Specific Plan
Public Review Draft
Prepared by Opticos Design, Inc.
Project area

Specific Plan area:

32-block area of approximately 132 acres

DDSP includes Core Area in the CASP + Davis Commons and Amtrak sites
Community engagement

6 Pop-Up Workshops

50+ hours of Community Feedback at Design Workshops

450+ Participants in Virtual Community Workshop

20+ Focus Group Meetings

Refer Section 3.1
Specific Plan Goals

A memorable identity for Downtown that celebrates Davis’ unique culture
Specific Plan Goals

Compact development with sustainable infrastructure and practices
Specific Plan Goals

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

A sense of place reinforced with appropriate character, balanced historic preservation, and thoughtful transitions to adjacent neighborhoods.
Specific Plan Goals

An active and inclusive public realm that promotes civic engagement and health
Specific Plan Goals

Safe, multimodal connectivity that employs innovative mobility and parking solutions
Specific Plan Highlights
What the Specific Plan does

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

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

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

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

1. Purpose
2. Existing Conditions
3. Vision
4. Built Environment
5. Historic Resources
6. Mobility and Parking
7. Infrastructure
8. Implementation
9. Glossary
10. Appendices
Issues + opportunities

Understanding the community’s priorities

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

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

Refer Section 2.3
Issues framed Specific Plan goals

Framing the community’s vision

Each issue revealed resultant opportunities

Helped to frame the Specific Plan goals and Guiding Policies

<table>
<thead>
<tr>
<th>Issue</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
<tr>
<td>Opportunity</td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>
Six Specific Plan Goals

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

2. Compact development with sustainable infrastructure and practices

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

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

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

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

Refer Section 3.5
Structure: Goals, Policies and Actions

Each of the six Specific Plan goals has:

- **Description** of the goal objectives and how it addresses relevant issues

- **Guiding policies** to help decision-makers prioritize future projects and investments

- **Implementing actions** [in Section 8.4] to translate goals and vision to reality
Key topics: Sustainability

How is this topic being addressed?

- **Ten sustainability themes** considered in framing the Specific Plan goals

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

Refer Section 3.3
Sustainability strategies at all scales

Sustainability strategies illustrated at different scales of development:

- At the building scale
- At district scale
- In the public realm
Sustainability: district scale + public realm
Key topics: Universal Design

How is this topic being addressed?

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

- **Recommendations and strategies** for universal design in streetscape standards [Chapter 6: Mobility and Parking]
Chapter 4

Built Environment
Downtown Neighborhoods

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

= Hypothetical Build Out

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

Legend
- Small
- Medium
- Large
- Existing Public Open Space

Existing Buildings
Proposed Buildings

Refer Section 4.1
Each neighborhood studied in detail
1,000 new residential units and 600,000 sf new non-residential uses by 2040

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

Actual development capacity based on lot testing is higher

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### Table 4A. Recommended Downtown Development Program

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Existing Development</th>
<th>Total By 2030</th>
<th>Total By 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>506 units</td>
<td>1,006 units (500 new)</td>
<td>1,506 units (1,000 new)</td>
</tr>
<tr>
<td>Non-Residential</td>
<td>1,200,000 sf</td>
<td>1,497,000 sq ft (297,000 new)</td>
<td>1,800,000 sq ft (600,000 new)</td>
</tr>
</tbody>
</table>

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

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

[= Land Use Plan and Zoning Map]

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

Refer Section 4.3
Historic Resources

Chapter
Historic resources

Approach

- 2019 survey to update status of historic resources (7 new potential resources)
- Protect existing resources and neighborhood character
- Balance preservation with sensitive new development + adaptive use

Refer Section 5.2
Historic resources + new development

- Analyzed character-defining features for each downtown neighborhood, reflected in form-based zone standards
- Special development standards for parcels adjacent to historic resources
- Individual conservation districts for Old East, Old North and Univ. Ave-Rice Lane
Mobility and Parking

Chapter 6
Mobility goals for Downtown

**Streets For Everyone**

- Streets are public space, not just for circulation
- Prioritizing walkability, access for all modes
- World-class bicycle infrastructure
- Considers future of mobility and parking
- Universal access
Circulation Plan

“Layered Network” approach with vehicular, bike, pedestrian and transit priority streets

- Recommended priority networks for each mode (all streets allow all modes)
- Street section improvements for key streets
Mobility

For each network (vehicular, bicycle, pedestrian + transit):

- **Proposed Improvements** to streetscapes and intersections
- **Implementation Strategies** “best-practices” for Universal Design, placemaking, etc.
Parking and TDM

Focus areas:

- **Future of mobility** including ride-hailing and self-driving technology

- **Progressive parking management** including curb space, loading, city-operated facilities and requirements for private development

Refer
Section 6.4
Section 6.5
Section 6.6
Section 6.7
Implementation
Implementation

Includes

- **Phasing strategy** [Two 10-year phases]

- **Economic and fiscal approach** [fiscal impact analysis, NPV of $11.6 million from 2020-2040]

- **Capital infrastructure improvements** [costs, timeline]

- **Implementation Actions** by focus area
Recommended phasing

**Vision by 2030**

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

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

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

**Vision by 2040**

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

**Circulation Improvements**
- Bicycle improvements on H Street (Table 8A Item 12)
- Pedestrian improvements on C Street, E Street, G Street, and Second Street (Table 8A Items 3, 7, 10, 14)
- Bicycle and pedestrian improvements on 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 opportunity site on private property, market-dependent
Implementation Actions

Actions by focus area:

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

Refer Section 8.4
Form-Based Downtown Code
A “Form-Based Operating System”

A Form-Based Code (FBC) will provide predictable implementation of the Plan vision.
Implementing the vision

A Form-Based Code (FBC) will provide predictable implementation of the Plan vision.
Development Potential

The Specific Plan provides as much development potential as CASP

Specific Plan increases economic feasibility by removing minimum parking requirements, clarifying historic resources, and a straightforward regulatory process

No downzoning for any parcel
Predictable built outcomes

Form-based standards based on actual building types, coordinate with design of the public realm

Civic space allowed in any of the categories

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

Development standards in Downtown Code

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

#### Neighborhood Zones

<table>
<thead>
<tr>
<th>Size</th>
<th>Maximum Stories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small</td>
<td>Up to 2 Stories</td>
</tr>
<tr>
<td>Medium</td>
<td>Up to 4 Stories</td>
</tr>
<tr>
<td>Large</td>
<td>Up to 5 Stories</td>
</tr>
</tbody>
</table>

#### Main Street Zones

<table>
<thead>
<tr>
<th>Size</th>
<th>Maximum Stories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium</td>
<td>Up to 4 Stories; 5 Stories*</td>
</tr>
<tr>
<td>Large</td>
<td>Up to 5 Stories; 7 Stories*</td>
</tr>
</tbody>
</table>
Compressing multiple systems

Simpler and shorter regulatory process provides certainty for potential investors

- Clearer approval and review process
- Fewer documents to reference

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

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

Refer Section 1.2
CASP Zoning

Central Commercial Zone

FAR: 3
Height: 3 Stories
Lot Coverage: 90%

FAR: 3
Height: 21 Stories
Lot Coverage: 15%
Building form standards for each zone
Supplemental standards: Building Types
Supplemental standards: Frontage Types
Supplemental standards: Massing and façade articulation
Supplemental standards: Historic Resource Adjacency Standards
Supplemental standards: Civic Space Types
Supplemental standards: Sign Types
Special Areas

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

**Additional development standards** apply to Special Areas

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

Refer Section 4.4
Implementing the vision
Thank you!