Table 8D. Implementation Actions: Circulation (Bicycle, Pedestrian, Transit, Streetscape)

Action	Methodology/ Steps
	3I. Demonstration projects should be initiated by the City to introduce new bicycle facility concepts to the Plan Area, including protected cycle tracks on Third Street, E Street, and F Street. These demonstration projects would be replaced with long-term improvements (as illustrated in Figure 6.25) as new development within the Plan Area occurs and funding becomes available.
4. **Implement Transit Network Improvements in Downtown.** Refer to Figure 6.30 in Chapter Six: Mobility and Parking.	**4A.** Review and expand local transit services, as warranted by demand. **4B.** Implement transit network improvements along identified transit priority corridors. **4C.** Coordinate with Unitrans and Yolobus to explore potential transit network design strategies that would improve route directness, travel times, and service quality for bus routes serving the Plan Area. **4D.** Enhance transit stop amenities to include benches, shelters, and real-time arrival information. **4E.** Implement multimodal access improvements identified in the ongoing Davis Train Depot Access Study.
5. **Implement Vehicular Network Improvements in Downtown.** Refer to Figure 6.33 in Chapter Six: Mobility and Parking.	**5A.** Preserve the existing rectilinear grid street network to maximize routing options for all modes. **5B.** Construct gateway elements at key vehicular entry locations along Russell Boulevard/Fifth Street, First Street, and Richards Boulevard. **5C.** Signalize key intersections on First Street and B Street to facilitate vehicle demand around the edge of Downtown. **5D.** Enhance intersection controls, geometrics, and crossing facilities to physically separate competing travel modes and minimize the potential for multimodal conflicts. **5E.** Design with a target speed of 25 mph for Russell Boulevard/Fifth Street, First Street, Richards Boulevard, and B Street; and a target speed of 20 mph for all other streets. **5F.** Utilize vehicle miles traveled per capita (VMT) as the primary metric for evaluating transportation impacts. **5G.** Partner with UC Davis to explore TDM strategies that would reduce peak hour vehicle trips through Downtown.

Implementation Actions: Parking and Transportation Demand Management

Table 8E. Implementation Actions: Parking and Transportation Demand Management

Action	Methodology/ Steps
1. **Manage Curb Parking**	**1A**. Adopt a clear methodology to guide decision-making on how to prioritize the use of available curb space. **1B.** Manage curb parking with the objective of ensuring that curb parking is well-used but readily available, by achieving a target occupancy range of approximately 65 to 85 percent on each block. In the short term (0 to 5 years), set either curb parking time limits or prices to ensure curb parking is well-used but readily available. In the medium to long-term (5+ years), set performance-based prices for curb parking. **1C**. Return parking revenue to downtown to pay for public services. **1D**. Establish residential parking benefit districts. Revenues pay for neighborhood improvements. **1E**. Continue to improve parking signage and expand real-time electronic parking wayfinding system. **1F**. Improve parking signage and install real-time parking wayfinding system. **1G**. Establish designated passenger and delivery loading zones, as warranted by demand.
2. **Manage City-Owned Lots and Garages**	**2A.** Implement short-term improvements to City-managed lots and garages. **2B.** Set user fees to ensure availability and make City-owned parking self-supporting (include assistance for low-income employees). **2C.** Assess highest and best use of City-owned lots and garages. **2D.** Offer incentives for converting underutilized private parking into shared public parking. **2E.** Reserve sites for future public parking structures if and when needed.

Table 8E. Implementation Actions: Parking and Transportation Demand Management

Action	Methodology/ Steps
3. **Regulate Private Development** *Note that the actions listed here for regulating private development apply only to new development, as described in the Downtown Code (DMC Articles 40.13 and 40.14). The development standards in the Downtown Code set forth the specific applicability standards and exemptions.*	**3A.** Remove minimum parking requirements. **3B**. Set maximum parking requirements. **3C.** Require unbundling of parking costs from the cost of other goods and services. **3D.** Require Transportation Demand Management (TDM) plans and set performance standards for reducing motor vehicle trips from new developments. **3E.** Require provision of spaces for carshare vehicles and carpools when parking is provided. **3F.** Require parking cash-out programs. **3G.** Require provision of free transit passes to residents and employees. **3H.** Require membership in Transportation Management Association. **3I.** Monitor ongoing efforts and results at the Plan Area level and the development-specific level.
4. **Improve Transportation Choices**	**4A.** Strengthen the existing countywide Transportation Management Association serving Davis. **4B.** Establish deep-discount group transit pass program. **4C.** Review and expand local transit networks. **4D.** Continue improving bicycling facilities and programs.

Implementation Actions: Infrastructure

Table 8F. Implementation Actions: Infrastructure

Action	Methodology/ Steps
1. **Explore Green Infrastructure Strategies in Downtown Streetscape Improvements**	**1A**. Include Green Infrastructure (GI) where possible, as part of public realm and streetscape improvements. **1B.** Coordinate GI improvements with other planned improvements, primarily those related to transportation, for maximum efficacy.
2. **Investigate Regional Stormwater Treatment Solutions**	**2A**. Explore regional stormwater quality treatment solutions in the planned retrofit of the Core Area Drainage Pond as per planned City long-term infrastructure goals. **2B**. Investigate the potential to provide Downtown with treated stormwater for reuse applications, levying appropriate fee for the maintenance of the treatment facility in lieu of the requirement to provide water quality treatment on a site-by-site basis. In the interim, continue to require new development in Downtown to meet City and state stormwater quality requirements.
3. **Evaluate the Viability of a District-Scale Water Reuse System in Downtown**	**3A.** Explore the establishment of a water reuse district in the Heart of Downtown district, coordinating efforts with the proposed improvements to the E Street Plaza and its transformation to Davis Square. **3B.** Consider private-public partnership utility districts or other negotiated cost-share options to help defray costs to developers. **3C.** Revise and update the Capital Improvement Plan (CIP) and MPFP (Major Projects Financing Plan) to incorporate funding, timing, phasing, and construction of these facilities consistent with the Specific Plan.
4. **Set Downtown Water Use Target**	**4A.** Evaluate the three Water Reuse Scenarios developed in Section 7.3 of Chapter Seven: Infrastructure to set targets for Downtown.

Implementation Actions: Historic Resources Management

Table 8G. Implementation Actions: Historic Resources Management

Action	Methodology/ Steps
1. **Refine Article 40.23 (Historical Resources Management) of the Davis Municipal Code**	Article 40.23 (Historical Resources Management) of the Davis Municipal Code is generally well organized and thoughtfully developed, but review and refinement to support the City's preservation and development goals in Downtown are warranted. Proposed actions include: **1A. Clarification of the distinction between Landmark and Merit resources, and the relationship to the review and permitting processes, including requirements per the California Environmental Quality Act (CEQA)**. • As defined, Landmark and Merit resources are considered historic resources under CEQA, as the evaluation criteria outlined in the Code aligns with that of the California Register of Historical Resources (CRHR), and require CEQA review to assess potential impacts to the historic resource. • Contributing properties to the Conservation Overlay District (that are not Landmark or Merit Resources) are not included in the official Davis Register of Historical Resources, and are not considered historic resources under CEQA and are not subject to CEQA review solely for their presence in the district. **1B. Guidelines to relocate designated resources per Criteria Consideration B: Moved Properties of the National Register of Historic Places Criteria for Designation to avoid demolition when feasible**. • Relocation guidelines should follow *Criteria Consideration B: Moved Properties of the National Register of Historic Places Criteria for Designation*, and should be considered in developing Conservation District-specific guidelines.
2. **Streamline Processes and Procedures**	**2A. Assess and streamline planning procedures and permitting processes for review of historic resources**. Establish clear procedures compliant with *The Secretary of the Interior's Standards for the Treatment of Historic Properties* for development of properties with historic resources, and in identified Conservation Districts. **2B. Eliminate possible redundancies and extraneous processes**. The HRMC serves as reviewer for alterations and demolitions of historic resources, including Landmark, Merit, and contributing properties to designated historic districts (not including the conservation district), and properties adjacent to historic resources. Clarifying this determination early in the permitting process, and providing the applicant with well-developed materials on the process, could eliminate extraneous review cycles for development. Limiting commission-review of these applications to the HRMC will streamline the permitting process so that additional review is not necessary.

Table 8G. Implementation Actions: Historic Resources Management

Action	Methodology/ Steps
3. **Offer Design Assistance**	**3A. Design assistance should be provided to current and potential owners of historic resources in Downtown**. This should be done in advance of design guidelines.
4. **Review and Refine Existing Design Guidelines**	**4A. The existing design guidelines are comprehensive, but should be reviewed and refined per current survey efforts.** Refinements should be completed and implemented by the City, which will help to further compatible development in Downtown. The design guidelines should be developed to respond to the architectural character of the existing historic resources, and should be in accordance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*. This process should include consultation with the Historic Resources Management Commission (HRMC).
5. **Maintain Inventory and Map of Historic Resources**	**5A. An inventory and map of the historic resources in Downtown, informed by the survey, should be regularly maintained and updated in coordination with the HRMC**.
6. **Develop Educational Materials for Historic Resources**	**6A. Efforts should be made to develop educational materials for building owners (and potential owners) of historic resources**. This will further the preservation and development goals of Davis.
7. **Consider Conservation Overlay District Approaches for Suitability for Downtown**	Evaluate the performance and efficacy of the existing Conservation Overlay District and consider the recommendations described in Section 5.3 of Chapter Five: Historic Resources, listed below for reference: **7A.** Eliminate district as a whole, and establish existing neighborhoods as individual conservation districts: Old East, Old North, University Avenue-Rice Lane, as adjusted. **7B.** Develop separate design guidelines for each individual district, as adjusted. **7C.** Additionally establish special areas of interest for the Downtown core and around G Street including the Amtrak station, to encompass the transitional areas between Downtown and the Old East and Old North neighborhoods.

Implementation Actions: Sustainability

Please note that the actions listed in Table 8H need to be evaluated by experts for viability prior to implementation. Refer to Appendix VIII: Sustainability Recommendations Memo for more information.

Table 8H. Implementation Actions: Sustainability [Recommendations are from the Sustainability Working Group]

Action	Methodology/ Steps (contingent on testing for viability for Downtown conditions)
1. **Electrify Downtown Buildings by 2040, With Exceptions As Deemed Necessary**	**1A.** Decommission natural gas in downtown by 2040, and require purchase of the highest renewable energy (100%) available from local utility providers for electricity not produced on-site. **1B.** Transition all restaurants, commercial, office and residential uses to electric space and water heating, appliances, etc., including heat pumps for new or replacement boilers and other energy efficient technology. **1C.** Incentivize new and emerging technologies in building design and energy efficiency for new and retrofit projects. **1D.** Require net zero energy for new and retrofit construction, beyond current Title 24 and CALGreen requirements. **1E.** Implement energy production (e.g. solar) requirements on all buildings (residential and non-residential/commercial) where not currently required. **1F.** Explore collaboration with UC Davis' plans for district heating system. **1G.** Embed electrification requirements in zoning, building codes.
2. **Create a Downtown That is Microgrid and Storage-Ready**	**2A.** Coordinate microgrid feasibility and planning with local utilities. **2B.** Consider electric vehicle (EV) fleet as part of electric load demand management. **2C.** Embed microgrid and storage requirements in zoning, building codes.
3. **Create a Carbon Mitigation Fund**	**3A.** Municipal fund: Cost savings from energy efficiency and greenhouse gas (GHG) savings go into fund to be used to spur further investments in reducing energy use. **3B.** Residential/commercial fund: Implement developer impact fees (See Utility Rate Advisory Commission (URAC) resolution for recommended language on districtwide mitigation fund).

Table 8H. Implementation Actions: Sustainability [Recommendations are from the Sustainability Working Group]	
Action	**Methodology/ Steps (contingent on testing for viability for Downtown conditions)**
4. **Aim to Electrify all fuel-dependent Downtown transportation by 2040**	**4A.** Plan for electric vehicle (EV) charging for all vehicles (personal, shared, commercial, bus/ shuttle), and ensure electrical infrastructure to handle loads. **4B.** Aim to fully electrify City of Davis fleet and Unitrans fleet. **4C.** Embed EV infrastructure requirements in zoning, building codes.
5. **Set Target Reduction Figures for Water Conservation and Graywater Reuse**	**5A.** Graywater plan: Integrated water collection and reuse through descending uses and support landscaped greenery (e.g. shade trees and interstitial habitat). Plan for graywater integration with landscaping, especially for multi-story buildings (look to San Francisco ordinances). **5B.** Consider requiring Net Zero Water in Downtown: capture and reuse all water, e.g., dishwashing systems, appliance and mechanical system recapture, stormwater, etc. **5C.** Embed graywater ordinance and requirements for all downtown buildings in zoning code.
6. **Implement Zero Waste in Downtown by 2040**	**6A.** Continue to require a minimum of 65% waste diversion for construction and demolition. **6B.** Pursue additional resources for education and enforcement on reduction of office/residential/ commercial waste as defined in the Davis Municipal Code (DMC 32.01.065). **6C.** Explore emerging opportunities and technologies in waste management. **6D.** Continue to encourage partnerships between the City and commercial businesses on management of waste receptacles in high traffic/high use areas. **6E.** Provide adequate space for businesses to properly sort their waste.

Note for Table 8H: *Existing and on-going upgrades to CALGreen Tier 1 requirements, City of Davis Reach Code standards; and evolving state legislation, goals and standards are all assumed to be included in the baseline requirements. These existing standards already required by local or state are not addressed in the recommendations. However, emerging trends and opportunities for future planning should be incorporated such as addressing climate change, transportation opportunities, and other issues.*

8.5 Plan Administration

Plan Administration

The City of Davis will use existing processing and plan review procedures for administering the Specific Plan.

New zoning districts and standards provided in the Downtown Code (DMC Articles 40.13 and 40.14) will be used to implement the Specific Plan, including review of project applications, as described below.

In order to submit plans for building permits, each project must first be reviewed by City staff per the Downtown Code to determine if the project is consistent with the applicable zone and standards. In addition to compliance with the zone standards, the City will perform architectural design review on exterior elevations and other design features of each project.

If the project is in compliance with the zone standards as well as all applicable public works requirements, it is consistent with the Specific Plan and may proceed to the building permit phase.

Usage of Terms

"Shall" means mandatory;

"Should" means advisory;

"Proposed" means one possible manner of achieving the intended results of the Specific Plan;

"Potential" means a likely improvement or the maximum amount of development, or one of several likely locations of an improvement or development;

"Recommended" means advisory.

8.6 Policy Direction for Zoning: A Form-Based Zoning Code

The Specific Plan vision is implemented through policy direction for thoroughfares, public spaces, buildings, and uses. This section describes how that direction is to be applied.

Public Realm

Thoroughfares

The direction in Section 6.2 of this Specific Plan guides the City Public Works Department to inform the adjustment of existing city street standards and the preparation of new streetscape improvement plans.

Parking

The direction in Sections 6.5, 6.6, and 6.7 of this Specific Plan guides content in Section 40.14.050 of the Downtown Code to inform the parking requirements and standards.

Public Open Space

The direction in Section 4.4 of this Specific Plan guides content in Section 40.14.100 of the Downtown Code to inform the civic space requirements and standards throughout Downtown.

Private Realm

New Buildings and Additions

Each regulating plan land use designation identified in Figure 4.13 is to be implemented through a corresponding zoning district that addresses the following characteristics, listed in Table 4C and described in the Downtown Code (DMC Articles 40.13 and 40.14):

- Type of physical environment (neighborhood or main street);
- Scale of physical environment, including building massing and maximum stories (small, medium, or large);
- Configuration of buildings (detached or attached; detached, and attached);
- Types of buildings compatible in each environment; and
- Types of frontages compatible in each environment.

Uses

Each zoning district is to implement its corresponding regulating plan designation identified in Figure 4.13 through a range of uses as follows:

- Uses that do not require review and are allowed administratively;
- Uses that require administrative review and approval; or
- Uses that require Planning Commission review and approval.

CLOSER LOOK

What is a Form-Based Code?

The Form-Based Codes Institute defines Form-Based Codes as follows:

- *Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. These codes are adopted into city or county law as regulations, not mere guidelines. Form-based codes are an alternative to conventional zoning.*
- *The most important aspect of this definition in differentiating FBCs from Euclidean zoning is that the intended physical form replaces use as the organizing principle, or framework, for the overall code. Instead of a zone being labeled "single-family residential," it may be called "traditional neighborhood," and instead of a zone being called "commercial", it may be called "neighborhood main street." The terms "neighborhood" and "main street" tie back into the intended physical form or place, both of which may include a mix of uses and building types to create vibrant walkable urbanism.*
- *The second important aspect of this definition is that FBCs replace zoning and are not merely design guidelines.*


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CHAPTER

Glossary 9

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9.1 Purpose and Applicability

Purpose

This Section provides definitions of terms and phrases used in this Specific Plan that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Section conflict with definitions in Article 40.01.010 (Definitions) of the Davis Municipal Code, these definitions shall control for the purposes of this Specific Plan. If a word is not defined in this Section, or in other provisions of this Chapter, please see DMC 40.01.010 (Definitions).

Applicability

The definitions in Section 9.2 (Definitions of Specialized Terms and Phrases) apply to all development and improvements within the Plan Area.

9.2 Definitions of Specialized Terms and Phrases

A

Accessory Dwelling Unit (ADU). A subordinate living unit added to, created within, or detached from a single-family dwelling that provides basic requirements for independent living, sleeping, eating, cooking, and sanitation.

Affordable by Design. Housing that is produced by private developers without public subsidies that is financially attainable for middle-income tenants or owners, often achieved through small size and efficient design.

B

Block Face. The aggregate of all the building facades on one side of a block. The block face provides the context for establishing architectural harmony.

Block Form, Building. A building that is individually as large as a block or individual buildings collectively arranged along a street to form a continuous facade as long as most or all of a block.

Block Perimeter. The aggregate of all sides of a block measured along the adjacent streets.

Buildable Area. The area in which a building is permitted to be constructed.

Building Elevation/Facade. The exterior wall of a building not adjacent to a street, the front or side along a private street, or civic space.

Building Form. The overall shape and dimensions of a building.

Building Frontage. The length of the building site line of any one premises parallel to and along each street and/or open space which it borders.

Building, Main. A building in which is conducted the principal use of the lot on which it is situated.

Building Site. The individual site area required to place one building in compliance with the required setbacks. One site may accommodate more than one building site. The horizontal distance between the lines measured parallel to the front site line.

Building Type. A structure defined by its combination of configuration, disposition and function.

C

Carbon Neutral. Having a net-zero release of carbon dioxide into the atmosphere, sometimes achieved by balancing carbon emissions with carbon offsets.

Carshare Service. A service that provides a network of motor vehicles available to rent by members by reservation on an hourly basis, or in smaller intervals.

Center. Concentration of ground floor retail, restaurants, and services, with additional offices and housing located above, within a Walkable Urban context.

Civic. A term defining not-for-profit organizations that are dedicated to arts, culture, education, religious activities, recreation, government, transit, and public parking facilities.

Civic Building. A structure operated by governmental or not-for-profit

organizations and limited to civic and related uses.

Civic Space. Publicly accessible open space. Can be used interchangeably with "public open space".

Commercial. A term defining service and retail uses collectively.

Complete Street. A street designed to provide for the needs of all users, including pedestrians, cyclists, and automobiles. See Section 6.1 (Downtown Mobility: Approach and Intent) in Chapter Six: Mobility and Parking.

Cottage Court. See Section 40.14.070.G (Cottage Court) of the Downtown Code.

Courtyard. An unroofed area that is completely or partially enclosed by walls or buildings on at least two sides and often shared by multiple residential units or commercial suites.

Courtyard Building. See Section 40.14.070.K (Courtyard) of the Downtown Code.

D

Detached House. See Section 40.14.070.D (Detached House) of the Downtown Code.

Dooryard. See Section 40.14.090.G (Dooryard) of the Downtown Code.

Duplex. See Sections 40.14.070.E and 40.14.070.F (Duplex [Stacked] and Duplex [Side-by-Side]) of the Downtown Code.

E

Elevated Ground Floor. A ground floor situated above the grade plane of the adjacent sidewalk.

Encroachment. Any architectural feature, structure, or structural element—such as a gallery, fence, garden wall, porch, stoop, balcony, oriel window, bay window, terrace, or deck—that breaks the plane of a vertical or horizontal regulatory limit extending into a setback, goes beyond the build-to-line into the public frontage, or extends above a height limit.

F

Facade. See Building Elevation/Facade.

Flex Space/ Flex Curb Zone. The area along the edge of the street, typically between travel lanes and a sidewalk, which can be allocated for a variety of uses including outdoor seating, bicycle parking, and loading for goods or ridesharing services.

Footprint. The outline of the area of ground covered by the foundations of a building or structure.

Frontage, Private. The area between the building facade and the back of the sidewalk abutting a street or public open space.

Frontage, Public. The area between the on-street parking and the back of the sidewalk.

Frontage Type. Physical element(s) configured to connect the building facade to the back of the sidewalk abutting a street or public open space.

G

Geo-Exchange. An electrical system for heating and cooling interior spaces that uses the earth (the top layer of the earth's crust) or a water body (such as a lake or pond) as a heat source and a heat sink. A geoexchange system has three main components: the heat-pump unit, a series of buried pipes called the loop field, and the ductwork delivery system.

Glazing. Openings in a building in which glass is installed.

Graywater. Domestic wastewater composed of wash water from bathroom sinks, showers, and laundry washing machines; does not include toilet

wastewater, and in some states does not include kitchen sink wastewater.

Green Building. A building that, in its design, construction or operation, reduces or eliminates negative impacts, and can create positive impacts, on our climate and natural environment (definition from the World Green Buidling Council).

Green Infrastructure. A cost-effective, resilient approach to managing wet weather impacts that provides many community benefits. While single-purpose gray stormwater infrastructure—conventional piped drainage and water treatment systems—is designed to move urban stormwater away from the built environment, green infrastructure reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.

Green Street. Street designed with green stormwater infrastructure elements incorporated into landscape and/or paving systems that capture, slow, filter, and potentially infiltrate stormwater runoff. Green streets can help manage and treat stormwater before it enters the drainage system while also providing livable city benefits like neighborhood beautification and traffic calming.

Ground Floor. The floor of a building located nearest to the level of the ground around the building.

H

Height. The distance measured from closest adjacent street to top of cornice, parapet, or eave line of a peaked roof with the following exceptions:

1. Rooftop mechanical equipment and utility structures that are:
   - Enclosed, generally centrally located on the roof and not visible from adjacent streets;
   - Screened from public view; and
   - Provided with measures where possible with reasonable efforts to buffer noise from adjacent existing residential uses.
2. Small rooftop amenity structures such as, clubhouses or cafeterias, located in public or private open spaces areas that are:
   - Generally centrally located on the roof and not visible from adjacent streets;
   - No more than 5% of the open space area within which they are located or 5,000 square feet total, whichever is less; and
   - No taller than 12 feet above the maximum allowed heights.

Hotel. A facility containing guest rooms or suites, used by guests on a transient occupancy basis for less than 30 days. Also includes guest amenities such as swimming pools, gyms, restaurants, bars, meetings rooms, etc.

House-Form Building. A building that is the size of a house and set apart from other buildings with setbacks.

I

Improvement. The product of any modification to a site structure or building.

J

No specialized terms beginning with the letter J are defined at this time.

K

No specialized terms beginning with the letter K are defined at this time.

L

Live/work. A unit that combines and accommodate both residential and the place of business for the resident(s) of the unit. Typically characterized with having the "work" function at the ground level and the "live" function on upper levels.

Low Impact Development (LID). A sustainable practice that benefits water supply and contributes to water quality protection. Unlike traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized stormwater facility, LID takes a different approach by using site design and stormwater management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall. LID has been a proven approach in other parts of the country and is seen in California as an alternative to conventional stormwater management.

M

Main Building. The building that serves as the focal point for all activities related to the principal use of the site.

Main Facade. The front facade of a building.

Main Street Building. See Section 40.14.070.L (Main Street) of the Downtown Code.

Major. Having a greater size, scope, effect, characteristic or quality relative to the other corresponding sizes, scopes, effects, characteristics or qualities; or being the greater of two or more.

Massing. The overall shape or arrangement of the bulk or volume of a building.

Microunit. A small studio apartment not exceeding 400 square feet, with a fully functioning kitchen and bathroom.

Minor. Having a lesser size, scope, effect, characteristic or quality relative to the average size, scope, effect, characteristic or qualities; or being the lesser of two or more.

Missing Middle Housing. Multi-unit housing types no larger than a large detached house, which are often integrated into neighborhoods with detached single-family homes and can provide the density needed to support transit and local businesses.

N

Neighborhood Center. A walkable urban environment that provides a concentrated mix of civic, institutional and/or commercial uses.

O

One-Way Cycle Track. A bikeway at street level intended for cyclists moving in one direction, protected from passing vehicular traffic by a variety of methods including parking lanes or other barriers.

Open Space, Private. A portion of a development held in common and/or single ownership and not reserved for the exclusive use or benefit of an individual tenant or owner and is available for use by all occupants of the building.

Open Space, Public. Open space that is publicly accessible, whether it is located on publicly-owned or privately-owned land. Can be used interchangeably with "civic space" and is regulated in the Downtown Code through Civic Space Standards.

P

Parking Benefit District. A defined geographic area in which public parking revenues raised within the district are reinvested back into the district to pay for public facilities and services that benefit the district. The funds may be used for purposes including, but not limited to, maintaining and improving public buildings and the public realm, parking and transportation facilities and services that improve access to the district, and marketing the district to customers and

visitors. A Parking Benefit District may be created using a variety of mechanisms (e.g., a parking meter zone and/or Business Improvement District and/or a Vehicle Parking District, as provided for under state law) or may be established by tracking revenues and expenditures using the City's regular accounting procedures (e.g., by designating a separate fund in the City's accounting system).

Parking District. A defined geographic area established by a government entity for the purpose of managing, regulating, pricing, funding, and/or providing public parking. Examples include *Parking Benefit Districts, Parking Meter Zones* (as defined by California Vehicle Code 22507), *Preferential Parking Permit Districts* (as defined by California Vehicle Code 22508), and various types of legally constituted parking districts as authorized under the Codes of the state, such as the *Vehicle Parking District Law of 1943*, the *Parking Law of 1949*, the *Parking District Law of 1951*, the *Parking and Business Improvement Area Laws of 1965 and 1989*, and the *Property and Business Improvement District Law of 1994*.

Parklet. A public space that is typically at sidewalk level, created by extending a sidewalk into parking spaces along the roadway.

Participatory Design Workshop. A multiple-day collaborative design and planning workshop held on-site of the area being planned and inclusive of all affected stakeholders.

Placemaking. An approach to planning and design that focuses on public spaces and public amenities as ways to promote health and well-being, community engagement, and other social goods.

Planting Strips. A landscaped or grassy area located between a street and a sidewalk.

Public Use. A use undertaken by a political subdivision, its agents, or assigns.

Q

No specialized terms beginning with the letter Q are defined at this time.

R

Rear. Opposite of front.

Recessed Entry. An entrance to a building that is set back from the facade of the building.

Regulating Plan. A map that identifies the zoning and standards to be applied to specific locations.

Rehabilitation (as an historic preservation tool). The concept of rehabilitation prioritizes repairing before replacement of deteriorated or missing features and materials. This acknowledges the value of construction materials, embodied energy, and community investment in the built environment.

Retail. Businesses that provide products and services (including restaurants) which are for sale to the general public.

Right-of-Way (ROW). Land that contains the public street, sidewalk, and utilities, typically abutting the property lines of adjacent properties.

S

Setback, Building. The minimum clear distance between the back of sidewalk and the building facade.

Shared Parking. Any parking spaces assigned to more than one user, where different persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Shared Street. A thoroughfare that is designed to minimize or remove the segregation between different modes of users such as pedestrians, cyclists, and

motor vehicles, often by removing curbs and other road surface delineations.

Sidewalk. A paved area along a street intended exclusively for pedestrian use and often installed between a street and building site frontages.

Site. One or more adjacent lots under common ownership.

Small, Medium, and Large. A design concept that promotes hierarchy in the built environment based on building form, scale, and placement. See Section 4.2 (Design Approach) in Chapter Four: Built Environment.

Solar-Ready. A structure's preparedness to accommodate a rooftop solar photovoltaic system at some point after construction.

Solar Reflective Index (SRI). A measure of the constructed surface's ability to stay cool in the sun by reflecting solar radiation and emitting thermal radiation (definition from www.usgbc.org).

Stoop. See Section 40.14.090.F (Stoop) of the Downtown Code.

Storefront. The portion of a shopfront frontage composed of the display window and/or entrance and its components, including windows, doors, transoms and sill pane.

Story. That portion of a building between the bottom surface of a floor and the upper surface of the floor next above. If the finished floor level directly above a basement or cellar is more than six feet above natural grade for more than 50 percent of the total perimeter, such basement or cellar shall be considered a story.

Street. A public or permanent private thoroughfare which affords a primary means of access to property.

Street Frontage, Principal. The length of the property line of any one premises parallel to and along the public right-of-way which it borders and which is identified by an officially assigned street address.

Street Tree. A tree of any species or size planted in open spaces, parkways, sidewalk areas, easements, and streets.

Structure. An improvement permanently attached to real property.

Structure, Accessory. A subordinate structure, the use of which is incidental and secondary to that of the main structure on the same building site.

T

Target Speed. The speed that the designer intends for drivers to go, rather than operating speed. Design speeds for all streets within the Plan Area, with the exception of limited access freeways, should be selected using the concept of Target Speed.

Thoroughfare. A road or path or corridor forming a route between two places. Thoroughfares range from wide boulevards and avenues to pedestrian passages and trails. Thoroughfares include sidewalks and alleys.

Townhouse. See Section 40.14.070.J (Townhouse) of the Downtown Code.

Transit Stop. A location where buses stop to load and unload passengers. A transit stop sometimes includes a shelter or a dedicated platform along the sidewalk.

Transportation Improvement Program (TIP). Each metropolitan planning organization (MPO) is required, under 49 U.S.C. 5303(j) to develop a Transportation Improvement Program (TIP)—a list of upcoming transportation projects—covering a period of at least four years. The TIP must be developed in cooperation

with the state and public transit providers and should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan. The TIP should include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Metropolitan Transportation Plan (MTP). Furthermore, the TIP must be fiscally constrained.

Triple Bottom Line. An accounting framework that evaluates performance according to social, environmental, and financial metrics. As applied to sustainability, it means evaluating a development strategy to consider its environmental, social and economic impacts and benefits. See Section 3.2 (A Sustainable Vision for Downtown) in Chapter Three: Vision for more information on the usage of this term in the Specific Plan.

U

Unit. A discrete portion of a building.

Upper Floor. A floor in a building containing habitable space that is located above the ground floor.

Urban Agriculture (Crop Production). Areas in some form of cultivation—such as row crops, orchards, or greenhouses—that support nearby or on-site food establishment operations.

Use. The purpose for which land, premises, or structure thereon is designed, arranged, or intended, or for which it is or may be occupied or used.

V

No specialized terms beginning with the letter V are defined at this time.

W

Walkability. The condition when an area is highly interconnected to other areas and appeals to pedestrians for recreational walking or for walking to work, transit, errands, shopping, or restaurants.

Walkable Urban Context. Areas that are pedestrian-oriented in nature, where bicycling and walking are viable, daily options because services, retail, or restaurants are within a short walking distance of most residences.

Water Reuse. The process of converting wastewater into water that can be reused for other purposes. Reuse may include irrigation of gardens and agricultural fields or replenishing surface water and groundwater (i.e., groundwater recharge). Reused water may also be directed toward fulfilling certain needs in residences (e.g. toilet flushing), businesses, and industry, and could even be treated to reach drinking water standards. Also called "water reclamation" or "water recycling".

X

No specialized terms beginning with the letter X are defined at this time.

Y

No specialized terms beginning with the letter Y are defined at this time.

Z

No specialized terms beginning with the letter Z are defined at this time.