Downtown Davis
Specific Plan

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

[Handwritten text]
- Not much need until about 2017. Future incentive required
- Graphics not even a simple printed
- 8-page executive summary. Really limited opportunity for public understanding and action. A wasted opportunity
- Court has ruled against Tracks. What happens if city loses appeal?
- Isn't Lincoln Ave. as much a historic resource as 1960s bike paths? If not, why not?

Name: Dan Ray
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Phone Number: 530-207-2541

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[Handwritten text]
- Universal Design
- THANK YOU!

Name: 
Email Address: 
Phone Number: 

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[Handwritten text]
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!!

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

Name: David Abramson
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3-story height is good for downtown to transition into zones to neighborhoods.

What is NOT OK is an exception. Like the known box at 3rd & Railroad. Local & Politics should not trump form. No side property should be part of 3-story transition zone.

Name: Aaron C. Miller
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Phone Number: 530-312-7320
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Please share your thoughts, comments, or questions about the Downtown Davis Specific Plan.

Name  Allen Lowry
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Phone Number

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I think it's a very good plan and addresses many of the issues that downtown Davis faces currently. Bike & pedestrian 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 on the street level and apartments or offices up above. This kind of building should meet sustainability goals & by decreasing commutes within the city & increase the housing stock.

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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**

**There aren't shops**

**Restaurants for all ages**

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

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Name: [Handwritten name]  
Email Address: [Handwritten email]  
Phone Number: [Handwritten phone number]
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EXPAND THE IDEA OF DOWNTOWN
INCORPORATE NEW RESIDENTIAL AREAS
- OLIVE DRIVE 1,OOO PEOPLE
- UCD Strep ~1,000 PEOPLE
- UCD SLOANE PARK ~500 PEOPLE

ALL OF THESE PEOPLE NEED A DOWNTOWN +
DOWNTOWN NEEDS THEM

Name ____________________________ Email Address ____________________________
Phone Number ____________________________

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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 development we want.

Name ____________________________ Email Address ____________________________
Phone Number ____________________________

Name ____________________________ Email Address ____________________________
Phone Number ____________________________
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 [SB2?] the University and the City.

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