

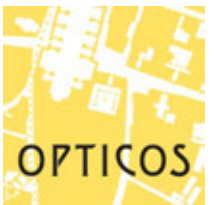


Specific Plan Public Review Draft

Prepared by Opticos Design, Inc.

Downtown Davis
Specific Plan

PC-CC Study Session
April 14th, 2020





Project area

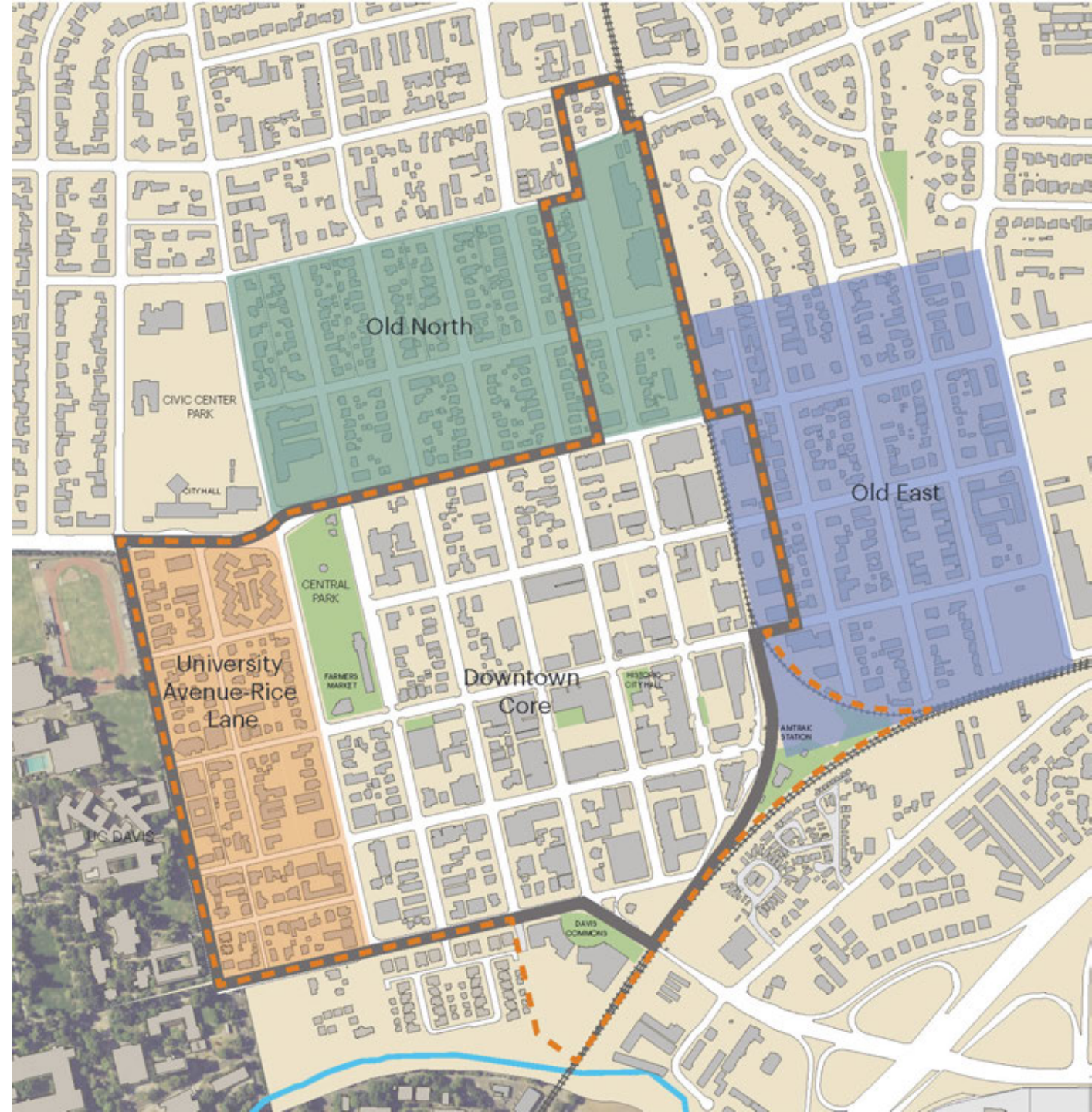
Specific Plan area:

32-block area of
approximately 132 acres

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

Legend

-  Downtown Davis Specific Plan Boundary
-  Core Area Specific Plan (CASP) Boundary



Community engagement

**Refer
Section 3.1**

6

Pop-Up Workshops

50+

hours of Community
Feedback at Design
Workshops

450+

Participants in
Virtual Community
Workshop

20+

Focus Group
Meetings



Timeline of Public Engagement



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?



Chapter

1

Purpose



Chapter

2

Existing Conditions



Chapter

3

Vision



Chapter

4

Built Environment



Chapter

5

Historic Resources



Chapter

6

Mobility and Parking



Chapter

7

Infrastructure



Chapter

8

Implementation



Chapter

9

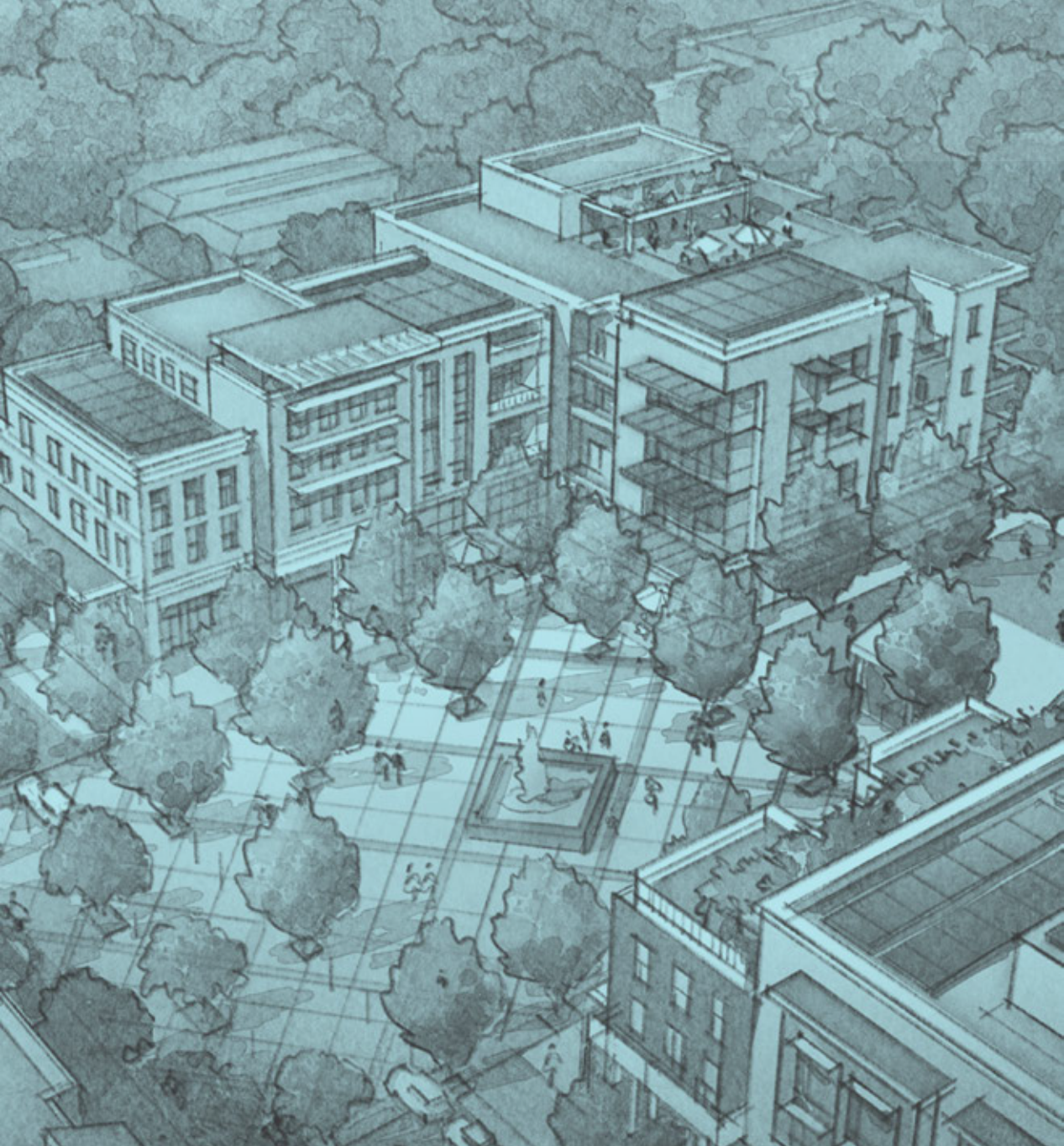
Glossary



Chapter

10

Appendices



Chapters

Purpose

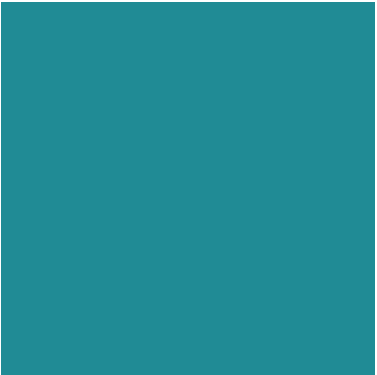
1

Existing
Conditions

2

Vision

3



Issues + opportunities

**Refer
Section 2.3**

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

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

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.



Six Specific Plan Goals

**Refer
Section 3.5**

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

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

Chapter 3 — Vision

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

Chapter 3 — Vision

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.

Figure 3.21 Illustration of Sustainability Co-Benefits from the Seaholm EcoDistrict
The 85-acre brownfield site in Austin, Texas, is being redeveloped since 2002 as a sustainable cultural hub. While the context for Downtown Davis is different, demonstration projects such as Seaholm offer valuable lessons for applying district-level sustainability. Image source: www.cmpbs.org.



54 Downtown Davis Specific Plan Public Review Draft — October 2019

55 Downtown Davis Specific Plan Public Review Draft — October 2019

Key topics: Sustainability

**Refer
Section 3.3**

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]



Sustainability strategies at all scales

Sustainability strategies illustrated at different scales of development:

- At the building scale
- At district scale
- In the public realm

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.

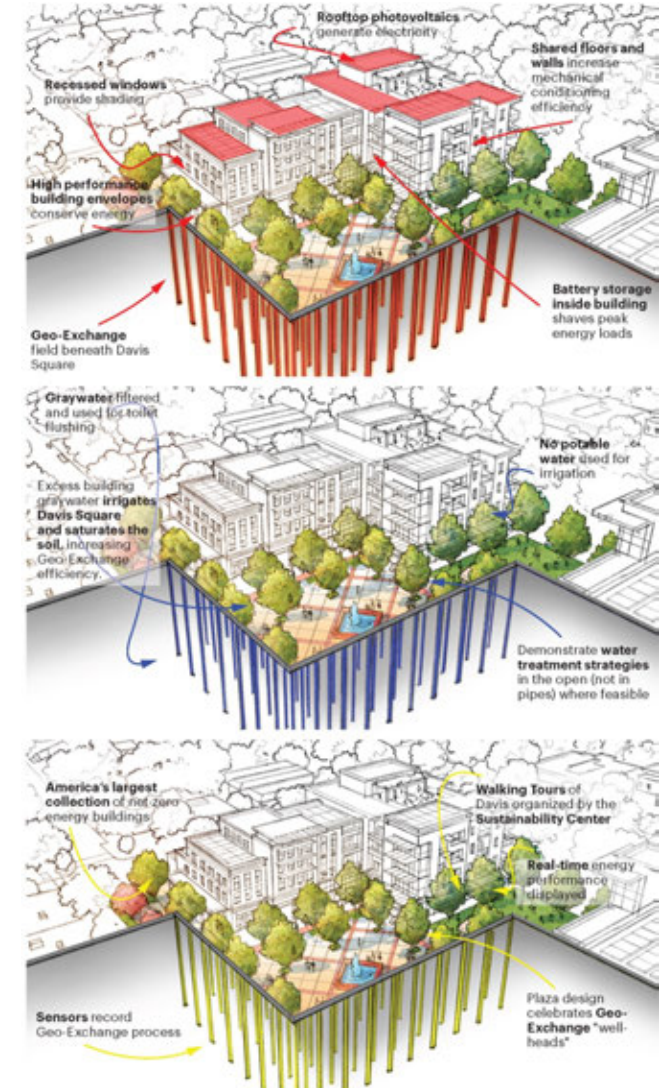
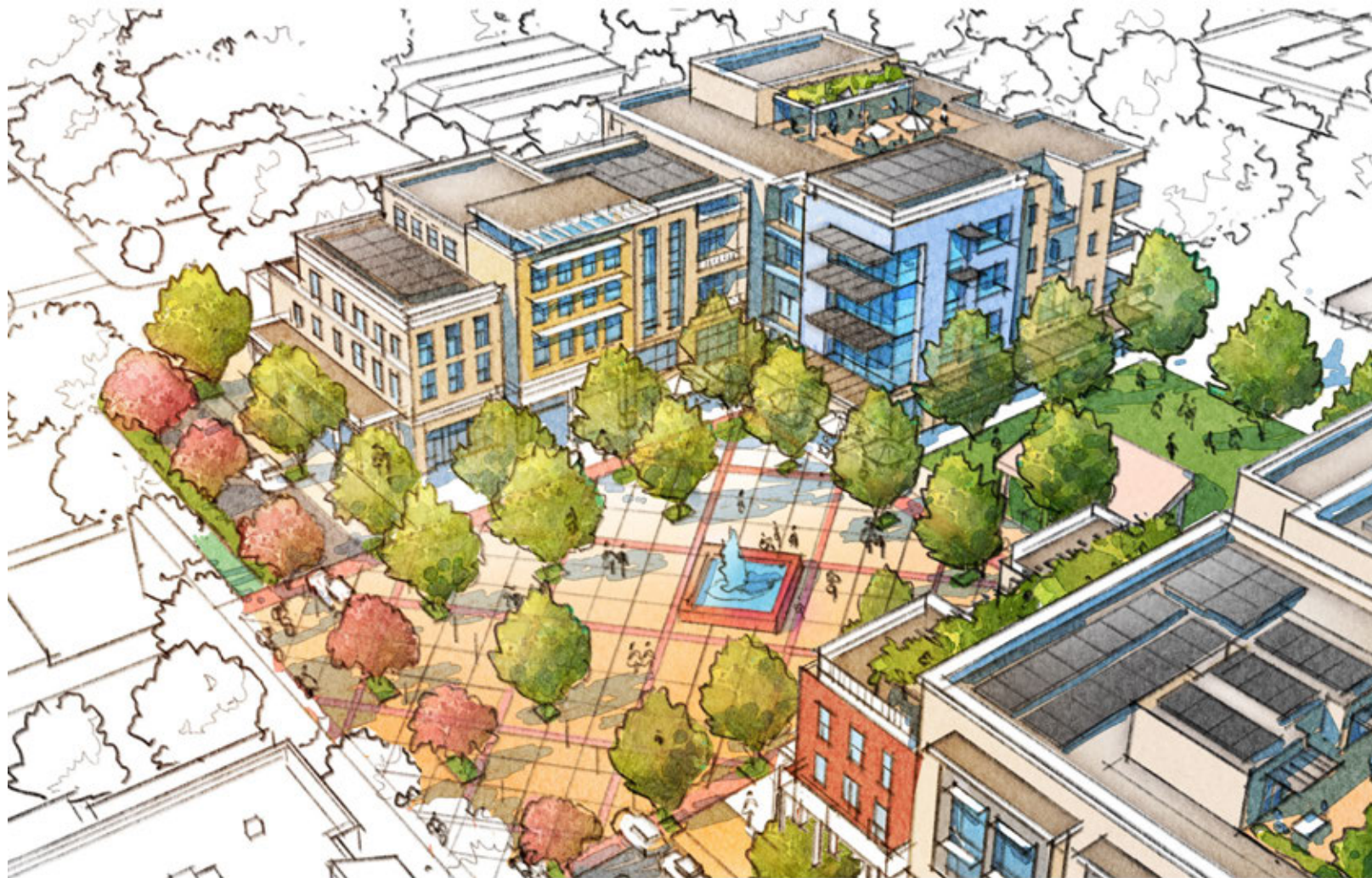
Courtyard Building Type



- 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.

Sustainability: district scale + public realm



Key topics: Universal Design

Refer
Section 3.4
Section 6.2

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]

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

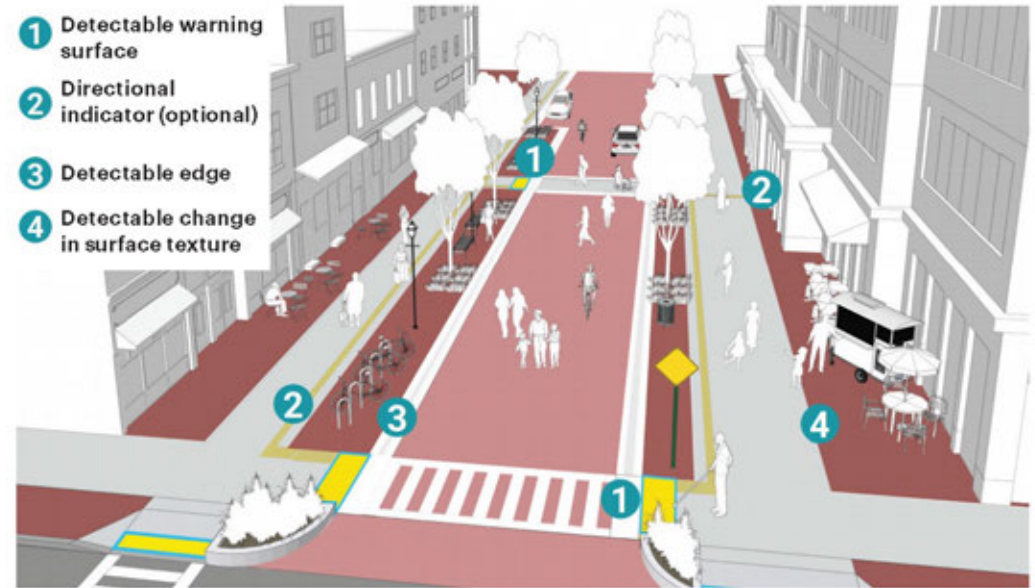
In the design and operation of thoroughfares, protecting human life and health is paramount, and takes priority over mobility and other transportation system objectives. Thoroughfares should reduce multimodal conflicts and separate competing travel modes, where feasible.

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 response standards.

Design Guides

The design of thoroughfares should be informed by industry standards and best practices. Specific Plan recommendations are based on the following guides: The National Transportation Builders Association's Urban Street Design Guidelines, the City of San Francisco's Urban Street Design Guidelines, the California Access Board's Proposed Pedestrian Facilities of Way (PROWAG), the Manual on Uniform Traffic Control Devices (CA-MUTCD). The City of Davis is exploring innovative and experimental concepts from around the world to address the most appropriate solutions for Davis.





Built Environment

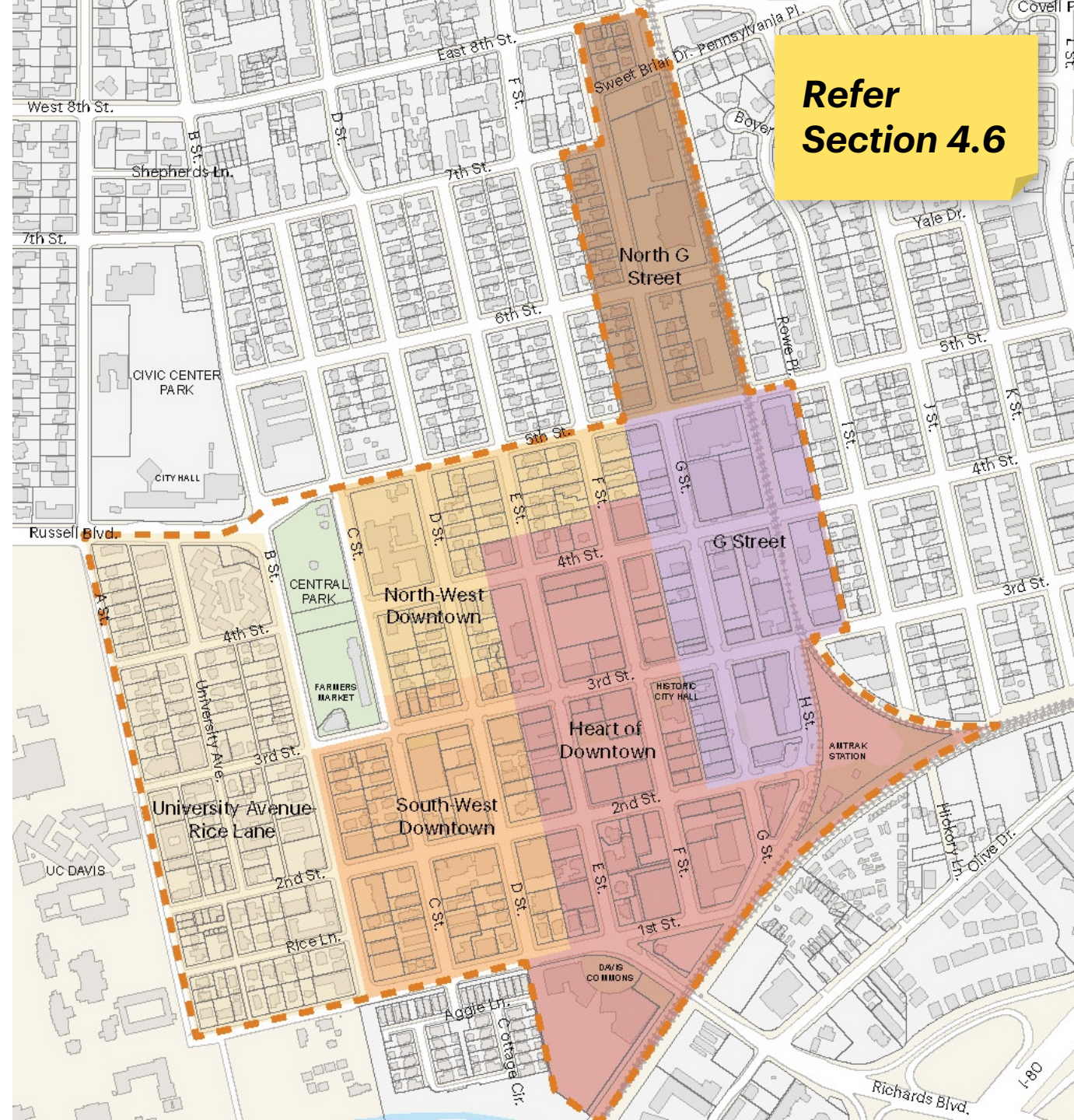
Chapter

4



Downtown Neighborhoods

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

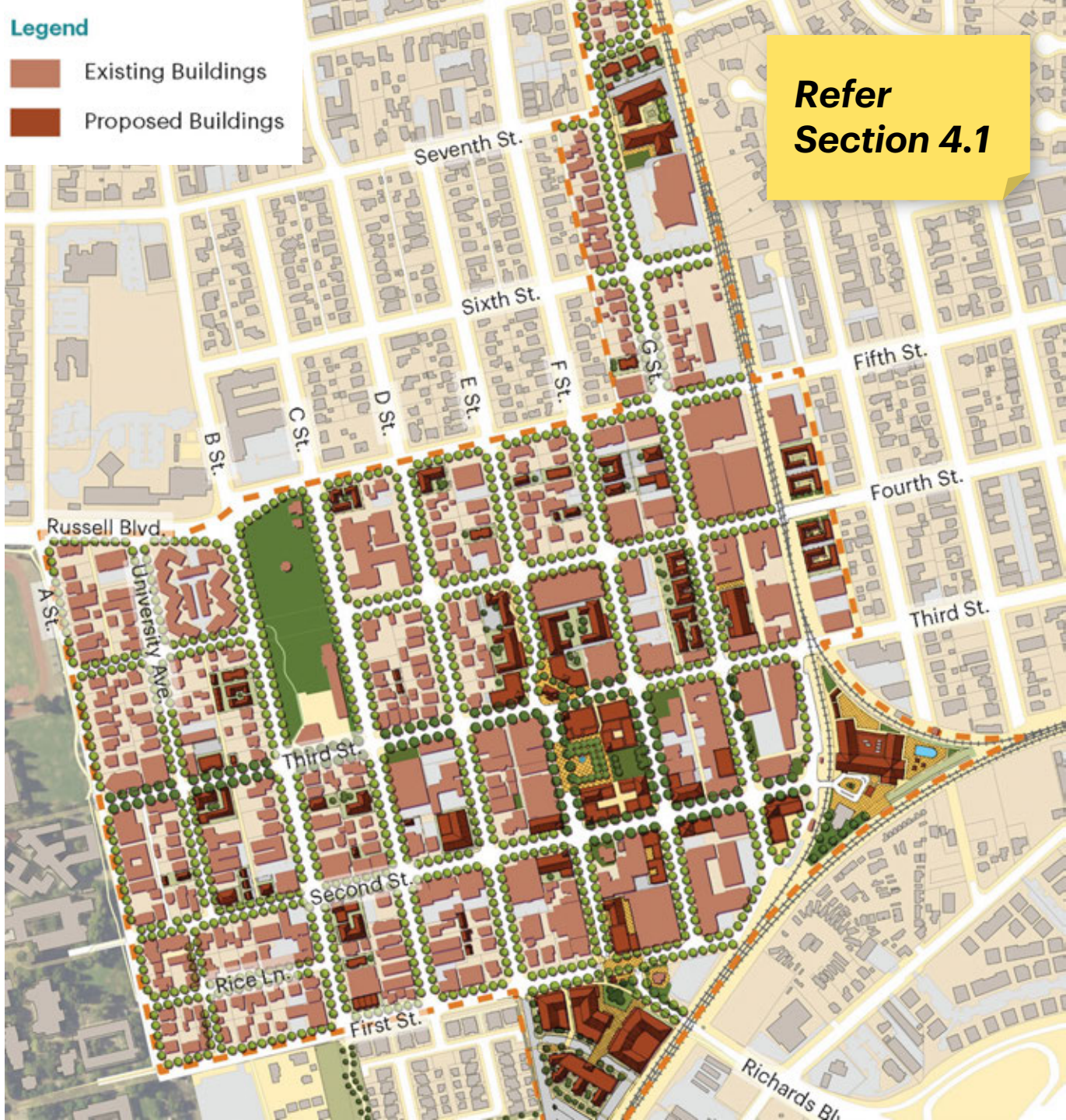
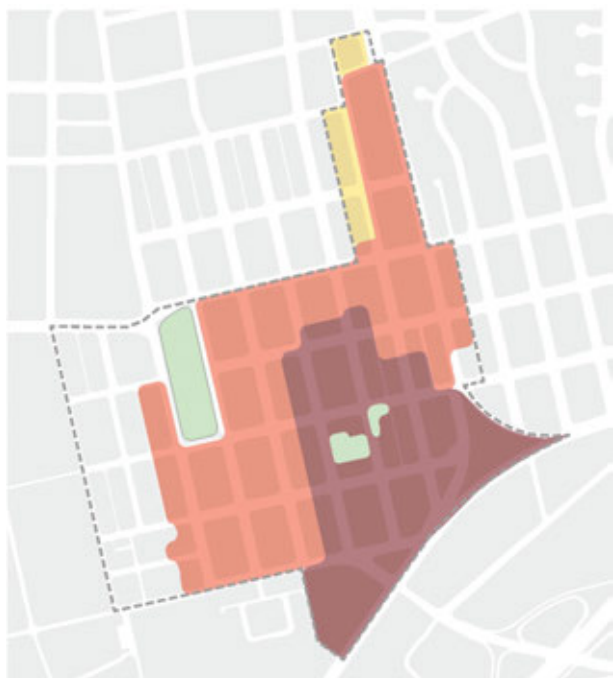


**Refer
Section 4.6**

Illustrative Plan

= Hypothetical Build Out

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



Refer Section 4.1

Each neighborhood studied in detail

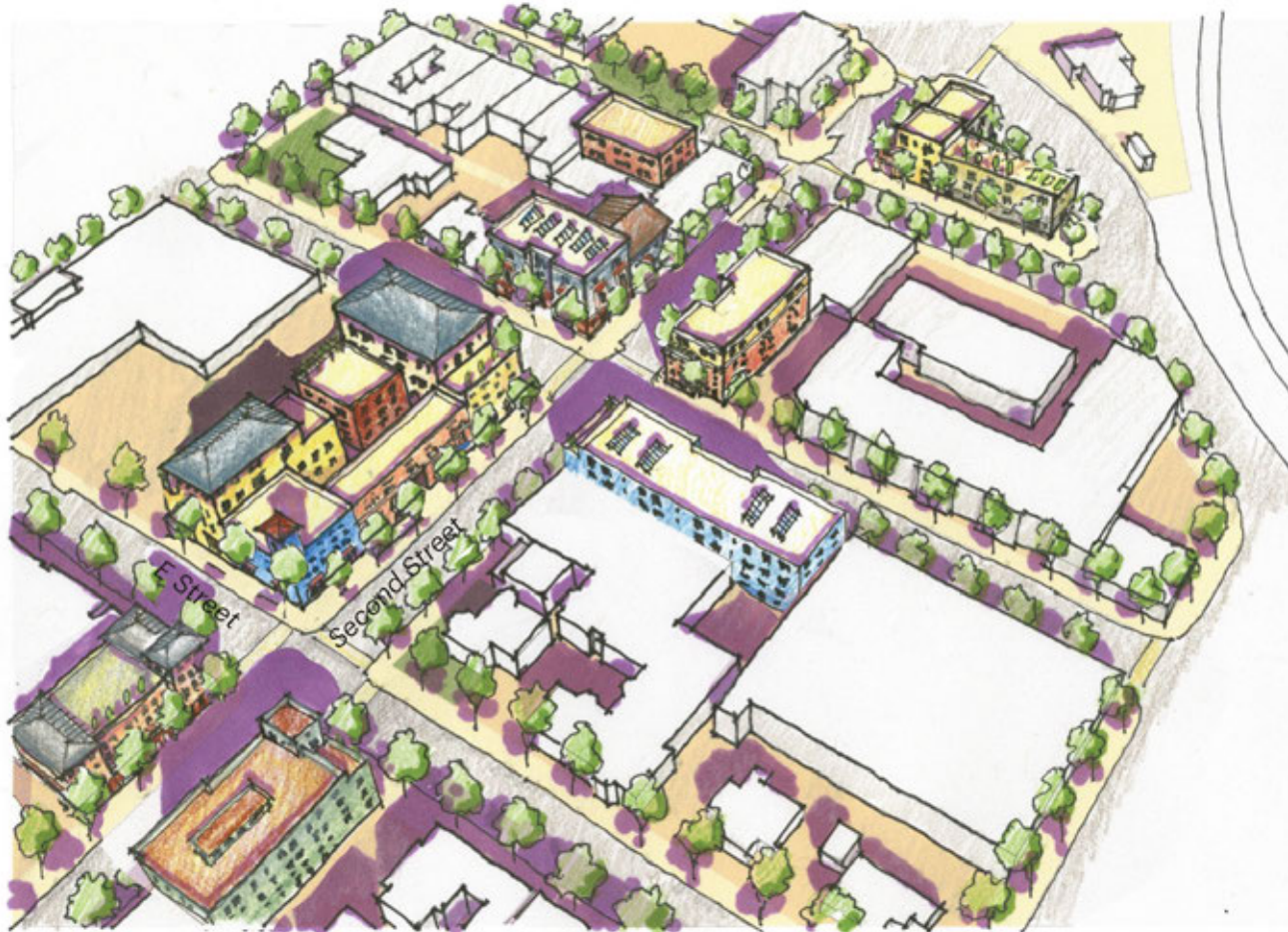


Figure 4.33 Illustrative Plan for Heart of Downtown
Showing one possible build-out scenario by 2040.

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	
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.

Recommended development program

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

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

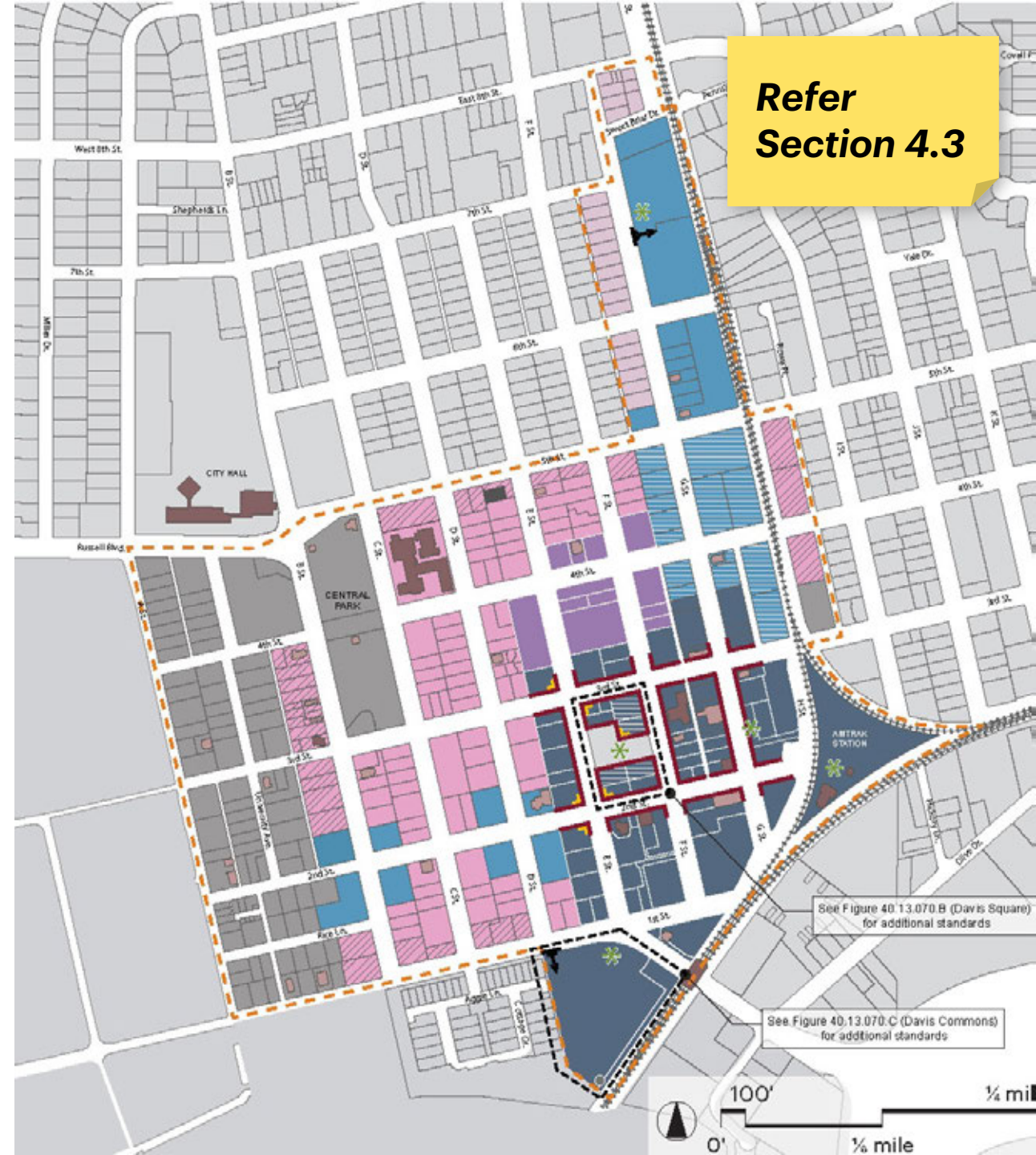
Regulating Plan

[= 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]



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

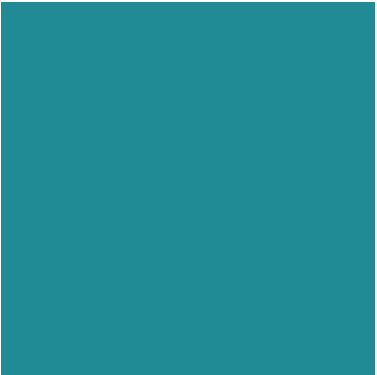




Chapter

Historic Resources

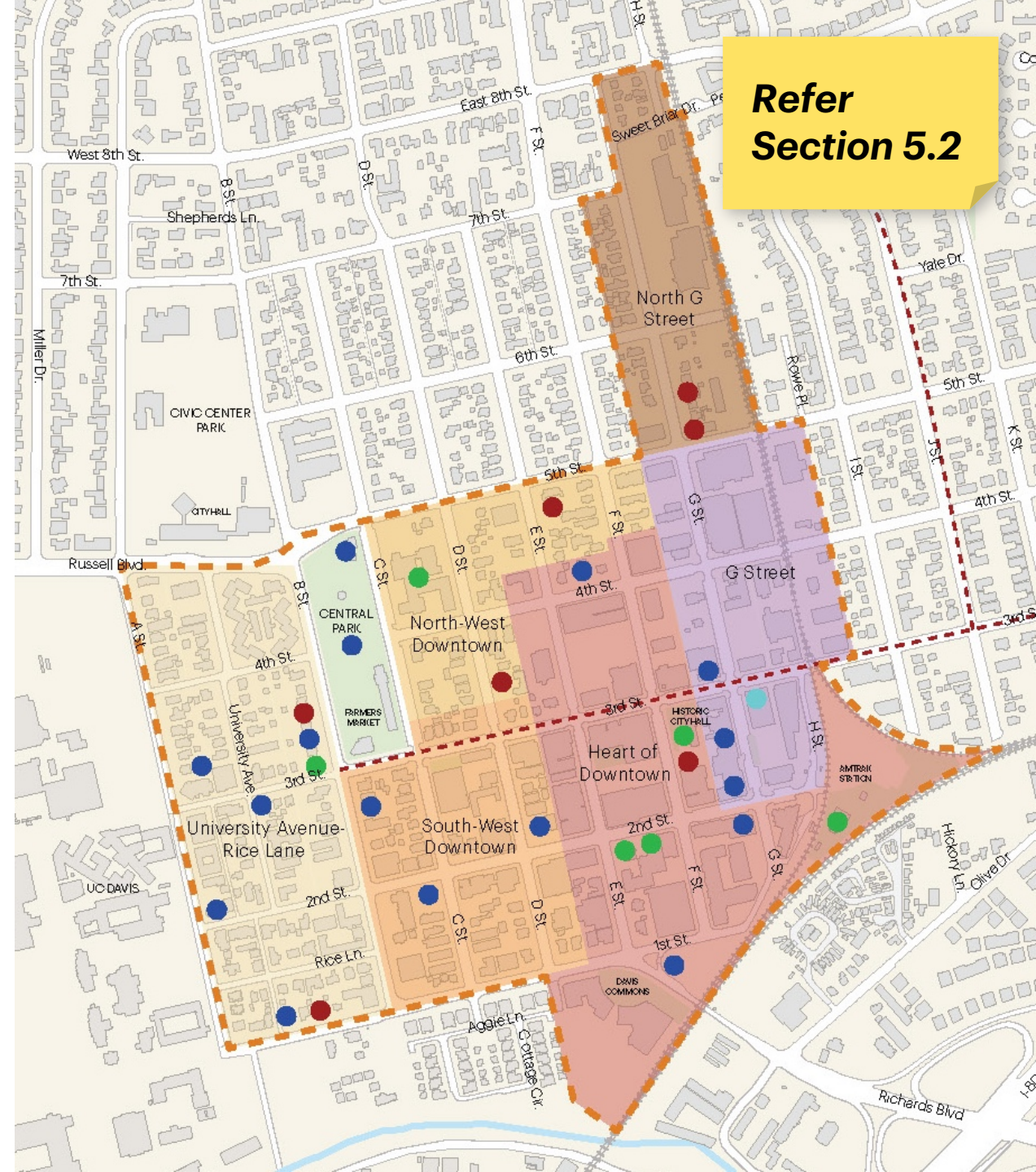
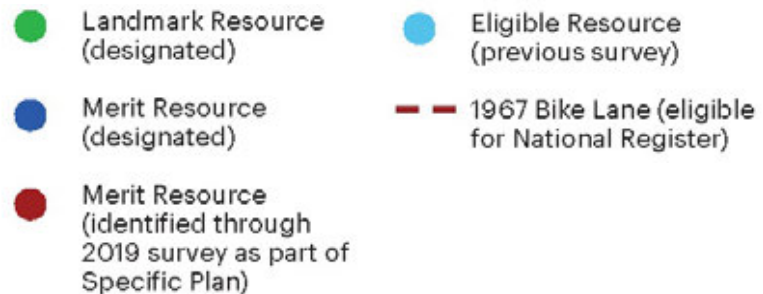
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Historic resources

Approach

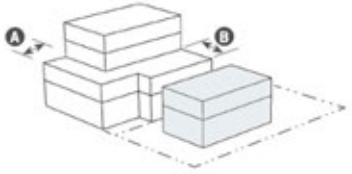
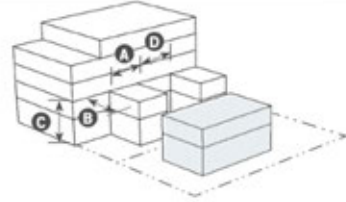
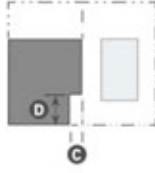
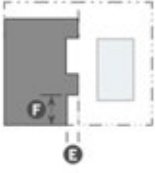
- 2019 survey to update status of historic resources (7 new potential resources)
- Protect existing resources and neighborhood character
- Balance preservation with sensitive new development + adaptive use



Historic resources + new development

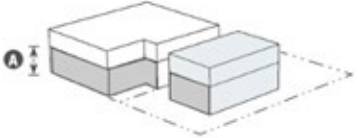
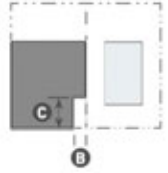
- Analyzed character-defining features for each downtown neighborhood, reflected in form-based zone standards
- Special development standards for parcels adjacent to historic resources
- Individual conservation districts for Old East, Old North and Univ.Ave-Rice Lane

Table 40.14.080.C Historic Resource Adjacency Standards (Continued)

2. House-Form Buildings	3. Block-Form Buildings
<p>a. Side Stepbacks</p>  <p>A front and side stepback is required above the 2nd-story or above the top story of the adjacent historic resource building if over 2 stories.</p> <p>Front Stepback: 15' min. A Side Stepback: 25' min. B</p>	<p>a. Main Body and Wing(s)</p>  <p>Within 35 feet of the adjacent historic resource building's building site, the new building or addition is required to reduce in size through a wing extending from the larger building mass. Additional wings are allowed but must be separated by the distance below.</p> <p>Wing Width: 20' max. A Wing Depth: 25' min. B Wing Height: 2 stories max. C Distance between wings: 25' min. D</p>
<p>b. Side Setbacks</p>  <p>Minimum 10' side setback is required on the side facing the adjacent historic resource building for a minimum depth of 25' measured from the front setback.</p> <p>Side Setback: 10' min. C Depth: 25' min. or to align with adjacent front facade of main body. D</p> <p>Resulting facade shall be treated as a front or side street facade.</p>	<p>b. Side Setbacks</p>  <p>Minimum 10' side setback is required on the side facing the adjacent historic resource building for a minimum depth of 25' measured from the front setback.</p> <p>Side Setback: 10' min. E Depth: 25' min. or to align with adjacent front facade of main body. F</p> <p>Resulting facade shall be treated as a front or side street facade.</p>

Key
 ---- Building Site Line
 Historic Resource as identified on Zoning Map

Table 40.14.080.C Historic Resource Adjacency Standards

1. All Buildings
<p>a. Ground Floor Ceiling Height</p>  <p>The ground floor ceiling height is required to match the height of the ground floor ceiling of the adjacent historic resource building.</p> <p>Ground Floor Ceiling Height. A</p>
<p>b. Side Setbacks</p>  <p>Minimum 10' side setback is required on the side facing the adjacent historic resource building for a minimum depth of 25' measured from the front setback.</p> <p>Side Setback: 10' min. B Depth: 25' min. or to align with adjacent front facade of main body. C</p> <p>Resulting facade shall be treated as a front or side street facade.</p>

Key
 ---- Building Site Line
 Historic Resource as identified on Zoning Map



Chapter

Mobility and Parking

6



Mobility goals for Downtown

**Refer
Section 6.2**

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

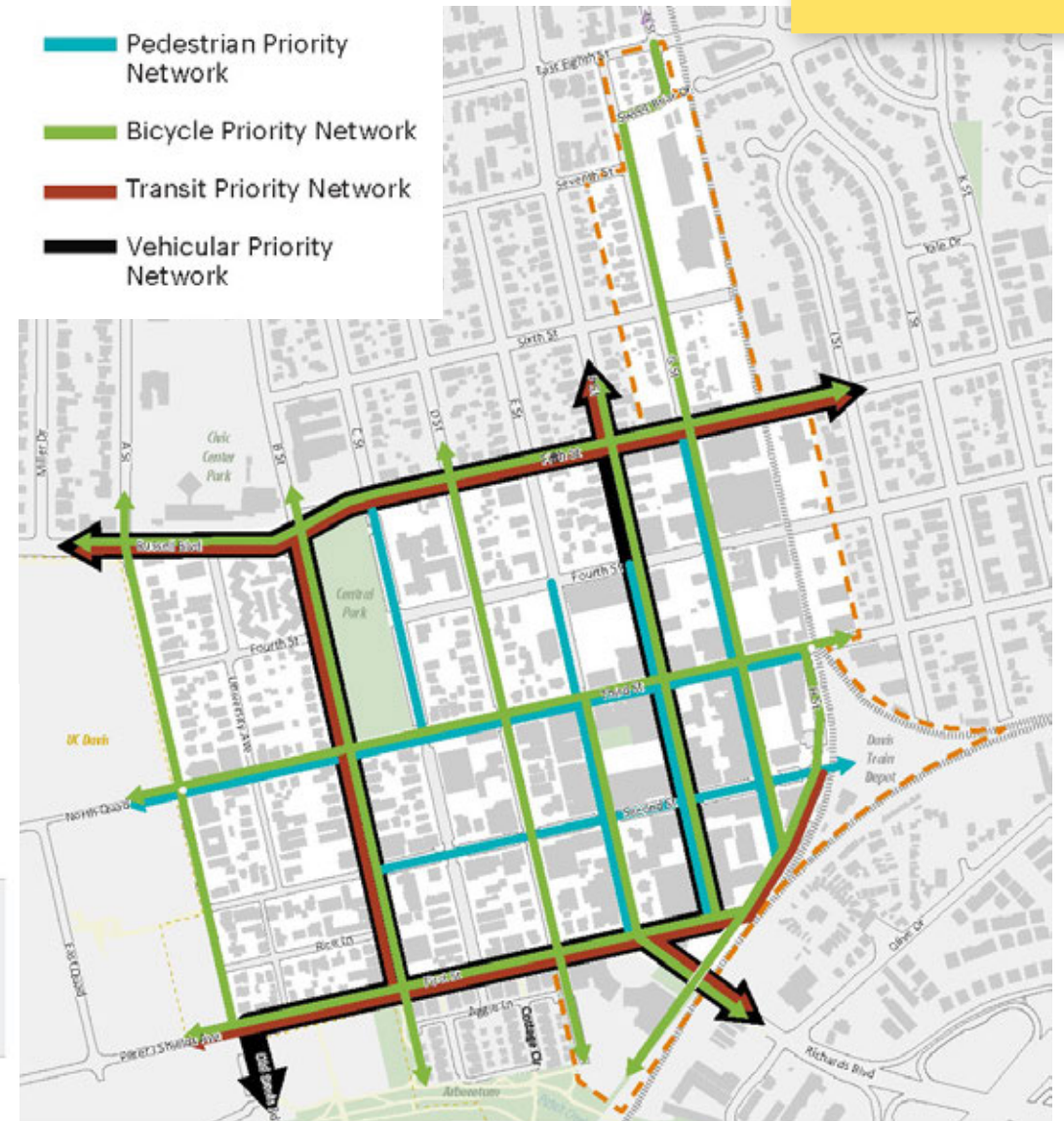
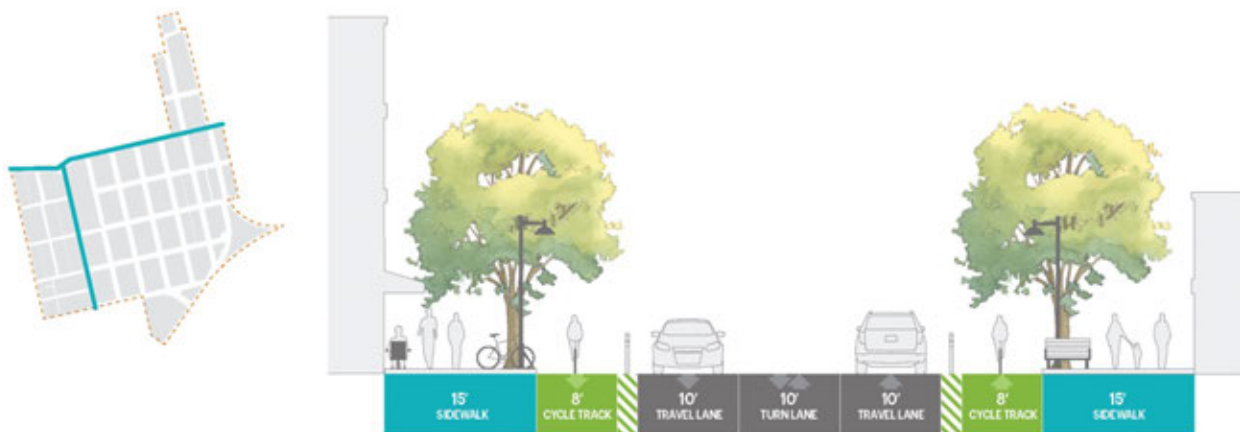


Circulation Plan

Refer
Section 6.3

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

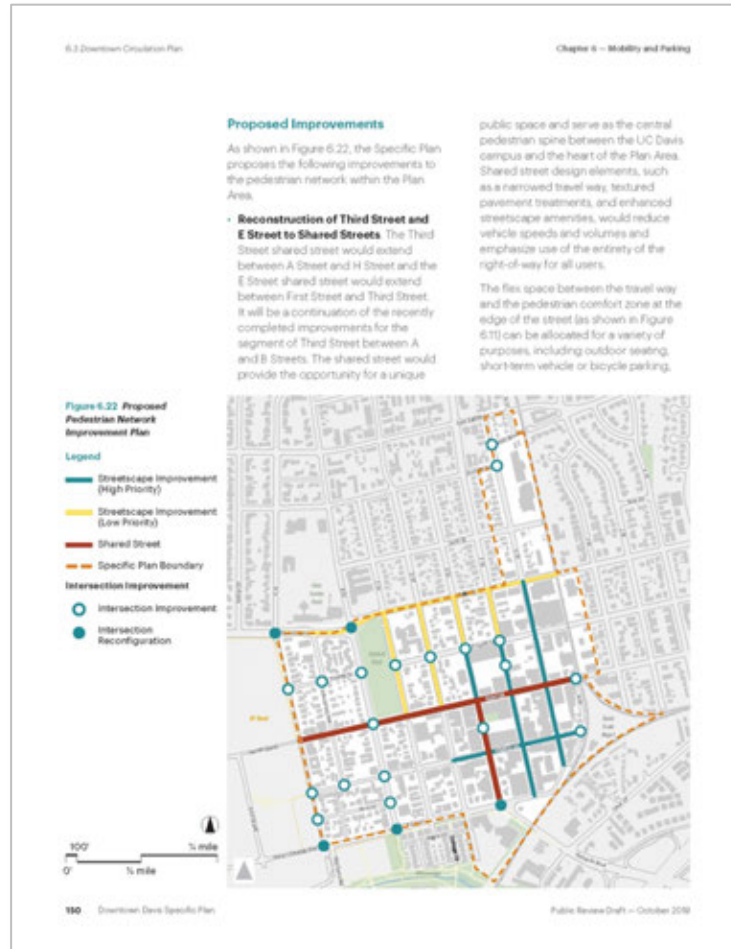
- Recommended priority networks for each mode (all streets allow all modes)
- Street section improvements for key streets



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

Refer
Section 6.4
Section 6.5
Section 6.6
Section 6.7

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

The collage displays several pages from the Downtown Davis Specific Plan, primarily focusing on mobility and parking management. Key sections visible include:

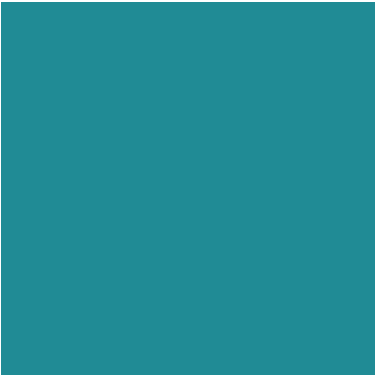
- 6.4 Ridehailing and Self-Driving Vehicles:** Discusses the impact of ride-sharing and autonomous vehicles on parking demand and urban space.
- 6.5 Parking Management: Curb Space and Loading:** Provides strategies for managing curb space, including priorities for use like freight loading, transit, and short-term parking.
- 6.6 Parking Management: City-Operated Facilities:** Details the management of public parking districts, including strategies for city-operated facilities and off-street parking enterprises.
- 6.7 Regulating Private Development: Parking, Loading, and Traffic Reduction:** Outlines requirements for new development, including incentives for transit, carpooling, and other traffic-reducing measures.

Supporting images and diagrams include:

- A photograph of a person walking past a yellow and black bus.
- A photograph of a multi-story residential building with a red-tiled roof.
- A diagram of a 'Park Once District' showing a central 'Park' area connected to a 'Work' area via a 'Bike Lane' and 'Walkway', with a 'School' nearby.



Chapter
Implementation **8**



Implementation

Refer
Section 8.2
Section 8.3

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

The image shows three overlapping pages of a report titled 'Table 8A. Proposed Capital Infrastructure Improvement Plan'. The pages contain detailed information about various infrastructure projects, including their descriptions, cost distributions (Existing Need % and New Development %), and estimated costs for two phases (2020-2030 and 2030-2040). The projects listed include bicycle and pedestrian improvements on streets like A, B, C, D, E, F, G, H, and I, as well as public open space improvements like Davis Square and Plaza at Davis Amtrak Station.

Type of Improvement	Description	Cost Distribution		Estimated Cost	
		Existing Need %	New Development %	Phase I (2020-2030)	Phase II (2030-2040)
1. A Street Bicycle Improvement	Construct bike lanes on A Street between First Street and Russell Boulevard.	100			
2. B Street Bicycle Improvement	Construct a protected cycle track on B Street between First Street and Fifth Street.	100			
3. C Street Pedestrian Improvement	Enhance sidewalks and streetscape on C Street between Third Street and Fifth Street.	60			
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			
5. E Street Bicycle Improvement - Demonstration project	Construct a protected cycle track demonstration project on E Street between First Street and Third Street.	40			
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			
7. E Street Pedestrian Improvement	Enhance sidewalks and streetscape on E Street between Third Street and Fifth Street.	20			
8. F Street Bicycle Improvement - Demonstration project	Construct a protected cycle track demonstration project on F Street between First Street and Fifth Street.	100			
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			
10. G Street Pedestrian Improvement	Widen sidewalk and enhance streetscape on G Street between First Street and Fifth Street.	30			
11. G Street Bicycle Improvement	Construct bike lanes on G Street between Fifth Street and Eighth Street.	40			
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			
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			
14. Second Street Pedestrian Improvement	Enhance sidewalks and streetscape on Second Street between D Street and H Street.	20			
15. Third Street Bicycle Improvement - Demonstration project	Construct a protected cycle track demonstration project on Third Street between B Street and H Street.	100			
16. Third Street Bicycle and Pedestrian Improvement	Construct a shared street on Third Street between B Street and H Street.	30			
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			
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			
19. First Street and A Street Intersection Improvement	Construct a shared use path overcrossing over Richards Boulevard. Reconfigure intersection.	50			
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	\$46,480,000
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	

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)

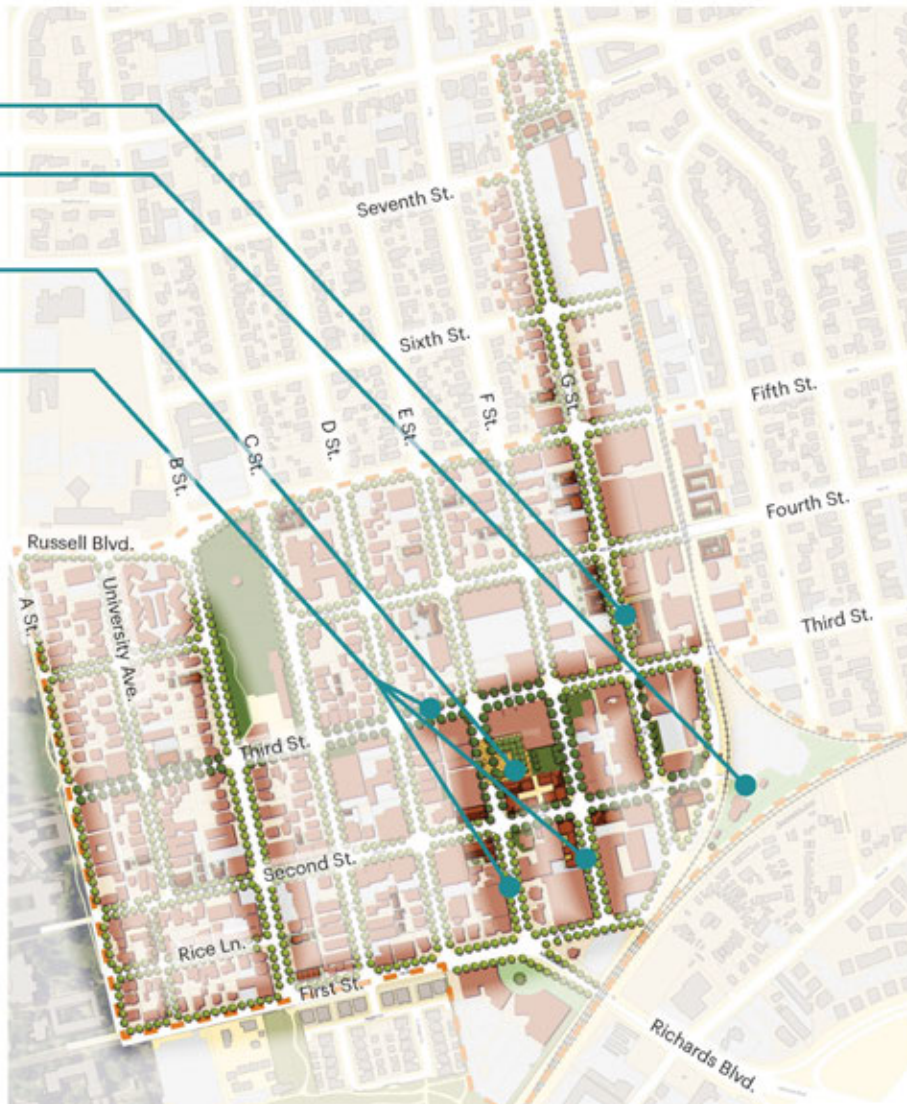
Circulation Improvements

- Bicycle improvements on A Street, 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



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



Implementation Actions

**Refer
Section 8.4**

Actions by focus area:

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

8.4 Implementation Actions for the Specific Plan Chapter 8 – Implementation

Implementation Actions: Urban Design and Placemaking

Table 8C. Implementation Actions: Urban Design and Placemaking

Action	Methodology/ Steps
1. Ensure Compact, Sustainable Development	<p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p>
2. Create a Public Realm, and a New Central Public Space	<p>2A. Follow the Specific Plan recommendations for Mobility and Parking, to create parks, plazas, and pedestrian spaces.</p> <p>2B. Create new public spaces for passive and active recreation, and well-used by people of all ages.</p> <p>2C. Create a new central public space and create additional small public spaces.</p> <p>2D. On privately owned parcels, require the provision of such spaces. Encourage private developers to create such spaces.</p> <p>2E. Develop a well-crafted program to introduce new complementary public spaces.</p>
3. Streamline Regulatory Processes and Procedures	<p>3A. Simplify and streamline existing plans and procedures for updating existing plans and procedures of the Specific Plan, as listed in the Plan and Downtown Code) in Chapter Four: Built Environment.</p> <p>3B. Adopt the form-based Downtown Code to simplify the entitlement and development process.</p>
4. Create an Economic Development Plan For a Resilient, Diversified Downtown Economy	<p>4A. Create an Economic Development Plan based on the Economic and Fiscal Approach discussed in Section 6.3 and include other relevant analysis or studies as needed such as a Market Feasibility analysis of building types applicable to the Specific Plan.</p> <p>4B. Analyze City's fees for development projects and make improvements as needed.</p>

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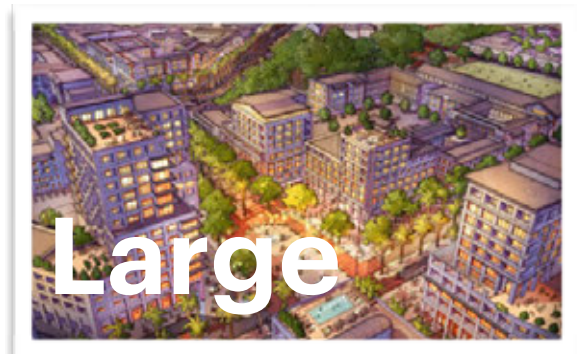
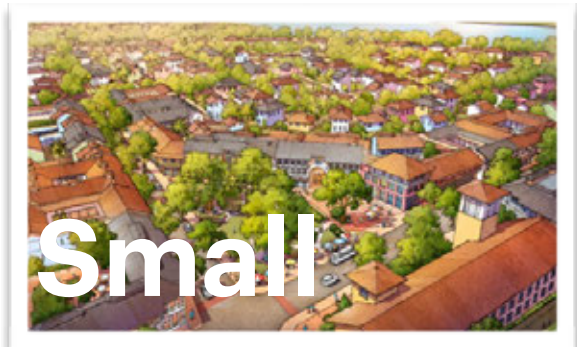


Form-Based Downtown Code



A “Form-Based Operating System”

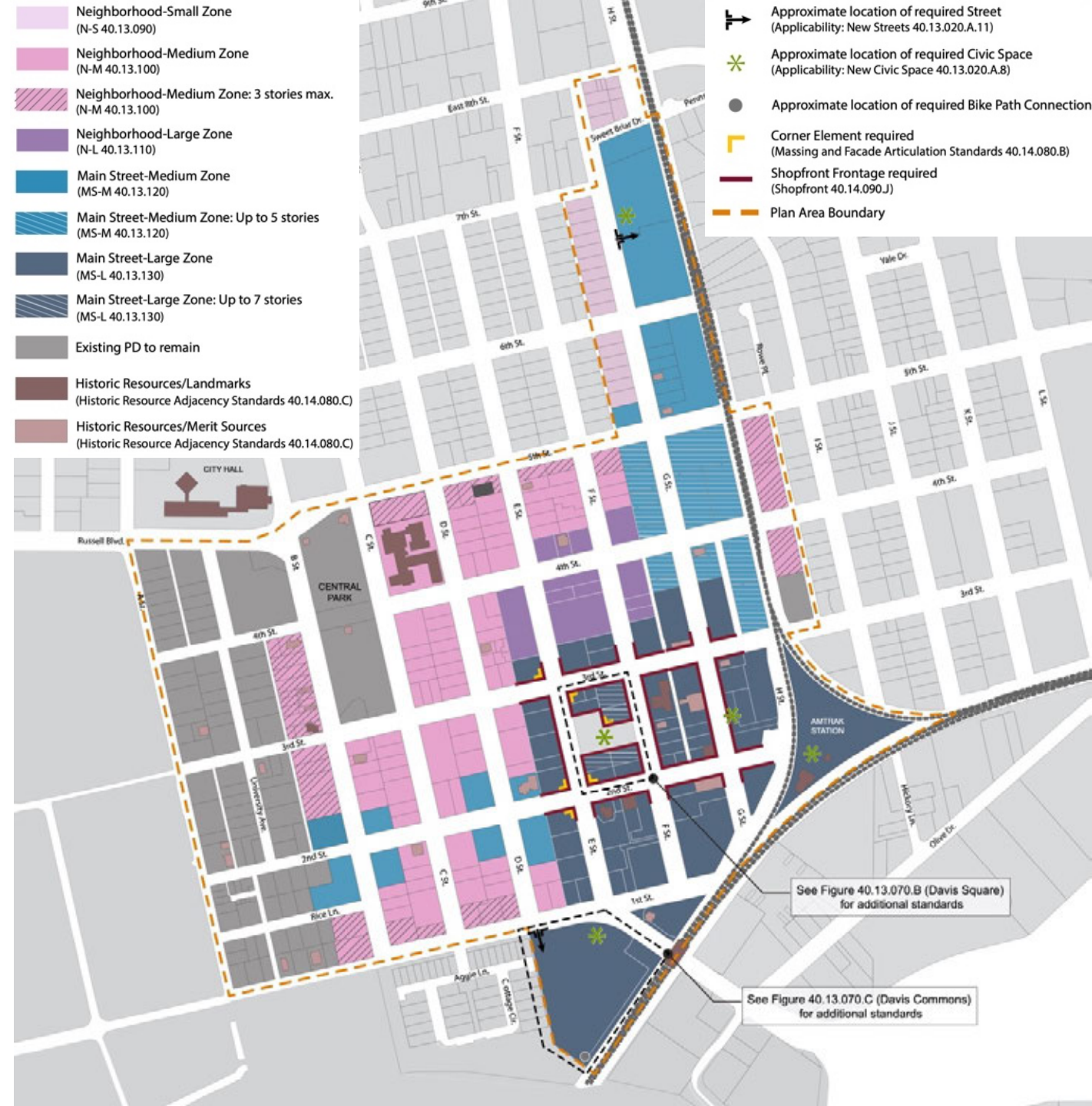
A Form-Based Code (FBC) will provide predictable implementation of the Plan vision



Overall Scale
Setbacks
Size of Uses

Implementing the vision

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

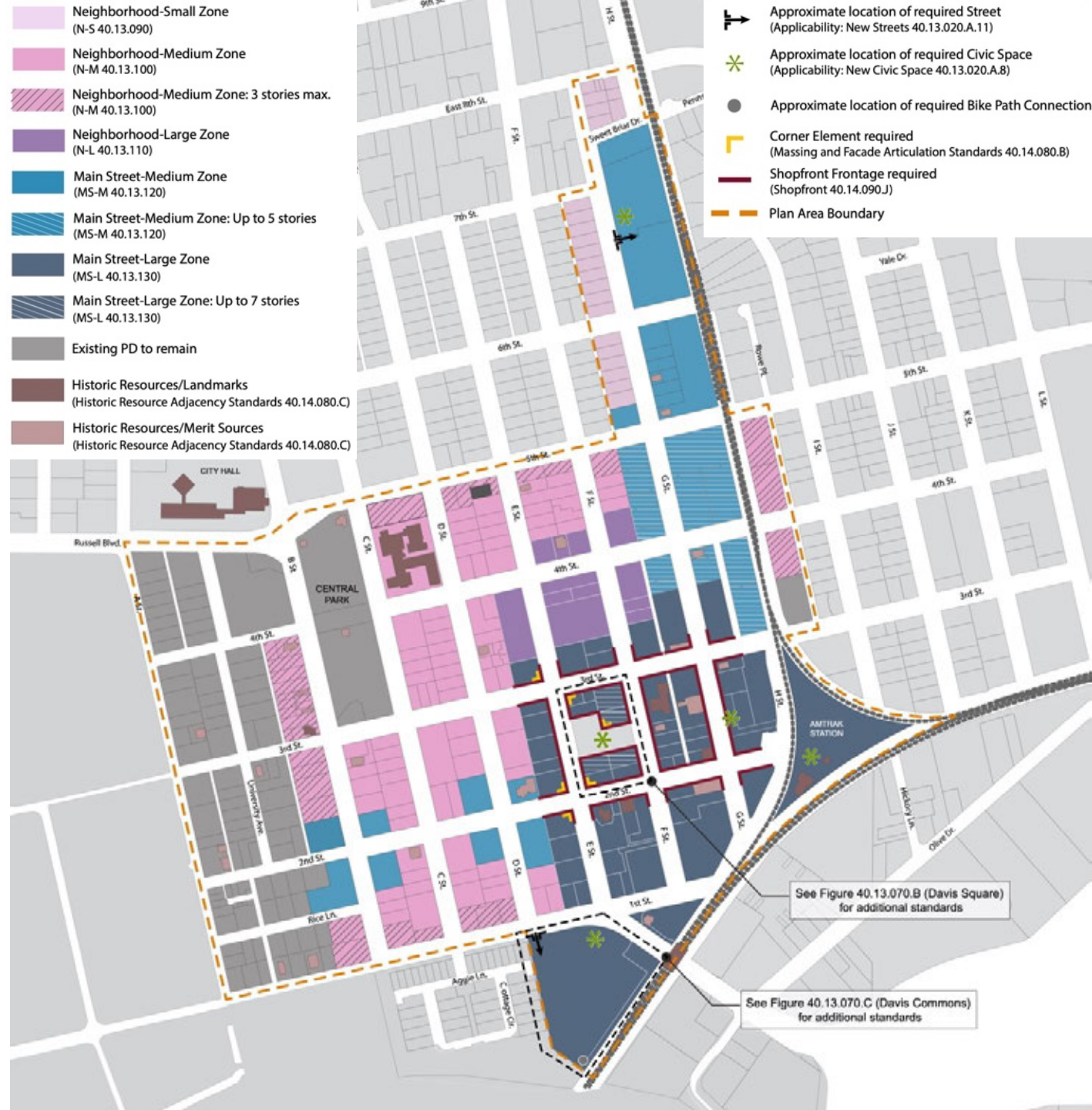


Development Potential

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 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					

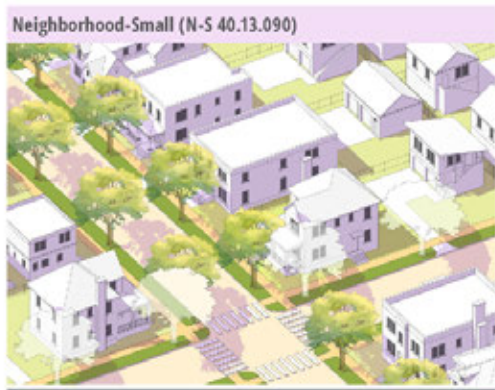
Implementing the vision

Neighborhood Zones

Small

Medium

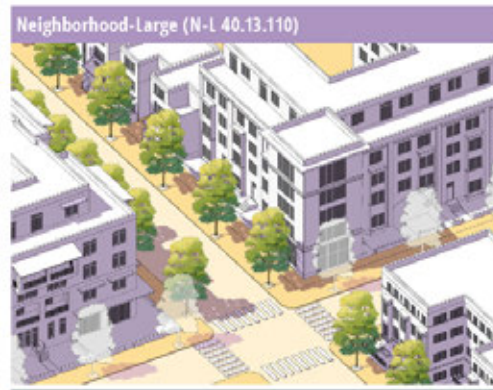
Large



Up to 2 Stories



Up to 4 Stories

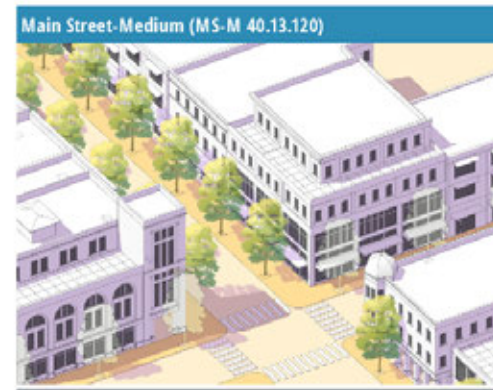


Up to 5 Stories

Main Street Zones

Medium

Large



Up to 4 Stories;
5 Stories*



Up to 5 Stories;
7 Stories*

Compressing multiple systems

**Refer
Section 1.2**

**Simpler and shorter
regulatory process
provides certainty for
potential investors**

- Clearer approval and review process
- Fewer documents to reference

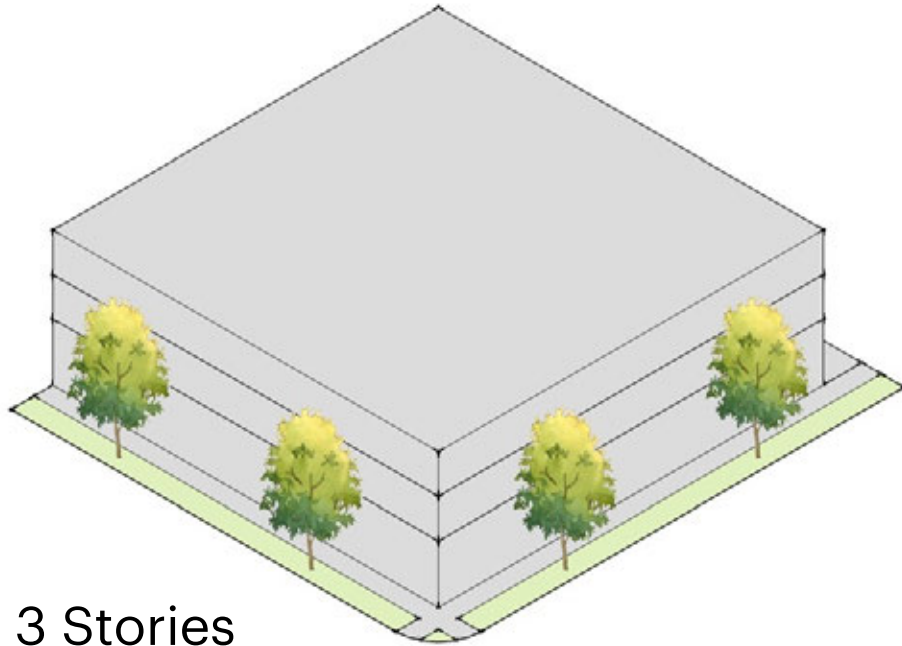
Table 1A. Status of Planning Documents after Adoption of Specific Plan and Downtown Code [DMC Articles 40.13 and 40.14]

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.

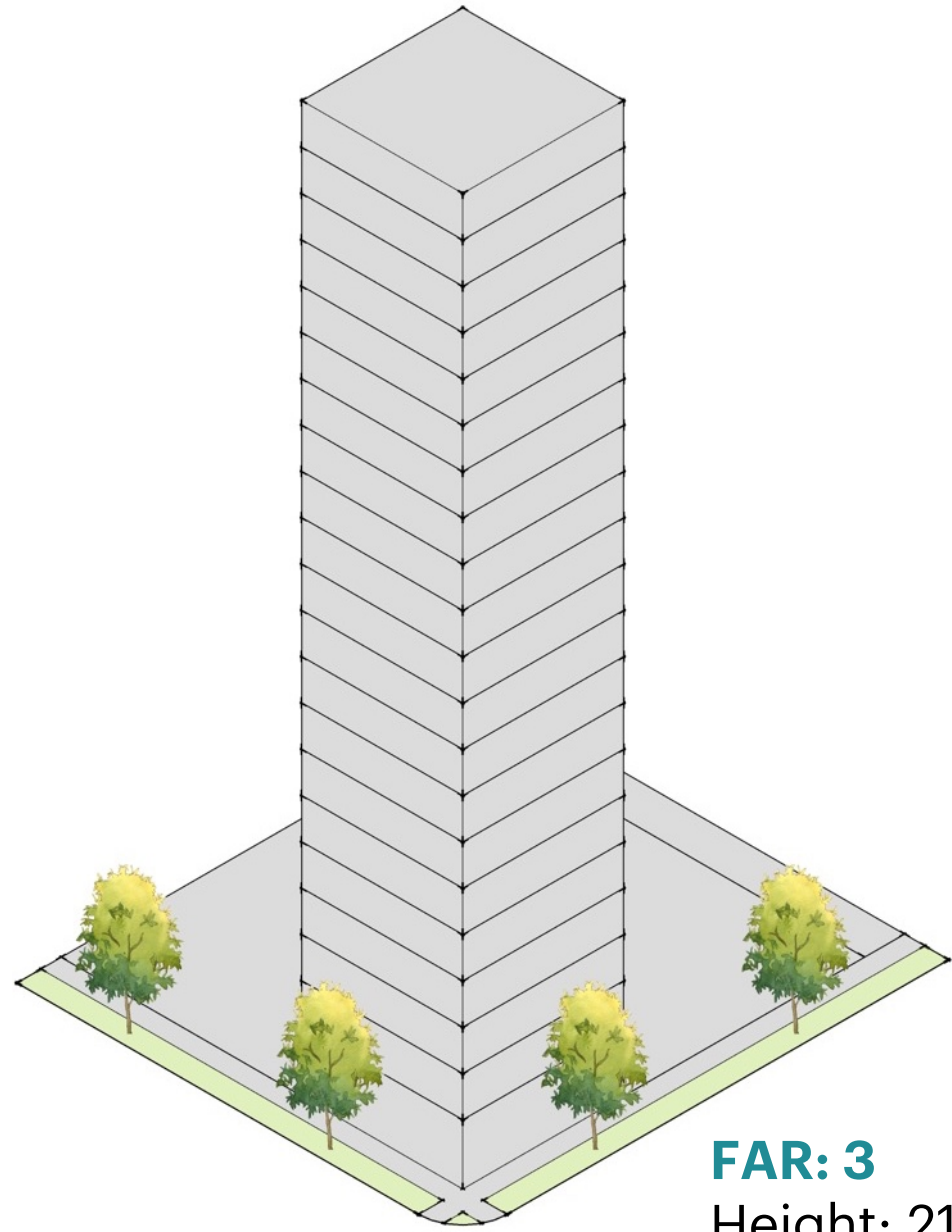
Planning Documents	Recommended Action
General Plan	Amend to reference the Specific Plan
Core Area Specific Plan	Rescind. Replaced by the Downtown Davis Specific Plan
Davis Downtown and Traditional Residential Neighborhood Design Guidelines	Replaced by the Downtown Davis Specific Plan for the Plan Area 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

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

40.13.090

Neighborhood-Small (N-S)

40.13.090 Neighborhood-Small




A. Intent
A walkable, urban neighborhood environment with small footprint, lower-intensity housing choices from Houses to Cottage Courts and Townhouses, supporting and within short walking distance of neighborhood-serving retail and services.
The following are generally appropriate form elements in this zone:

B. Sub-Zone(s)
None

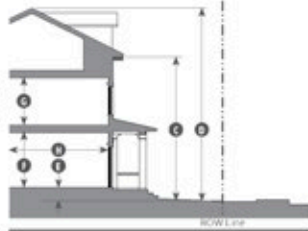
Small Building Size
Primarily Detached Buildings
Small-to-Medium Building Site Width
Small Building Footprint
Medium-to-Large Front Setbacks
Small-to-Medium Side Setbacks
Up to 2 Stories
Min. 9' Ground Floor Ceiling Height
Front Yards, Porches, Stoops, Dooryards

General note: The image above is intended to provide a brief overview of this form-based zone and is illustrative.

40.13.090 | Neighborhood-Small (N-S)



Street (Front, Narrowest Side)



Street (Side)

Key
--- ROW Building Site Line

C. Building Types

Primary Building Type	Building Site ¹		Standards
	Width ²	Depth ³	
Detached House	50' min.	100' min.	40.14.070.D
Duplex; Stacked	40' min.	100' min.	40.14.070.E
Duplex; Side-by-Side	50' min.	100' min.	40.14.070.F
Cottage Court ²	100' min.	100' min.	40.14.070.G
Multiplex:	50' min.	100' min.	40.14.070.H
Small	100' max.		
Townhouse:	25' min.	100' min.	40.14.070.J
House Form	75' max. ³		

Accessory Building Type

Accessory Building Type	Width	Depth	Standards
Carriage House	N/A	N/A	40.14.070.C

¹ Sites of at least 1.5 acres are required to include civic space and new streets per Section 40.14.100 (Specific to Civic Spaces).
² Up to 1 Cottage may be a duplex or triplex.
³ Represents three townhouses side-by-side.

D. Building Form¹ (Continued)

Height

Accessory Structure(s)

Carriage House	2 stories max. ²
Other	1 story max.

Ground Floor Finish Level³

Residential	12' min. ⁴
Non-Residential	6' max.

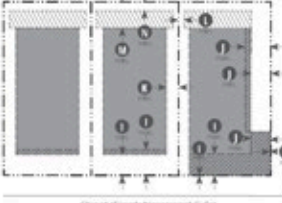
Ground Floor Ceiling 9' min. ¹
Upper Floor(s) Ceiling 9' min. ²

¹ Lots abutting Historic Resources identified in Zoning Map are required to comply with Table 40.14.080.C (Historic Resource Adjacency Standards).
² See Section 40.14.070 (Specific to Building Types) for refinements to height and massing standards.
³ Common entries for multifamily buildings may be at grade per local and federal accessibility standards.
⁴ Required when facing a street and/or public ROW.

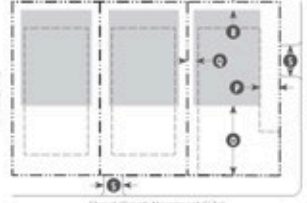
Footprint

Lot Coverage	60% max. ¹
Depth, Ground-Floor Space	30' min. ²
Accessory Structure(s)	36' x 30' max. ¹ In compliance with stormwater management requirements.

Neighborhood Small (N-S) | 40.13.090



Street (Front, Narrowest Side)



Street (Side)

Key
--- ROW Building Site Line
--- Setback Line
--- Building Setback Line

E. Building Placement¹

Setback (Distance from ROW/Building Site Line)

Front (Facade Zone)²

Interior Building Site	12' min.; 15' max.
Corner Building Site	0' min.; 12' max.

Side Street (Facade Zone)

First 1/3 of lot from corner	0' min.; 12' max.
Rest of facade	12' min.; 15' max.

Side

Main Building	7' min.
Accessory Structure(s)	5' min.

Rear

Main Building	15' min.
Accessory Structure(s)	5' min.

Building within Facade Zone

Front	70% min.
Side Street	50% min.

¹ Lots abutting Historic Resources identified in Zoning Map are required to comply with Table 40.14.080.C (Historic Resource Adjacency Standards).
² Buildings on corner lots required to have equal architectural treatment on front and side street facades. Facades on a street or civic space shall be designed in compliance with Section 40.14.080 (Specific to Massing, Facades and Architectural Elements).

F. Parking

Maximum Allowed Spaces

Residential Uses

Studio or 1 Bedroom	1 per unit
2 or More Bedrooms	1.25 per unit

Non-Residential Uses 2.5/1,000 sq'

Setback (Distance from ROW/Building Site Line)

Front	40' min.
Side Street	12' min.
Side	5' min.
Rear	5' min.

Miscellaneous

Driveway Width	10' max. with 2' wide planter
Driveway width along alley	No max.
Driveways may be shared between adjacent parcels.	
Driveways from street shall be at least 50' apart.	

Supplemental standards: Building Types

40.14.070.L

40.14.070.L Main Street



Three-story Main Street building forms a contemporary streetscape with variation.



Three-story Main Street building with occupied attic space.



Two-story Main Street building with tall ground floors.

1. Description
A small-to-large-sized structure, typically attached, but may be detached, intended to provide a vertical mix of uses with ground-floor retail or service uses and upper-floor service or residential uses. This Type makes up the primary component of portions of neighborhood and downtown main streets, therefore being a key component to providing walkability.

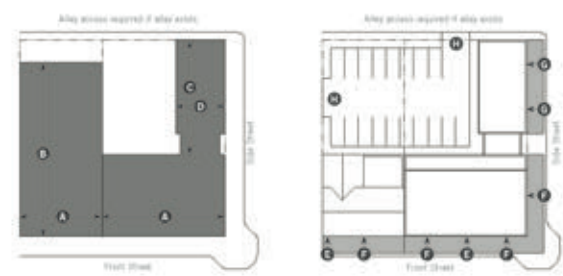
2. Number of Units
Units per Building: Unrestricted*
Main Street Buildings per Building Site: 1 max.
*Number of units restricted by UBC and UFC requirements.

Block Form Building.

Key: Allowed Not Allowed

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40.14.070.L



Key
--- ROW / Building Site Line Building
--- Setback Line

1. Building Size and Massing

Height	MS-M	MS-L
Max. Number of Stories:	4; (5) ¹	5; (7) ¹
Max. Height to Highest Top Plate:	50; (65) ¹	60; (90) ¹

¹Additional height is allowed, see Figure 40.13.070.A (Downtown Code Zoning Map).

Main Body

Size	150' max.	A
	120' max.	B

Secondary Wing(s)¹

Size	100' max.	C
	65' max.	D

¹Required on corner building sites.
Facades on a street or civic space shall be designed in compliance with Section 40.14.080 (Specific to Massing, Facades and Architectural Elements).

4. Allowed Frontage Types

Dooryard ¹	40.14.090.G
Forecourt	40.14.090.H
Shopfront	40.14.090.J
Terrace	40.14.090.K
Gallery	40.14.090.L

¹Only on side streets.

5. Pedestrian Access

A Upper floor units shall be accessed by a common entry along the front street.

B Ground floor units may have individual entries along the front street or side street.

C On corner building sites, units in a secondary wing or accessory structure may enter from the side street.

6. Vehicle Access and Parking
Driveway and parking location shall comply with standards in Subsection F (Parking) of the zone.

7. Common Open Space
Common open space is not required.

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Supplemental standards: Frontage Types

40.14.090.H

40.14.090.H Forecourt

Key
 --- ROW / Building Site Line --- Setback Line

1. Description
 The main facade of the building is at or near the front building site line and a portion is set back, creating a small court, extending the public realm into the building site. The space may be used as an entry court or shared garden space for housing, or as an additional shopping or restaurant seating area within retail and service areas.

2. Size

Width, Clear	15' min.	A
Depth, Clear	15' min.	B
Ratio, Height to Width	2:1 max.	C
Height from Sidewalk	Flush with sidewalk	D

3. Miscellaneous
 May be utilized to group several entries at a common elevation in compliance with the zones' ground floor finish level standards.
 The proportions and orientation of these spaces shall comply with the diagram below for solar orientation and user comfort.

Key
 [A] Allowed [B] Not Allowed

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40.14.090.J

40.14.090.J Shopfront

Key
 --- ROW / Building Site Line --- Setback Line

1. Description
 The main facade of the building is at or near the front building site line with at-grade entrance along the sidewalk. This type is intended for service, retail, or restaurant use. This type includes substantial glazing between the shopfront base and the ground floor ceiling, and may include an awning that overlaps the sidewalk.

2. Size

Distance between Glazing	2' max.	A
Ground Floor Glazing Between top of Shopfront base and Finished Ceiling Height	75% min.	B
Depth of Recessed Entries	5' max.	C
Shopfront base	6" min., 30" max.	D

3. Awning

Depth	5' min.	E
Setback from Curb	2' min.	F
Height, Clear	8' min.	F

4. Miscellaneous
 Residential types of windows are not allowed.
 Rounded and hooped awnings are not allowed unless part of a historically designated building.
 Decorative accordion-style doors/windows or other operable windows that allow the space to open to the street are subject to Director approval.

Key
 [A] Allowed [B] Not Allowed

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Supplemental standards: Massing and façade articulation

40.14.080

Table 40.14.080.B Massing and Façade Articulation Standards

1. All buildings



a. Tripartite
New facades and renovations along a street or civic space shall be designed with tripartite architecture. An expression line, setback or other architectural element shall be used to delineate the base and top.

2. Buildings over 3 stories



a. Change in Color or Material
New facades and renovations along a street or civic space on buildings over 3 stories shall be designed to modulate the apparent size and scale of the building by changing colors and/or materials. This may be applied throughout the building but is required above the third story.




Distinct Base	A Change in Color and/or Material	A
Middle	B Vertical or horizontal articulation as applicable.	B
Top	C Setback required by zone	C


General Note: Photos on this page are illustrative, not regulatory.

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40.14.080


Table 40.14.080.B Massing and Façade Articulation Standards (Continued)

3. Buildings over 75 feet long


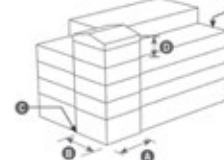


a. Vertical Articulation
New facades and renovations along a street or civic space shall modulate the apparent size and scale of the building by stepping a portion of the facade upward or downward from the predominant building height by at least one story. The stepping may be distributed along the facade for the minimum required amount. This technique offers the opportunity to organize a long building into multiple apparent buildings to avoid the appearance of a block-long building.

4. Corner Elements



a. Corner Elements
Where required on the Zoning Map, new facades and renovations shall include a corner element to give visual importance to the corner and further shape the public realm.

Vertical Stepping	A Width: 25' min.	A
Stepping on buildings 75' to 100' long: 25' min.	B Width: 25' min.	B
Stepping on buildings 100' to 200' long: 50' min.	C Projection Depth: 3' min.	C
Depth: 10' min.	D Top story height: 14' max.	D
Facade without openings: 10' max.	E Setback required by zone	E
Bay Window Element: 8' min. width	F	F
Required when a volume exceeds 75' in length		
Setback required by zone	F	F

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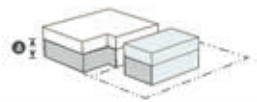
Supplemental standards: Historic Resource Adjacency Standards

40.14.080

Table 40.14.080.C Historic Resource Adjacency Standards

1. All Buildings


a. Ground Floor Ceiling Height



The ground floor ceiling height is required to match the height of the ground floor ceiling of the adjacent historic resource building.

Ground Floor Ceiling Height. **A**

b. Side Setbacks



Minimum 10' side setback is required on the side facing the adjacent historic resource building for a minimum depth of 25' measured from the front setback.

Side Setback: 10' min. **B**

Depth: 25' min. or to align with adjacent front facade of main body. **C**

Resulting facade shall be treated as a front or side street facade.

Key

- Building Site Line
- █ Historic Resource as Identified on Zoning Map

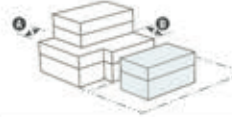
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40.14.080

Table 40.14.080.C Historic Resource Adjacency Standards (Continued)

2. House-Form Buildings

a. Side Setbacks




A front and side setback is required above the 2nd story or above the top story of the adjacent historic resource building if over 2 stories.

Front Setback: 15' min. **A**

Side Setback: 25' min. **B**

b. Side Setbacks



Minimum 10' side setback is required on the side facing the adjacent historic resource building for a minimum depth of 25' measured from the front setback.

Side Setback: 10' min. **C**

Depth: 25' min. or to align with adjacent front facade of main body. **D**

Resulting facade shall be treated as a front or side street facade.

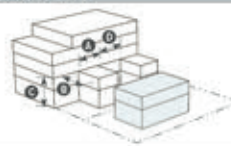
Key

- Building Site Line
- █ Historic Resource as Identified on Zoning Map

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1. Block-Form Buildings

a. Main Body and Wings



Within 35 feet of the adjacent historic resource building's building site, the new building or addition is required to reduce in size through a wing extending from the larger building mass. Additional wings are allowed but must be separated by the distance below.


Wing Width: 20' max. **A**

Wing Depth: 25' min. **B**

Wing Height: 2 stories max. **C**

Distance between wings: 25' min. **D**

b. Side Setbacks



Minimum 10' side setback is required on the side facing the adjacent historic resource building for a minimum depth of 25' measured from the front setback.

Side Setback: 10' min. **C**

Depth: 25' min. or to align with adjacent front facade of main body. **D**

Resulting facade shall be treated as a front or side street facade.

Key

- Building Site Line
- █ Historic Resource as Identified on Zoning Map

Chapter 40 - Downtown Zones

Supplemental standards: Civic Space Types

40.14.100.E

40.14.100.E Passage





N-S	N-M	N-L	MS-M	MS-L
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1. Description
A pedestrian pathway that extends from the public sidewalk into a civic space and/or across the block to another public sidewalk. The pathway is lined by non-residential shopfronts and/or residential ground floors and pedestrian entries.

2. General Character
Formal, urban.
No accessory structure(s).
Primarily hardscape with landscape accents.
Spatially defined by building frontages.
Trees and shrubs in containers and/or planters.

3. Size and Location
15' min. between or through buildings.

4. Typical Uses
Civic activity
Commercial in support of civic activity
Casual seating and/or outdoor dining
Ground floor residential

General Note: Photos on this page are illustrative, not regulatory.

Key Allowed Not Allowed

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40.14.100.G

40.14.100.G Plaza





N-S	N-M	N-L	MS-M	MS-L
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1. Description
A community-wide focal point primarily for civic purposes and commercial activities. Plazas are typically hardscaped with planting as accents. Commercial activities are subordinate to civic activity.

2. General Character
Accessory Structure(s) < 1,500 sqft; fountains, benches
Formal, urban.
Hardscaped and planted areas in formal patterns.
Spatially defined by buildings and tree-lined streets.

3. Size and Location
100 ft. min. in any direction.
Streets required on two of the Plaza's sides. Facades, on building sites attached to or across a street, shall "front" on to the Plaza.

4. Typical Uses
Civic uses
Commercial uses in support of civic uses
Passive recreation

General Note: Photos on this page are illustrative, not regulatory.


Key Allowed Not Allowed

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Supplemental standards: Sign Types

40.14.110.L


40.14.110.L Window Sign



Examples of Window Signs.



Example of a Window Sign.




Example of a Window Sign.

1. Description
A sign consisting of individual letters and designs applied directly on the inside of a window.

General Note: Photos on this page are illustrative, not regulatory.

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40.14.110.L



2. Sign Size

Signable Area per Shopfront Window	25% max.
Width	75% max. of width W
Height	24" max.
Max one sign allowed per business.	

3. Location

Height Above Ground	5' min.
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Window Signs shall be applied directly to the inside of the glass.

4. Miscellaneous

A Window Signs shall have a clear background.
Illumination shall be in compliance with Subsection 40.40.110.F (Illumination).
in N-S, N-M and N-L only within 50' of street corner.

B

C

D

Key

TR Requires Director Approval **TX** Not Allowed

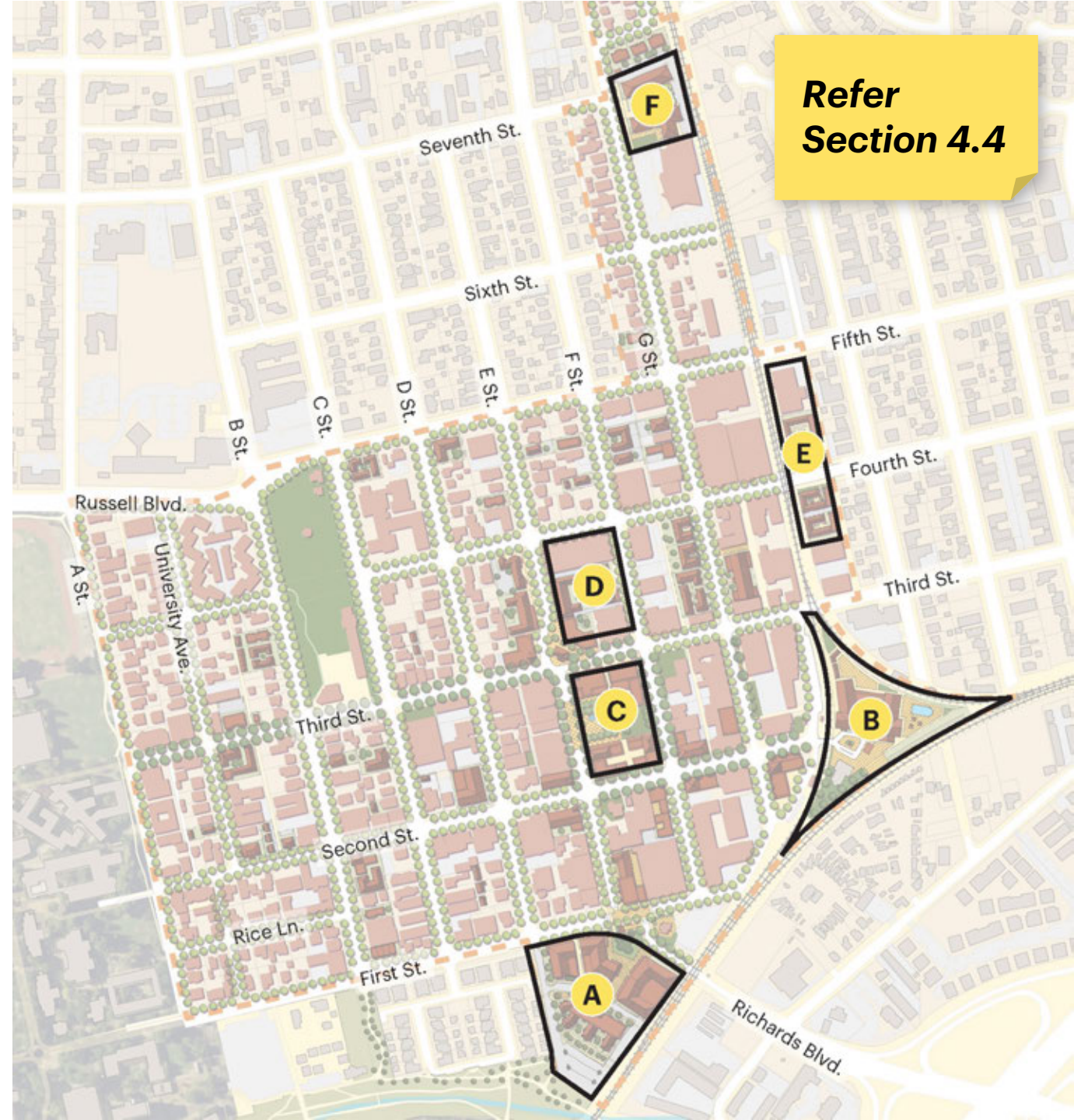
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Special Areas

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

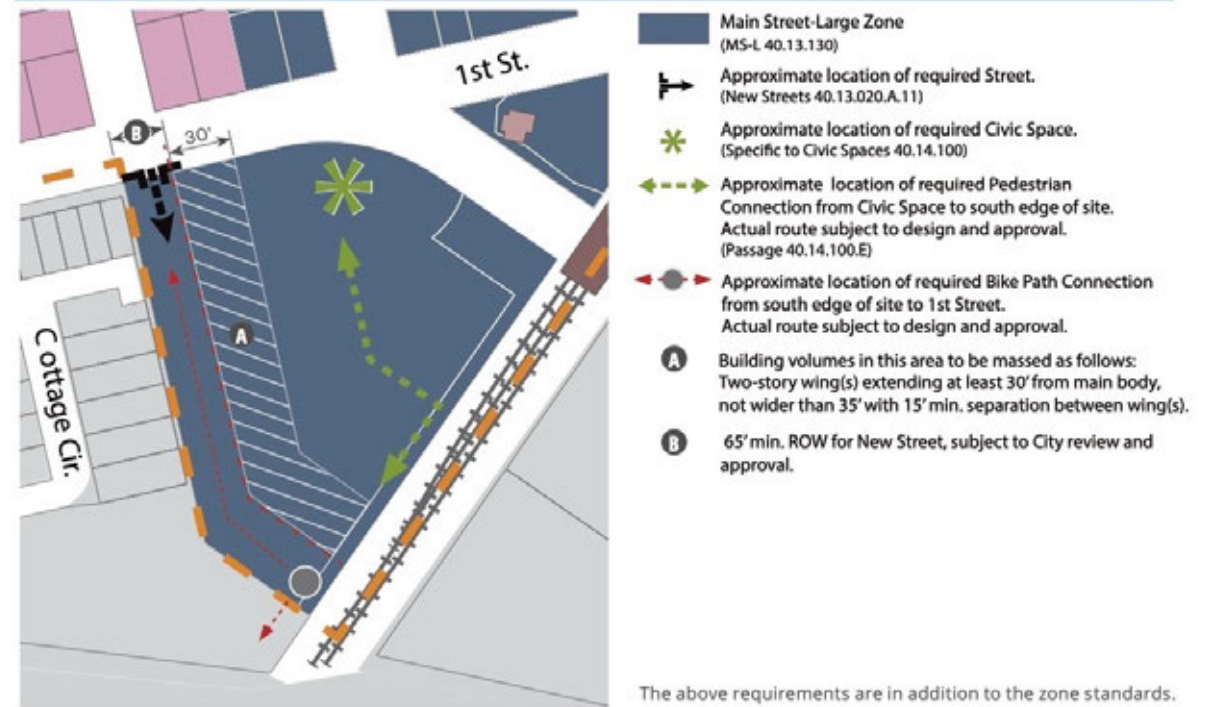


Implementing the vision

Figure 40.13.070.B Davis Square



Figure 40.13.070.C Davis Commons



Thank you!

