

Davis General Plan Update Existing Conditions Summary Report

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Existing Conditions Summary Report

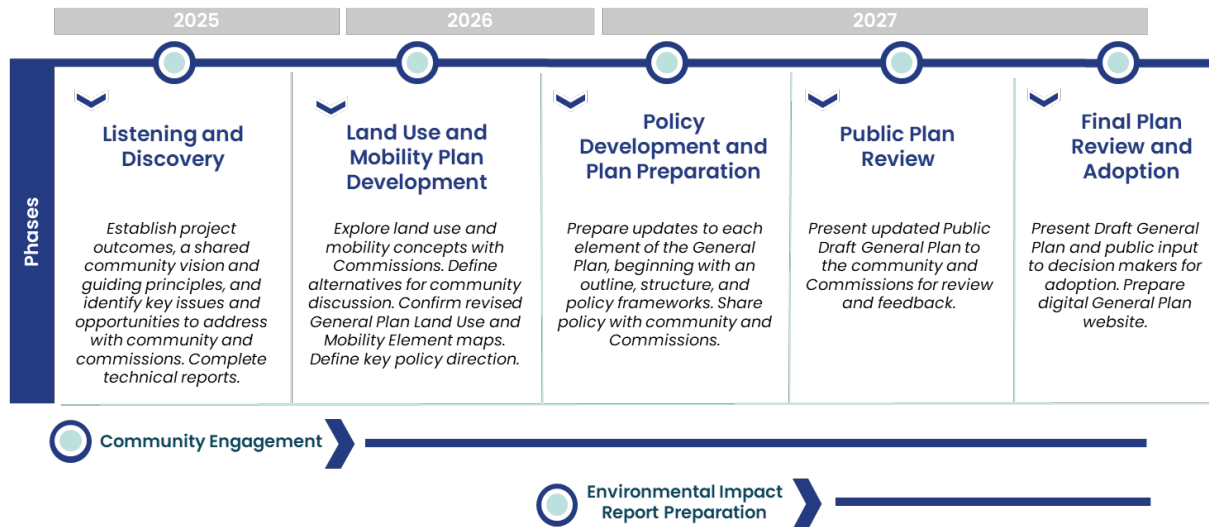
Disclaimer: The data provided in this report represents the latest full-year figures available at the time of preparation of this document.

INTRODUCTION

The General Plan guides how Davis will meet current and future housing and job needs, address anticipated challenges and continue to provide high-quality services to the community. California law requires that each city in the State develop and adopt a General Plan. Everything, from parks to housing to roads, is a direct result of thoughtful planning efforts that stem from the General Plan. The General Plan serves as the City’s roadmap for land use and development decisions and is a key tool for influencing and improving the quality of life for residents and businesses over the next few decades. The General Plan Update (GPU) has two main components: to create an updated plan to guide future development decisions in Davis for the next 25 years and to create the process to get there.

This report summarizes key findings from nine separate, detailed technical studies completed during the initial “Listening and Discovery” phase (see Figure 1) and that will serve as the basis for the GPU. The document provides context about the GPU, the Plan’s vision statement and outcomes and a summary of existing conditions findings to support the Davis community through the GPU process.

Figure 1. Davis General Plan Update Process



Location

Located in Yolo County in the Sacramento Valley, Interstate 80 (I-80) runs west to east through the city, linking Davis to Sacramento and the San Francisco Bay Area. State Route 113 (SR-113) runs in a north-south direction, providing connections to Woodland and other Yolo County towns. The Davis Amtrak Station connects residents to Sacramento and the Bay Area, providing a fixed-route transit option. The Davis City Limits cover about ten square miles (Figure 2). The City’s Sphere of Influence (SOI) covers approximately 7.4 square miles.

Existing Conditions Summary Report

Figure 2. City Limits



- | | | |
|---------------------|--|----------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station |
| Sphere of Influence | Greenbelts | City Hall |
| UC Davis Campus | Parks | Highways |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads |
| | Lakes | Local Roads |
| | | Rail Lines |
| | | Bike Loop |
| | | Rivers/Creeks |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

Existing Conditions Reports

This report synthesizes key findings and conclusions across nine detailed Existing Conditions Reports for the community to establish a shared understanding of the baseline conditions in Davis. This report provides context for critical issues and opportunities for positive change that will be referenced throughout the GPU process. The separate technical reports cover the following topics:

- Air Quality
- Community Health, Environmental Justice and Equity
- Economic, Demographic and Fiscal
- Land Use, Parks, Public Facilities and Community Design
- Mobility
- Natural Resources and Conservation
- Noise and Vibration
- Parks and Public Facilities
- Safety and Climate Change

To review any of the detailed Existing Conditions Reports, visit the project website [here](#).

Structure of This Report

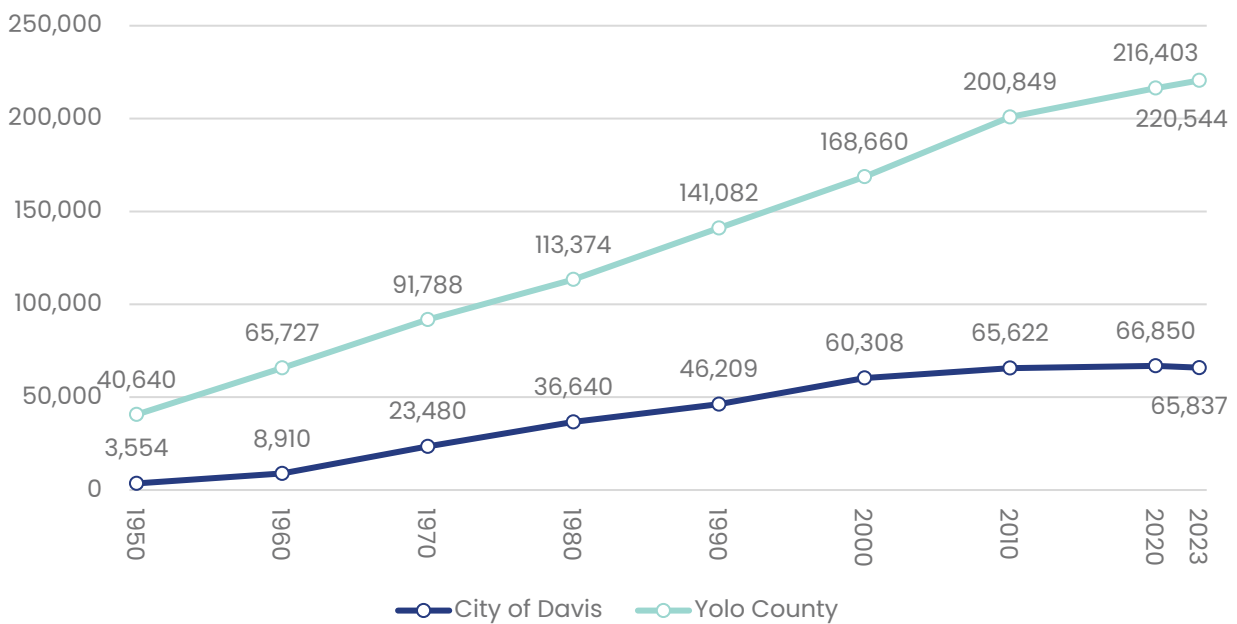
The key findings in this report are organized into the following eight sections, which focus on various aspects of the baseline conditions in Davis.

- Who We Are
- Our Housing Needs
- Our Built Environment
- Our Businesses
- How we Move
- Our Environment
- Climate and Safety
- Our City's Budget

WHO WE ARE

Davis is the most populous city in Yolo County, with an estimated 2023 population of 65,800 residents and 25,500 households. Davis has experienced significant population growth (approximately 45 percent over the past 30 years) outpacing the State but behind the county overall (Figure 3). Since the adoption of the previous Davis General Plan in 2000, population growth in the city has slowed, with just nine percent growth in Davis compared to 31 percent growth in Yolo County. This is consistent with a slowing of housing production in the city.

Figure 3. City of Davis and Yolo County Population, 1950–2023



Sources : US Census Bureau; BAE, 2025.

Davis has a significantly younger population on average than the county or state, driven by its large student presence, but is also experiencing notable changes. The share of residents under 18 has declined by 20 percent since 2010, impacting school enrollment, while the senior population has grown by nearly 60 percent, signaling rising demand for housing and services geared towards seniors and shifting retail needs.



The population in Davis has become more racially and ethnically diverse since 2010, with a declining share of non-Hispanic White residents and growing non-Hispanic Asian and Hispanic/Latino populations. Yolo County and California have followed similar demographic trends since 2010, with larger increases in non-Hispanic Asian residents and smaller increases in Hispanic/Latino residents. These demographic shifts point

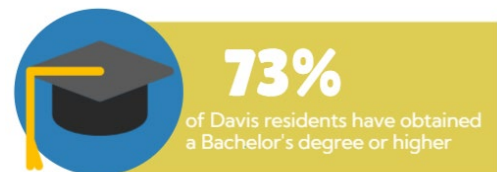
to a diverse and vibrant community and increasing demand for multicultural goods and services.

The UC Davis campus has an affiliate population of approximately 47,900 people, including 36,500 students and 11,500 employees as of the 2023/24 academic year. The overall campus population has grown by 3,100 people (seven percent) since the 2015/16 academic year, driven by increased undergraduate enrollment. Over time; however, fewer UC Davis students and employees are living within the City of Davis. Since the 2015/16 academic year, the number of UC Davis affiliates living off campus in the City of Davis has decreased by approximately 5,300 people. This means that the University's affiliate population growth has not been driving City of Davis population growth in recent years.

Half of UC Davis' core campus population lives off campus within the City of Davis, including most graduate students and faculty. In total, about 22,800 students and University employees live in the city, accounting for over one-third of its population and contributing significantly to local housing demand and economic activity.

Davis residents have significantly higher educational attainment levels than those in the county or State.

Nearly three-quarters of residents over 25 hold a bachelor's degree or higher, compared to less than half of those in Yolo County and just over one-third statewide. The highly educated workforce in Davis is a strong asset for attracting specialized employers and also supports relatively high family household income levels.



Priority Communities

Demographic, socioeconomic and housing factors can have a considerable influence on a person's health and overall quality of life. Groups such as youth, older adults, unhoused residents and low-income residents are more likely to be exposed to acute and long-term environmental hazards, and experience more severe health consequences as a result.

The recommended disadvantaged communities (DACs) in Davis are areas that face cumulative environmental justice burdens. These areas necessitate, per State law, the prioritization of improvements and programs through General Plan goals, policies and implementation activities. Figure 4 highlights the areas identified through the SB 1000 screening process.

Pesticide exposure represents one of the most prevalent pollutant exposures in Davis.

Pesticide exposure becomes an issue primarily for neighborhoods at the periphery of the city and adjacent to farmland.

Davis also faces threats to surface and groundwater, from storm runoff and other pollutants impacting surface water to hazardous waste sites impacting groundwater. In total, twelve cleanup program sites, one Leaking Underground Storage Tank (LUST), two US EPA Superfund Sites, twelve hazardous waste facilities and 52 California Integrated Water

Quality Systems (CIWQS) regulated facilities were identified as *potential* pollution sources in Davis. Impaired waterbodies in the City of Davis include Willow Slough Bypass and Putah Creek (Mercury).

The former Frontier Fertilizer site is identified as a pollution source in Davis. The site was developed in the 1950s to support agricultural operations and became contaminated in the 1970s and 1980s from pesticide and fumigant storage and mixing. It was listed on the EPA's National Priorities List in 1994. Cleanup efforts have included groundwater extraction and treatment since 1993, and an in-situ heating remedy completed in 2015. The site continues to be monitored by the California Department of Toxic Substances Control.

CalEnviroScreen 4.0 data identifies traffic impacts, ozone and particulate matter 2.5 (PM 2.5) as significant exposures for some neighborhoods. Air quality issues can exacerbate health conditions like asthma, cardiovascular disease and other chronic conditions.

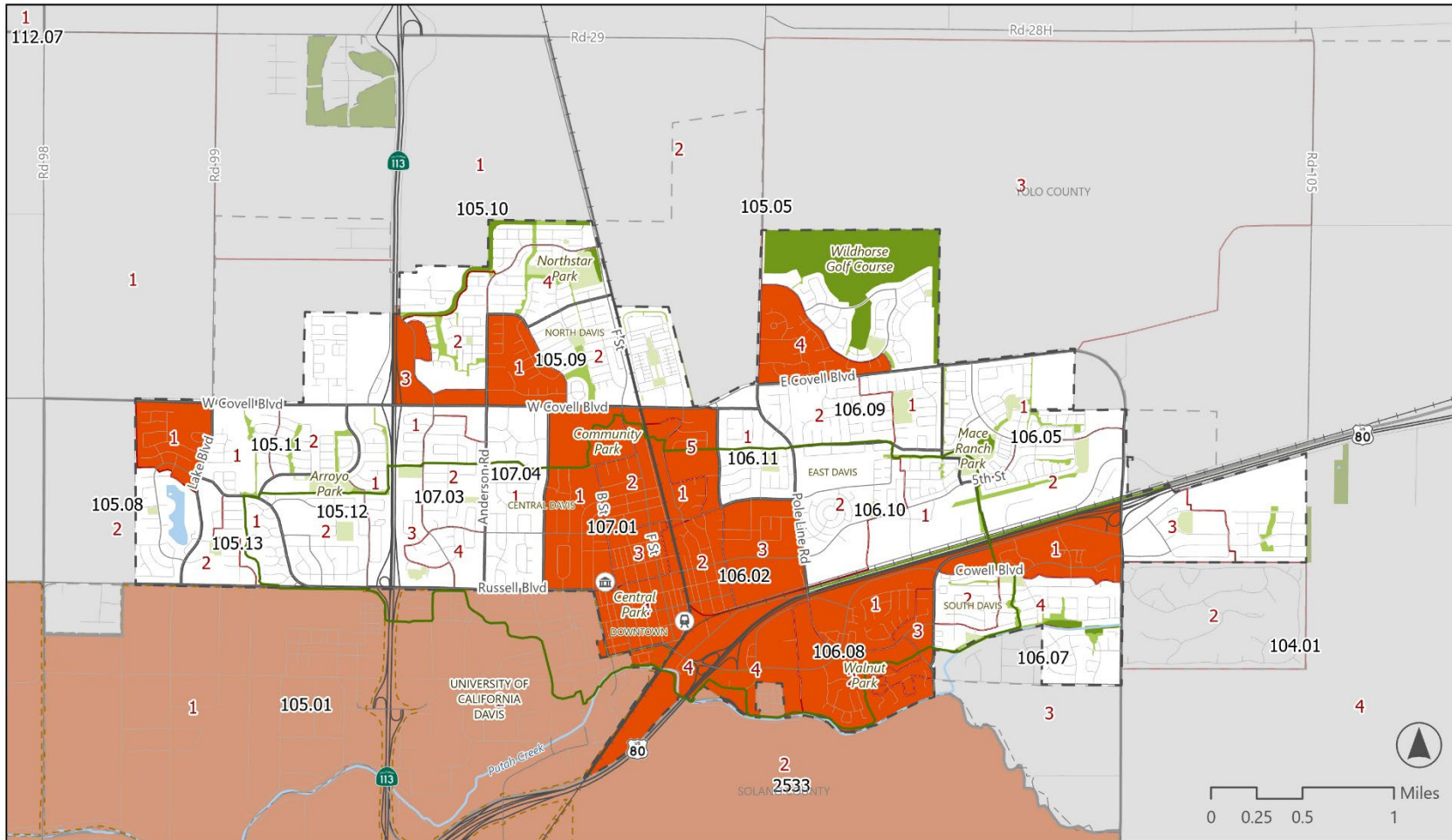
Unique and compounding factors. Disadvantaged populations faced overlapping environmental burdens, health stressors and socioeconomic conditions that combine to disproportionately affect the identified disadvantaged communities. This includes overcrowding, the unhoused population and renters, among others in Davis.

KEY OPPORTUNITIES

Strong educational institutions, public health partnerships, community engagement and civic capacity in Davis present key opportunities to support planning for priority communities. UC Davis is a nationally recognized research university with robust public health, agriculture and environmental programs that can inform and support local planning. Yolo County Health and Human Services Agency, along with nonprofit and university partners, provide health, housing and social support services that can be scaled or prioritized for disadvantaged populations. Finally, Davis residents have a history of civic participation, sustainability leadership and environmental advocacy that can drive equitable policy implementation.

Existing Conditions Summary Report

Figure 4. Recommended Disadvantaged Communities



- | | | | | |
|---------------------|--|----------------|---------------------|---|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Census Tracts | Low Income Areas with Pollution Burdens Outside the City Limits |
| Sphere of Influence | Parks | City Hall | Census Block Groups | Low Income Areas with Pollution Burdens |
| UC Davis Campus | Greenbelts | Rail Lines | | |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Bike Loop | | |
| | Lakes | Rivers/Creeks | | |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), U.S. Census (2020), ACS (2023), OEHHA (2025).

OUR BUILT ENVIRONMENT

The City of Davis's built environment consists of residential neighborhoods, commercial activity centers (e.g., Downtown Core) and corridors (e.g., Interstate 80), centers of civic activity (e.g., City Hall), schools, hospitals, parks and greenbelts. Davis' built environment is regulated by the existing Davis General Plan land use designations and the City's Zoning Ordinance. Other planning documents and policies provide topic- or area-specific guidance for the development of Davis's built fabric:

- The 6th Cycle Housing Element establishes policies and goals related to housing,
- The Downtown Davis Specific Plan provides policies for the Downtown area, and
- Measure J/R/D establishes a voter approval requirement for the conversion of open space and agricultural land to an urban use.

Existing and Planned Development

Davis is 99 percent built out with only a handful of vacant sites within City limits (Figure 5).

The State requires cities to plan for an increased amount of housing units to address the current statewide housing shortage. Given the limited amount of vacant land within the city limits, the GPU may need to consider annexation of land outside the city limits to accommodate future housing needs and meet State requirements.

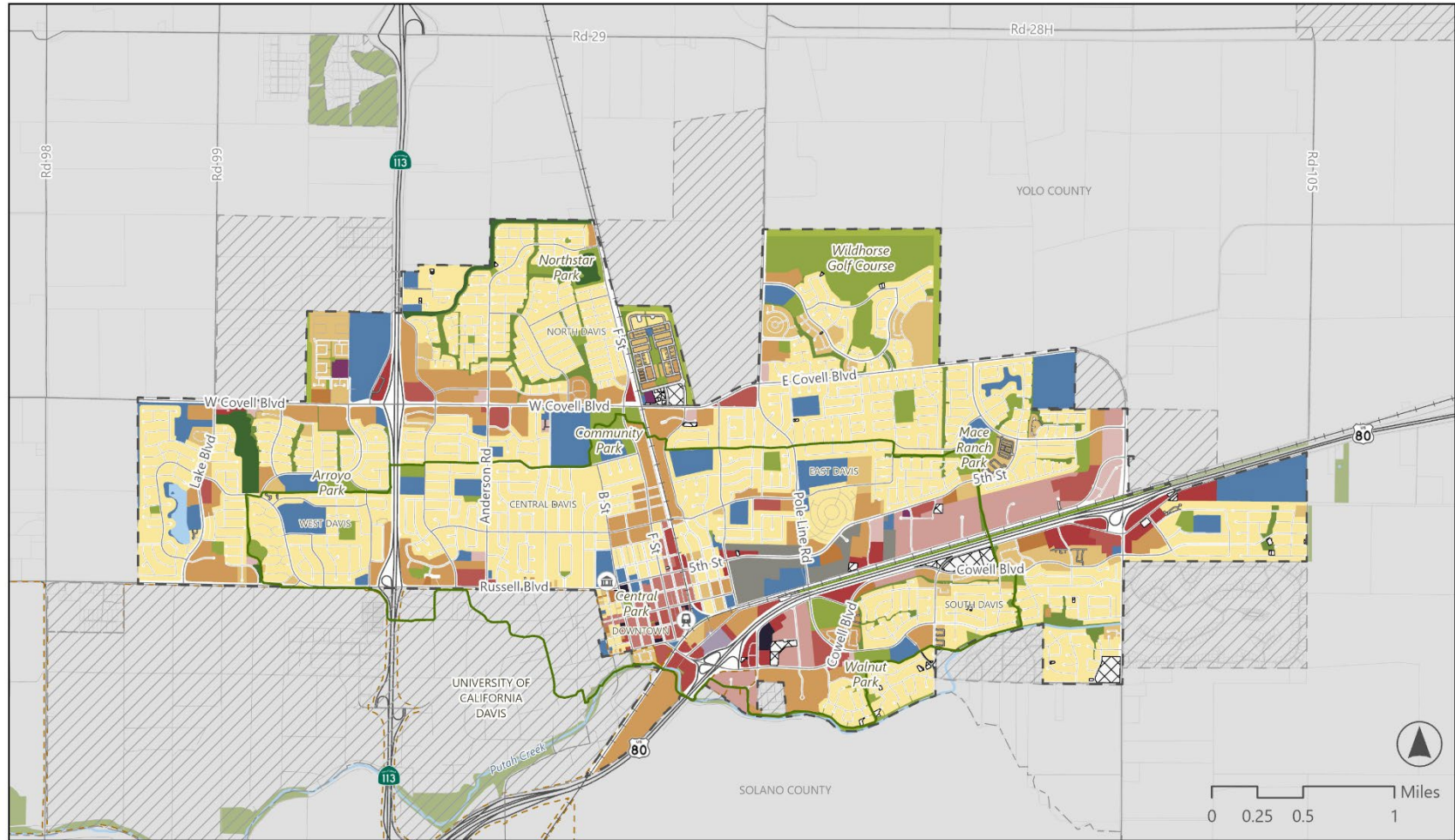
Low-density residential neighborhoods consisting of single-family homes cover most of Davis's land area, which may present an opportunity for slower, incremental change. The GPU may consider policies to encourage incremental growth within these neighborhoods, using State regulations for lot splits and Accessory Dwelling Units.

Planned development projects include a mix of project types (Figure 6). These include multi-family and mixed-use projects concentrated mostly in Downtown and South Davis, large subdivisions located in the northern portion of the city and commercial development within existing commercial areas. Approved planned developments will add about 1,600 new housing units and about 234,000 square feet of non-residential space, including mostly retail and a hotel in Downtown Davis. Developments under review have the potential to add about 3,900 new units and 13,000 square feet of non-residential space.

Davis has more employed residents than available jobs, leading to significant commuting outside of Davis (see *How We Move* section of this report for further details about travel patterns). This is reflected in the limited amount of land zoned as commercial, industrial and/or mixed-use in the city. Given the existing jobs/housing imbalance and future housing need, the GPU's land use policies may consider encouraging new commercial development within or outside the city limits.

Existing Conditions Summary Report

Figure 5. Existing Land Use

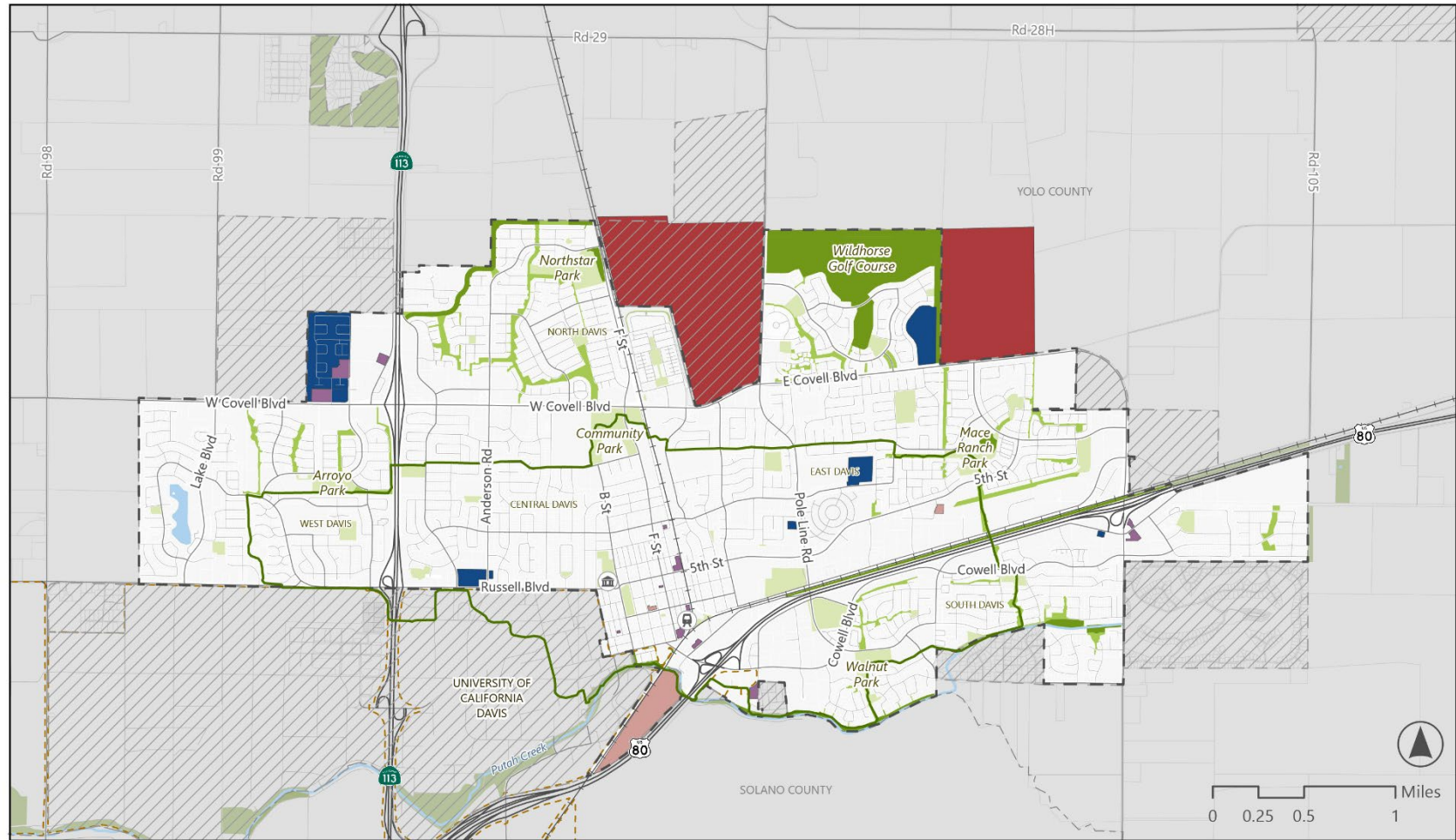


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|---------------------|--|----------------|---------------------|----------------------------|--------------------------------------|---------------------------------|--------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | General Commercial | Mixed Use | Community Greenbelt | Residential High Density | Vacant |
| Sphere of Influence | Greenbelts | City Hall | Commercial Service | Neighborhood Mixed-Use | Neighborhood Greenbelt | Residential Medium High Density | Right-of-Way |
| UC Davis Campus | Parks | Highways | Retail | East Olive Drive Multi-Use | Park | Residential Medium Density | |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads | Retail with Offices | Public/Semi-Public | Urban Agricultural Transitional Area | Residential Low Density | |
| | Lakes | Local Roads | Business Park | Natural Habitat Area | | | |
| | | Rail Lines | Office | | | | |
| | | Bike Loop | Industrial | | | | |
| | | Rivers/Creeks | | | | | |

Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), Raimi+Associates (2025).



Figure 6. Planned Development Projects



- | | | | |
|---------------------|--|----------------|---|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Under Construction |
| Sphere of Influence | Greenbelts | City Hall | Pending Construction |
| UC Davis Campus | Parks | Highways | Planning Review |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads | Planning Review (Subject to Voter approval) |
| | Lakes | Local Roads | |
| | | Rail Lines | |
| | | Bike Loop | |
| | | Rivers/Creeks | |

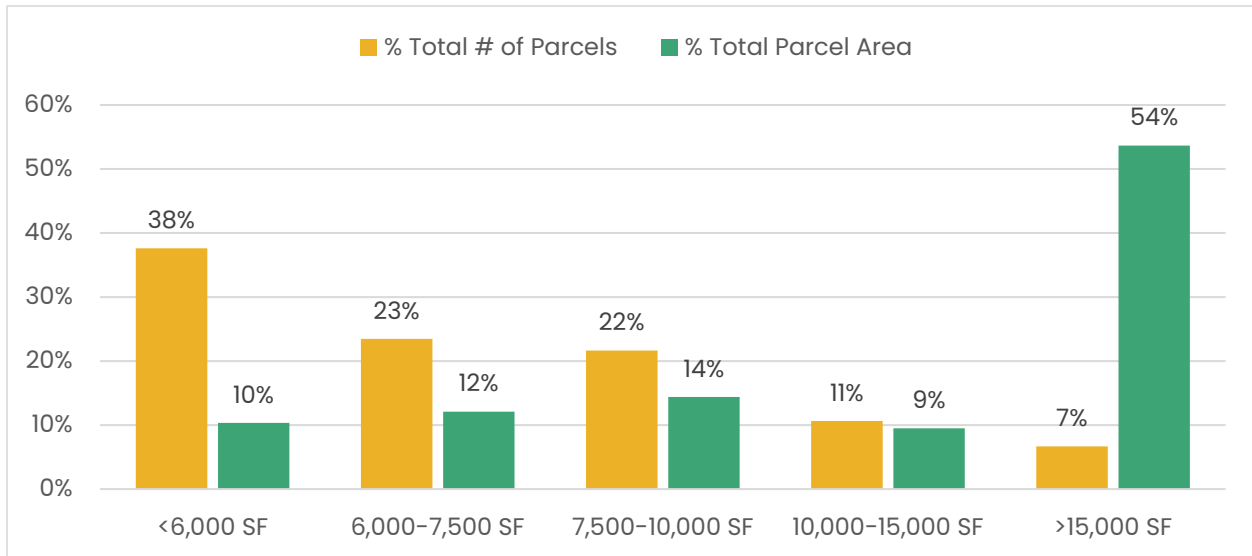


Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

Development Opportunities and Constraints

About two thirds of the total land area in Davis consists of large parcels, which may present opportunities for redevelopment (Figure 7). Development on large parcels is more economically viable than on small parcels. Some of the large parcels in Davis may be potential development or redevelopment sites, particularly if they have existing low intensity uses on them, such as parking lots or underutilized commercial structures, or if they are owned by the City.

Figure 7 Percentage of Total Number of Parcels and Total Parcel Area by Parcel Size



There are several constraints that may limit development outside the city limits. These include the voter approval requirement of Measure J/R/D, flood hazard zones (see *Climate & Safety* section of this report for further details about flooding in Davis), open space and agricultural easements (see *Our Environment* section of this report for further details about open space and agricultural easements in and around Davis), stormwater regulations (see *Our Environment* section of this report for further details about stormwater management in Davis) and Davis’s location at the border between two Counties, which further limits development that can occur south of the city. The GPU should take these constraints into consideration.

Neighborhood Amenity Mix

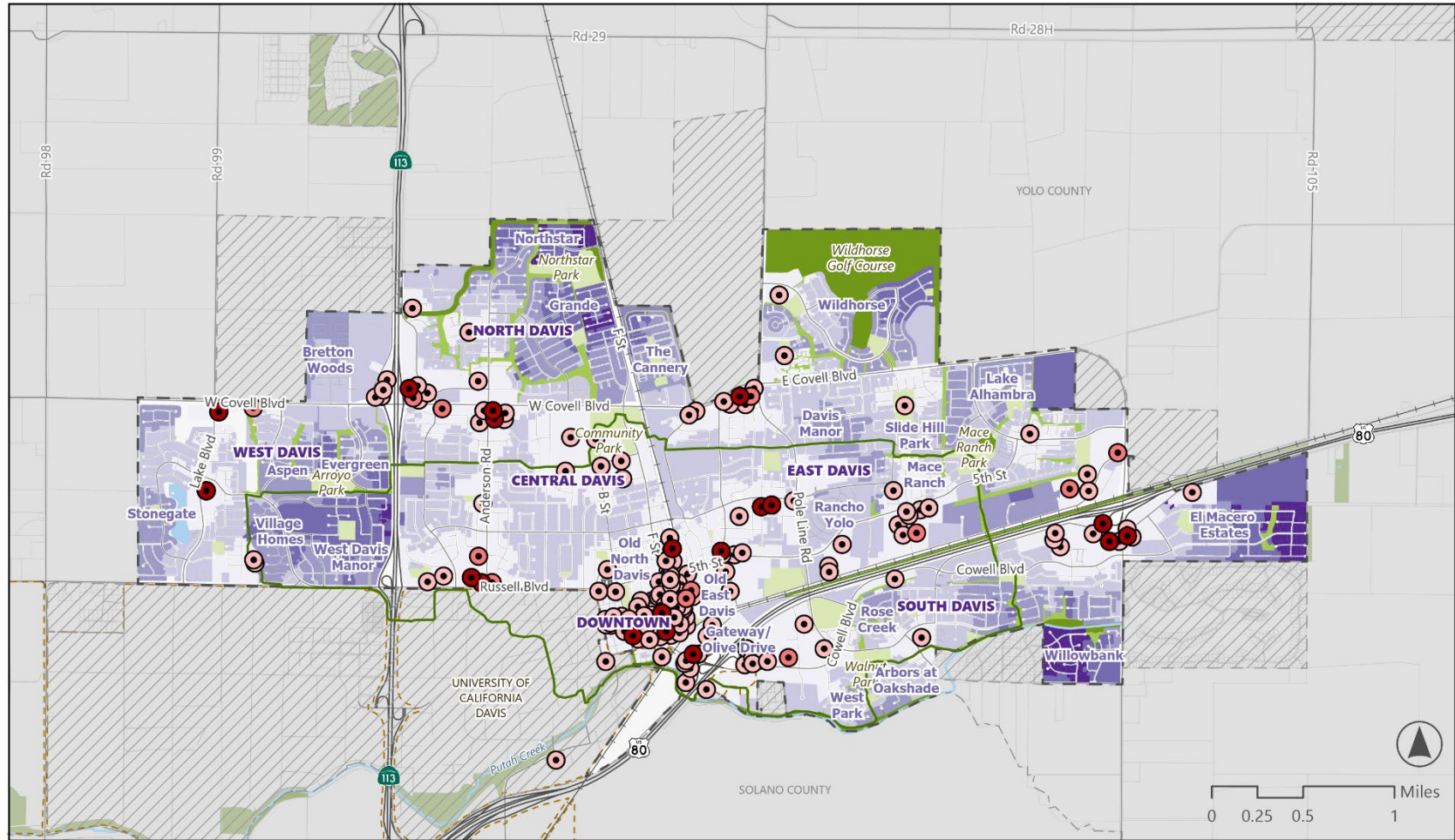
Davis's neighborhoods are well-served by retail, service and civic amenities at a comfortable walking distance (Figures 8 and 9). The GPU may consider policies to encourage development that will help close amenity gaps to better serve Davis' neighborhoods.

Davis has a significant existing network of parks, green belts and publicly accessible open space and plazas that serve the community (Figure 10). Parks are well maintained and distributed between neighborhoods and residents are within walking distance of parks. However, the City currently falls short of its parkland standards, and several census tracts are located further than a half mile of a park. Given future population growth, the General Plan's land use policies may consider adding new parkland within or outside city limits to achieve these service standards. However, the 2025 Parks and Community Services Needs Assessment identified strong community support for prioritizing maintenance and improvement of existing facilities over initiating new projects.

Davis provides a range of recreational facilities and programming, with increasing demand and usage. This is supplemented through joint use agreements with DJUSD and other organizations. The Needs Assessment indicated that over the next 10 years, over \$14.7 million is needed for necessary maintenance and updates across the twenty parks and recreational facilities analyzed including at least \$2 million in investments in all City-owned pools. Creative funding and land use strategies will be required to achieve these land and financing needs.

Existing Conditions Summary Report

Figure 8. Walk Access to Retail and Services



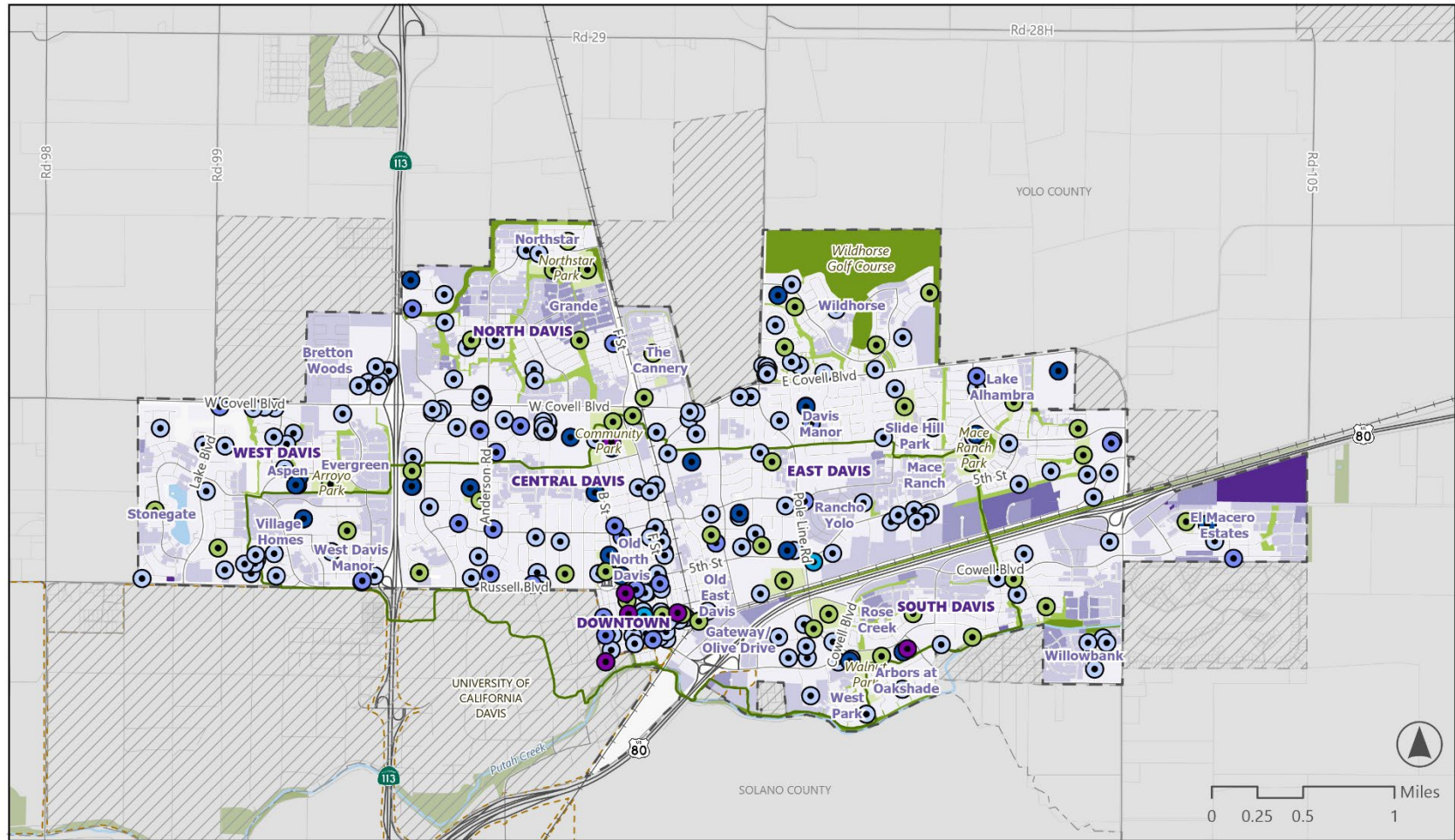
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|---------------------|--|----------------|------------------------------------|----------------------------|-------------------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Walk Access to Retail and Services | Supermarkets | Convenience Stores |
| Sphere of Influence | Greenbelts | City Hall | | | |
| UC Davis Campus | Parks | Highways | 5 - 10 mins | Convenience Stores | Laundry and Drycleaning |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads | 10 - 15 mins | Hardware Stores | Gyms |
| | Lakes | Local Roads | 15 - 20 mins | Pharmacies and Drug Stores | Restaurants |
| | | Rail Lines | >20 mins | Theaters | |
| | | Bike Loop | | | |
| | | Rivers/Creeks | | | |

Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), Urban Footprint (2025).



Existing Conditions Summary Report

Figure 9. Walk Access to Civic and Community Facilities



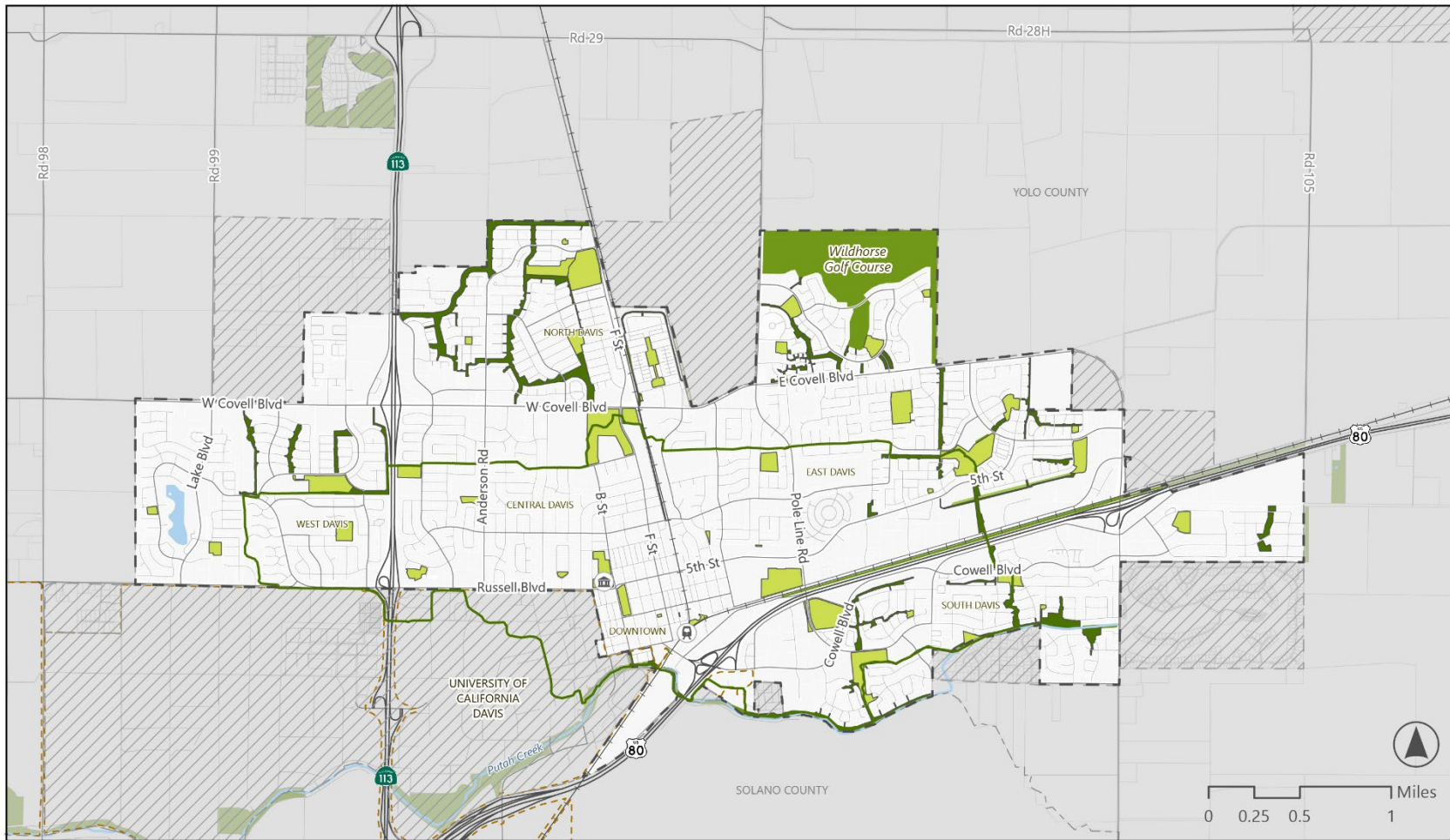
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|---------------------|--|----------------|---|--------------------------------|-------------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Walk Access to Civic and Community Facilities | Civic and Community Facilities | Places of Worship |
| Sphere of Influence | Greenbelts | City Hall | | Public Parks | Post Office |
| UC Davis Campus | Parks | Highways | <5 mins | Schools | Child Care |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads | 5 - 10 mins | Libraries | Adult Care |
| | Lakes | Local Roads | 10 - 15 mins | Museums | Medical Office |
| | | Rail Lines | 15 - 20 mins | | Dental Office |
| | | Bike Loop | >20 mins | | |
| | | Rivers/Creeks | | | |

Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), Urban Footprint (2025).



Existing Conditions Summary Report

Figure 10. Parks and Greenbelts



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|---------------------|--|----------------|------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Parks |
| Sphere of Influence | Publicly Accessible Open Space Outside the City Limits | City Hall | Greenbelts |
| UC Davis Campus | Lakes | Highways | |
| County Boundary | | Major Roads | |
| | | Local Roads | |
| | | Rail Lines | |
| | | Bike Loop | |
| | | Rivers/Creeks | |



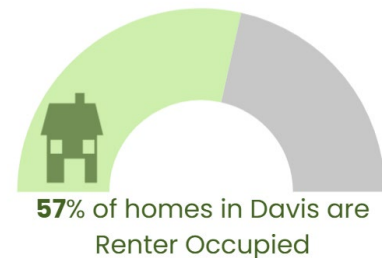
Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

OUR HOUSING NEEDS

Households and Housing Types

Driven by its younger, student-heavy population, Davis has a higher share of non-family and smaller households than the county or State. These data point to demand for diverse housing types, including smaller units for individuals and couples, as well as flexible layouts for larger or shared households.

Unlike the households in the county and State, where more than half of households own their homes, most households in Davis rent their homes, reflecting the city's higher share of multifamily housing. While the number of vacant units in Davis has more than doubled since 2010, overall vacancy rates remain low and in line with regional trends. In more recent years, strong production of housing on the UC Davis campus has helped to alleviate Davis' extremely low historical apartment vacancy rates.



Although single-family homes make up most of the Davis' housing stock, the city offers a more diverse mix of housing types than Yolo County or California, with a higher share of multifamily units. Multifamily units make up 43 percent of the housing stock in Davis, compared to 32 percent in both Yolo County and California. The share of multifamily units in Davis is in line with San Luis Obispo (41 percent multifamily), a similar university-oriented city in an agricultural area. In Davis, multifamily development has grown faster than single-family construction since 2010, reflecting shifting housing needs within the city as well as limited land available for low-density housing development.

Projected Housing Needs

To meet the City's Housing Element goals, Davis is required to plan for at least 2,075 new housing units that are affordable to a range of income levels between 2021 and 2029. These new housing units could accommodate approximately 5,125 new Davis residents.



To meet the affordability targets in the Housing Element, half of the new units will need to be subsidized at below market rents. The General Plan should prioritize multifamily housing to meet affordability needs.

According to SACOG projections based on existing land uses in the current City boundaries, Davis is expected to experience slower growth than Yolo County or Sacramento County between 2020 and 2050. These projections reflect the City's limited land availability for residential and non-residential development compared to the broader region (see *Our Built Environment* section of this report for further details about existing land use in Davis).

Between 2020 and 2040, the State Department of Finance projects that Yolo County will experience a significant increase in residents aged 65 and older and a decrease in those under the age of 18, reflecting existing aging trends seen in Davis. These demographic shifts have broad implications for Davis’s planning, including school enrollment, senior housing needs and changing demand for public services and retail goods and services.

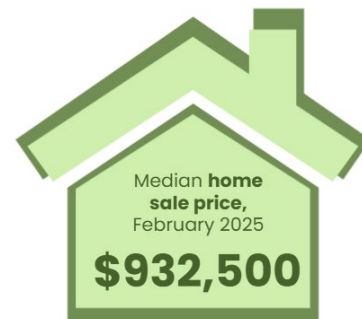
As outlined in UC Davis’ Long Range Development Plan, the University will have capacity for an additional 2,500 students and 3,000 employees by the 2030/31 academic year. However, due to ongoing budget constraints that growth is unlikely to happen by 2030/31.

Residential Market

Davis has a reputation for a high quality of life within the Sacramento Region, which is reflected in the city’s home sales prices. The median single-family home sale price was \$932,500 as of February 2025 and has been consistently several hundred thousand dollars above the median price in Yolo County overall for many years.

The city has a sizeable multifamily rental residential market, with over 40 percent of Yolo County’s total multifamily rental residential units. Apartments in Davis have higher average asking rents and lower vacancy rates than in Yolo County overall, indicating the strength of the local rental housing market.

Recent multifamily rental residential development has included both higher-end and affordable properties outside Downtown Core area. As of the end of 2024, there is limited new multifamily rental residential construction underway. Since approval of the Downtown Davis Specific Plan in 2022, the City has approved applications for several multifamily projects in the downtown area and elsewhere in the city; however, information from project developers indicates that projects are being delayed due to difficulties in securing necessary financing.



OUR BUSINESSES

Job Market

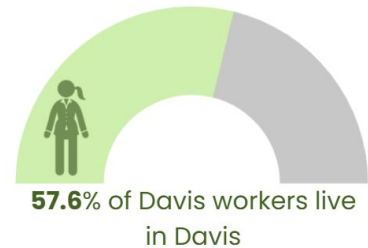
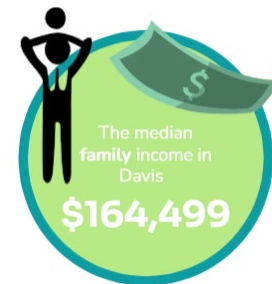
Employed Davis residents account for nearly one-third of Yolo County's labor force, with a consistently lower unemployment rate than the county. Labor force growth in the city has been modest, aligning with its slower population growth relative to the broader county.

More than half of Davis residents are employed in three occupational sectors: Computer/Engineering/Science, Education/Library/Training and Service occupations, in part reflecting the presence of UC Davis. The city has a highly educated workforce, positioning Davis as an attractive location for employers seeking highly educated and skilled workers.

More than half of the total jobs in Davis are concentrated in three private-sector industries: Healthcare and Social Assistance, Accommodation and Food Services and Retail Trade. These industries reflect the economic base of the city, with a large focus on retail and dining. This suggests a mismatch between local labor force characteristics and local employment opportunities. Attraction of employers in other industries that align with local residents' education and skills can be an opportunity to diversify the economic base while also creating more opportunities for local residents to work locally and reduce the number of people who commute out of the community for work.

Davis has a unique income profile due to its large student population, with a lower median household income than the county or State, but a significantly higher median family income. This income profile may present challenges for retailers and service providers in balancing the needs of lower-income non-family households (e.g., groups of students sharing a housing unit) with those of affluent family households.

More than half of Davis workers also live in the city. Davis has more employed residents than available jobs, leading to significant out-commuting to elsewhere in Yolo County and beyond. To be most beneficial, expanding local employment opportunities would also require aligning new jobs with the skills and qualifications of the resident workforce.



Retail Market

Davis is an attractive retail location within Yolo County's retail market, with higher-than-average rents, lower vacancy rates and a significant share of the county's retail space. The city has approximately 2.2 million square feet of retail space.



While recent development has been limited, a major new retail center, *The Davis Collection*, was recently completed in 2025 near the UC Davis campus. The first stores in this development opened in mid-2025 and will represent the most significant new retail space in Davis in over a decade.

The City is a retail and dining destination within Yolo County. Over \$675 million in taxable sales were generated in Davis in 2024, 87 percent of which were in the Retail and Food Services categories.

While Davis is a popular market for dining and retail, it is too small to be able to support the full range of retail offerings for the Davis Community Area population¹. Overall, the City has a sales leakage of 50 percent, indicating that half of expected resident spending is captured outside of Davis.

Office Market

Davis contains nearly one-third of Yolo County's total office space, with a market primarily composed of older Class B and C buildings. The City has approximately 1.8 million square feet of office space.



Over the past five years, there has been 64,400 square feet of new office space built in Davis, representing one-fifth of all new office development in Yolo County. There is currently no office space under construction anywhere in the county.

The office vacancy rate in the city was 10.2 percent as of the end of 2024, the highest it has been in the past eight years. Despite rising vacancy rates since 2021, office asking rents in Davis have continued to increase year over year.

The office market in Davis caters to businesses with higher-skill and higher-wage employees than the county overall, due to both the proximity to UC Davis and a highly educated population. As a result, office space in Davis can command higher asking rents than in Yolo County as a whole. However, high-skill office work is correlated with the ability to work from home, and office-based Davis firms may be more likely to downsize to accommodate remote work.

¹ The Davis Community Area is approximated using the Davis Joint Unified School District (DJUSD) boundaries. The area has roughly 81,000 residents and 28,900 households as of 2023. Approximately 15,200 residents and 3,400 households in the Davis Community Area live outside of the City of Davis.

The current office market conditions in Davis, with elevated vacancy and minimal development, suggest that there is limited demand to support recruitment of new office businesses to Davis in the short term. The potential for long-term increases in demand will likely depend on regional and national macro-economic trends as well as the ability to locate new office space in Davis to capture demand from businesses that are most likely to find Davis a good fit, such as businesses with large proportions of higher-end knowledge workers.

Industrial and Flex Market

Davis is a small industrial/flex market within Yolo County, with just three percent of the countywide inventory. The city has approximately 1.5 million square feet of industrial/flex space.



Asking rents for industrial/flex space in Davis

declined over the past year but remain significantly higher than the countywide average.

This difference is the city's limited supply and higher land costs compared to more affordable areas with more undeveloped land in Yolo County.

There is currently no new industrial or flex space under construction in the city. Additionally, there has been limited new industrial/flex development within Davis over the past five years, with just three percent of countywide new deliveries.

Over the past eight years, the overall net absorption for industrial/flex space in Davis was slightly negative, indicating a stagnant market with limited new demand. Many of these recently vacant industrial and flex spaces in Davis were previously leased by UC Davis-affiliated tenants, some of whom have moved operations elsewhere in the Sacramento or Bay Area regions.

As a high-cost industrial/flex sub-market, Davis will only appeal to a limited pool of tenants needing this type of space. This may include small start-ups for which proximity to UC Davis is a priority, or businesses engaged in relatively high value-added activities for which building rents are a less significant consideration, similar to office-based businesses in Davis.

HOW WE MOVE

The City of Davis transportation system accommodates personal driving, goods movement, public transit, bicycling, and walking. This system supports mobility within Davis and extends connectivity beyond city limits. Known historically for bicycle infrastructure, Davis introduced the first bicycle lanes in the United States in the 1960s, contributing to its local and regional identity as a bicycle-centric community. The city's mild climate and flat terrain provide favorable conditions for cycling and walking, facilitating active transportation modes.

Roadway Network and Operations

Davis maintains approximately 166 miles of streets categorized into arterial, collector and local streets (Figure 11). Arterials constitute about 20 percent of the road network and carry the highest traffic volumes. Collector streets account for 21 percent and link residential areas to arterials. Local streets, primarily residential, represent 59 percent of the network.

Analysis of over 130 study segments, including local roadways and freeway facilities, shows that most study segments have a low delay for drivers (Figure 12). The primary exception is Pole Line Road between 5th Street and Cowell Boulevard, reflecting constrained vehicle throughput due to congestion. Additional segments with constrained conditions include portions of Richards Boulevard, Mace Boulevard and Chiles Road. Furthermore, I-80 east of County Road 32A/Chiles Road and west of State Route 113 operates at LOS F, consistent with observed peak-hour delays along this stretch through the City of Davis.

Travel Patterns

Commuting patterns in Davis, including the campus, reveal a significant job-housing imbalance. As of 2022, approximately 76 percent of individuals working in Davis lived outside the city, while 84 percent of employed Davis residents commuted to jobs elsewhere.² However, since UC Davis is outside of city limits, the Census shows this travel as residents leaving the City of Davis for work. When City and UC Davis boundaries are combined, about 65 percent of residents commuted elsewhere for work, reducing the outbound share of travel.

The average commute time for Davis residents ranges between 19 and 21 minutes, slightly below the county and regional averages. More than half of Davis residents drive alone to work, although Davis maintains a relatively high share of commuters who walk or bike compared to neighboring communities. As of 2023, Davis had a high work-from-home rate of 23 percent.³

² According to 2022 Longitudinal Employer-Household Dynamics (LEHD)

³ According to Census American Community Survey (ACS) 2023 5-years estimates

Residential and work vehicle miles traveled (VMT) per capita in Davis are higher than the regional average. Davis generates 30 residential VMT per capita and 33 work VMT per employee, compared to the SACOG regional averages of 22 and 20, respectively.⁴ Additionally, UC Davis—located adjacent to the City of Davis—is a major contributor to travel in and out of Davis, generating approximately 35,500 daily trips to Davis.⁵ A large share of these trips are for shopping and dining purposes.

Active Transportation

Public transportation services in Davis primarily include Unitrans, Davis Community Transit, Yolobus and Amtrak (Figure 13). Unitrans service and ridership trends closely align with the UC Davis academic calendar and class schedules. According to 2023–2024 Unitrans ridership data, while most routes operate within capacity, certain lines such as U, W and Z experienced crowding on more than 4 percent of trips, indicating concentrated demand on specific corridors and times of day. During FY 2023–2024, 11 of 19 Unitrans lines met the 90% on-time performance goal. Lines T, Q, and P had the highest percentage of late trips among all routes. Compared to FY 2023–2024, total Unitrans ridership increased by 12% through March of FY 2024–2025, suggesting a potential recovery toward pre-COVID levels. The average monthly Unitrans ridership for FY 2023–2024 was approximately 146,000, compared to an average of 28,000 monthly riders on Yolobus. While Yolobus ridership declined sharply during the Covid-19 Pandemic, it began recovering in 2024, although average monthly ridership on many routes remains below 2019 levels. For passenger rail services, the Davis Amtrak Station has seen increased ridership over the past three years; however, May 2024 ridership for the Capitol Corridor is still about 30% lower than in May 2019. This suggests a slow recovery in mode choice for long-distance trips.

Bicycling facilities in Davis include forty-three miles of bike lanes, thirteen miles of buffered bike lanes, two miles of sharrows, 0.5 miles of cycle track, and sixty-three miles of shared-use paths (Figure 13). Davis has over 25 grade-separated bicycle crossings of major streets, including I-80, State Route 113 and major arterials, designed to enhance safety and accessibility for bicyclists. Bicycle parking facilities are widely distributed throughout Davis, supported by local ordinances that ensure adequate bicycle parking is available in new developments. Currently, Davis has bicycle and pedestrian wayfinding signage in South and East Davis, and this system will soon be expanded citywide. Additionally, in partnership with the Davis Joint Unified School District, the City supports the Safe Routes to School program, which promotes active transportation for students. The program includes initiatives such as “Polar Pedal,” which offers winter incentives to encourage walking and biking in colder weather, free helmet distribution, bicycle safety education and more.

⁴ From SACSIM19 travel demand model (TDM) by SACOG

⁵ According to 2024 Spring Season Replica data on average weekdays

Most City streets include sidewalks on at least one side, especially in central neighborhoods and commercial areas (Figure 14). However, some areas still lack sidewalks, primarily along the outer edges of Davis and within select residential subdivisions.

Between July 2024 and June 2025, Spin’s micromobility program in Davis experienced significant usage, with a total of 252,228 rides over the year—averaging approximately 691 rides per day. E-scooters accounted for 73 percent of these trips, while e-bikes made up the remaining 27 percent. Approximately 62 percent of users made multiple trips, reflecting consistent utilization for short-distance travel across the city. High local usage of e-mobility devices in Davis reflects a broader regional and statewide shift toward electric micromobility. This trend is expected to continue shaping travel behavior and mobility patterns within the city.

Transportation Safety

Transportation safety remains a core focus for the Davis, given its high rates of bicycling and walking and its demographic makeup centered around a large university population.

The overall trends and findings from more recent collision data⁶ from 2022 to 2024 are consistent with the City’s 2023 Local Road Safety Plan (LRSP). The most common contributing factors for automobile collisions were unsafe speed, automobile failure to yield to other vehicles or pedestrians and improper turning, with many incidents concentrated along Russell Boulevard, Mace Boulevard, 5th Street, and streets in the downtown area. Bicycle collisions most frequently involved failure to yield and were primarily clustered near UC Davis (Figure 16), while pedestrian collisions were concentrated in the Downtown Davis area (Figure 17); however, based on data from 2022 to 2024 and 2009 to 2019, the fatal pedestrian collision was not located in Downtown Davis.

Funding

The City faces a significant funding gap in maintaining its transportation infrastructure.

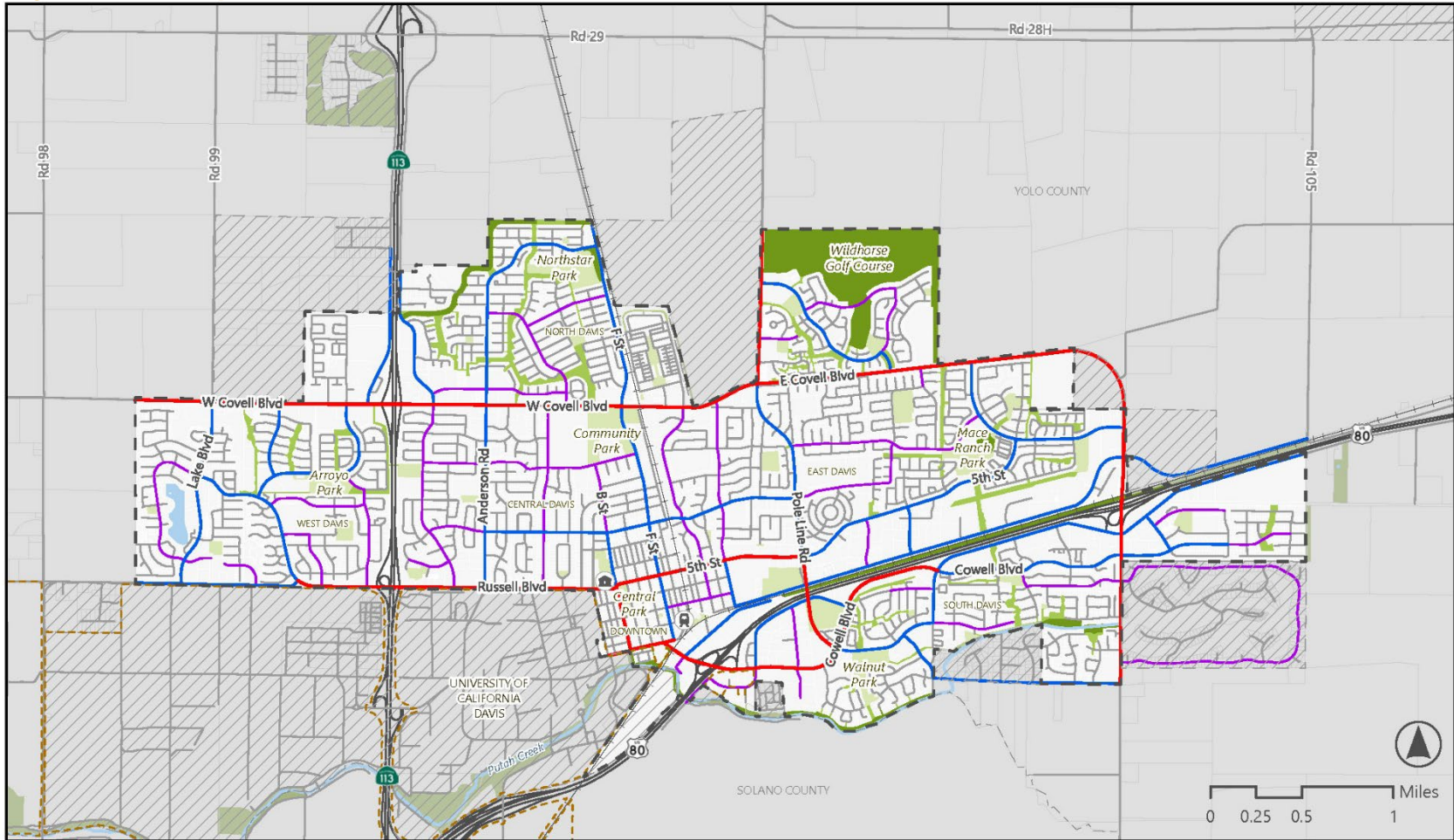
Achieving the City’s target pavement condition index over the next 10 years is estimated to cost approximately \$109 million, while current funding levels are projected to result in a \$25 million shortfall over that period.⁷ As with many other cities in California, there is no comprehensive inventory of the costs associated with maintaining and operating the existing public transportation network, which may pose long-term financial risks due to ongoing obligations tied to system expansion.

⁶ Collision data from January 2022 to December 2024 from the Transportation Injury Mapping System (TIMS) dataset

⁷ According to the 2025 Pavement Management Update of Davis

Existing Conditions Summary Report

Figure 11. Roadway Functional Classifications

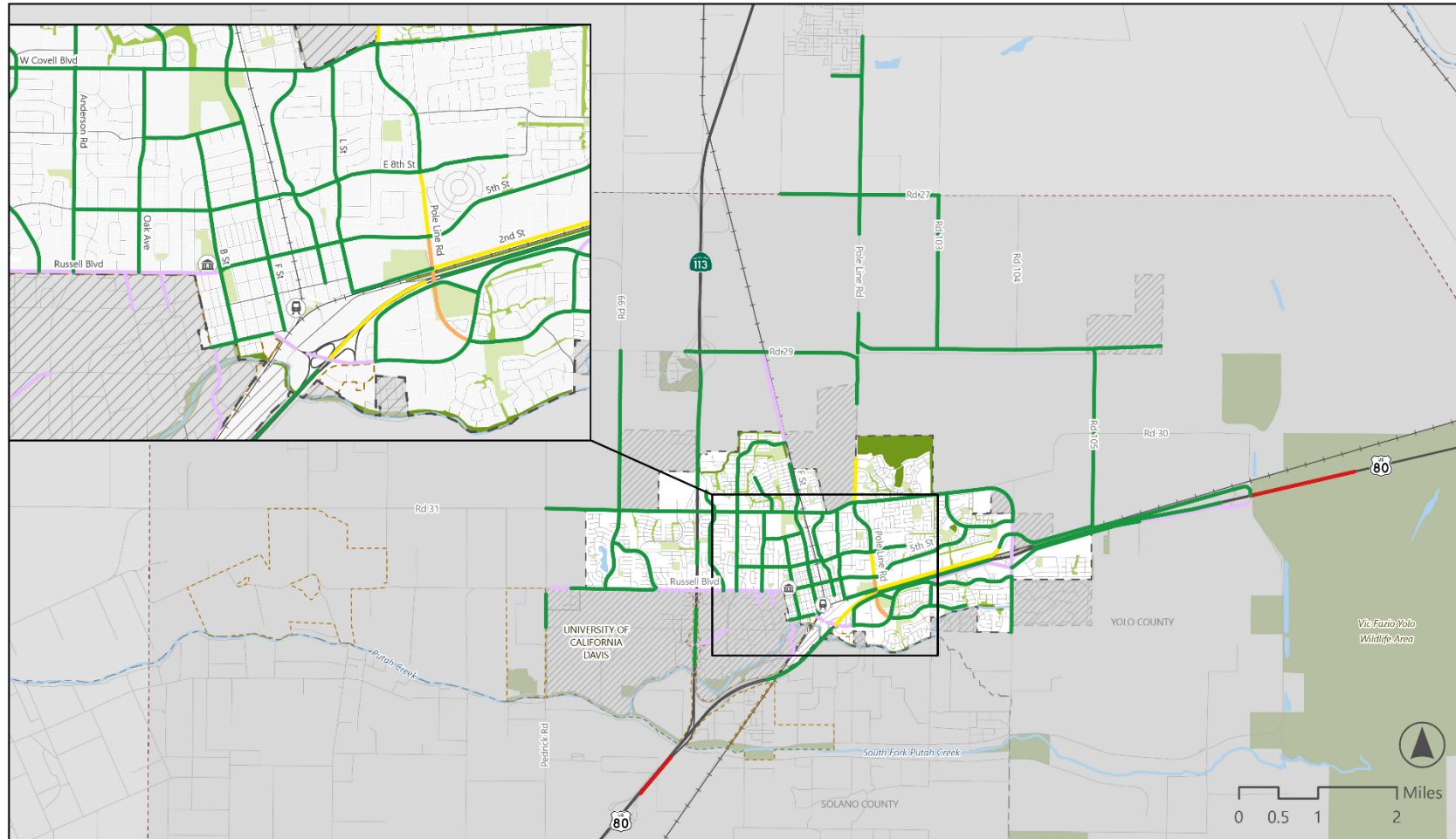


- | | | | |
|---------------------|--|----------------|-------------------------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Roadway Classification |
| Sphere of Influence | Greenbelts | City Hall | Major Arterial |
| UC Davis Campus | Parks | Highways | Minor Arterial |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Rail Lines | Collector |
| | Lakes | Rivers/Creeks | Local |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

Figure 12. PM Peak Hour Level of Service (LOS)



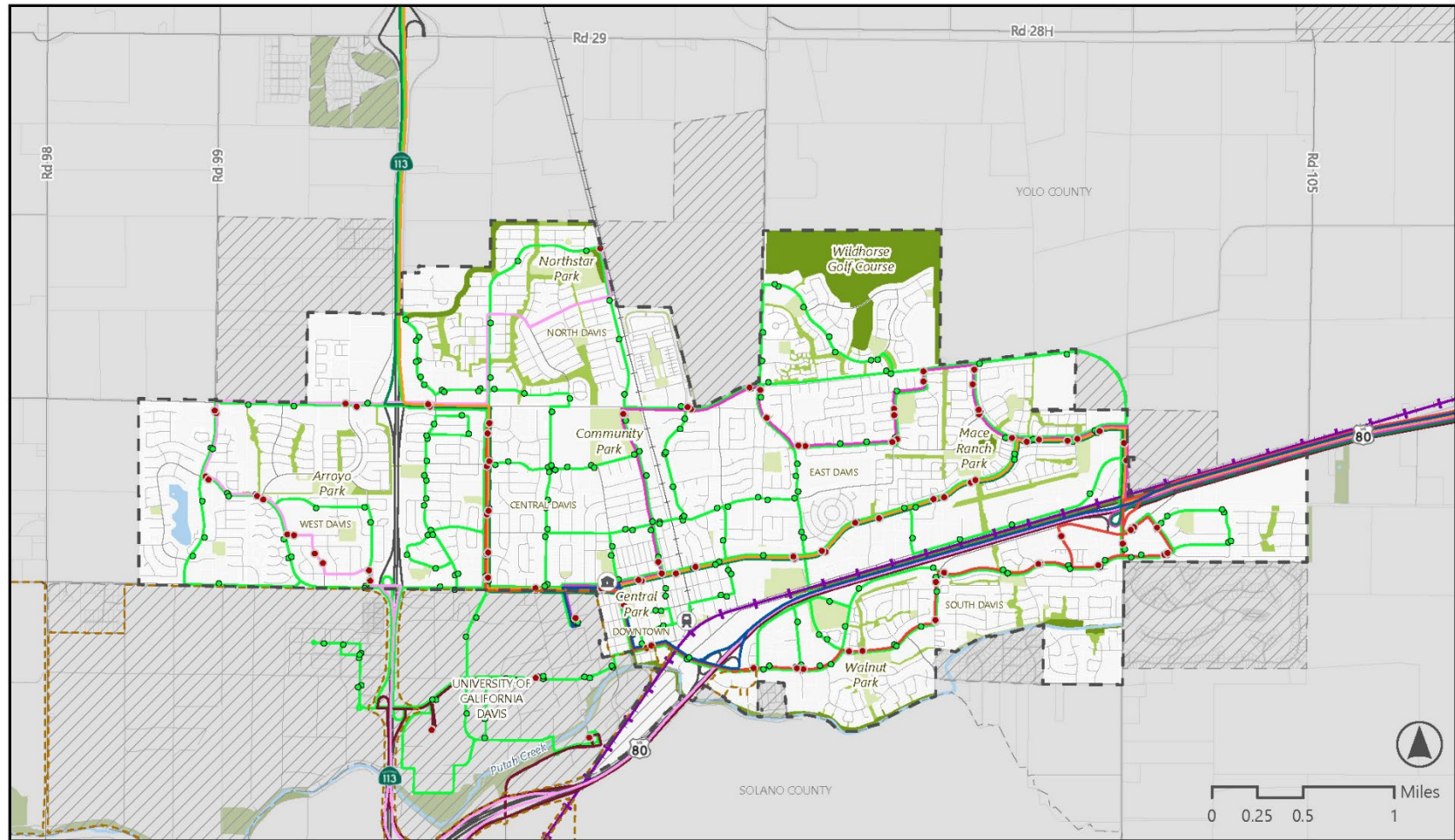
City of Davis	Publicly Accessible Open Space	Amtrak Station	Level of Service
Sphere of Influence	Greenbelts	City Hall	A-C
Planning Area	Parks	Rail Lines	D
UC Davis Campus	Publicly Accessible Open Space Outside the Planning Area	Highways	E
County Boundary	Lakes	Roads	F
		Rivers/Creeks	No LOS

Notes:
 1. LOS is not reported for local roadways.
 2. LOS for Mace Boulevard, Richards Boulevard, and Russell Boulevard is not evaluated using the segment LOS threshold table and is therefore excluded from the map.



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), Caltrans (2025), California Department of Fish and Wildlife (2025).

Figure 13. Transit Facilities

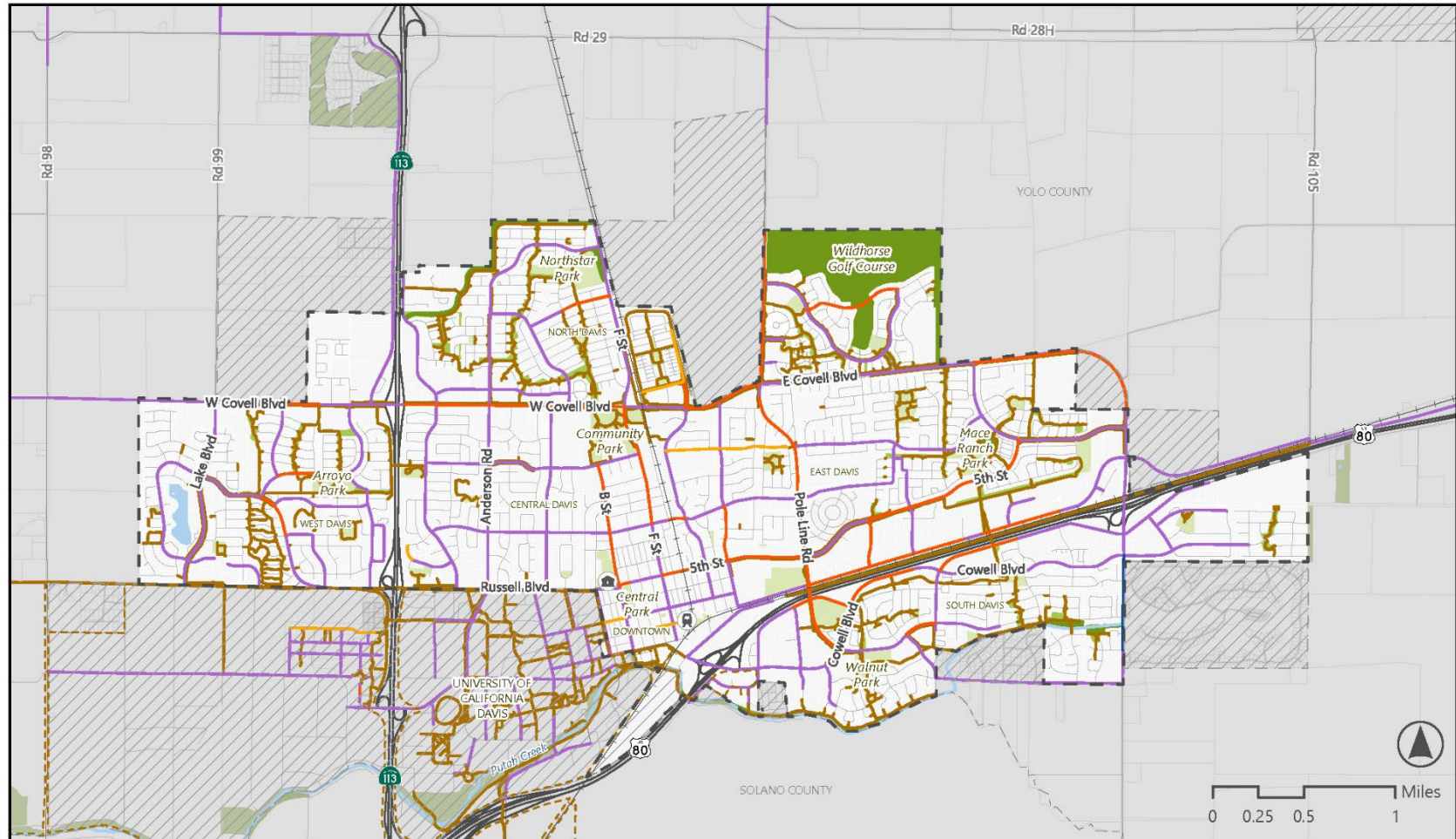


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|---------------------|--|----------------|---------------------------|-----------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Transit Facilities | Route 43 |
| Sphere of Influence | Greenbelts | City Hall | Yolobus Stop | Route 43R |
| UC Davis Campus | Parks | Highways | Unitrans Stop | Route 44 |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads | Causeway Connection | Unitrans Routes |
| | Lakes | Local Roads | Route 230 | Amtrak Route |
| | | Rail Lines | Route 42A | |
| | | Rivers/Creeks | Route 42B | |



Source: Unitrans (2025), Yolobus (2025), U.S. Department of Transportation (2025), City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

Figure 14. Bike Facilities

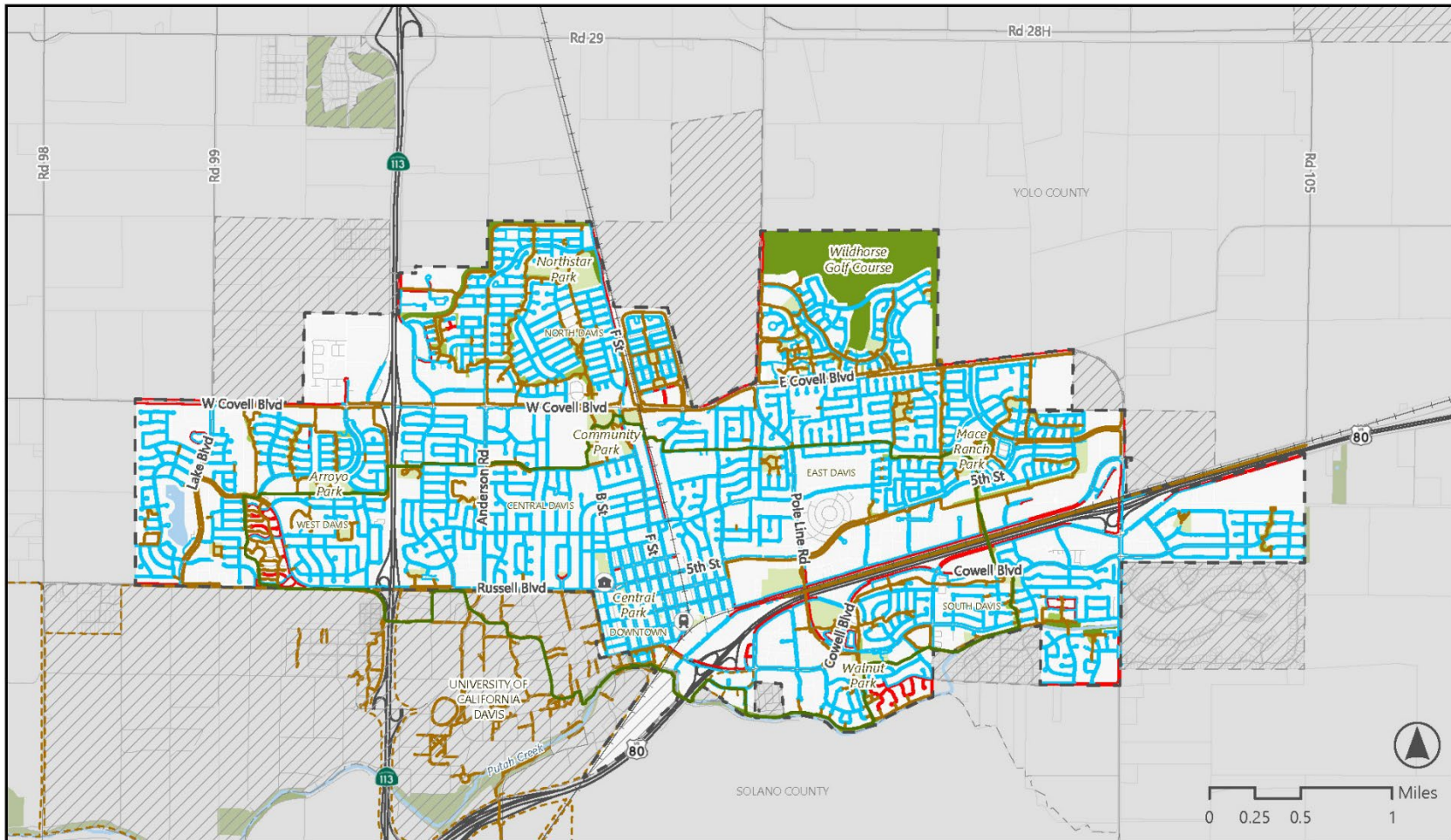


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|---------------------|--|----------------|------------------------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Bicycle Facilities |
| Sphere of Influence | Greenbelts | City Hall | Class I Shared-Use Path |
| UC Davis Campus | Parks | Highways | Class II Bike Lane |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads | Class IIB Buffered Bike Lane |
| | Lakes | Local Roads | Class III Bike Route |
| | | Rail Lines | Class IV Separated Bikeway |
| | | Rivers/Creeks | |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), SACOG (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

Figure 15. Pedestrian Facilities



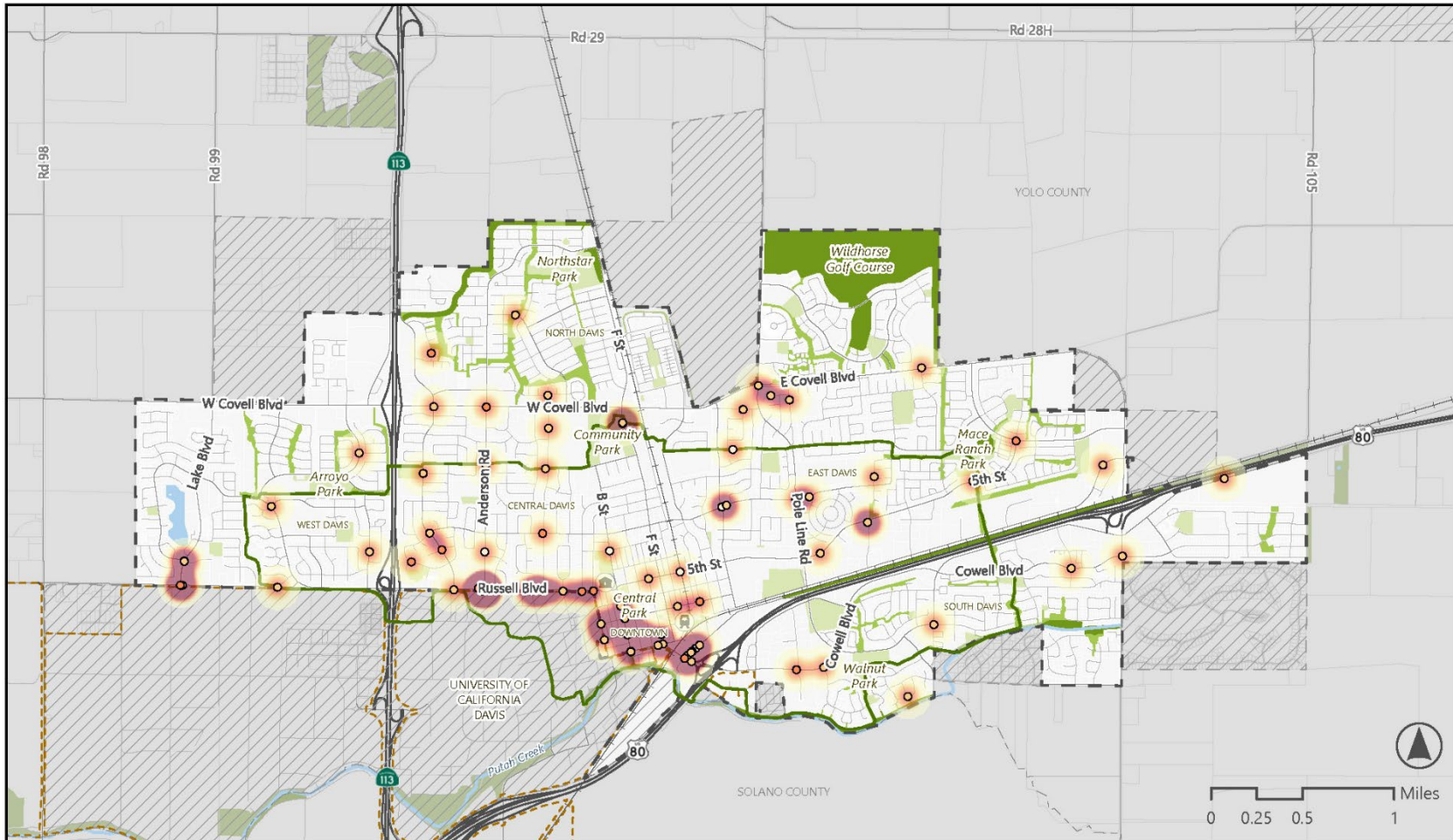
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|--|--|--|---------------------------------------|
| | | | Existing Pedestrian Facilities |
| | | | |
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Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

Existing Conditions Summary Report

Figure 16. Bike Collisions Map



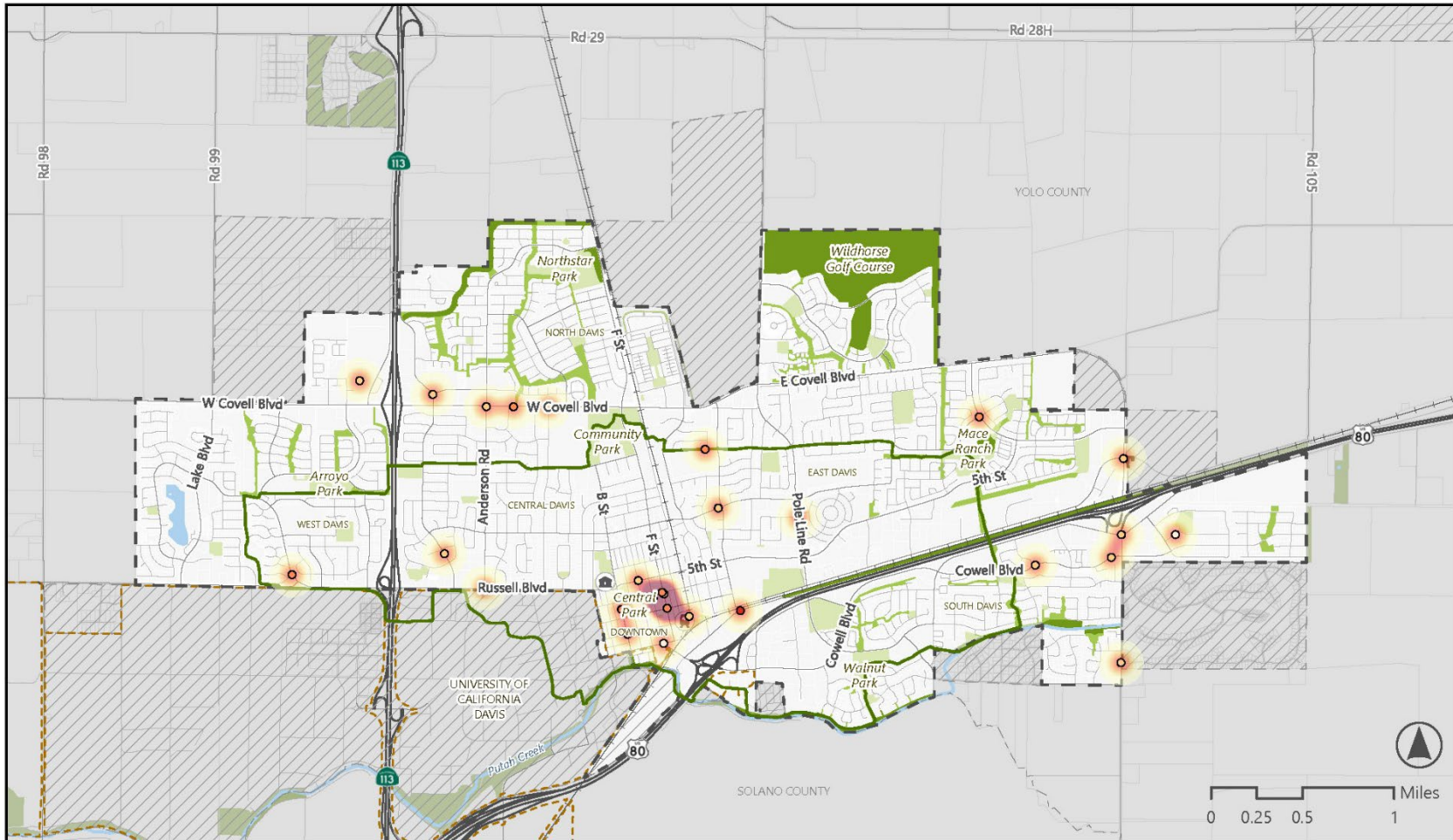
<ul style="list-style-type: none"> City of Davis Sphere of Influence UC Davis Campus County Boundary 	<ul style="list-style-type: none"> Publicly Accessible Open Space Greenbelts Parks Publicly Accessible Open Space Outside the City Limits Lakes 	<ul style="list-style-type: none"> Amtrak Station City Hall Highways Major Roads Local Roads Rail Lines Bike Loop Rivers/Creeks 	<ul style="list-style-type: none"> Injury (Severe) Injury (Other Visible) Complaint of Pain 	<ul style="list-style-type: none"> Sparse Dense 	<p>Note: Collision dataset excludes collisions on State Highways.</p>
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Source: TIM S (2025), City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

Existing Conditions Summary Report

Figure 17. Pedestrian Collision Map



<ul style="list-style-type: none"> City of Davis Sphere of Influence UC Davis Campus County Boundary 	<ul style="list-style-type: none"> Publicly Accessible Open Space Greenbelts Parks Publicly Accessible Open Space Outside the City Limits Lakes 	<ul style="list-style-type: none"> Amtrak Station City Hall Highways Major Roads Local Roads Rail Lines Bike Loop Rivers/Creeks 	<p>Pedestrian Collisions (2022 - 2024)</p> <ul style="list-style-type: none"> Fatality Injury (Severe) Injury (Other Visible) Complaint of Pain 	<p>Pedestrian Collision Density</p> <ul style="list-style-type: none"> Sparse Dense 	<p>Note: Collision dataset excludes collisions on State Highways.</p>
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Source: TIM S. (2025), City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

OUR ENVIRONMENT

Agricultural and Soil Resources

While land within Davis is urbanized and built out, the area surrounding Davis has some of the most productive agricultural land in California (Figure 18). As a result, future development in the city could result in the loss of important farmland if additional land is designated for development outside the city limits under the GPU.

Agriculture and biotechnology programs at UC Davis, a growing number of locally based biotechnology firms, large and small farm operators and specialty and organic agricultural producers all support the agricultural economy of Davis. The GPU provides an opportunity for the City to further support this important economic sector by designating land for future agricultural related industries.

Conservation of agricultural land through limited urban growth has been and continues to be a priority for the City. The primary mechanism for farmland preservation in the Davis Planning Area is the City's Open Space Program and its key implementing tools: the agricultural land mitigation requirement and the agricultural buffer requirement (Figure 19). The GPU provides an opportunity for the City to reinforce its commitment to the preservation of agricultural land and agricultural uses by encouraging landowners to participate in voluntary farmland preservation programs, such as the establishment of conservation easements.

Biological Resources

The Planning Area contains multiple natural and open space areas and conservation easements that provide suitable habitat for plants and wildlife (Figure 20). These areas contain several habitat communities such as grasslands, emergent wetlands, oak woodlands, and riparian forests. Example preserve areas that provide habitat to local flora and fauna within the Davis Planning Area include the Putah Creek Riparian Preserve, Davis Wetlands and the Yolo Bypass Wildlife Area. Some agricultural lands are also set aside as conservation easements, and they provide suitable foraging habitats for some wildlife species. Together these features provide a critical network of habitat communities within the Sacramento River watershed. The GPU process provides an opportunity to further conserve and/or enhance these areas.

Several special-status species, such as Swainson's hawk, western burrowing owl and giant garter snake, are present within the Planning Area (Figure 21). These species are protected under federal and/or state law, necessitating careful planning and impact mitigation on these sensitive biological resources in both current and future development efforts within the city and the City's SOI. The City is also committed to protecting locally rare and common wildlife species that occur in the Planning Area and the urban landscape.

The City has adopted the Yolo Habitat Conservation Plan/Natural Community Conservation Plan. This countywide plan provides a comprehensive framework for balancing development and infrastructure needs with the conservation of habitats and special-status species. All future

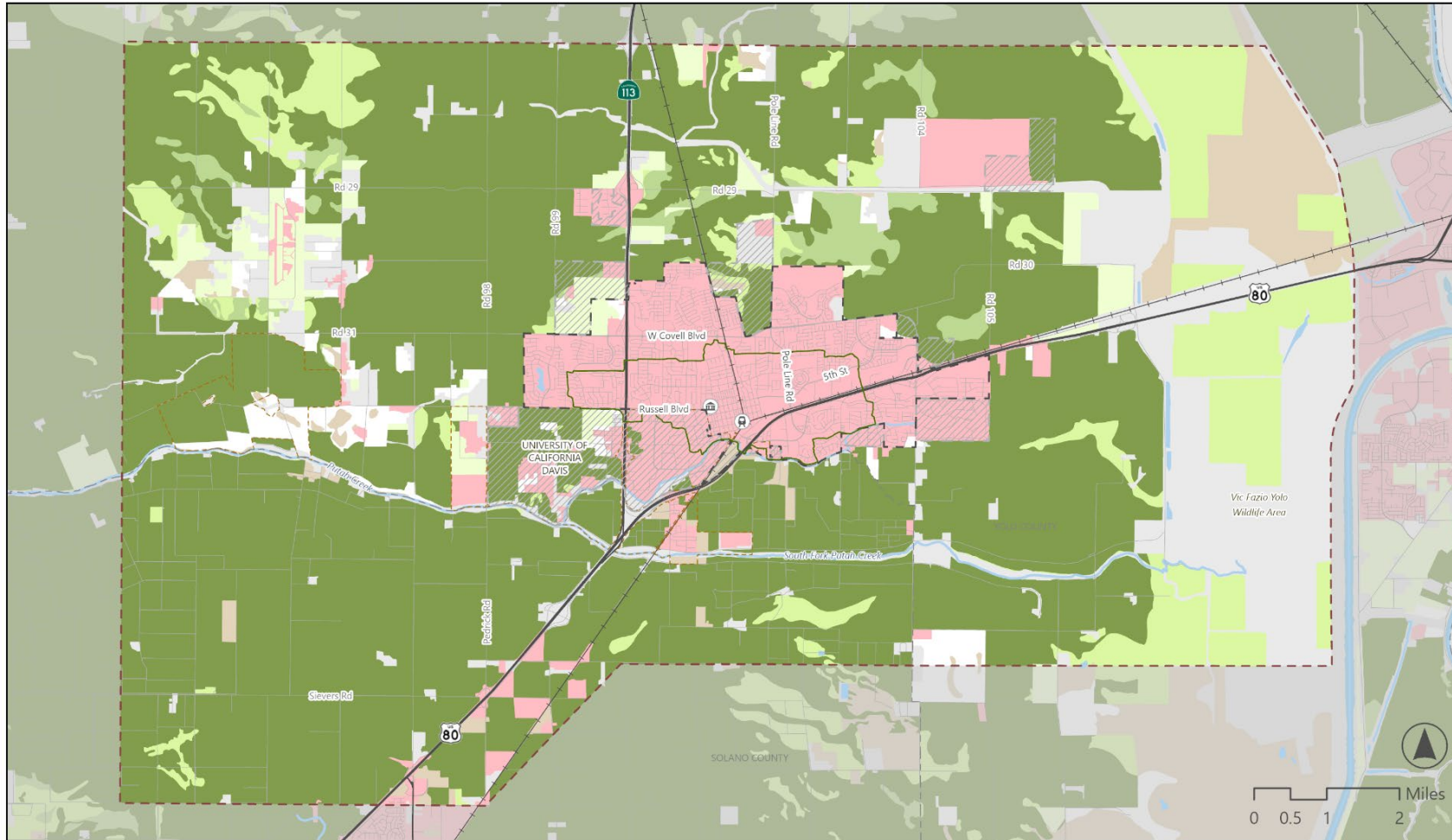
development under the GPU will be required to comply with provisions of the Yolo HCP/NCCP, including specific consideration for covered species and natural communities. The City plans to acquire additional land to preserve and/or restore ecological corridors, which will provide additional habitat connectivity for wildlife species.

Cultural and Tribal Resources

The city has a diverse assortment of cultural and historic resources that span from the precontact period through the 20th century (Figure 22). Known resources are concentrated in the downtown area, but many areas of the city have yet to be surveyed for architectural resources or assessed for archaeological sensitivity work. As a Certified Local Government, Davis has committed to protecting and proactively managing its historic resources. This work is continual and ongoing, with the last comprehensive citywide survey completed in 2015. Future development allowed under the GPU outside of the downtown area will likely require additional surveys and evaluations to build on the previous work.

The city is located within the ancestral territory of the Patwin tribes. Today, the Patwin tribes are represented by the Cachil Dehe Band of Wintun Indians of the Colusa Indian Community, the Kletsel Dehe Band of Wintun Indians, and Yocha Dehe Wintun Nation, who regularly engage in consultation with the City on a variety of projects. Future development allowed under the GPU would be required to consult with these tribes as part of the environmental review process.

Figure 18. Farmland in the Planning Area



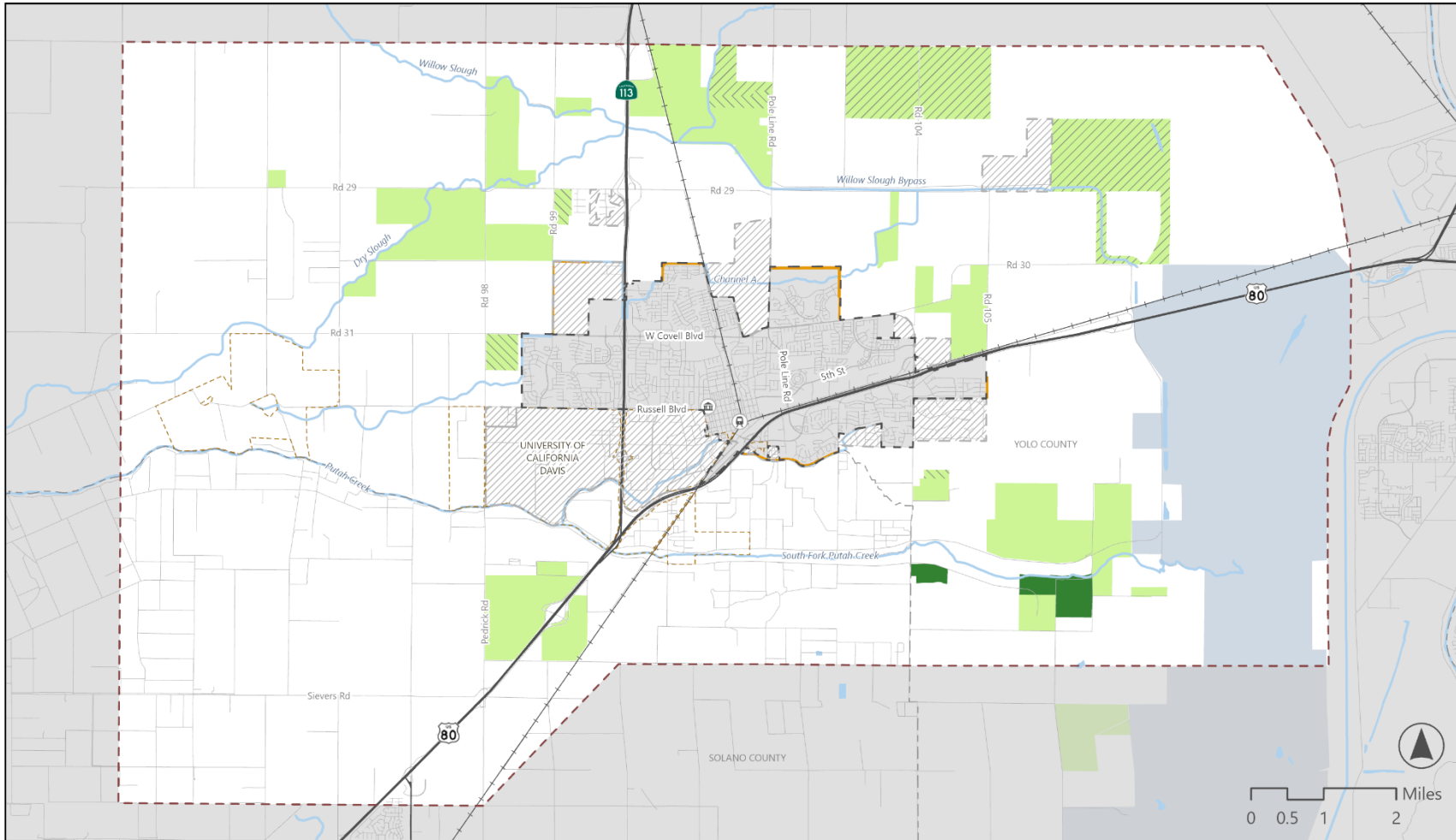
- | | | | |
|---------------------|----------------|----------------------------------|-------------------------|
| City of Davis | Amtrak Station | Important Farmland | Grazing Land |
| Sphere of Influence | City Hall | Prime Farmland | Urban and Built Up Land |
| Planning Area | Rail Lines | Farmland of Statewide Importance | Other Land |
| UC Davis Campus | Highways | Unique Farmland | Water |
| County Boundary | Roads | Farmland of Local Importance | |
| Lakes | Bike Loop | | |
| | Rivers/Creeks | | |

Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), California Department of Conservation (2020), ESA (2025).



Existing Conditions Summary Report

Figure 19. Agricultural Land Preservation in the Planning Area



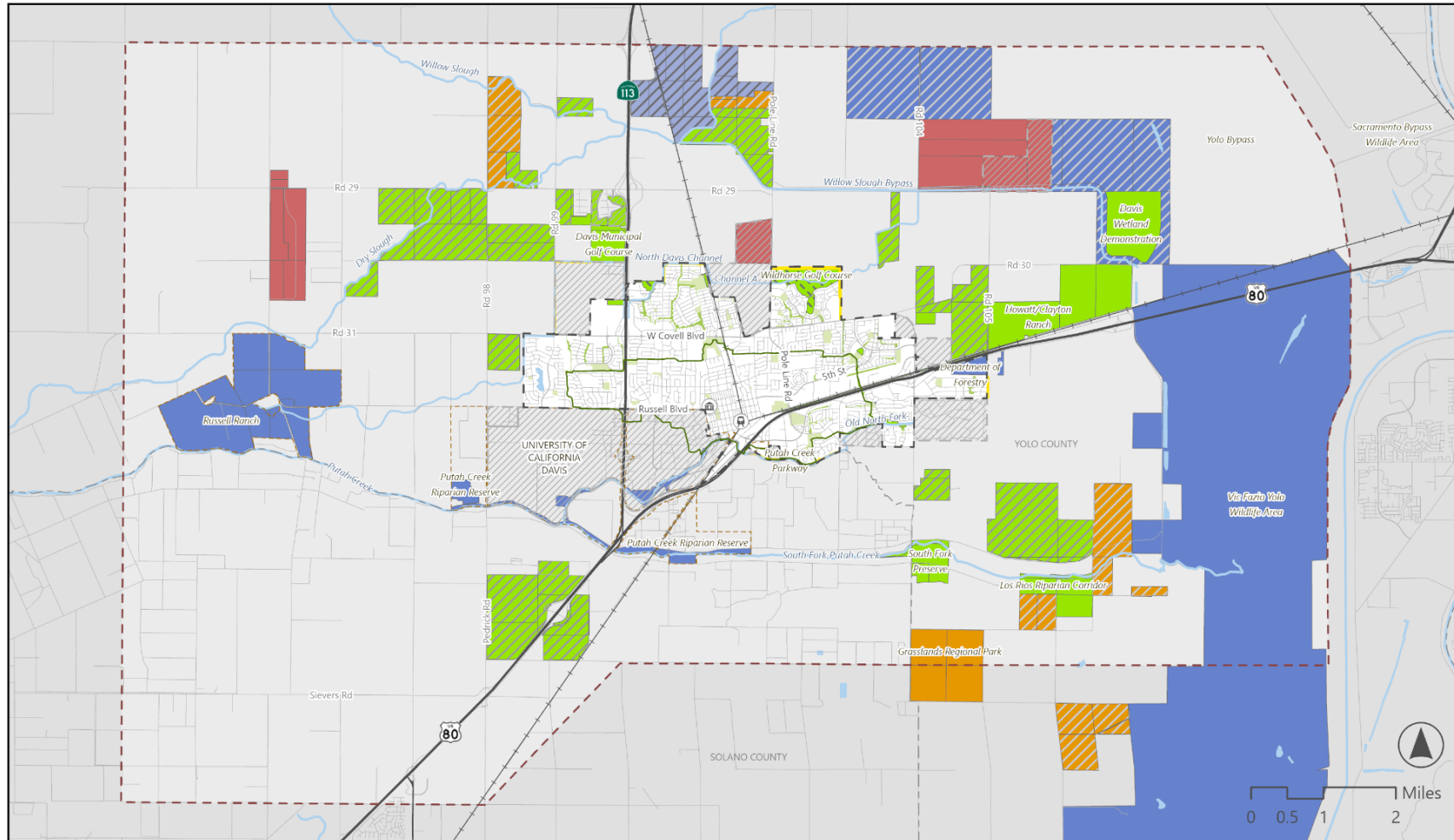
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|---------------------|----------------|--|
| City of Davis | Amtrak Station | Agricultural Conservation Easements |
| Sphere of Influence | City Hall | Agricultural Conservation Easements with Habitat Restrictions |
| Planning Area | Rail Lines | Agricultural Conservation Easements Required to Mitigate for Development |
| UC Davis Campus | Highways | City-Owned Protected Agricultural Land |
| County Boundary | Roads | City-Owned Agricultural Buffers |
| Lakes | Rivers/Creeks | Yolo Bypass |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), ESA (2025).

Existing Conditions Summary Report

Figure 20. Open Space and Natural Areas in the Planning Area



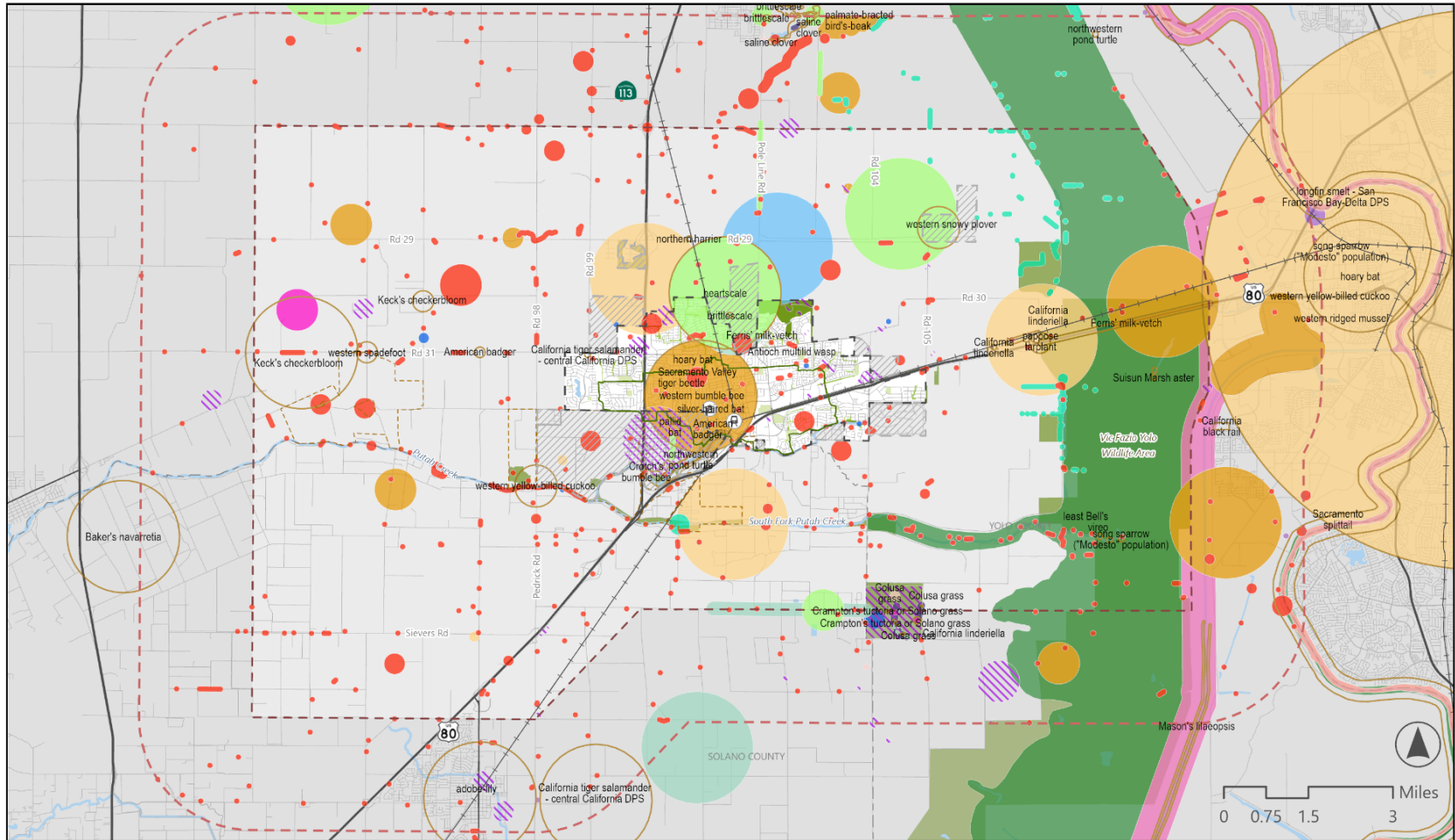
- | | | | |
|---------------------|----------------|--|--|
| City of Davis | Rivers/Creeks | Land owned by City of Davis | Land protected by conservation easement owned by State of California |
| Sphere of Influence | Bike Loop | Land protected by conservation easement owned by City of Davis | Land owned by Yolo County |
| Planning Area | Roads | Land protected by conservation easement owned by City of Davis and Land Trust | Land protected by conservation easement owned by Yolo Land Trust |
| UC Davis Campus | Highways | Land protected by conservation easement owned by City of Woodland and Land Trust | Land owned for other public purposes |
| County Boundary | Rail Lines | Land protected by conservation easement owned by City of Woodland and Land Trust | City-Owned Agricultural Buffers |
| Lakes | City Hall | Land protected by conservation easement owned by City of Woodland and Land Trust | |
| | Amtrak Station | Land owned by State of California | |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), ESA (2025).

Existing Conditions Summary Report

Figure 21. Special-status Species Occurrences Within a 2-mile Radius of the Planning Area



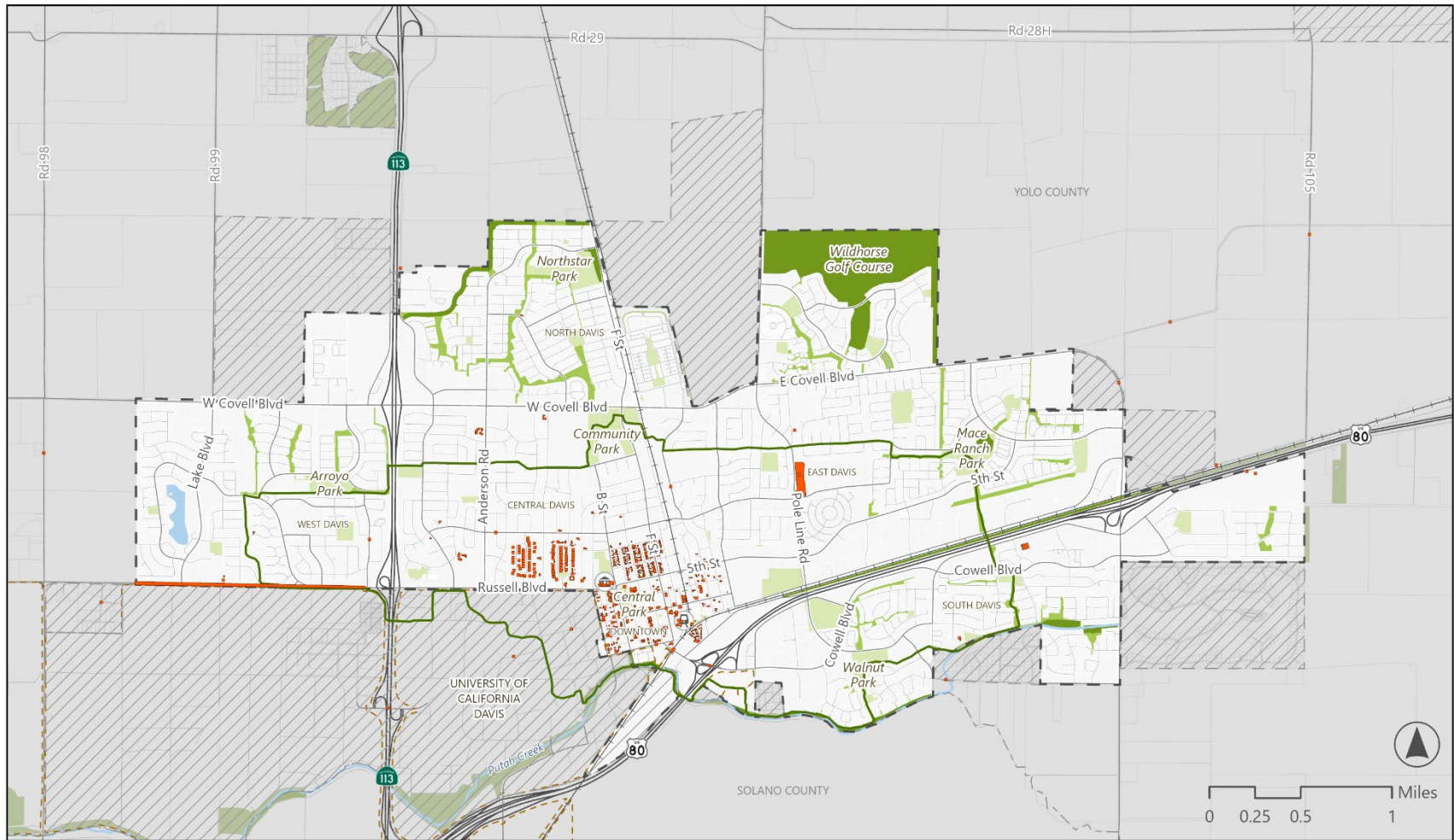
- | | | | | |
|-----------------------------|----------------|-------------------------|--------------------------------|-----------------------------------|
| City of Davis | Amtrak Station | CNDBB Occurrence | Green sturgeon - southern DPS | Tricolored blackbird |
| Sphere of Influence | City Hall | Alkali milk-vetch | Heckard's pepper-grass | Valley elderberry longhorn beetle |
| Rail Lines | Highways | American bumble bee | Sacramento splittail | Vernal pool fairy shrimp |
| Planning Area | Roads | Burrowing owl | San Joaquin spearscale | Vernal pool tadpole shrimp |
| Planning Area 2-mile Buffer | Bike Loop | California alkali grass | Steelhead - Central Valley DPS | White-tailed kite |
| UC Davis Campus | Rivers/Creeks | Giant gartersnake | Swainson's hawk | Other species (as labeled) |
| County Boundary | Lakes | | | |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), California Department of Fish and Wildlife (2025), ESA (2025).

Existing Conditions Summary Report

Figure 22. Previously Identified Historic Resources



- | | | |
|---------------------|----------------|--------------------|
| City of Davis | Amtrak Station | Historic Resources |
| Sphere of Influence | City Hall | |
| UC Davis Campus | Highways | |
| County Boundary | Major Roads | |
| Lakes | Local Roads | |
| | Rail Lines | |
| | Bike Loop | |
| | Rivers/Creeks | |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), California Office of Historic Preservation (2025), ESA (2025).

Air Quality

Yolo County does not meet the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for ground-level ozone nor the CAAQS for coarse particulate matter (PM₁₀). Although the District generally does not experience unhealthy levels of particulates, the U.S. Environmental Protection Agency (EPA) has included the Yolo Solano Air Quality Management District (YSAQMD) in the Sacramento Federal Non-Attainment Area, which does not meet the NAAQS for fine particulate matter (PM_{2.5}).

The federal clean air act requires areas exceeding the NAAQS to develop comprehensive plans that describe how an area with attainment NAAQS, known as State Implementation Plans (SIPs). The Davis GPU must demonstrate it is consistent with the two SIPs developed for the Sacramento Valley Air Basin (SVAB).

The California Air Resources Board (CARB) and the Yolo Solano Air Quality Management District (YSAQMD) operate ambient air quality monitors in Davis and Woodland, respectively, measuring concentrations of air pollutants including ozone (O₃) and particulate matter (PM₁₀ and PM_{2.5}). Ozone formation is attributable to ROG and NO_x emissions. The greatest ROG emissions are from stationary sources (e.g., waste disposal sites), while the greatest portion of NO_x emissions are from mobile sources, mostly off-road equipment (e.g., farm and construction equipment). Particulate matter (including PM₁₀ and PM_{2.5}) emissions are mostly from areawide sources that include ground disturbances from farming and unpaved roadway travel.

Most common sources of toxic air contaminants (TACs) in and around Davis are major roadways, railroad lines that accommodate diesel-powered locomotive engines, construction projects, and stationary sources (gasoline stations, diesel back-up generators, spray-booths and other large industries). Because chronic exposure can result in adverse health effects, toxic air contaminants (TACs) are regulated at the regional, State and federal level.

The Davis GPU should consider policies to reduce unhealthy exposure of existing and new sensitive receptors (i.e., residences, schools and daycare facilities) to air pollutants and TACs.

Energy

Since the last GP was adopted, Valley Clean Energy has formed and is now providing City of Davis residents with more options for energy services, while the City, State and local utilities now have ambitious renewable energy generation and greenhouse gas reduction goals. Through Pacific Gas and Electric, Valley Clean Energy and local groups, residents and businesses have opportunities to build upon existing partnerships and leverage regional resources to meet local goals and implement local policies.

The City is continuing to promote and invest in building energy efficiency improvements through multiple planning and ordinance efforts. Future development allowed under the GPU would be required to comply with all applicable State Cal Green Tier 1 Standards and City programs and ordinances that promote building energy efficiency.

Improvements in renewable energy generation will be needed to meet City goals and help Davis contribute to State goals. Policies included in the GPU can facilitate local renewable energy installation to help reach local goals and increase local energy resiliency.

Water Resources and Quality

The City of Davis uses surface water sourced from the Sacramento River and groundwater pumped from seven local groundwater wells to meet its drinking water demand (Figures 23 and 24). Existing and future development allowed under the GPU would continue to be served by these sources, as well as the near-future implementation of a recycled water program.

Surface and groundwater supplies are sufficient to meet the needs of existing and future development allowed under the GP during normal, single dry and multiple dry years. To meet demand in normal years the City will rely on surface water delivered by the Woodland-Davis Clean Water Agency (WDCWA). In single dry and multiple dry years, when surface water supplies are reduced, the City can supplement surface water with groundwater to meet consumer demand, therefore, water supply shortages are not projected in any water year through 2045. Furthermore, on-going water conservation and demand management measures will support the City's water use efficiency targets and sustainability goals.

Groundwater sources are vulnerable to historic and present-day land use activities. Groundwater quality is impacted by agricultural and light industrial use and naturally occurring contaminants such as selenium and chromium.

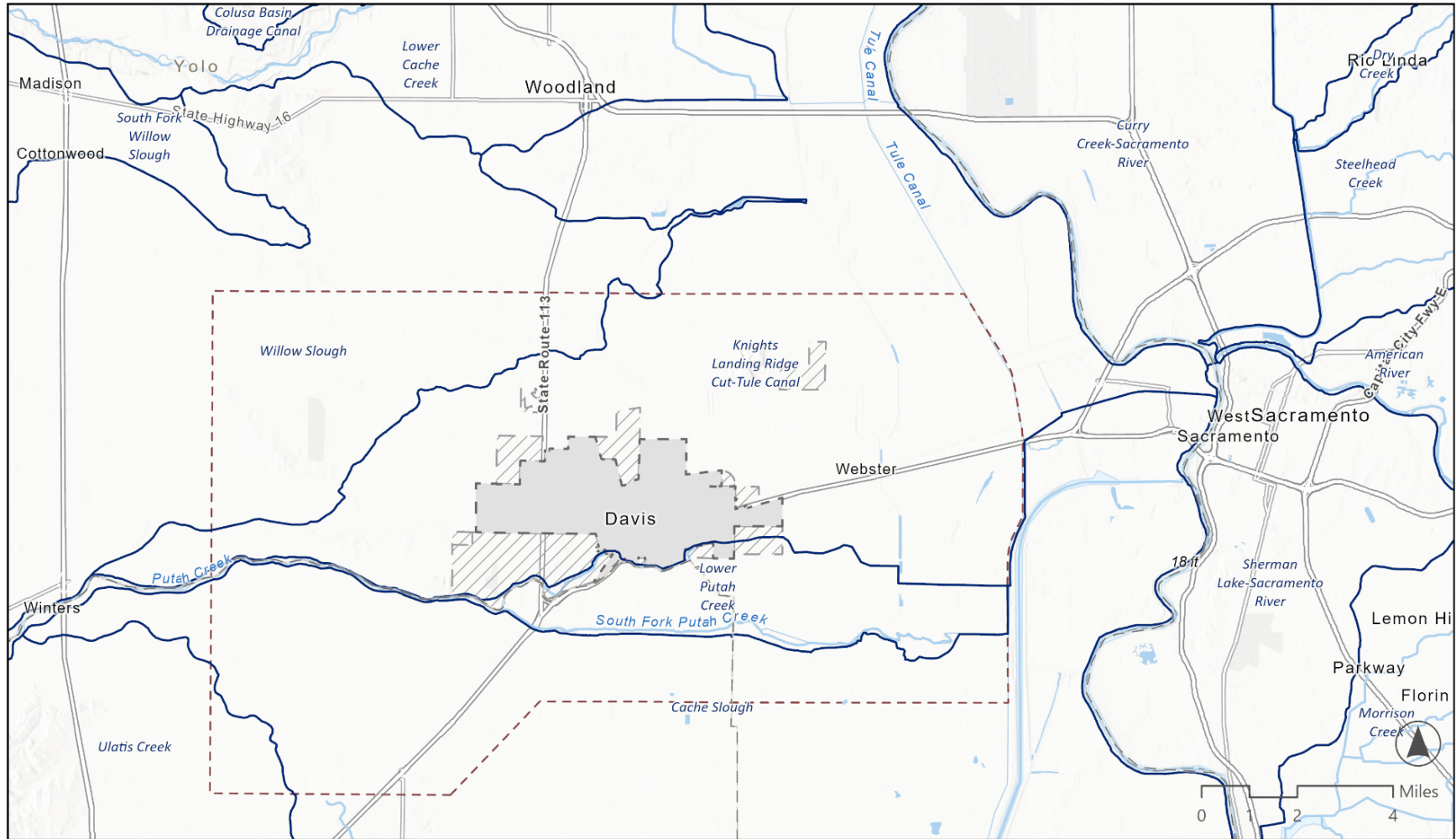
The City's storm drain system is composed of on street and public parking area storm drain inlets; underground stormwater pipes; stormwater detention ponds; drainage channels and stormwater lift stations. These facilities are all designed to convey stormwater and prevent flooding as they move stormwater away from properties and streets and eventually flow to the Davis Wetlands or the Sacramento River.







New development and redevelopment within the city is required to implement low-impact development measures such as porous pavement and bioretention to reduce stormwater runoff and pollution and overall improve stormwater quality before it reaches surface waters.

Noise

The main noise sources impacting the existing and future noise environment in the City of Davis consist of vehicular traffic noise from Interstate 80 (I-80), Highway 113, and arterial roadways; and railroad noise from the Union Pacific Railroad (UPRR) and California Northern Railroad (CFNR). Occasional noise from aircraft associated with the Sacramento International Airport and the University of California Davis Airport (University Airport) and stationary sources from industrial and agricultural land uses would affect sensitive receptors in the vicinity. The GPU should consider noise impacts and conflicts between existing and new land uses. The update should also consider establishing potential requirements for construction best management practices and mitigation measures to reduce construction noise levels and impacts on adjoining residential areas.

Figure 23. Regional Watersheds



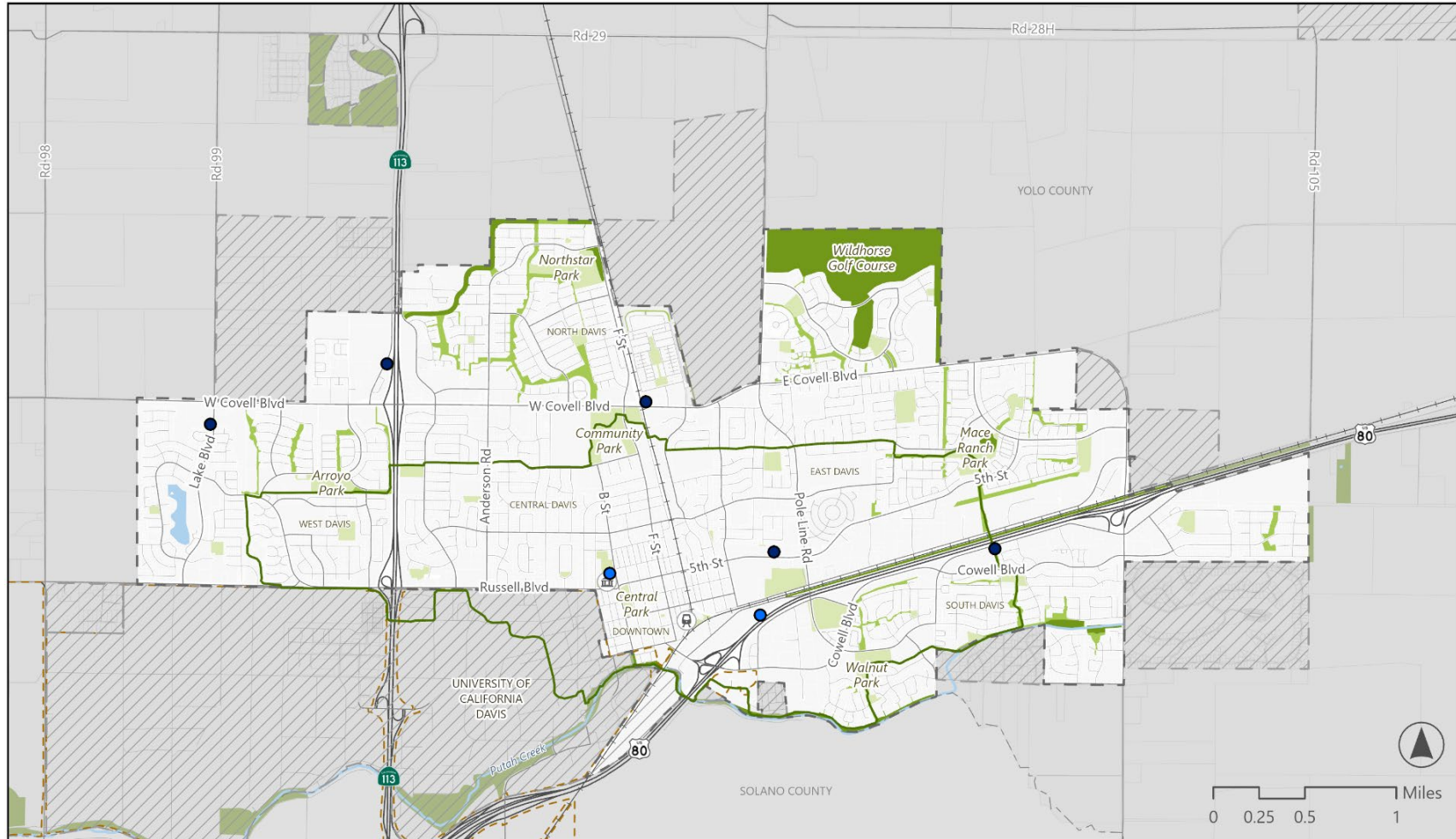
-  City of Davis
-  Sphere of Influence
-  Planning Area Boundary
-  County Boundary
-  Watersheds
-  Rivers/Creeks



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), California Department of Conservation (2025), ESA (2025).

Existing Conditions Summary Report

Figure 24. City of Davis Groundwater Wells



- | | | |
|---------------------|----------------|-------------------|
| City of Davis | Amtrak Station | Well Depth |
| Sphere of Influence | City Hall | Deep |
| UC Davis Campus | Highways | Intermediate |
| County Boundary | Major Roads | |
| Lakes | Local Roads | |
| | Rail Lines | |
| | Bike Loop | |
| | Rivers/Creeks | |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025), California Department of Conservation (2025), ESA (2025).

CLIMATE AND SAFETY

Earthquakes are a significant hazard to the city (Figure 25). With older building stock and studies predicting an earthquake is due, the city should expect impacts to the economy and damage to buildings and infrastructure affecting residents and businesses. Future preparedness and mitigation efforts should focus on reducing seismic vulnerability through infrastructure improvements and structural retrofitting to minimize this risk.

Davis is a relatively flat community adjacent to areas prone to flooding of various degrees (Figure 26). While much of the community does not experience significant flooding during rain events, much of the city's protection from flooding relies on levees and other infrastructure improvements that require maintenance and upkeep. Ensuring these facilities operate as designed and are monitored for changing conditions can help manage flood risk effectively. In addition, flood risk poses a constraint to development outside the city limits, where many areas are within the 100-year floodplain (See *Our Built Environment* section of this report for further details about development constraints in Davis).

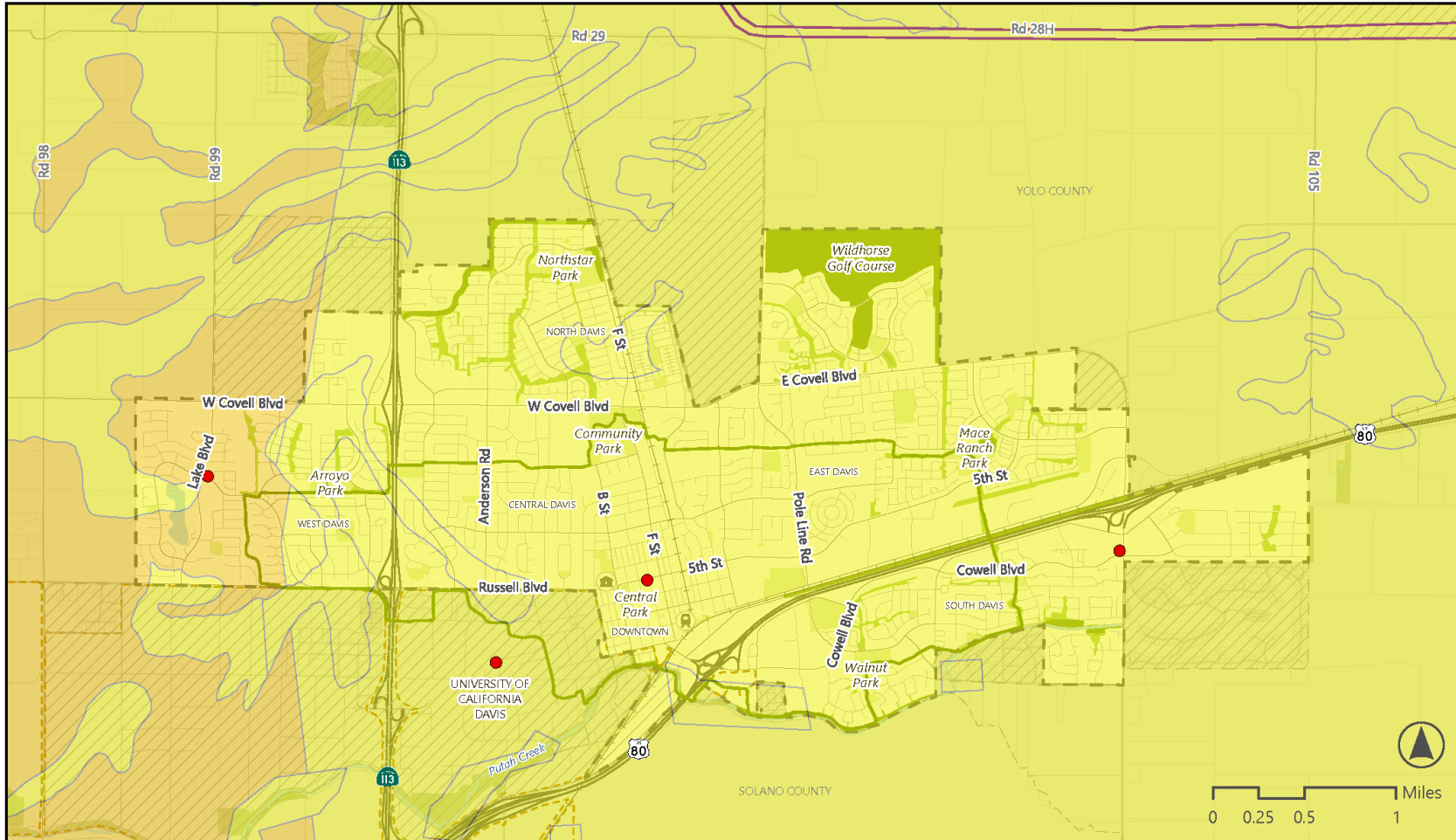
Extreme heat is anticipated to be a focus for the City of Davis in the near future. As temperatures continue to increase, the number of extreme heat days and heatwaves is expected to also increase. Infrastructure improvements may be necessary to accommodate these changing temperatures, especially since the region is projected to experience ten times the number of extreme heat days by the end of the century. This increase should be accounted for in improving city-owned facilities dealing with energy efficiency and resilience.

The potential for an increase in droughts' frequency, length, and intensity creates the necessity for well-managed water production, transmission, and distribution. The City of Davis Public Works Utilities and Operations Department and the Woodland-Davis Clean Water Agency should focus coordination on water retention, storage, and maintenance strategies to effectively reduce drought vulnerability. Since groundwater and surface water resources can be impacted by drought, additional information regarding water resources for Davis are included in the Natural Resources and Conservation Existing Conditions Report.

Since winds are one of the most common hazards affecting Davis, risk reduction should focus on design and construction techniques that resist wind impacts better. In addition, understanding how healthy the trees are within the city and the types of impacts certain species of tree experience during wind (and drought) conditions can support greater resilience. Often, inadequate planting and maintenance practices may be to blame for unhealthy trees; however, as temperatures and precipitation conditions change, the City can expect some trees to experience additional stress, affecting their health.

Knowing the evacuation routes and areas where access may be constrained is critical for effective emergency management and now required in the Safety Element of the General Plan (Figure 29). For Davis, a key strategy in addressing evacuation is to look at circulation and mobility issues comprehensively and identify improvements that can improve everyday community needs as well as address evacuation constraints.

Figure 25. Seismic Shaking Potential



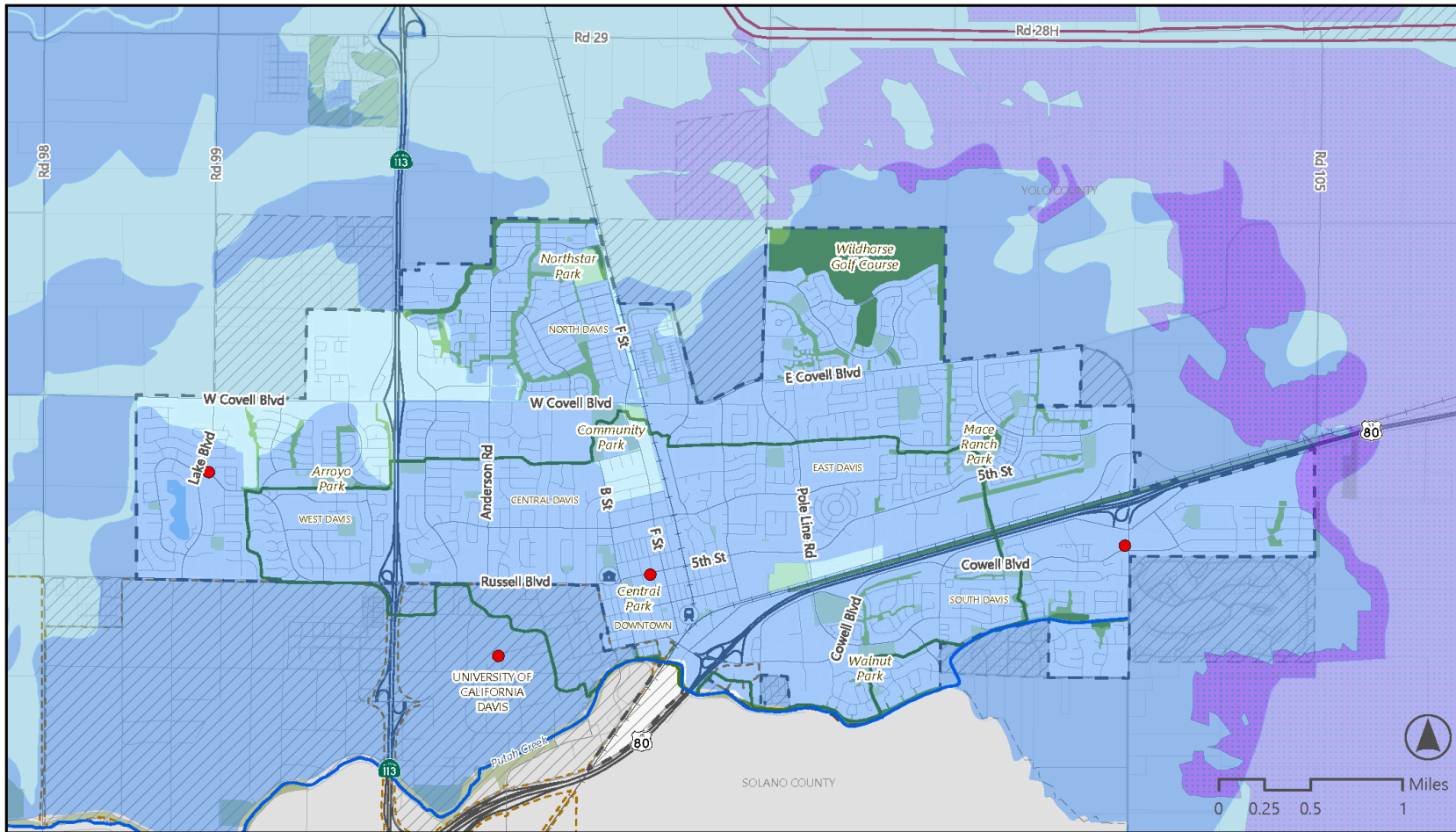
- | | | | |
|---------------------|--|----------------|----------------------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Fire Stations |
| Sphere of Influence | Greenbelts | City Hall | Seismic Shaking (g) |
| UC Davis Campus | Parks | Highways | 0.250000 - 0.550000 |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads | 0.550001 - 0.750000 |
| | Lakes | Local Roads | 0.750001 - 0.950000 |
| | | Rail Lines | 0.950001 - 1.250000 |
| | | Bike Loop | 1.250001 - 1.550000 |
| | | Rivers/Creeks | 1.550001 - 2.150000 |
| | | Levee | |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

Existing Conditions Summary Report

Figure 26. Flood Zones

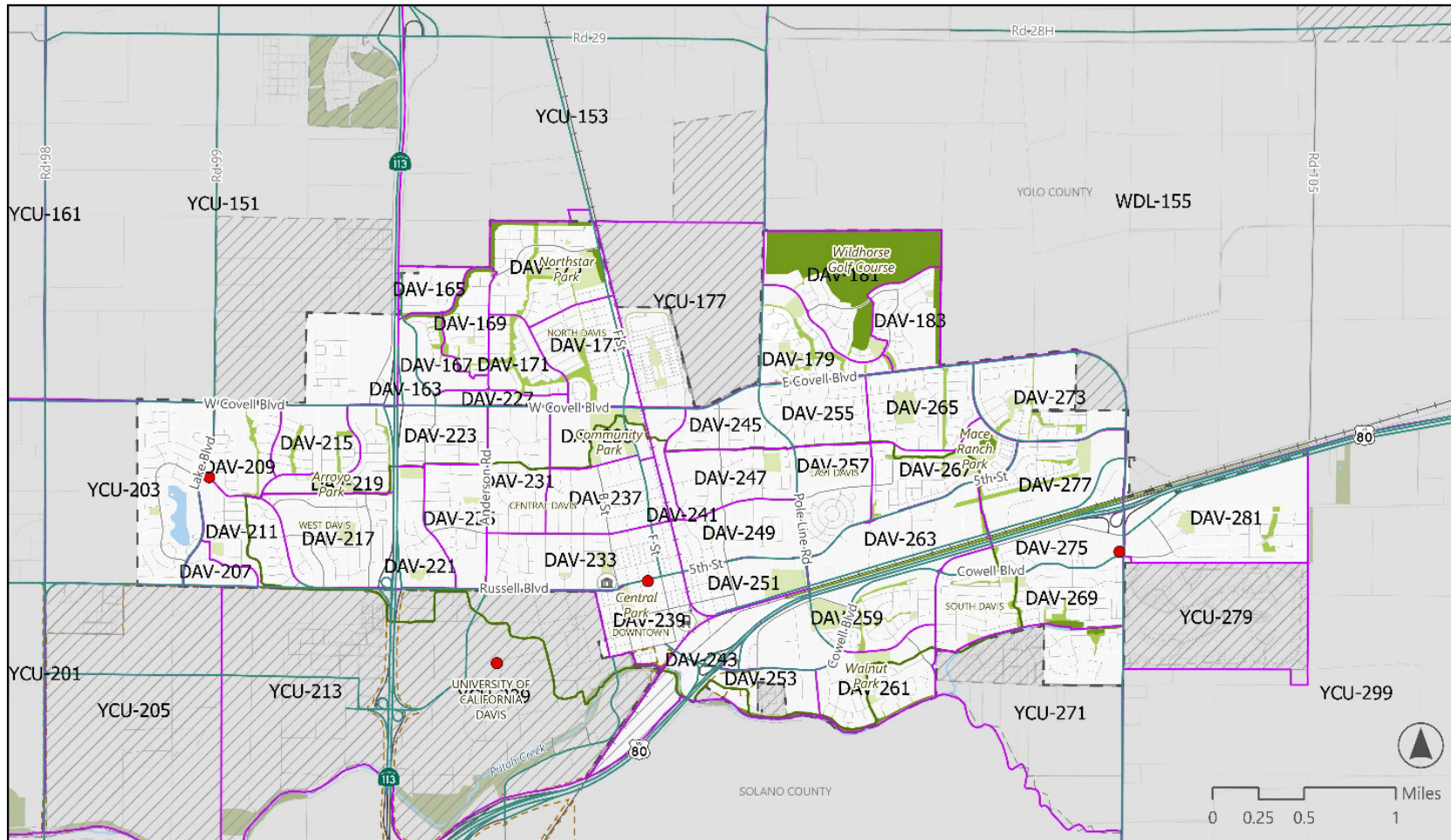


- | | | | |
|---------------------|--|----------------|-------------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Rivers/Creeks |
| Sphere of Influence | Greenbelts | City Hall | Levees |
| UC Davis Campus | Parks | Highways | Fire Stations |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads | 100-yr Floodplain |
| | Lakes | Local Roads | 200-yr Floodplain |
| | | Rail Lines | 500-yr Floodplain |
| | | Bike Loop | |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025)

Figure 27. Evacuation Zones and Routes



- | | | | |
|---------------------|--|----------------|-------------------------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station | Fire Stations |
| Sphere of Influence | Greenbelts | City Hall | Yolo County Evacuation Routes |
| UC Davis Campus | Parks | Highways | Yolo County Evacuation Zones |
| County Boundary | Publicly Accessible Open Space Outside the City Limits | Major Roads | |
| | Lakes | Local Roads | |
| | | Rail Lines | |
| | | Bike Loop | |
| | | Rivers/Creeks | |



Source: City of Davis (2025), UC Davis (2025), Yolo County (2025), CalTrans (2025), California Department of Fish and Wildlife (2025).

OUR CITY'S BUDGET

For FY 2024/25, the City projects General Fund expenditures of \$84.0 million and revenues of \$78.7 million. The General Fund, which supports core Davis city services, is primarily funded by property-related taxes, sales taxes and fees.

The General Fund revenue deficit of \$5.3 million for FY 2024/25 will require the City to draw from budget reserves. Closing the ongoing structural budget deficit requires additional revenue, reductions in expenditures, or a combination of both. Measure Q, passed in November 2024, is projected to generate an additional \$11 million in annual sales tax revenue which will help to address the structural budget deficit and give the City flexibility to fund enhanced services.

Over the past ten fiscal years, the total General Fund expenditure has increased by approximately \$9.8 million, or 13 percent (adjusted for inflation). General Fund expenditure peaked in FY 2023/24, at \$86.5 million.

Public Safety (Police and Fire Departments) accounted for over half of the City of Davis's General Fund expenditures in the FY 2024/25 Adopted Budget. This allocation underscores that the fiscal impact of new development will hinge on its effect on public safety demand: extending existing resources to serve new development would support better fiscal outcomes, while requiring significant new public safety service expansions could strain the budget.

Over the past ten fiscal years, the total General Fund Revenues have increased by \$6.9 million, or ten percent (adjusted for inflation). General Fund revenues peaked in FY 2021/22, at \$88.6 million, before decreasing over the following three years. Sales tax revenue is expected to increase over the coming years after Davis voters approved an additional one percent sales tax add-on in November 2024. If new retail development, such as The Davis Collection, can help to stem the city's retail leakage, this should be a net positive for the City's fiscal position.

Property tax revenue and sales tax revenue account for two-thirds of the total General Fund Revenues in the FY 2024/25 Adopted Budget. To maintain and improve municipal services as Davis continues to grow, the City needs to expand its property tax base and ensure that its retail sector remains robust.