

Downtown Davis

Specific Plan

COMMENT CARD

Please share your thoughts, comments, or questions about the Downtown Davis Specific Plan.

- ~~Not read~~ Not much real info about plan process available for review - plan - mostly platitudes to feel good graphics NOT EVEN A SIMPLE PRINTED 8-page executive summary! Really limited opportunity for public input/feedback and reaction - A wasted opportunity
- Court has ruled against Trueside PD. What happens if city loses appeal?
- Is 4 Lincoln Hwy as much a historic resource as 1900s bike paths? If not, why not?



Name

Dan Ray

Email Address

dan.ray@home@gmail.com

Phone Number

530-219-7541

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Please share your thoughts, comments, or questions about the Downtown Davis Specific Plan.

universal design

THANK YOU!



Name

Email Address

Phone Number

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The sustainability features are great!
I would like to see the feasibility of a net-zero energy/
carbon downtown as a model of climate action and climate-resilience

Great vision overall!!

♥ affordable housing

♥ downtown housing

♥ economic equity

I'd love to coordinate as we
develop our Yolo County Local Green New Deal
feel free to reach out.



Name David Abranson

Email Address david@davidabransonryolo.com

Phone Number 530-902-8223

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3-story height ~ is good for downtown to
transition zones to neighborhoods,

What is NOT OK is an exception,
like the brown box at
3rd & Railroad. Legal & Politics should
not trump form. Tractside properties
should be part of ~~3-story~~ 3-story
transition zone.



Name Alan C. Miller

Email Address acm@mssoft.com

Phone Number 530-312-7320

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AMTRAK STATION

- BETTER FOR PUBLIC USE THAN ANOTHER BUILDING!
- NEED MOST PARKING AREA FOR HIGH INTERMODAL - LT RAIL, BUS
- INCORPORATE EAR WASH BLOCK IN CONCEPT
- ASSUME TRACKS TO NORTH WILL STAY
- WHAT IS YR. PLAN FOR FUTURE LT. RAIL!



Name

Allen Lowrey

Email Address

rednoodler@mac.com

Phone Number

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PARKING LOTS

- DON'T FILL UP WITH BUSES w/o PARKING OFFSETS
- INTERIM PLAN IMPROVE PARKING MGMT.
HOW DO YOU KNOW SELF-DRIVING WILL ENTER EXCEED 50%
- SELF-DRIVING CARS ARE ALWAYS ON THE STREET



Name

Allen Lowrey

Email Address

rednoodler@mac.com

Phone Number

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I think it's a very good plan and addresses many of the issues that ~~the~~ downtown Davis faces currently. Bikes & pedestrians to have a much higher priority in the downtown core than they currently have. The density of the downtown core also needs to be increased with at least 2-story structures that have store fronts ~~down~~ on the street level and apartments or offices up above. This kind of building should meet sustainability goals ~~by~~ decreasing commutes within the city & increasing the housing stock.



Name Daniel Feinberg
Email Address dfeinberg@ucdavis.edu
Phone Number (805) 698-6839

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Love downtown, keep it low. No five-story buildings.



Name _____
Email Address _____
Phone Number _____

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PHASE IN PARKING - NOT ALL CAN WALK OR BIKE
REMOVAL SENIORS WON'T COME DOWNTOWN
IF PARKING NOT EASY * IF
THERE AREN'T STOPS
RESTAURANTS FOR ALL AGES



Name _____

Email Address _____

Phone Number _____

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• Why does the Downtown Plan include recommendations for
Old East and Old North areas?



Name Steve Mikessell

Email Address stephenmikessell@outlook.com

Phone Number 916 607-3723

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EXPAND THE IDEA OF DOWNTOWN.

INCORPORATE NEW RESIDENTIAL AREAS =

- OLIVE DRIVE 1000 PEOPLE

- NESH STRIP ~1000 PEOPLE

- UCD SOLANO PARK ~500 PEOPLE

ALL OF THESE PEOPLE NEED A DOWNTOWN +
DOWNTOWN NEEDS THEM.

SEE SHUTTLE PLAN



Name

ALLEN LOWRY

Email Address

rednoodler@mac.com

Phone Number

530-304-7890

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I think the DDSP is great! It

addresses the issue of developers

proposing plans that are at cross-

purposes with Davis values, and

hopefully encourages the kind of dev't we want!



Name

Maureen Driscoll

Email Address

MARKPUN@MINDSPRING.COM

Phone Number

24615
↑ we need to train so when not do it

DAVIS CALIFORNIA DOWNTOWN SHUTTLE PROPOSAL
July 1, 2019

This is an argument for a shuttle to connect the Davis commercial district to adjacent residential districts and UC Davis.

The current planning effort for the Davis Core Area envisions an active multi-dimensional downtown area with more retail, more housing and more activity. The core area is expected to have an enhanced focal point in the E Street Plaza, midway between Central Park and the AMTRAK station. Opticos, the City's planning consultant, has made a strong case for new parking, pedestrian and commercial improvements and for a form-based code structure that offers more flexibility to the City in implementing its goals. Their early analysis of the feasibility of substantial new downtown housing was not promising. In fact, they saw little financial opportunity for new housing apart from outside mandates such as Senate Bill 50, or other unknown inducements.

Fortunately, Downtown Davis will soon have abundant new residents, provided that the City reaches out to them. People in new projects such as Lincoln 40, the Nishi project and the University's Solano Park project, along with existing Olive Drive residents, and UCD staff, will be more than willing to visit downtown Davis, given reasonable access.

DEMAND: All of these areas, comprising almost 5000 adult residents, are separated from the downtown by railroad tracks or the lack of quick access, despite their close proximity. In addition, two noteworthy hotels: the Hyatt Place at UC Davis and the new 132-room conference hotel on Richards have no quick access to downtown. As most of these hotel guests arrive by car, they are just as likely to drive to Sacramento or the Bay Area for outings as to downtown Davis once they are in the car. Olive Drive residents have poor access through the tunnel, and the Lincoln 40 project has parking for only 34% of its residents. All Lincoln 40 residents are to be students, yet reasonable access to campus is not provided.

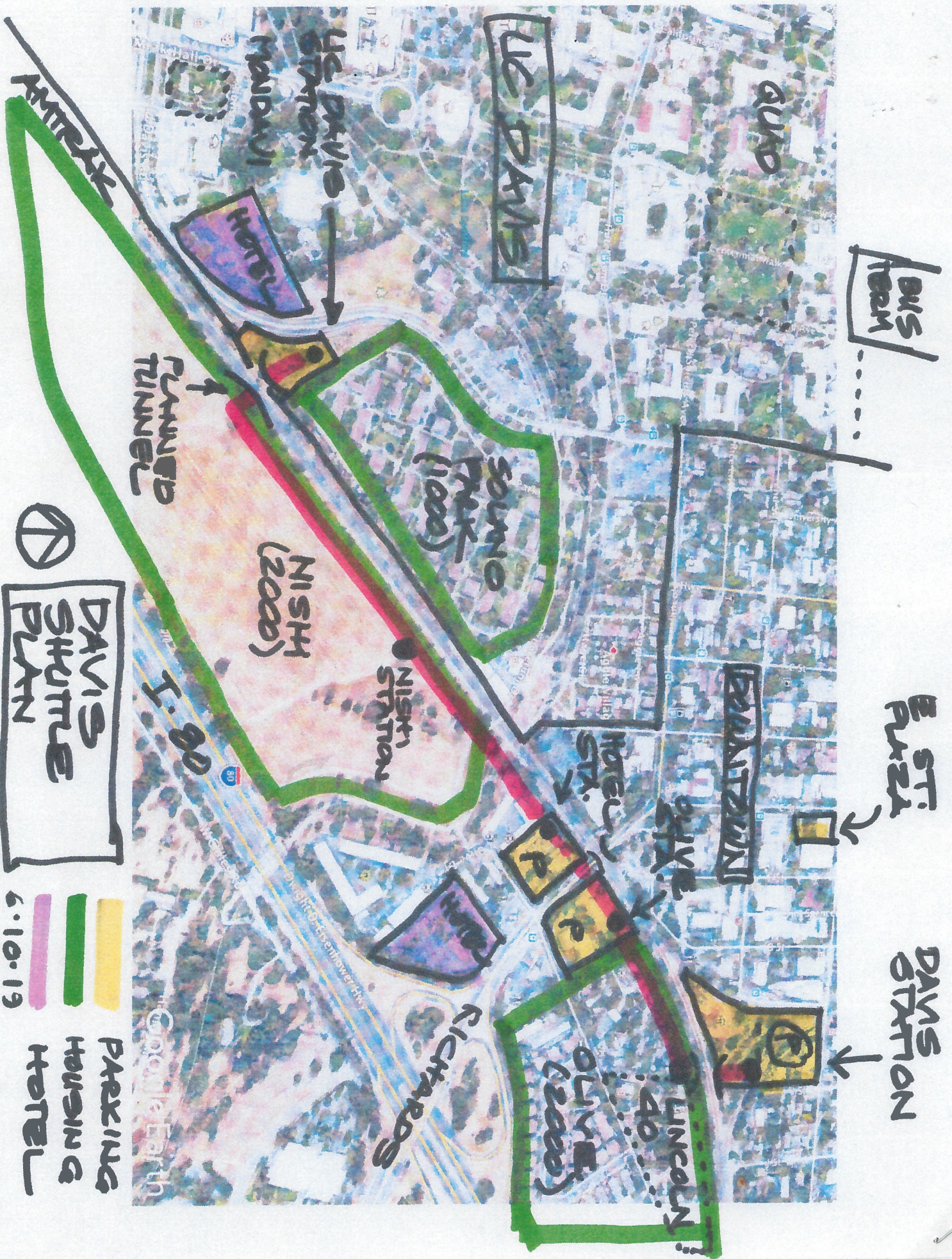
ROUTE: I propose an automated shuttle to connect all of these areas to downtown Davis by means of a new route, employing a vehicle similar to what one sees at many airports, on a dedicated path. Such a system could connect the Mondavi Center at UCD to the AMTRAK station without crossing any existing roadways and passing mostly over land that is City-owned, University-controlled, or land where public influence can be brought to bear to obtain easements. The attached sketch shows the basic route envisioned. At the west end, the connection to Campus is through a widened undercrossing already to be provided by the Nishi developer. The line would be single-track except for three stations.

VEHICLES: A minimum of six vehicles would be required to provide an end-to-end service on a 20- or 30- minute schedule. Vehicles could be rubber-tired running on a paved surface but never interacting with traffic. Vehicles could be electric, automated with the latest proven technology and perhaps supervised by Unitrans. Security cameras, network interaction, and easy access by emergency vehicles would provide an experience of safety.

SERVICE: A terminal at the UCD Hyatt hotel or even the Mondavi Center and a terminal at the Amtrak station, the major intermodal focus for Yolo County, define the overall route. Intermediate stops could include Nishi housing, a stop for the new Richards hotel, a stop at city-owned land just east of Richards, and a stop for Lincoln 40 at Hickory Drive. Parking exists or can be made available at every stop, and this will intercept some cars from driving downtown and reduce parking demand there.

FUNDING: Owing to the widespread benefits of this project, and the direct connection to AMTRAK, public funding might be obtained from the federal government [people mover?], the State [SB 1] the University and the City.

This expands the idea of what the downtown is, in a healthy way. Let's explore the idea!



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