

## **MEMORANDUM**

To: Yolo Rail Relocation Stakeholders

From: David Zehnder and Amy Lapin

Subject: Yolo Rail Realignment Assessment Area #1: Redevelopment Opportunities; EPS #142135

Date: June 24, 2015

*The Economics of Land Use*



### **Introduction**

The relocation of the north-south rail line through the Cities of Davis and Woodland and the rail realignment affecting portions of West Sacramento has the potential to create several benefits that generate economic value, including flood control, goods movement, public safety, recreation, property reuse, and economic development. The proposed rail line modifications would free up acreage for redevelopment, enhance access to land and sites, and remove several at-grade crossings in Davis, Woodland, and West Sacramento. Construction of the new line also could affect agricultural and industrial uses, the Conway Ranch development in Woodland, the Davis-Woodland Surface water supply project, and landfill operations in unincorporated Yolo County.

The City of Davis, on behalf of the Yolo Rail Realignment Partnership (Partnership), composed of Yolo County (County) and the Cities of Davis, West Sacramento, and Woodland, retained Economic & Planning Systems, Inc. (EPS), in collaboration with CH2M HILL, The Tioga Group, Inc., and Nossaman, LLP, to provide an assessment of redevelopment opportunities resulting from proposed rail line modifications, which will help inform the Partnership's rail realignment effort.

This initial analysis (Assessment Area 1) focuses on the potential low- to high-density land use impacts directly resulting from removal of rail lines in portions of Davis, West Sacramento, and Woodland. EPS consulted with each jurisdiction to identify parcels that could accommodate an intensification of residential and commercial land uses following rail removal. The purpose of this memorandum is to summarize existing development on parcels identified for redevelopment and the potential

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new land uses that could be accommodated on these parcels. In addition, this memorandum summarizes estimated assessed values associated with potential new land uses, as well as increased assessed value associated with the cessation freight rail activity.

## Summary of Key Findings

For the purpose of this analysis, each city identified the study area surrounding the proposed rail line modifications, as well as distinct geographic subareas by which to apply future low- and high-density land use assumptions, and individual parcels in subareas identified as having redevelopment potential resulting from rail removal. Refer to **Map 1**, **Map 2**, and **Map 3** for an illustration of the study areas, defined subareas, and identified parcels for Davis, West Sacramento, and Woodland, respectively.

**Table 1** summarizes total potential net new land uses on parcels identified as having redevelopment potential by subarea and by city. Jurisdictions identified parcels currently containing development *and* parcels that are designated as city or rail line right-of-way (ROW) that would be available for new residential and commercial development.<sup>1</sup> Net new land uses reflect the gross land uses estimated on affected parcels, net of existing land uses derived from County Assessor records.<sup>2</sup> The results of net new development by jurisdiction are described below:

- **Davis** estimates net new development will include about 1,360 to 2,230 residential units and 1.02 to 2.43 million square feet of commercial space. The Downtown Core and Downtown North subareas are anticipated to comprise vertical mixed-use development with about 740 to 1,020 residential rental and ownership units, and 1.04 to 2.44 million square feet of ground-floor retail space and potential second-floor office space. The Central Davis and North Davis subareas are anticipated to accommodate 620 to 1,200 multifamily attached rental and ownership units, respectively, and no new commercial space. The small amount of existing commercial space in the North Davis subarea is anticipated to be replaced with residential development.
- **West Sacramento** anticipates net new development will include about 2,430 to 3,200 residential units and 14.28 to 17.85 million square feet of commercial space. All net new residential units will be developed in the Washington District and Bridge District subareas and will comprise a combination of ownership and rental units. The Washington District, Bridge District, Pioneer Bluff, and Snow Cone subareas are anticipated to accommodate vertical mixed-use and horizontal retail and office space.
- **Woodland** estimates net new development will comprise about 1,250 to 2,390 residential units and 687,000 to 1.15 million square feet of nonresidential space. The Central Business

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<sup>1</sup> For some parcels currently designated as city or rail ROW, jurisdictions indicated that all or a portion of the parcel may be developed as a public-use trail. The net new land uses presented in this analysis account for this assumption.

<sup>2</sup> Some land use information from the County Assessor has been amended, based on information that has been verified to be accurate, as provided by each city. However, not all existing land use information has been verified as accurate or amended.

District t and East Street District subareas are estimated to comprise vertical mixed-use development with 450 to 650 multifamily rental units, and 413,000 to 606,000 square feet of ground floor retail and potential second-floor office space. The North East Street District subarea is anticipated to accommodate 190 to 300 single-family detached units and 274,000 to 548,000 square feet of office/research & development (R&D)/flex space. The Annexation Area subarea is estimated to comprise 610 to 1,440 single-family detached and multifamily attached residential units.

**Table 2** summarizes potential net new assessed values associated with new low- and high-density land use scenarios. Net new assessed values reflect the estimated assessed values associated with gross future land use scenarios, net of existing Fiscal Year (FY) 2014-15 assessed values derived from County Assessor records. Net new assessed values also include an estimated incremental increase in the values of residential properties not anticipated to redevelop that are located within a 500-foot buffer of the current rail line. The results of net new assessed values by jurisdiction are described below:

- **Davis** is estimated to gain net new assessed values of approximately \$1.01 to \$1.71 billion stemming from future low- and high-density land use scenarios, including about \$4.5 million associated with increased residential values not anticipated to redevelop and located within a 500-foot buffer of the current rail line.
- **West Sacramento** is estimated to gain net new assessed values of approximately \$4.98 to \$6.22 billion stemming from future low- and high-density land use scenarios, including about \$912,000 associated with increased residential values not anticipated to redevelop and located within a 500-foot buffer of the current rail line.
- **Woodland** is estimated to gain net new assessed values of approximately \$455 to \$864 million stemming from future low- and high-density land use scenarios, including about \$1.77 million associated with increased residential values not anticipated to redevelop and located within a 500-foot buffer of the current rail line.

The resulting increases in net new land uses and assessed values will have significant fiscal benefits for each jurisdiction, including notable increases in property tax and sales tax revenues. These revenues are not quantified as part of this analysis but may be studied further in future analyses to understand the magnitude of increased tax revenues.

The following sections offer a more detailed overview of the technical approach, including the assumptions and methodology used to derive the future low- and high-density land uses and assessed values. Detailed technical analysis tables are presented in **Appendices A, B, and C** for Davis, West Sacramento, and Woodland, respectively.

## Technical Approach

### Estimating Projected Low- and High-Density Land Uses

EPS organized meetings with each of the three jurisdictions to identify the study areas and potential land use scenarios stemming from removal of the rail line. These meetings, which were attended by EPS, city staff, representatives from the County, and other stakeholders identified

by staff (e.g., relevant property owners, elected officials), took place during the week of March 16, 2015.

Preceding the meetings with each city, EPS prepared briefing packets comprising project background materials; materials relevant to informing potential study areas and existing market conditions; and relevant literature and case studies related to rail removal, urban trails, and transit-oriented-development (TOD). The briefing packet presented to meeting attendees is available at the following Web address:

<https://www.dropbox.com/s/a409e2t6cs742qr/Briefing%20Packet%2003-16-15.pdf?dl=0>.

An overview of key discussion points from the three jurisdictional meetings and EPS's approach to estimating low- and high-density land use scenarios follows.

### **Davis**

The study area in Davis comprises a long, linear corridor on either side of the rail line and H Street, stretching from the train station on Second Street to the Cannery Park project.

Overall, stakeholders attending the Davis meeting favored maintaining a clear ROW, with possible exploration of a rails-to-trails (or similar) concept. There was discussion regarding the potential use of rail ROW adjacent to the Cannery Project, given existing bike paths and future bike path in the project. The group discussed a range of mixed-use buildings comprising buildout of several key parcels, including completion of a large project at the train station and the possible reconnection of Second Street where the present Amtrak station parking lot is located. In addition, key properties such as Hibbert Lumber and the Davis Food Co-op may wish to explore redevelopment or remodeling concepts.

Density recommendations ranged from 4 to 10 stories, with a preference for higher-density, mixed-use development in the southern portion of the corridor and lower-density development in the northern portion of the corridor. The group recommended re-evaluating a range of policy documents, including the Core Area Specific Plan, as part of the longer-term evaluation of development potential.

EPS worked with Davis staff to finalize the list of affected properties and associated low- and high-density assumptions. Parcels included and excluded as potential redevelopment opportunities initially changed based on stakeholder feedback during the meeting. EPS also worked with Davis staff to identify land use products associated with future development.

### **West Sacramento**

West Sacramento staff identified three subareas in the city's study area: the Washington District, the Bridge District, and Pioneer Bluff. Following the meeting, a fourth subarea labelled the "Snow Cone" was included as having redevelopment potential resulting from rail removal. West Sacramento staff provided direction for targeted land use totals in this subarea. A summary of each subarea is provided below.

#### Washington District

The Washington District has three major groupings of parcels affected by the removal of rail. These groups of parcels are identified as the Laura sites, Welcome Grove, and the Iron Triangle. As part of West Sacramento's General Plan update, staff conducted parcel-level analysis and determined targeted land use totals for affected parcels in this district.

Based on West Sacramento staff direction, EPS used West Sacramento General Plan buildout targets for affected parcels and estimated low- and high-density scenarios by applying sensitivity factors (e.g., 90 percent for low-density; 110 percent for high-density). West Sacramento staff provided direction on development products, based on West Sacramento General Plan land uses, to estimate assessed values.

#### Bridge District

The Bridge District is entirely reliant on removal of the rail line, which will provide the ability to build and finance development at densities contemplated by the environmental analysis and public facilities financing plan. Some development could occur absent the removal of rail. However, for the purpose of this analysis, all new development is assumed to be net new development directly resulting from rail removal. This approach is based on the assumption that the amount of development that could occur would be minimal and may not be financially feasibility to pursue.

Based on West Sacramento staff direction, EPS used West Sacramento General Plan buildout targets and estimated low- and high-density scenarios by applying sensitivity factors (e.g., 90 percent for low-density; 110 percent for high-density). West Sacramento staff provided direction on development products, based on West Sacramento General Plan land uses, to estimate assessed values.

#### Pioneer Bluff

The Pioneer Bluff area quickly is transitioning from industrial to a mixed-use district. The depth of the market is uncertain, given the range of competitive projects along the waterfront, Downtown Sacramento, and the Railyards. A few parcels may be slow to redevelop. The area's value and competitiveness will be enhanced through development of the Broadway Bridge. There is considerable uncertainty regarding the status of levies protecting the bluff, adding uncertainty to the extent of land available for development. The Canal Yard removal will provide a great amenity to the west of Pioneer Bluff.

Based on West Sacramento staff direction, EPS used buildout targets identified in the December 2014 Pioneer Bluff Transition Plan and estimated low- and high-density scenarios by applying sensitivity factors (e.g., 80 percent for low-density; 100 percent for high-density). West Sacramento staff provided direction on development products, based on West Sacramento General Plan land uses, to estimate assessed values.

#### Snow Cone

The Snow Cone area, located between Jefferson Boulevard, Pioneer Bluff, and the Bridge District, comprises low-intensity commercial uses. West Sacramento staff identified this area as having redevelopment potential pending rail removal.

Based on West Sacramento staff direction, EPS estimated the low-density land use scenario as the status quo (i.e., no net new development) and the high-density land use scenario as achieving floor area ratio (FAR) targets based on existing land use designations and West Sacramento's General Plan. West Sacramento staff indicated assumed development products would continue to be commercial in this subarea.

## **Woodland**

Woodland identified the following areas of impact: (1) Central Business District; (2) East Street District; (3) the North East Street District; and (4) the Annexation Area, a large residential development opportunity south of Woodland on East Street in Woodland's Sphere of Influence.

Parcels around the Main/East intersection have significant redevelopment potential, including the Petrovich parcel, which could accommodate a hotel or vertical mixed-use development project. Woodland envisions mixed-use development opportunities, combining residential, retail, and office uses in both the Central Business District and East Street District.

To the north of the Main/East intersection, Woodland staff identified the North East Street District as having potential to accommodate single-family detached residential and a buffer of non-retail commercial uses between existing industrial uses and new residential development.

The Annexation Area subarea presents an opportunity to develop both single-family and higher-density multifamily residential development adjacent to Woodland's southern boundary.

EPS worked with Woodland staff to finalize the list of affected properties and associated low- and high-density assumptions. EPS also worked with Woodland staff to identify land-use products associated with future development.

## **Estimating Assessed Values**

To estimate assessed values associated with future land use scenarios, EPS conducted research on the assessed values of recently constructed projects, lease rates associated with residential and commercial space for rent, and market values associated with residential and commercial space for sale for comparable projects located in the Cities of Davis, West Sacramento, and Woodland. EPS also reviewed comparable projects in other jurisdictions in the Sacramento Region for comparison. EPS used subscription-based databases (e.g., The Gregory Group, LoopNet, CoStar) and the apartment listing Web site, ForRent.com, to determine residential and commercial assessed values. EPS consulted with local real estate professions to affirm estimated values used in the analysis.

In addition, EPS identified residential parcels not identified to redevelop and located within 500 feet of the rail line. Based on an academic literature review, EPS estimated that these residential properties will experience a 5-percent increase in total assessed value upon cessation of freight rail activity.<sup>3</sup>

## **Technical Appendices**

As noted, detailed technical analysis tables are presented in **Appendices A, B, and C** for Davis, West Sacramento, and Woodland, respectively. Each appendix contains the following nine tables:

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<sup>3</sup> Refer to the "Effect of Freight Rail Removal on Residential Property" journal article and Sioux Falls Rail Plan Benefits Study Draft Report, provided in the March 15, 2015, Briefing Packet.

- **Table 1: Summary of Existing Land Uses.** Summarizes existing land use information on identified parcels. The table is organized by subarea by land use designation. This table summarizes information presented in **Table 2**.
- **Table 2: Detailed Existing Land Uses.** Provides a listing of all parcels identified as having redevelopment potential, including ROW parcels that may be developed with residential or commercial uses or as a public-use trail. This table provides current acreage, assessed values, and land use details derived from FY 2014-15 County Assessor records.
- **Table 3: Detailed Existing Residential Land Uses Not Expected to Redevelop.** Provides a listing of residential parcels located within 500 feet of the existing rail line that are not expected to redevelop. This table includes information on each parcel's FY 2014-15 assessed value for the purpose of applying a 5-percent increase stemming from rail removal. See **Table 9** for the impacts of the assessed value increase on non-turnover parcels.
- **Table 4: Projected Land Use Assumptions.** Identifies the land use assumptions used to estimate future low- and high-density land use assumptions on affected parcels.
- **Table 5: Gross Projected Low- and High-Density Land Uses.** Summarizes the gross low- and high-density land uses using existing land use information for identified parcels and assumptions provided in **Table 4**.
- **Table 6: Net New Projected Low- and High-Density Land Uses.** Summarizes the net new low- and high-density land use scenarios, which reflect gross land uses shown in **Table 5**, net of existing land uses shown in **Table 1**.
- **Table 7: Projected Land Use Valuation Assumptions.** Provides assessed value assumptions for projected land uses based on assumed product types and density assumptions shown in **Table 4**.
- **Table 8: Projected Gross Assessed Valuation.** Summarizes the estimated gross assessed values associated with projected future low- and high-density land use scenarios, using assessed value assumptions shown in **Table 7**.
- **Table 9: Projected Net New Assessed Valuation.** Summarizes net new assessed values, which reflect gross assessed values for the low- and high-density land use scenarios shown in **Table 7**, net of existing assessed values shown in **Table 1**.

## Next Steps

Following the derivation of low- and high-density land use scenarios and assessed values in this first phase of analysis, EPS will complete two additional phases of the project: Assessment Area 2 and Assessment Area 3.

Assessment Area 2 of the project will estimate the economic impacts associated with redevelopment opportunities identified in this memorandum, as well as the major rail infrastructure projects and economic opportunities that could arise from the new rail alignments (e.g., impacts involving the County, landfill operations, and potential land swaps). The economic impact analysis will capture both the one-time activities related to building and infrastructure construction and the ongoing impacts from the net new economic activities resulting from

redevelopment and rail realignment. These impacts will be measured in the entire County economy and will be presented using standard economic variables such as employment and output. Assessment Area 2 also will provide a qualitative discussion of other potential benefits arising from rail realignment that cannot be quantified in economic terms or that are conceptual in nature.

In the final phase of this project, Assessment Area 3, EPS will collaborate with Nossaman, LLP, to define the general project funding needs and potential federal, state, local, and private funding sources.

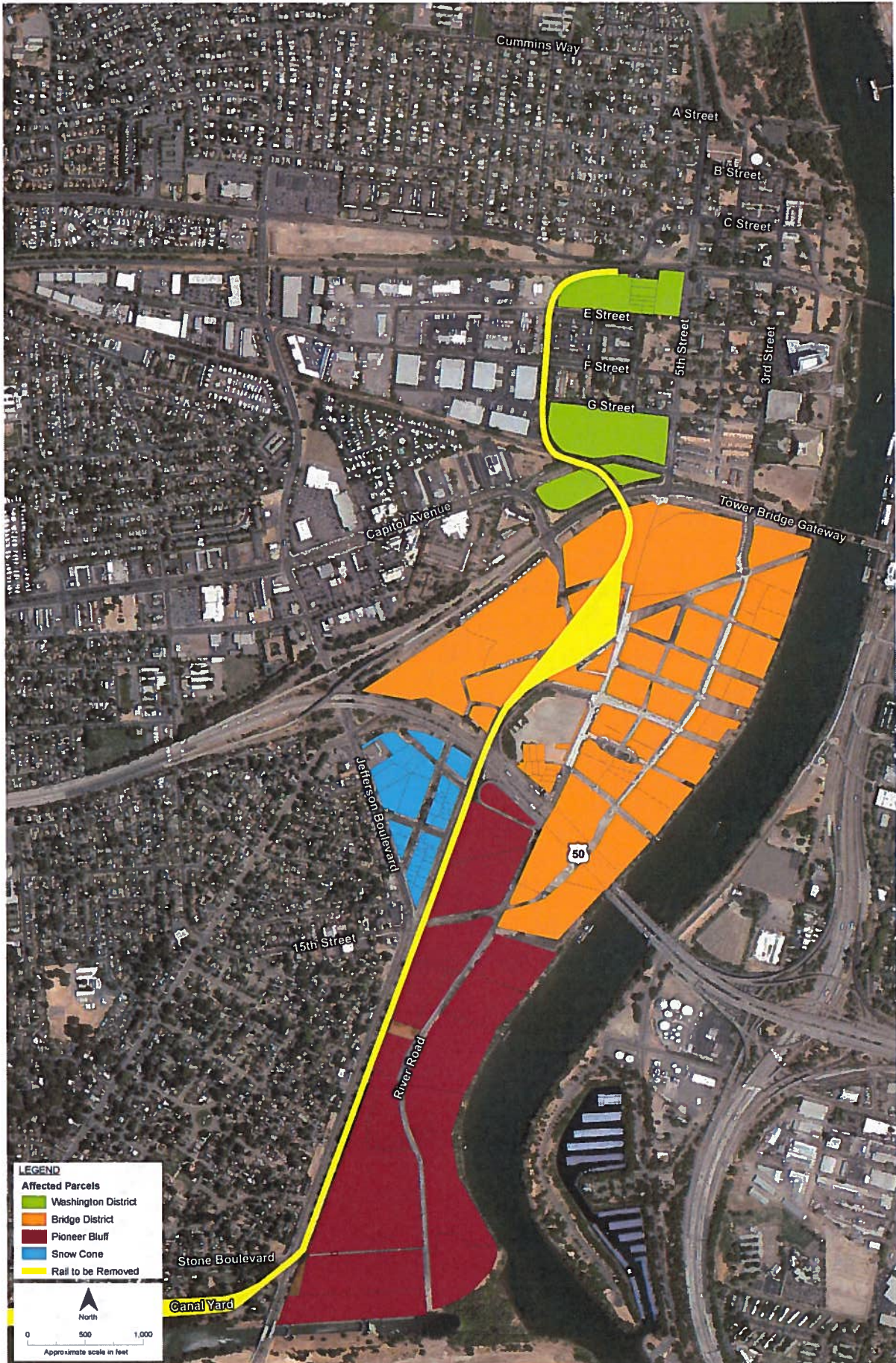


# Map 1 Yolo Rail Relocation – Redevelopment Opportunities City of Davis



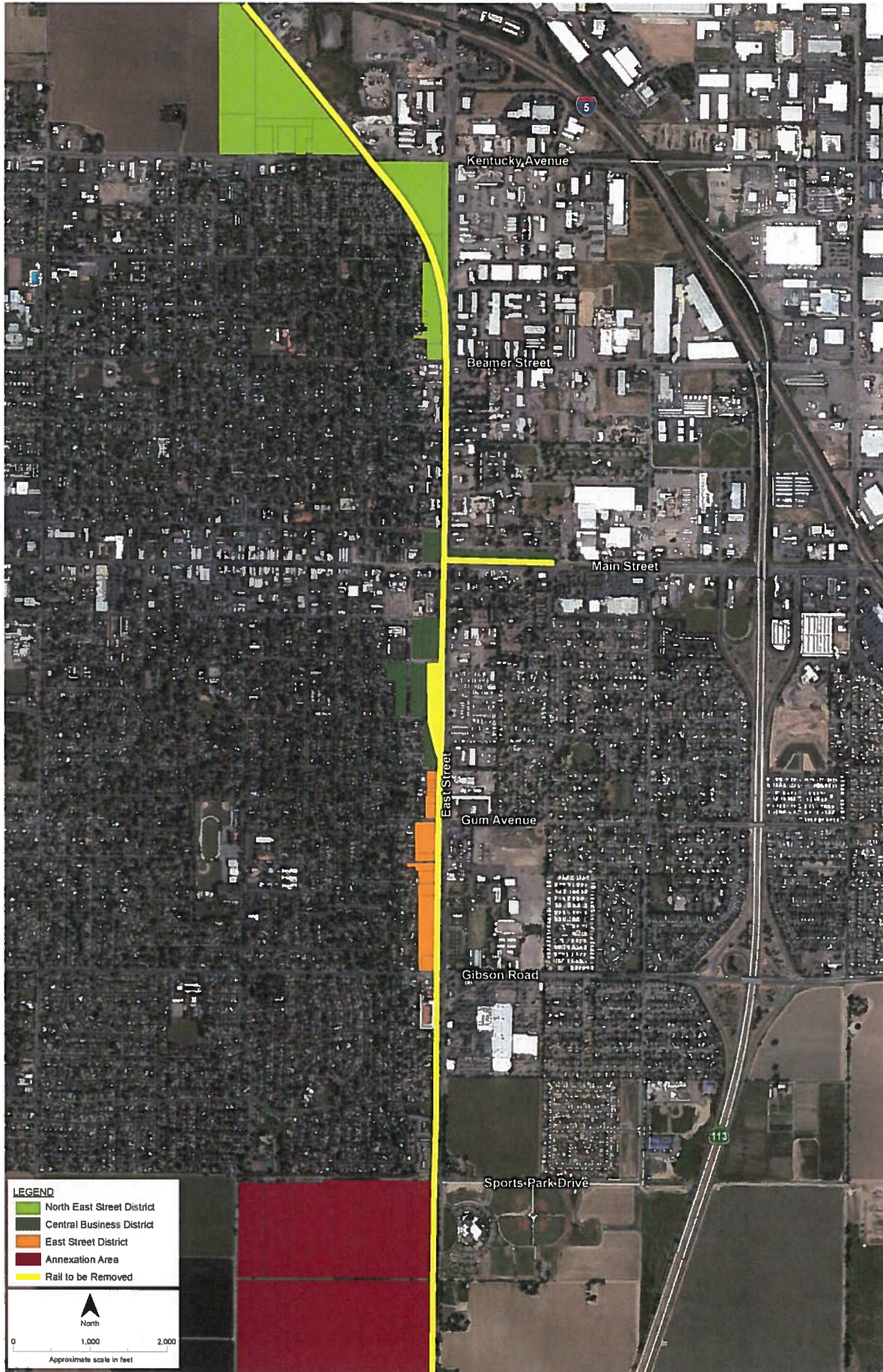


**Map 2**  
**Yolo Rail Relocation – Redevelopment Opportunities**  
**City of West Sacramento**





**Map 3**  
**Yolo Rail Relocation – Redevelopment Opportunities**  
**City of Woodland**



**Table 1**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Summary of Projected Net New Development**

Item	Source	Acreage	Net New Projected Land Use Scenarios [1]							
			Units	Low Density			Units	High Density		
				Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.		Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.
<b>Davis</b>										
	Table A-6									
Downtown Core		17.6	506	759,704	629,542	1,389,246	675	1,013,547	1,481,439	2,494,986
Downtown North		11.4	238	424,427	406,762	831,189	348	589,704	961,433	1,551,137
Central Davis		59.7	490	1,602,185	0	1,602,185	1,031	2,414,103	0	2,414,103
North Davis		20.6	129	193,590	(8,388)	185,202	172	258,120	(8,388)	249,732
<b>Total Davis</b>		<b>109.3</b>	<b>1,362</b>	<b>2,979,905</b>	<b>1,027,917</b>	<b>4,007,822</b>	<b>2,226</b>	<b>4,275,474</b>	<b>2,434,484</b>	<b>6,709,958</b>
<b>West Sacramento</b>										
	Table B-6									
Washington District		16.9	576	1,047,342	961,000	2,008,342	726	1,272,342	1,174,000	2,446,342
Bridge District		101.0	1,852	2,925,537	4,791,000	7,716,537	2,472	3,855,837	5,885,000	9,740,837
Pioneer Bluff		124.4	0	0	8,532,723	8,532,723	0	0	10,679,029	10,679,029
Snow Cone		14.4	0	0	0	0	0	0	108,512	108,512
<b>Total West Sacramento</b>		<b>256.7</b>	<b>2,428</b>	<b>3,972,879</b>	<b>14,284,723</b>	<b>18,257,602</b>	<b>3,198</b>	<b>5,128,179</b>	<b>17,846,540</b>	<b>22,974,720</b>
<b>Woodland</b>										
	Table C-6									
Central Business District		28.2	371	556,436	335,543	891,979	496	744,072	460,633	1,204,705
East Street District		16.7	79	127,601	77,399	205,000	153	230,897	145,179	376,076
North East Street District		72.2	188	415,516	274,241	689,757	301	664,826	548,481	1,213,307
Annexation Area		158.8	611	1,173,357	0	1,173,357	1,442	2,851,085	0	2,851,085
<b>Total Woodland</b>		<b>275.9</b>	<b>1,249</b>	<b>2,272,911</b>	<b>687,182</b>	<b>2,960,093</b>	<b>2,392</b>	<b>4,490,880</b>	<b>1,154,293</b>	<b>5,645,173</b>

Source: Cities of Davis, West Sacramento, and Woodland; EPS.

[1] Refer to the Appendices of this study for assumptions and calculations related to net new projected land uses.

[2] Based on the floor area ratio of total (residential and commercial) gross building square footage.

**Table 2**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Summary of Projected Net New Assessed Value (2015\$)**

Item	Source	Projected Net New Assessed Value					
		Low Density			High Density		
		Residential	Commercial	Total	Residential	Commercial	Total
<b>Davis Redevelopment Parcels</b>	Table A-9						
Downtown Core		\$126,636,784	\$223,424,899	\$350,061,683	\$168,943,948	\$504,550,925	\$673,494,873
Downtown North		\$128,345,125	\$145,526,071	\$273,871,197	\$172,419,054	\$328,567,300	\$500,986,354
Central Davis		\$333,855,499	\$0	\$333,855,499	\$469,175,157	\$0	\$469,175,157
North Davis		\$51,624,000	(\$2,301,759)	\$49,322,241	\$68,832,000	(\$2,301,759)	\$66,530,241
<b>Total Davis</b>		<b>\$640,461,409</b>	<b>\$366,649,211</b>	<b>\$1,007,110,620</b>	<b>\$879,370,159</b>	<b>\$830,816,466</b>	<b>\$1,710,186,625</b>
Increased AV Parcels [1]		\$4,537,008	\$0	\$4,537,008	\$4,537,008	\$0	\$4,537,008
<b>Total Davis (Incl. Increased AV Parcels)</b>		<b>\$644,998,417</b>	<b>\$366,649,211</b>	<b>\$1,011,647,628</b>	<b>\$883,907,167</b>	<b>\$830,816,466</b>	<b>\$1,714,723,633</b>
<b>West Sacramento Redevelopment Parcels</b>	Table B-9						
Washington District		\$146,582,071	\$236,062,388	\$382,644,459	\$178,082,071	\$289,312,388	\$467,394,459
Bridge District		\$1,060,163,589	\$1,439,961,555	\$2,500,125,144	\$1,308,243,589	\$1,779,101,555	\$3,087,345,144
Pioneer Bluff		\$0	\$2,099,593,964	\$2,099,593,964	\$0	\$2,636,170,398	\$2,636,170,398
Snow Cone		(\$677,857)	\$677,857	\$0	(\$677,857)	\$30,112,189	\$29,434,332
<b>Total West Sacramento</b>		<b>\$1,206,067,803</b>	<b>\$3,776,295,764</b>	<b>\$4,982,363,567</b>	<b>\$1,485,647,803</b>	<b>\$4,734,696,529</b>	<b>\$6,220,344,332</b>
Increased AV Parcels [1]		\$912,469	\$0	\$912,469	\$912,469	\$0	\$912,469
<b>Total West Sac. (Incl. Increased AV Parcels)</b>		<b>\$1,206,980,272</b>	<b>\$3,776,295,764</b>	<b>\$4,983,276,036</b>	<b>\$1,486,560,272</b>	<b>\$4,734,696,529</b>	<b>\$6,221,256,801</b>
<b>Woodland Redevelopment Parcels</b>	Table C-9						
Central Business District		\$66,772,369	\$68,680,203	\$135,452,572	\$89,288,633	\$93,698,274	\$182,986,907
East Street District		\$14,840,426	\$8,622,105	\$23,462,531	\$28,155,986	\$23,417,172	\$51,573,158
North East Street District		\$75,401,377	\$30,747,884	\$106,149,261	\$120,730,417	\$66,399,174	\$187,129,591
Annexation Area		\$189,336,927	(\$1,554,041)	\$187,782,886	\$441,935,786	(\$1,554,041)	\$440,381,745
<b>Total Woodland</b>		<b>\$346,351,099</b>	<b>\$106,496,151</b>	<b>\$452,847,250</b>	<b>\$680,110,823</b>	<b>\$181,960,579</b>	<b>\$862,071,401</b>
Increased AV Parcels [1]		\$1,768,345	\$0	\$1,768,345	\$1,768,345	\$0	\$1,768,345
<b>Total Woodland (Incl. Increased AV Parcels)</b>		<b>\$348,119,444</b>	<b>\$106,496,151</b>	<b>\$454,615,595</b>	<b>\$681,879,167</b>	<b>\$181,960,579</b>	<b>\$863,839,746</b>

Source: Cities of Davis, West Sacramento, and Woodland; EPS.

[1] The improved value of residential parcels not identified to redevelop and located within 500 feet of the current rail line to be removed is estimated to increase by 5%, based on a review of academic literature.

## APPENDICES:

- Appendix A: Existing and Projected Land Uses and Assessed Values: Davis
- Appendix B: Existing and Projected Land Uses and Assessed Values: West Sacramento
- Appendix C: Existing and Projected Land Uses and Assessed Values: Woodland



## APPENDIX A:

### Existing and Projected Land Uses and Assessed Values: Davis



Table A-1	Summary of Existing Land Uses: Davis.....	A-1
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Table A-1  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Summary of Existing Land Uses: Davis

Subarea / Land Use	Acreage				Assessed Value			Current Land Use			
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	Units	Res. Bldg. Sq. Ft.	Nonres. Bldg. Sq. Ft.	Total Bldg. Sq. Ft.
<b>Downtown Core</b>											
Automotive Uses	0.0	0.9	0.0	0.9	\$240,667	\$299,477	\$540,144	0	0	14,800	14,800
City ROW	0.0	2.9	0.0	2.9	\$0	\$0	\$0	0	0	0	0
Commercial Service	0.0	0.2	0.0	0.2	\$0	\$0	\$0	0	0	1,832	1,832
General Commercial	0.0	0.5	0.0	0.5	\$254,525	\$876,486	\$1,131,011	0	0	6,400	6,400
Industrial	0.0	1.1	0.0	1.1	\$616,085	\$232,485	\$848,570	0	0	5,055	5,055
Office	0.0	0.4	0.0	0.4	\$338,366	\$634,656	\$973,022	0	0	3,980	3,980
Parking Lot	0.0	4.4	0.0	4.4	\$0	\$0	\$0	0	0	0	0
Rail ROW	0.0	2.1	0.0	2.1	\$0	\$0	\$0	0	0	0	0
Residential Apartment	0.0	0.1	0.0	0.1	\$141,326	\$143,381	\$284,707	1	1,225	0	1,225
Resid. Single Family	0.0	0.1	0.0	0.1	\$0	\$0	\$0	1	600	0	600
Restaurant	0.0	0.5	0.0	0.5	\$597,478	\$905,054	\$1,502,532	0	0	12,638	12,638
Retail (Mixed Use)	0.0	0.5	0.0	0.5	\$137,168	\$440,207	\$577,375	0	0	11,825	11,825
Retail Sales	0.0	2.2	0.0	2.2	\$1,857,969	\$4,365,539	\$6,223,508	0	0	26,719	26,719
Second St. ROW	0.0	1.6	0.0	1.6	\$0	\$0	\$0	0	0	0	0
<b>Total Downtown Core</b>	<b>0.0</b>	<b>17.6</b>	<b>0.0</b>	<b>17.6</b>	<b>\$4,183,584</b>	<b>\$7,897,285</b>	<b>\$12,080,869</b>	<b>2</b>	<b>1,825</b>	<b>83,249</b>	<b>85,074</b>
<b>Downtown North</b>											
Automotive Uses	0.0	0.3	0.0	0.3	\$76,088	\$63,127	\$139,215	0	0	2,304	2,304
City ROW	0.0	2.3	0.0	2.3	\$0	\$0	\$0	0	0	0	0
Retail Sales	0.0	4.7	0.0	4.7	\$1,412,061	\$5,164,616	\$6,576,677	0	0	46,408	46,408
Office	0.0	0.4	0.0	0.4	\$428,513	\$382,060	\$810,573	0	0	8,624	8,624
Rail ROW	0.0	1.8	0.0	1.8	\$0	\$0	\$0	0	0	0	0
Residential Apartments	0.0	0.8	0.0	0.8	\$773,596	\$2,359,415	\$3,133,011	89	66,750	0	66,750
Resid. Single Family	0.0	0.5	0.0	0.5	\$398,799	\$344,850	\$743,649	4	4,655	0	4,655
Vacant	0.0	0.5	0.0	0.5	\$99,958	\$0	\$99,958	0	0	0	0
<b>Total Downtown North</b>	<b>0.0</b>	<b>11.4</b>	<b>0.0</b>	<b>11.4</b>	<b>\$3,189,015</b>	<b>\$8,314,068</b>	<b>\$11,503,083</b>	<b>93</b>	<b>71,405</b>	<b>57,336</b>	<b>128,741</b>
<b>Central Davis</b>											
(Blank)	0.0	1.8	0.0	1.8	\$0	\$0	\$0	0	0	0	0
City ROW	0.0	6.4	0.0	6.4	\$0	\$0	\$0	0	0	0	0
Park/Recreation	0.0	5.5	0.0	5.5	\$0	\$0	\$0	0	0	0	0
Public	0.0	0.0	0.0	0.0	\$0	\$0	\$0	0	0	0	0
Rail ROW	0.0	4.7	0.0	4.7	\$0	\$0	\$0	0	0	0	0
Residential Apartments	0.0	41.3	0.0	41.3	\$15,539,953	\$56,563,522	\$72,103,475	1,134	833,569	0	833,569
<b>Total Central Davis</b>	<b>0.0</b>	<b>59.7</b>	<b>0.0</b>	<b>59.7</b>	<b>\$15,539,953</b>	<b>\$56,563,522</b>	<b>\$72,103,475</b>	<b>1,134</b>	<b>833,569</b>	<b>0</b>	<b>833,569</b>
<b>North Davis</b>											
Automotive Uses	0.0	0.9	0.0	0.9	\$756,593	\$932,000	\$1,688,593	0	0	3,748	3,748
City ROW	0.0	11.3	0.0	11.3	\$0	\$0	\$0	0	0	0	0
Retail Sales	0.0	1.6	0.0	1.6	\$215,002	\$398,164	\$613,166	0	0	4,640	4,640
Rail ROW	0.0	6.8	0.0	6.8	\$0	\$0	\$0	0	0	0	0
<b>Total North Davis</b>	<b>0.0</b>	<b>20.6</b>	<b>0.0</b>	<b>20.6</b>	<b>\$971,595</b>	<b>\$1,330,164</b>	<b>\$2,301,759</b>	<b>0</b>	<b>0</b>	<b>8,388</b>	<b>8,388</b>
<b>Total Davis</b>	<b>0.0</b>	<b>109.3</b>	<b>0.0</b>	<b>109.3</b>	<b>\$23,884,147</b>	<b>\$74,105,039</b>	<b>\$97,989,186</b>	<b>1,229</b>	<b>906,799</b>	<b>148,973</b>	<b>1,055,772</b>

Source: City of Davis; EPS.

davis\_exist



Table A-2  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Land Uses: Davis

Subarea / Assessor Parcel Number	Address	Acreage				Assessed Value			Description	Units	Current Land Use		DU/Acre	FAR
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total			Res.	Nonres.		
<b>Downtown Core</b>														
070 218 01	302 G ST	0.0	0.1	0.0	0.1	\$140,050	\$954,374	\$1,094,424	Retail Sales	-	-	5,000	-	0.95
070 218 02	304 G ST	0.0	0.1	0.0	0.1	\$62,470	\$1,482	\$63,952	Parking Lot	-	-	0	-	-
070 218 03	NA	0.0	0.4	0.0	0.4	\$0	\$0	\$0	Parking Lot	-	-	0	-	-
070 218 04	330 G ST	0.0	0.3	0.0	0.3	\$271,842	\$305,878	\$577,720	Restaurant	-	-	4,951	-	0.44
070 218 05	340 G ST	0.0	0.1	0.0	0.1	\$43,704	\$31,635	\$75,339	Office	-	-	1,100	-	0.36
070 218 06	338 G ST	0.0	0.1	0.0	0.1	\$27,185	\$48,746	\$75,931	Retail Sales	-	-	1,925	-	0.88
070 218 07	830 4TH ST	0.0	0.5	0.0	0.5	\$443,040	\$206,806	\$649,846	Retail Sales	-	-	4,500	-	0.19
070 218 08	240 G ST/3RD ST	0.0	0.5	0.0	0.5	\$277,044	\$870,644	\$1,147,688	Retail Sales	-	-	0	-	-
070 252 02	234 G ST	0.0	0.3	0.0	0.3	\$325,636	\$599,176	\$924,812	Restaurant	-	-	7,687	-	0.69
070 252 06	130 G ST /802-808 2ND ST	0.0	0.3	0.0	0.3	\$568,723	\$1,682,223	\$2,250,946	Retail Sales	-	-	3,700	-	0.26
070 252 15	240 G ST	0.0	0.7	0.0	0.7	\$401,927	\$602,746	\$1,004,673	Retail Sales	-	-	11,594	-	0.39
070 252 22	NA	0.0	1.7	0.0	1.7	\$0	\$0	\$0	Parking Lot	-	-	0	-	-
070 311 02	215 I ST	0.0	0.2	0.0	0.2	\$65,900	\$76,043	\$141,943	Automotive Uses	-	-	1,800	-	0.19
070 311 03	920 3RD ST	0.0	0.7	0.0	0.7	\$174,767	\$223,434	\$398,201	Automotive Uses	-	-	13,000	-	0.45
070 311 04	NA	0.0	2.3	0.0	2.3	\$0	\$0	\$0	Parking Lot	-	-	0	-	-
070 312 06	214-216 I ST	0.0	0.1	0.0	0.1	\$141,326	\$143,381	\$284,707	Residential Apartment	1	1,225	-	7	-
070 312 07	212 I ST	0.0	0.3	0.0	0.3	\$294,662	\$603,021	\$897,683	Office	-	-	2,880	-	0.21
070 312 08	203 J ST	0.0	0.2	0.0	0.2	\$0	\$0	\$0	Commercial Service	-	-	1,832	-	0.27
070 312 09	209 J ST	0.0	0.1	0.0	0.1	\$0	\$0	\$0	Resid. Single Family	1	600	-	7	-
070 321 10	912 5TH ST	0.0	0.5	0.0	0.5	\$254,525	\$876,486	\$1,131,011	General Commercial	-	-	6,400	-	0.29
070 321 11	907-911 4TH ST	0.0	0.5	0.0	0.5	\$415,628	\$30,405	\$446,033	General Commercial	-	-	2,305	-	0.11
070 324 01	904 4TH ST	0.0	0.5	0.0	0.5	\$137,987	\$200,598	\$338,585	Industrial	-	-	2,750	-	0.13
070 324 02	901-919 3RD ST	0.0	0.5	0.0	0.5	\$137,168	\$440,207	\$577,375	Retail (Mixed Use)	-	-	11,825	-	0.54
City ROW	NA	0.0	0.7	0.0	0.7	\$0	\$0	\$0	City ROW	-	-	-	-	-
City ROW	NA	0.0	0.7	0.0	0.7	\$0	\$0	\$0	City ROW	-	-	-	-	-
City ROW	NA	0.0	1.5	0.0	1.5	\$0	\$0	\$0	City ROW	-	-	-	-	-
Second St. ROW	NA	0.0	1.6	0.0	1.6	\$0	\$0	\$0	Second St. ROW	-	-	-	-	-
Rail ROW	NA	0.0	0.6	0.0	0.6	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
Rail ROW	NA	0.0	0.5	0.0	0.5	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
Rail ROW	NA	0.0	1.0	0.0	1.0	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
<b>Total Downtown Core</b>		<b>0.0</b>	<b>17.6</b>	<b>0.0</b>	<b>17.6</b>	<b>\$4,183,584</b>	<b>\$7,897,285</b>	<b>\$12,080,869</b>		<b>2</b>	<b>1,825</b>	<b>83,249</b>		
<b>Downtown North</b>														
070 166 01	712 G ST	0.0	0.5	0.0	0.5	\$99,958	\$0	\$99,958	Vacant	-	-	0	-	-
070 166 03	630-670 G ST	0.0	1.7	0.0	1.7	\$330,161	\$791,078	\$1,121,239	Retail Sales	-	-	43,108	-	0.59
070 192 02	620 G ST	0.0	1.8	0.0	1.8	\$881,937	\$4,146,447	\$5,028,384	Retail Sales	-	-	0	-	-
070 193 01	536 G ST	0.0	0.3	0.0	0.3	\$67,827	\$25,080	\$92,907	Resid. Single Family	1	1,700	-	4	-
070 193 02	526 G ST	0.0	0.1	0.0	0.1	\$141,416	\$89,229	\$230,645	Resid. Single Family	1	1,178	-	7	-
070 193 03	522 G ST	0.0	0.1	0.0	0.1	\$121,677	\$114,920	\$236,597	Office	-	-	1,200	-	0.20
070 193 04	516 G ST	0.0	0.1	0.0	0.1	\$189,556	\$230,541	\$420,097	Resid. Single Family	2	1,777	-	14	-
070 193 05	512 G ST	0.0	0.1	0.0	0.1	\$216,916	\$183,171	\$400,087	Office	-	-	1,412	-	0.23
070 193 06	506 G ST	0.0	0.1	0.0	0.1	\$47,957	\$15,992	\$63,949	Office	-	-	1,112	-	0.18
070 193 07	500 G ST/5TH ST	0.0	1.2	0.0	1.2	\$199,963	\$227,091	\$427,054	Retail Sales	-	-	3,300	-	0.06
070 341 01	549 ROWE PL	0.0	0.0	0.0	0.0	\$41,983	\$67,977	\$109,940	Office	-	-	4,900	-	-
070 341 03	517 ROWE PL	0.0	0.3	0.0	0.3	\$76,088	\$63,127	\$139,215	Automotive Uses	-	-	2,304	-	0.19
070 381 01	911 PENNSYLVANIA PL	0.0	0.8	0.0	0.8	\$773,596	\$2,359,415	\$3,133,011	Residential Apartments	89	66,750	-	109	-
City ROW	NA	0.0	1.6	0.0	1.6	\$0	\$0	\$0	City ROW	-	-	-	-	-
City ROW	NA	0.0	0.7	0.0	0.7	\$0	\$0	\$0	City ROW	-	-	-	-	-
Rail ROW	NA	0.0	1.3	0.0	1.3	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
Rail ROW	NA	0.0	0.5	0.0	0.5	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
<b>Total Downtown North</b>		<b>0.0</b>	<b>11.4</b>	<b>0.0</b>	<b>11.4</b>	<b>\$3,189,015</b>	<b>\$8,314,068</b>	<b>\$11,503,083</b>		<b>93</b>	<b>71,405</b>	<b>57,336</b>		<b>0.12</b>

A-2

Table A-2  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Land Uses: Davis

Subarea / Assessor Parcel Number	Address	Acreage				Assessed Value			Description	Current Land Use			DU/Acre	FAR
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total		Res.	Nonres.			
<b>Central Davis</b>														
070 010 04	NA	0.0	0.0	0.0	0.0	\$0	\$0	\$0	Public	-	-	-	-	-
070 010 05	NA	0.0	5.5	0.0	5.5	\$0	\$0	\$0	Park/Recreation	-	-	-	-	-
070 010 06	1420 F ST	0.0	8.5	0.0	8.5	\$1,105,274	\$6,537,758	\$7,643,032	Residential Apartments	200	152,800	-	23	-
070 110 03	F ST	0.0	0.4	0.0	0.4	\$215,172	\$0	\$215,172	Residential Apartments	0	0	-	0	-
070 110 04	1122-24 F ST	0.0	3.8	0.0	3.8	\$2,237,793	\$9,903,378	\$12,141,171	Residential Apartments	158	110,769	-	41	-
070 382 01	801 J ST	0.0	2.3	0.0	2.3	\$1,799,500	\$7,422,920	\$9,222,420	Residential Apartments	240	168,000	-	103	-
070 391 01	945-1005 J ST	0.0	2.2	0.0	2.2	\$1,652,430	\$6,150,597	\$7,803,027	Residential Apartments	0	0	-	0	-
070 391 02	917-927 J ST	0.0	2.2	0.0	2.2	\$1,653,480	\$6,965,282	\$8,618,762	Residential Apartments	0	0	-	0	-
070 410 01	1111 J ST	0.0	7.1	0.0	7.1	\$2,545,090	\$7,467,773	\$10,012,863	Residential Apartments	160	120,000	-	23	-
070 410 02	920 CRANBROOK CT	0.0	1.8	0.0	1.8	\$0	\$0	\$0	(Blank)	0	0	-	0	-
070 410 03	920 CRANBROOK CT	0.0	2.3	0.0	2.3	\$442,512	\$1,063,533	\$1,506,045	Residential Apartments	0	0	-	0	-
070 410 04	CRANBROOK CT	0.0	4.1	0.0	4.1	\$1,696,318	\$4,284,443	\$5,980,761	Residential Apartments	160	120,000	-	39	-
070 410 05	955 CRANBROOK CT	0.0	8.5	0.0	8.5	\$2,192,384	\$6,767,838	\$8,960,222	Residential Apartments	216	162,000	-	25	-
City ROW	NA	0.0	6.4	0.0	6.4	\$0	\$0	\$0	City ROW	-	-	-	-	-
Rail ROW	NA	0.0	4.7	0.0	4.7	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
<b>Total Central Davis</b>		<b>0.0</b>	<b>59.7</b>	<b>0.0</b>	<b>59.7</b>	<b>\$15,539,953</b>	<b>\$56,563,522</b>	<b>\$72,103,475</b>		<b>1,134</b>	<b>833,569</b>			
<b>North Davis</b>														
035 270 05	2020 F ST	0.0	1.6	0.0	1.6	\$215,002	\$398,164	\$613,166	Retail Sales	-	-	4,640	-	0.07
035 270 07	2000 F ST	0.0	0.4	0.0	0.4	\$406,593	\$531,740	\$938,333	Automotive Uses	-	-	2,948	-	0.18
035 270 08	2010 F ST	0.0	0.5	0.0	0.5	\$350,000	\$400,260	\$750,260	Automotive Uses	-	-	800	-	0.04
City ROW	NA	0.0	11.3	0.0	11.3	\$0	\$0	\$0	City ROW	-	-	-	-	-
Rail ROW	NA	0.0	6.8	0.0	6.8	\$0	\$0	\$0	Rail ROW	-	-	-	-	-
<b>Total North Davis</b>		<b>0.0</b>	<b>20.6</b>	<b>0.0</b>	<b>20.6</b>	<b>\$971,595</b>	<b>\$1,330,164</b>	<b>\$2,301,759</b>				<b>8,388</b>		
<b>Total Davis</b>		<b>0.0</b>	<b>109.3</b>	<b>0.0</b>	<b>109.3</b>	<b>\$23,884,147</b>	<b>\$74,105,039</b>	<b>\$97,989,186</b>		<b>1,229</b>	<b>906,799</b>	<b>148,973</b>		

davis\_exist2

Source: City of Davis; EPS.

A-3

**Table A-3  
Yolo Rail Relocation  
Redevelopment Analysis  
Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]**

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
070-191-018	647 G ST	0.0	0.1	0.0	0.1	\$250,000	\$250,000	\$500,000	Residential, Single Family
070-144-002	805 11TH ST	0.0	0.0	0.0	0.0	\$35,401	\$169,879	\$205,280	Residential, Multi-Family
070-162-004	805/819 H ST/8 ST	0.0	0.4	0.0	0.4	\$433,837	\$1,397,865	\$1,831,702	Residential, Multi-Family
070-162-003	818 9TH ST/875 H ST	0.0	0.1	0.0	0.1	\$289,955	\$381,453	\$671,408	Residential, Multi-Family
070-163-003	738 G ST	0.0	0.1	0.0	0.1	\$190,000	\$249,000	\$439,000	Residential, Single Family
070-191-014	627 G ST	0.0	0.1	0.0	0.1	\$220,000	\$180,000	\$400,000	Residential, Single Family
035-054-027	2503 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$260,000	\$440,000	Residential, Single Family
035-281-039	123 LUZ PL	0.0	0.2	0.0	0.2	\$58,912	\$112,271	\$171,183	Residential, Single Family
035-282-009	101 GRANDE AVE	0.0	0.1	0.0	0.1	\$104,512	\$262,847	\$367,359	Residential, Single Family
035-282-008	103 GRANDE AVE	0.0	0.1	0.0	0.1	\$140,000	\$245,000	\$385,000	Residential, Single Family
035-282-007	109 GRANDE AVE	0.0	0.1	0.0	0.1	\$74,525	\$193,235	\$267,760	Residential, Single Family
070-194-014	533 G ST	0.0	0.0	0.0	0.0	\$184,378	\$192,982	\$377,360	Residential, Multi-Family
035-292-010	101 JALISCO PL	0.0	0.2	0.0	0.2	\$61,167	\$123,028	\$184,195	Residential, Single Family
035-292-011	107 JALISCO PL	0.0	0.1	0.0	0.1	\$57,170	\$124,752	\$181,922	Residential, Single Family
070-351-009	701 BOYER CIR	0.0	0.4	0.0	0.4	\$104,977	\$160,640	\$265,617	Residential, Single Family
070-351-008	643 I ST	0.0	0.2	0.0	0.2	\$15,043	\$54,252	\$69,295	Residential, Single Family
070-351-007	635 I ST	0.0	0.4	0.0	0.4	\$318,950	\$213,405	\$532,355	Residential, Single Family
070-351-006	629 I ST	0.0	0.4	0.0	0.4	\$130,251	\$143,274	\$273,525	Residential, Single Family
070-351-005	623 I ST	0.0	0.4	0.0	0.4	\$14,669	\$40,314	\$54,983	Residential, Single Family
070-351-004	617 I ST	0.0	0.4	0.0	0.4	\$132,694	\$131,700	\$264,394	Residential, Single Family
070-162-002	802-812 9TH ST	0.0	0.9	0.0	0.9	\$359,128	\$1,224,677	\$1,583,805	Residential, Multi-Family
070-146-002	724-730 10TH ST	0.0	0.0	0.0	0.0	\$22,216	\$88,979	\$111,195	Residential, Multi-Family
070-163-006	815 SWEET BRIAR DR	0.0	0.1	0.0	0.1	\$84,459	\$151,632	\$236,091	Residential, Single Family
070-191-017	641-643 G ST	0.0	0.0	0.0	0.0	\$97,925	\$173,668	\$271,593	Residential, Multi-Family
070-191-015	631 G ST	0.0	0.1	0.0	0.1	\$20,710	\$31,635	\$52,345	Residential, Single Family
035-292-033	111 IPANEMA PL	0.0	0.2	0.0	0.2	\$97,684	\$136,761	\$234,445	Residential, Single Family
035-292-032	117 IPANEMA PL	0.0	0.1	0.0	0.1	\$175,000	\$195,000	\$370,000	Residential, Single Family
035-292-031	123 IPANEMA PL	0.0	0.1	0.0	0.1	\$95,624	\$137,554	\$233,178	Residential, Single Family
035-292-030	129 IPANEMA PL	0.0	0.1	0.0	0.1	\$76,726	\$166,766	\$243,492	Residential, Single Family
035-292-029	135 IPANEMA PL	0.0	0.1	0.0	0.1	\$180,000	\$240,000	\$420,000	Residential, Single Family
035-055-021	119 EL CAJON AVE	0.0	0.1	0.0	0.1	\$125,414	\$282,183	\$407,597	Residential, Single Family
035-055-027	2610 AMAPOLA DR	0.0	0.1	0.0	0.1	\$73,555	\$150,795	\$224,350	Residential, Single Family
035-055-028	2612 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$210,000	\$350,000	Residential, Single Family
035-055-029	2614 AMAPOLA DR	0.0	0.1	0.0	0.1	\$96,403	\$222,942	\$319,345	Residential, Single Family
035-042-009	100 FARO AVE	0.0	0.2	0.0	0.2	\$39,056	\$53,741	\$92,797	Residential, Single Family
035-055-026	103 EL CAJON AVE	0.0	0.1	0.0	0.1	\$52,545	\$115,823	\$168,368	Residential, Single Family
035-292-013	119 JALISCO PL	0.0	0.1	0.0	0.1	\$50,993	\$92,891	\$143,884	Residential, Single Family
035-292-014	125 JALISCO PL	0.0	0.1	0.0	0.1	\$110,623	\$258,131	\$368,754	Residential, Single Family
035-292-026	102 JALISCO PL	0.0	0.2	0.0	0.2	\$34,976	\$99,006	\$133,982	Residential, Single Family
035-292-035	118 IPANEMA PL	0.0	0.1	0.0	0.1	\$180,000	\$260,000	\$440,000	Residential, Single Family
070-145-005	1005/07 H ST	0.0	0.2	0.0	0.2	\$189,537	\$231,656	\$421,193	Residential, Multi-Family
035-292-036	124 IPANEMA PL	0.0	0.1	0.0	0.1	\$160,000	\$200,000	\$360,000	Residential, Single Family
035-292-037	130 IPANEMA PL	0.0	0.1	0.0	0.1	\$41,768	\$166,272	\$208,040	Residential, Single Family

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Table A-3  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
070-164-004	721 7TH ST	0.0	0.2	0.0	0.2	\$343,251	\$281,773	\$625,024	Residential, Single Family
070-164-003	707-715 G ST	0.0	0.1	0.0	0.1	\$334,435	\$906,334	\$1,240,769	Residential, Multi-Family
035-054-026	2419 AMAPOLA DR	0.0	0.1	0.0	0.1	\$83,180	\$155,626	\$238,806	Residential, Single Family
035-292-009	100 GRANDE AVE	0.0	0.1	0.0	0.1	\$82,534	\$98,891	\$181,425	Residential, Single Family
035-292-008	106 GRANDE AVE	0.0	0.1	0.0	0.1	\$90,018	\$116,016	\$206,034	Residential, Single Family
035-054-025	2413 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$310,000	\$490,000	Residential, Single Family
035-292-007	112 GRANDE AVE	0.0	0.1	0.0	0.1	\$26,800	\$94,640	\$121,440	Residential, Single Family
035-292-006	118 GRANDE AVE	0.0	0.1	0.0	0.1	\$76,726	\$172,643	\$249,369	Residential, Single Family
035-292-005	124 GRANDE AVE	0.0	0.1	0.0	0.1	\$63,938	\$110,615	\$174,553	Residential, Single Family
035-292-004	130 GRANDE AVE	0.0	0.1	0.0	0.1	\$180,000	\$263,000	\$443,000	Residential, Single Family
035-300-054	107 GUAYMAS PL	0.0	0.1	0.0	0.1	\$54,197	\$93,501	\$147,698	Residential, Single Family
035-300-053	109 GUAYMAS PL	0.0	0.1	0.0	0.1	\$140,000	\$260,000	\$400,000	Residential, Single Family
035-282-005	123 GRANDE AVE	0.0	0.2	0.0	0.2	\$185,000	\$275,000	\$460,000	Residential, Single Family
070-312-003	232 I ST	0.0	0.1	0.0	0.1	\$16,236	\$29,679	\$45,915	Residential, Single Family
070-312-010	213 J ST	0.0	0.1	0.0	0.1	\$16,560	\$26,735	\$43,295	Residential, Single Family
035-281-045	101 LUZ PL	0.0	0.1	0.0	0.1	\$29,947	\$116,074	\$146,021	Residential, Single Family
035-281-044	103 LUZ PL	0.0	0.1	0.0	0.1	\$157,572	\$126,057	\$283,629	Residential, Single Family
035-281-043	107 LUZ PL	0.0	0.1	0.0	0.1	\$105,298	\$242,186	\$347,484	Residential, Single Family
035-281-042	109 LUZ PL	0.0	0.1	0.0	0.1	\$53,136	\$139,496	\$192,632	Residential, Single Family
035-281-041	115 LUZ PL	0.0	0.1	0.0	0.1	\$58,604	\$141,974	\$200,578	Residential, Single Family
035-281-040	117 LUZ PL	0.0	0.1	0.0	0.1	\$39,535	\$89,679	\$129,214	Residential, Single Family
070-146-010	821 9TH ST	0.0	0.1	0.0	0.1	\$205,000	\$254,000	\$459,000	Residential, Single Family
035-054-031	2605 AMAPOLA DR	0.0	0.1	0.0	0.1	\$58,912	\$127,484	\$186,396	Residential, Single Family
035-300-052	113 GUAYMAS PL	0.0	0.1	0.0	0.1	\$36,615	\$90,770	\$127,385	Residential, Single Family
070-191-013	623-625 G ST	0.0	0.1	0.0	0.1	\$45,812	\$117,185	\$162,997	Residential, Multi-Family
035-282-010	102 LUZ PL	0.0	0.1	0.0	0.1	\$61,456	\$157,949	\$219,405	Residential, Single Family
035-054-032	2611 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,361	\$132,974	\$182,335	Residential, Single Family
035-292-012	113 JALISCO PL	0.0	0.1	0.0	0.1	\$75,029	\$96,042	\$171,071	Residential, Single Family
035-054-028	2509 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,361	\$126,606	\$175,967	Residential, Single Family
070-146-005	917 H ST	0.0	0.2	0.0	0.2	\$385,000	\$715,000	\$1,100,000	Residential, Multi-Family
035-282-012	108 LUZ PL	0.0	0.1	0.0	0.1	\$43,708	\$110,069	\$153,777	Residential, Single Family
035-282-011	104 LUZ PL	0.0	0.1	0.0	0.1	\$56,415	\$141,046	\$197,461	Residential, Single Family
035-282-013	114 LUZ PL	0.0	0.1	0.0	0.1	\$73,473	\$119,013	\$192,486	Residential, Single Family
035-282-014	120 LUZ PL	0.0	0.2	0.0	0.2	\$38,747	\$106,133	\$144,880	Residential, Single Family
035-292-025	108 JALISCO PL	0.0	0.1	0.0	0.1	\$28,054	\$101,423	\$129,477	Residential, Single Family
035-292-024	114 JALISCO PL	0.0	0.1	0.0	0.1	\$88,268	\$139,762	\$228,030	Residential, Single Family
035-292-023	120 JALISCO PL	0.0	0.1	0.0	0.1	\$150,681	\$288,202	\$438,883	Residential, Single Family
035-292-022	126 JALISCO PL	0.0	0.1	0.0	0.1	\$130,590	\$189,858	\$320,448	Residential, Single Family
035-054-033	2617 AMAPOLA DR	0.0	0.1	0.0	0.1	\$56,842	\$158,936	\$215,778	Residential, Single Family
035-292-034	112 IPANEMA PL	0.0	0.2	0.0	0.2	\$34,943	\$104,935	\$139,878	Residential, Single Family
035-282-006	115 GRANDE AVE	0.0	0.2	0.0	0.2	\$54,412	\$127,516	\$181,928	Residential, Single Family
070-144-001	715-721 11TH ST	0.0	0.5	0.0	0.5	\$114,544	\$103,108	\$217,652	Residential, Multi-Family
035-042-002	106 FARO AVE	0.0	0.1	0.0	0.1	\$83,180	\$117,846	\$201,026	Residential, Single Family

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**Table A-3**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]**

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
035-042-003	112 FARO AVE	0.0	0.1	0.0	0.1	\$74,525	\$131,001	\$205,526	Residential, Single Family
035-042-004	118 FARO AVE	0.0	0.1	0.0	0.1	\$75,353	\$142,496	\$217,849	Residential, Single Family
035-055-023	111 EL CAJON AVE	0.0	0.1	0.0	0.1	\$102,463	\$306,876	\$409,339	Residential, Single Family
035-055-022	115 EL CAJON AVE	0.0	0.1	0.0	0.1	\$47,769	\$114,662	\$162,431	Residential, Single Family
070-146-003	802-808 10TH ST	0.0	0.1	0.0	0.1	\$21,838	\$88,556	\$110,394	Residential, Multi-Family
070-164-005	717 7TH ST	0.0	0.1	0.0	0.1	\$215,000	\$264,000	\$479,000	Residential, Single Family
070-144-004	1101 H ST	0.0	0.1	0.0	0.1	\$145,658	\$180,817	\$326,475	Residential, Multi-Family
070-145-006	813-815 10TH ST	0.0	0.1	0.0	0.1	\$21,461	\$80,271	\$101,732	Residential, Multi-Family
035-054-015	2338 AMAPOLA DR	0.0	0.1	0.0	0.1	\$67,601	\$184,378	\$251,979	Residential, Single Family
070-341-007	545 I ST	0.0	0.1	0.0	0.1	\$241,089	\$361,634	\$602,723	Residential, Multi-Family
035-055-015	2410 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,696	\$79,520	\$129,216	Residential, Single Family
035-055-014	2412 AMAPOLA DR	0.0	0.1	0.0	0.1	\$165,749	\$134,608	\$300,357	Residential, Single Family
035-055-013	2414 AMAPOLA DR	0.0	0.1	0.0	0.1	\$105,298	\$242,186	\$347,484	Residential, Single Family
035-055-012	2416 AMAPOLA DR	0.0	0.1	0.0	0.1	\$120,000	\$262,000	\$382,000	Residential, Single Family
070-341-005	505-525 I ST	0.0	0.7	0.0	0.7	\$436,218	\$1,773,699	\$2,209,917	Residential, Multi-Family
070-191-010	607 G ST	0.0	0.1	0.0	0.1	\$240,000	\$300,000	\$540,000	Residential, Single Family
035-144-014	2107 BUENO DR	0.0	0.1	0.0	0.1	\$69,317	\$110,115	\$179,432	Residential, Single Family
035-144-015	2101 BUENO DR	0.0	0.1	0.0	0.1	\$9,399	\$53,496	\$62,895	Residential, Single Family
070-145-009	715 10TH ST	0.0	0.0	0.0	0.0	\$32,766	\$162,481	\$195,247	Residential, Multi-Family
070-146-008	813-815 9TH ST	0.0	0.1	0.0	0.1	\$210,000	\$257,000	\$467,000	Residential, Multi-Family
070-145-003	806 11TH ST	0.0	0.2	0.0	0.2	\$200,908	\$264,135	\$465,043	Residential, Single Family
070-341-006	537 I ST	0.0	0.1	0.0	0.1	\$261,180	\$360,629	\$621,809	Residential, Multi-Family
070-146-001	708-710 10TH ST	0.0	0.4	0.0	0.4	\$210,000	\$1,027,000	\$1,237,000	Residential, Multi-Family
070-194-015	716 6TH ST	0.0	0.0	0.0	0.0	\$184,378	\$588,845	\$773,223	Residential, Multi-Family
035-055-025	105 EL CAJON AVE	0.0	0.1	0.0	0.1	\$94,027	\$162,104	\$256,131	Residential, Single Family
035-055-024	107 EL CAJON AVE	0.0	0.1	0.0	0.1	\$48,725	\$104,766	\$153,491	Residential, Single Family
035-055-030	2616 AMAPOLA DR	0.0	0.1	0.0	0.1	\$39,806	\$107,235	\$147,041	Residential, Single Family
035-055-034	2608 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$210,000	\$350,000	Residential, Single Family
035-055-033	2606 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$210,000	\$350,000	Residential, Single Family
035-292-038	136 IPANEMA PL	0.0	0.1	0.0	0.1	\$125,000	\$245,000	\$370,000	Residential, Single Family
070-145-007	803-809 10TH ST	0.0	0.1	0.0	0.1	\$94,027	\$245,135	\$339,162	Residential, Multi-Family
070-194-013	527 G ST	0.0	0.0	0.0	0.0	\$33,559	\$19,146	\$52,705	Residential, Single Family
035-300-010	101 HUERTA PL	0.0	0.1	0.0	0.1	\$38,808	\$96,959	\$135,767	Residential, Single Family
035-300-009	103 HUERTA PL	0.0	0.1	0.0	0.1	\$125,414	\$156,768	\$282,182	Residential, Single Family
035-300-008	107 HUERTA PL	0.0	0.1	0.0	0.1	\$120,000	\$216,000	\$336,000	Residential, Single Family
035-054-030	2521 AMAPOLA DR	0.0	0.1	0.0	0.1	\$132,406	\$254,521	\$386,927	Residential, Single Family
035-055-032	2604 AMAPOLA DR	0.0	0.1	0.0	0.1	\$61,456	\$129,062	\$190,518	Residential, Single Family
035-055-031	2602 AMAPOLA DR	0.0	0.1	0.0	0.1	\$48,725	\$110,400	\$159,125	Residential, Single Family
035-055-006	2510 AMAPOLA DR	0.0	0.1	0.0	0.1	\$125,000	\$235,000	\$360,000	Residential, Single Family
035-055-005	2512 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$210,000	\$350,000	Residential, Single Family
035-055-004	2514 AMAPOLA DR	0.0	0.1	0.0	0.1	\$62,685	\$154,212	\$216,897	Residential, Single Family
035-055-003	2516 AMAPOLA DR	0.0	0.1	0.0	0.1	\$47,769	\$100,805	\$148,574	Residential, Single Family
035-300-007	109 HUERTA PL	0.0	0.1	0.0	0.1	\$85,313	\$133,668	\$218,981	Residential, Single Family

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Table A-3  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
035-300-006	113 HUERTA PL	0.0	0.1	0.0	0.1	\$25,927	\$78,834	\$104,761	Residential, Single Family
035-300-005	115 HUERTA PL	0.0	0.1	0.0	0.1	\$42,927	\$76,495	\$119,422	Residential, Single Family
070-392-001	1001-03 ALICE ST	0.0	0.2	0.0	0.2	\$17,309	\$68,202	\$85,511	Residential, Multi-Family
070-145-008	727-733 10TH ST	0.0	0.1	0.0	0.1	\$86,353	\$209,249	\$295,602	Residential, Multi-Family
035-055-007	2508 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$202,000	\$342,000	Residential, Single Family
035-055-008	2506 AMAPOLA DR	0.0	0.1	0.0	0.1	\$84,353	\$179,557	\$263,910	Residential, Single Family
035-055-009	2504 AMAPOLA DR	0.0	0.1	0.0	0.1	\$98,965	\$113,106	\$212,071	Residential, Single Family
035-055-010	2502 AMAPOLA DR	0.0	0.1	0.0	0.1	\$140,000	\$245,000	\$385,000	Residential, Single Family
035-054-021	2302 AMAPOLA DR	0.0	0.1	0.0	0.1	\$65,121	\$130,251	\$195,372	Residential, Single Family
035-054-020	2308 AMAPOLA DR	0.0	0.1	0.0	0.1	\$54,636	\$131,163	\$185,799	Residential, Single Family
035-054-019	2314 AMAPOLA DR	0.0	0.1	0.0	0.1	\$125,000	\$280,000	\$405,000	Residential, Single Family
035-054-018	2320 AMAPOLA DR	0.0	0.1	0.0	0.1	\$62,685	\$162,360	\$225,045	Residential, Single Family
035-054-017	2326 AMAPOLA DR	0.0	0.1	0.0	0.1	\$73,554	\$217,648	\$291,202	Residential, Single Family
035-055-019	2402 AMAPOLA DR	0.0	0.1	0.0	0.1	\$58,604	\$144,189	\$202,793	Residential, Single Family
070-351-015	731 J ST	0.0	0.2	0.0	0.2	\$65,566	\$88,133	\$153,699	Residential, Single Family
070-351-014	922 PENNSYLVANIA PL	0.0	0.2	0.0	0.2	\$89,516	\$51,148	\$140,664	Residential, Single Family
070-351-013	916 PENNSYLVANIA PL	0.0	0.2	0.0	0.2	\$240,000	\$111,000	\$351,000	Residential, Single Family
070-351-012	910 PENNSYLVANIA PL	0.0	0.2	0.0	0.2	\$13,538	\$48,599	\$62,137	Residential, Single Family
070-351-016	723 J ST	0.0	0.3	0.0	0.3	\$15,043	\$44,451	\$59,494	Residential, Single Family
070-351-011	902 PENNSYLVANIA PL	0.0	0.2	0.0	0.2	\$188,122	\$130,640	\$318,762	Residential, Single Family
070-351-018	711 BOYER CIR	0.0	0.4	0.0	0.4	\$79,624	\$37,415	\$117,039	Residential, Single Family
070-351-017	717 I ST	0.0	0.3	0.0	0.3	\$15,043	\$41,062	\$56,105	Residential, Single Family
070-351-010	705 BOYER CIR	0.0	0.4	0.0	0.4	\$303,085	\$109,737	\$412,822	Residential, Single Family
070-351-003	611 I ST	0.0	0.3	0.0	0.3	\$147,116	\$364,078	\$511,194	Residential, Single Family
070-351-002	601 I ST	0.0	0.3	0.0	0.3	\$96,430	\$118,814	\$215,244	Residential, Single Family
070-351-001	549 I ST	0.0	0.4	0.0	0.4	\$78,694	\$137,607	\$216,301	Residential, Single Family
070-352-008	644 I ST	0.0	0.2	0.0	0.2	\$38,662	\$104,018	\$142,680	Residential, Single Family
070-352-007	636 I ST	0.0	0.2	0.0	0.2	\$14,680	\$60,187	\$74,867	Residential, Single Family
035-055-016	2408 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,696	\$87,803	\$137,499	Residential, Single Family
035-055-017	2406 AMAPOLA DR	0.0	0.1	0.0	0.1	\$47,944	\$130,161	\$178,105	Residential, Single Family
035-055-018	2404 AMAPOLA DR	0.0	0.1	0.0	0.1	\$50,145	\$113,463	\$163,608	Residential, Single Family
035-300-004	119 HUERTA PL	0.0	0.1	0.0	0.1	\$100,000	\$251,000	\$351,000	Residential, Single Family
035-054-029	2515 AMAPOLA DR	0.0	0.1	0.0	0.1	\$49,361	\$136,350	\$185,711	Residential, Single Family
070-144-003	1111 H ST	0.0	0.3	0.0	0.3	\$110,977	\$243,673	\$354,650	Residential, Multi-Family
070-324-007	327 I ST	0.0	0.1	0.0	0.1	\$62,975	\$79,539	\$142,514	Residential, Single Family
035-300-051	115 GUAYMAS PL	0.0	0.1	0.0	0.1	\$56,415	\$114,087	\$170,502	Residential, Single Family
035-300-050	119 GUAYMAS PL	0.0	0.1	0.0	0.1	\$105,048	\$157,572	\$262,620	Residential, Single Family
070-163-007	740 G ST	0.0	0.1	0.0	0.1	\$197,169	\$185,570	\$382,739	Residential, Single Family
070-313-004	214 J ST	0.0	0.1	0.0	0.1	\$210,000	\$137,000	\$347,000	Residential, Single Family
070-312-005	220 I ST	0.0	0.1	0.0	0.1	\$16,560	\$28,620	\$45,180	Residential, Single Family
070-313-009	201-207 K ST	0.0	0.3	0.0	0.3	\$36,795	\$39,501	\$76,296	Residential, Multi-Family
070-322-001	436 I ST	0.0	0.1	0.0	0.1	\$75,222	\$114,087	\$189,309	Residential, Single Family
070-321-008	437 I ST	0.0	0.1	0.0	0.1	\$128,488	\$199,084	\$327,572	Residential, Single Family

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Table A-3  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
070-393-002	914-916 J ST	0.0	0.2	0.0	0.2	\$27,877	\$106,857	\$134,734	Residential, Single Family
070-393-001	910-912 J ST	0.0	0.0	0.0	0.0	\$17,309	\$63,304	\$80,613	Residential, Multi-Family
035-054-023	2401 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$335,000	\$515,000	Residential, Single Family
070-393-003	922-924 J ST	0.0	0.2	0.0	0.2	\$251,801	\$319,899	\$571,700	Residential, Multi-Family
070-312-011	217 J ST	0.0	0.1	0.0	0.1	\$263,246	\$146,395	\$409,641	Residential, Single Family
035-300-012	104 HUERTA PL	0.0	0.1	0.0	0.1	\$140,000	\$202,000	\$342,000	Residential, Single Family
035-300-014	110 HUERTA PL	0.0	0.1	0.0	0.1	\$125,567	\$276,248	\$401,815	Residential, Single Family
070-312-015	233 J ST	0.0	0.1	0.0	0.1	\$179,310	\$224,906	\$404,216	Residential, Single Family
035-300-013	108 HUERTA PL	0.0	0.1	0.0	0.1	\$25,753	\$77,289	\$103,042	Residential, Single Family
035-300-015	114 HUERTA PL	0.0	0.1	0.0	0.1	\$45,915	\$114,671	\$160,586	Residential, Single Family
035-300-016	116 HUERTA PL	0.0	0.1	0.0	0.1	\$140,000	\$202,000	\$342,000	Residential, Single Family
035-300-017	120 HUERTA PL	0.0	0.1	0.0	0.1	\$140,000	\$202,000	\$342,000	Residential, Single Family
035-490-056	3333 F ST	0.0	2.7	0.0	2.7	\$737,094	\$3,175,167	\$3,912,261	Residential, Multi-Family
035-490-049	242 SANDPIPER DR	0.0	0.2	0.0	0.2	\$130,251	\$201,891	\$332,142	Residential, Single Family
035-490-050	236 SANDPIPER DR	0.0	0.2	0.0	0.2	\$225,000	\$350,000	\$575,000	Residential, Single Family
035-490-051	230 SANDPIPER DR	0.0	0.2	0.0	0.2	\$136,761	\$204,497	\$341,258	Residential, Single Family
035-490-052	224 SANDPIPER DR	0.0	0.2	0.0	0.2	\$132,855	\$282,402	\$415,257	Residential, Single Family
035-490-053	218 SANDPIPER DR	0.0	0.2	0.0	0.2	\$132,855	\$193,309	\$326,164	Residential, Single Family
035-490-054	212 SANDPIPER DR	0.0	0.2	0.0	0.2	\$139,496	\$199,286	\$338,782	Residential, Single Family
035-490-055	206 SANDPIPER DR	0.0	0.2	0.0	0.2	\$200,908	\$421,906	\$622,814	Residential, Single Family
070-321-006	419 I ST	0.0	24.1	0.0	24.1	\$127,913	\$376,944	\$504,857	Residential, Multi-Family
070-312-016	227 J ST	0.0	0.1	0.0	0.1	\$375,000	\$561,000	\$936,000	Residential, Multi-Family
070-312-002	1020-22 3RD ST	0.0	0.1	0.0	0.1	\$49,162	\$157,336	\$206,498	Residential, Multi-Family
070-312-014	239 J ST	0.0	0.1	0.0	0.1	\$179,310	\$224,906	\$404,216	Residential, Single Family
070-312-001	240 I ST	0.0	0.1	0.0	0.1	\$312,697	\$294,662	\$607,359	Residential, Single Family
070-146-009	723-725 9TH ST/803-8 ST	0.0	0.0	0.0	0.0	\$104,605	\$195,949	\$300,554	Residential, Multi-Family
070-342-004	1003 5TH ST	0.0	0.1	0.0	0.1	\$65,942	\$209,056	\$274,998	Residential, Multi-Family
070-146-004	812-814 10TH ST	0.0	0.1	0.0	0.1	\$76,726	\$134,275	\$211,001	Residential, Multi-Family
035-054-024	2407 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$260,000	\$440,000	Residential, Single Family
070-313-002	230 J ST	0.0	27.1	0.0	27.1	\$273,231	\$983,258	\$1,256,489	Residential, Multi-Family
070-146-012	907 H ST	0.0	0.1	0.0	0.1	\$114,479	\$203,269	\$317,748	Residential, Single Family
035-054-016	2332 AMAPOLA DR	0.0	0.1	0.0	0.1	\$106,222	\$177,249	\$283,471	Residential, Single Family
070-145-004	812 11TH ST	0.0	0.2	0.0	0.2	\$110,623	\$207,731	\$318,354	Residential, Multi-Family
070-162-005	811 E 8TH ST	0.0	0.2	0.0	0.2	\$134,157	\$325,238	\$459,395	Residential, Multi-Family
070-321-007	433 I ST	0.0	0.1	0.0	0.1	\$271,225	\$226,021	\$497,246	Residential, Single Family
035-490-048	248 SANDPIPER DR	0.0	0.3	0.0	0.3	\$155,838	\$257,478	\$413,316	Residential, Single Family
070-321-005	417 I ST	0.0	0.1	0.0	0.1	\$17,309	\$35,401	\$52,710	Residential, Single Family
070-321-004	405 I ST	0.0	0.1	0.0	0.1	\$180,817	\$220,998	\$401,815	Residential, Multi-Family
070-321-003	401-403 I ST	0.0	24.1	0.0	24.1	\$127,913	\$311,952	\$439,865	Residential, Multi-Family
070-324-009	335 I ST	0.0	0.1	0.0	0.1	\$220,000	\$105,000	\$325,000	Residential, Single Family
070-324-008	331 I ST	0.0	0.1	0.0	0.1	\$156,247	\$118,264	\$274,511	Residential, Single Family
070-324-006	323 I ST	0.0	0.1	0.0	0.1	\$224,701	\$157,690	\$382,391	Residential, Single Family
070-324-005	319 I ST	0.0	0.1	0.0	0.1	\$225,000	\$75,000	\$300,000	Residential, Single Family

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Table A-3  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
070-324-004	315 I ST	0.0	0.1	0.0	0.1	\$86,039	\$184,378	\$270,417	Residential, Single Family
070-324-010	921 3RD ST	0.0	0.1	0.0	0.1	\$220,000	\$105,000	\$325,000	Residential, Single Family
070-313-006	211 K ST	0.0	0.3	0.0	0.3	\$252,717	\$147,418	\$400,135	Residential, Multi-Family
070-312-012	223 J ST	0.0	0.1	0.0	0.1	\$129,791	\$222,723	\$352,514	Residential, Single Family
035-490-057	301 SANDPIPER DR	0.0	0.2	0.0	0.2	\$250,000	\$550,000	\$800,000	Residential, Single Family
035-300-060	108 GUAYMAS PL	0.0	0.1	0.0	0.1	\$68,861	\$136,197	\$205,058	Residential, Single Family
035-300-059	106 GUAYMAS PL	0.0	0.1	0.0	0.1	\$42,927	\$79,935	\$122,862	Residential, Single Family
035-300-061	112 GUAYMAS PL	0.0	0.1	0.0	0.1	\$105,298	\$215,861	\$321,159	Residential, Single Family
035-300-062	114 GUAYMAS PL	0.0	0.1	0.0	0.1	\$38,855	\$125,771	\$164,626	Residential, Single Family
070-162-006	801 E 8TH ST	0.0	0.0	0.0	0.0	\$340,991	\$949,512	\$1,290,503	Residential, Multi-Family
070-313-010	202 J ST	0.0	0.3	0.0	0.3	\$32,195	\$25,267	\$57,462	Residential, Multi-Family
070-312-004	224 I ST	0.0	0.1	0.0	0.1	\$204,844	\$252,117	\$456,961	Residential, Single Family
070-313-003	218 J ST	0.0	0.1	0.0	0.1	\$32,019	\$47,857	\$79,876	Residential, Single Family
035-300-063	118 GUAYMAS PL	0.0	0.1	0.0	0.1	\$160,724	\$187,511	\$348,235	Residential, Single Family
070-313-007	221-231 K ST	0.0	0.4	0.0	0.4	\$48,133	\$43,131	\$91,264	Residential, Multi-Family
035-041-004	107 FARO AVE	0.0	0.1	0.0	0.1	\$150,000	\$280,000	\$430,000	Residential, Single Family
035-041-003	113 FARO AVE	0.0	0.1	0.0	0.1	\$134,892	\$158,153	\$293,045	Residential, Single Family
035-041-002	119 FARO AVE	0.0	0.1	0.0	0.1	\$200,846	\$246,926	\$447,772	Residential, Single Family
035-300-011	102 HUERTA PL	0.0	0.1	0.0	0.1	\$71,634	\$126,342	\$197,976	Residential, Single Family
035-300-056	101 GUAYMAS PL	0.0	0.1	0.0	0.1	\$57,546	\$136,831	\$194,377	Residential, Single Family
035-300-055	103 GUAYMAS PL	0.0	0.1	0.0	0.1	\$63,938	\$113,684	\$177,622	Residential, Single Family
035-300-057	100 GUAYMAS PL	0.0	0.1	0.0	0.1	\$140,000	\$210,000	\$350,000	Residential, Single Family
035-300-058	102 GUAYMAS PL	0.0	0.1	0.0	0.1	\$63,938	\$118,288	\$182,226	Residential, Single Family
035-041-007	101 FARO AVE	0.0	0.2	0.0	0.2	\$40,262	\$77,631	\$117,893	Residential, Single Family
070-324-011	923 3RD ST	0.0	0.1	0.0	0.1	\$165,000	\$200,000	\$365,000	Residential, Single Family
035-340-012	2128 BUENO DR #22	0.0	0.0	0.0	0.0	\$31,340	\$104,047	\$135,387	Residential, Multi-Family
035-340-009	2128 BUENO DR #19	0.0	0.0	0.0	0.0	\$32,478	\$84,459	\$116,937	Residential, Multi-Family
035-340-010	2128 BUENO DR #20	0.0	0.0	0.0	0.0	\$60,252	\$179,557	\$239,809	Residential, Multi-Family
035-340-006	2128 BUENO DR #16	0.0	0.0	0.0	0.0	\$75,000	\$175,000	\$250,000	Residential, Multi-Family
035-340-016	2128 BUENO DR #7	0.0	0.0	0.0	0.0	\$60,000	\$130,000	\$190,000	Residential, Multi-Family
035-340-019	2128 BUENO DR #10	0.0	0.0	0.0	0.0	\$37,503	\$141,183	\$178,686	Residential, Multi-Family
035-340-023	2128 BUENO DR #1	0.0	0.0	0.0	0.0	\$60,000	\$130,000	\$190,000	Residential, Multi-Family
035-340-017	2128 BUENO DR #8	0.0	0.0	0.0	0.0	\$75,000	\$205,000	\$280,000	Residential, Multi-Family
035-340-005	2128 BUENO DR #15	0.0	0.0	0.0	0.0	\$31,218	\$90,005	\$121,223	Residential, Multi-Family
035-340-018	2128 BUENO DR #9	0.0	0.0	0.0	0.0	\$75,000	\$205,000	\$280,000	Residential, Multi-Family
035-340-030	2128 BUENO DR #27	0.0	0.0	0.0	0.0	\$75,000	\$210,000	\$285,000	Residential, Multi-Family
035-340-036	2128 BUENO DR #33	0.0	0.0	0.0	0.0	\$38,260	\$111,740	\$150,000	Residential, Multi-Family
035-340-035	2128 BUENO DR #32	0.0	0.0	0.0	0.0	\$76,847	\$204,926	\$281,773	Residential, Multi-Family
035-340-039	2128 BUENO DR #36	0.0	0.0	0.0	0.0	\$75,000	\$180,000	\$255,000	Residential, Multi-Family
035-340-038	2128 BUENO DR #35	0.0	0.0	0.0	0.0	\$76,847	\$179,310	\$256,157	Residential, Multi-Family
035-340-037	2128 BUENO DR #34	0.0	0.0	0.0	0.0	\$75,000	\$180,000	\$255,000	Residential, Multi-Family
035-340-032	2128 BUENO DR #29	0.0	0.0	0.0	0.0	\$75,000	\$180,000	\$255,000	Residential, Multi-Family
035-340-031	2128 BUENO DR #28	0.0	0.0	0.0	0.0	\$75,000	\$210,000	\$285,000	Residential, Multi-Family

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**Table A-3  
Yolo Rail Relocation  
Redevelopment Analysis  
Detailed Existing Residential Land Uses Not Expected to Redevelop: Davis [1]**

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
035-340-007	2128 BUENO DR #17	0.0	0.0	0.0	0.0	\$40,647	\$117,895	\$158,542	Residential, Multi-Family
035-340-024	2128 BUENO DR #2	0.0	0.0	0.0	0.0	\$33,125	\$61,291	\$94,416	Residential, Multi-Family
035-340-034	2128 BUENO DR #31	0.0	0.0	0.0	0.0	\$75,000	\$210,000	\$285,000	Residential, Multi-Family
035-340-033	2128 BUENO DR #30	0.0	0.0	0.0	0.0	\$75,000	\$140,000	\$215,000	Residential, Multi-Family
035-340-020	2128 BUENO DR #11	0.0	0.0	0.0	0.0	\$55,309	\$213,877	\$269,186	Residential, Multi-Family
035-340-021	2128 BUENO DR #12	0.0	0.0	0.0	0.0	\$75,000	\$205,000	\$280,000	Residential, Multi-Family
035-340-022	2128 BUENO DR #13	0.0	0.0	0.0	0.0	\$30,723	\$100,789	\$131,512	Residential, Multi-Family
035-340-015	2128 BUENO DR #25	0.0	0.0	0.0	0.0	\$84,654	\$104,512	\$189,166	Residential, Multi-Family
035-340-014	2128 BUENO DR #24	0.0	0.0	0.0	0.0	\$76,847	\$122,955	\$199,802	Residential, Multi-Family
035-340-013	2128 BUENO DR #23	0.0	0.0	0.0	0.0	\$39,026	\$84,305	\$123,331	Residential, Multi-Family
035-340-008	2128 BUENO DR #18	0.0	0.0	0.0	0.0	\$95,000	\$200,000	\$295,000	Residential, Multi-Family
035-340-011	2128 BUENO DR #21	0.0	0.0	0.0	0.0	\$32,556	\$91,171	\$123,727	Residential, Multi-Family
035-340-025	2128 BUENO DR #3	0.0	0.0	0.0	0.0	\$33,872	\$123,655	\$157,527	Residential, Multi-Family
035-340-027	2128 BUENO DR #5	0.0	0.0	0.0	0.0	\$31,843	\$65,285	\$97,128	Residential, Multi-Family
035-340-028	2128 BUENO DR #6	0.0	0.0	0.0	0.0	\$33,872	\$71,815	\$105,687	Residential, Multi-Family
035-340-026	2128 BUENO DR #4	0.0	0.0	0.0	0.0	\$43,877	\$131,644	\$175,521	Residential, Multi-Family
070-600-019	435 G ST #205	0.0	0.0	0.0	0.0	\$189,556	\$204,926	\$394,482	Residential, Multi-Family
070-600-022	435 G ST #208	0.0	0.0	0.0	0.0	\$185,000	\$245,000	\$430,000	Residential, Multi-Family
070-600-018	435 G ST #207	0.0	0.0	0.0	0.0	\$189,556	\$230,541	\$420,097	Residential, Multi-Family
070-600-024	435 G ST #204	0.0	0.0	0.0	0.0	\$185,000	\$220,000	\$405,000	Residential, Multi-Family
070-600-020	435 G ST #203	0.0	0.0	0.0	0.0	\$185,000	\$220,000	\$405,000	Residential, Multi-Family
070-600-025	435 G ST #202	0.0	0.0	0.0	0.0	\$150,036	\$176,488	\$326,524	Residential, Multi-Family
070-600-021	435 G ST #201	0.0	0.0	0.0	0.0	\$209,024	\$287,408	\$496,432	Residential, Multi-Family
070-600-023	435 G ST #206	0.0	0.0	0.0	0.0	\$185,000	\$220,000	\$405,000	Residential, Multi-Family
<b>Total Davis</b>		<b>0.0</b>	<b>113.1</b>	<b>0.0</b>	<b>113.1</b>	<b>\$32,207,720</b>	<b>\$58,532,445</b>	<b>\$90,740,165</b>	

davis\_exist\_res

Source: City of Davis; EPS.

[1] Excludes all parcels with no improvement value.

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**Table A-4  
Yolo Rail Relocation  
Redevelopment Analysis  
Projected Land Use Assumptions: Davis [1]**

Subarea [2]	Land Use Description	Pct. of ROW Developed	Target Residential Density		Target Total FAR		Average Gross Sq. Ft. per Unit [3]
			Low Density	High Density	Low Density	High Density	
<b>Downtown Core</b>							
Redevelopment Parcels	Res. Mixed-Use	-	30	40	2.00	3.50	1,500
City/Rail ROW (Dev)	Res. Mixed-Use	90%	30	40	2.00	3.50	1,500
City/Rail ROW (Ped)	Public-Use Trail	10%	-	-	-	-	-
<b>Downtown North</b>							
Redevelopment Parcels	Res. Mixed-Use	-	30	40	2.00	3.50	1,500
City/Rail ROW (Dev)	Res. Mixed-Use	90%	30	40	2.00	3.50	1,500
City/Rail ROW (Ped)	None	10%	-	-	-	-	-
<b>Central Davis</b>							
Redevelopment Parcels	Multifamily Res.	-	30	40	-	-	1,500
City/Rail ROW (Dev)	Multifamily Res.	50%	30	40	-	-	1,500
City/Rail ROW (Ped) [2]	Public-Use Trail	50%	-	-	-	-	-
<b>North Davis</b>							
Redevelopment Parcels	Multifamily Res.	-	30	40	-	-	1,500
City/Rail ROW (Dev)	Multifamily Res.	10%	30	40	-	-	1,500
City/Rail ROW (Ped)	Public-Use Trail	90%	-	-	-	-	-

*davis\_assump*

Source: City of Davis; EPS.

[1] Projected land use assumptions provided by the City of Davis, June 2015.

[2] Subarea categories indicate parcels identified to be developed or redeveloped as a result of rail removal. ROW is either identified to be developed with private land uses (Dev) or developed as a public-use trail (Ped).

[3] Average gross residential building square feet is 1,500. For MF attached units, this assumes an 85% net-to-gross ratio and an average unit size of 1,300 square feet.

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Table A-5  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Gross Projected Low- and High-Density Land Uses: Davis

Subarea	Existing Acres [1]	Description	Gross Projected Land Use Scenarios [2]											
			Low Density						High Density					
			Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [3]	Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [3]
<b>Downtown Core</b>														
Redevelopment Parcels	11.0	Res. Mixed-Use	329	493,419	461,840	955,259	30.0	2.00	439	657,892	1,013,811	1,671,703	40.0	3.50
City/Rail ROW (Dev)	6.0	Res. Mixed-Use	179	268,110	250,951	519,061	30.0	2.00	238	357,480	550,877	908,357	40.0	3.50
City/Rail ROW (Ped)	0.7	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Downtown Core</b>	<b>17.6</b>		<b>508</b>	<b>761,529</b>	<b>712,791</b>	<b>1,474,320</b>	-	-	<b>677</b>	<b>1,015,372</b>	<b>1,564,688</b>	<b>2,580,060</b>	-	-
<b>Downtown North</b>														
Redevelopment Parcels	7.3	Res. Mixed-Use	219	328,162	307,159	635,321	30.0	2.00	292	437,549	674,263	1,111,812	40.0	3.50
City/Rail ROW (Dev)	3.7	Res. Mixed-Use	112	167,670	156,939	324,609	30.0	2.00	149	223,560	344,506	568,066	40.0	3.50
City/Rail ROW (Ped)	0.4	None	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Downtown North</b>	<b>11.4</b>		<b>331</b>	<b>495,832</b>	<b>464,098</b>	<b>959,930</b>	-	-	<b>441</b>	<b>661,109</b>	<b>1,018,769</b>	<b>1,679,878</b>	-	-
<b>Central Davis</b>														
Redevelopment Parcels	48.6	Multifamily Res.	1,457	2,185,104	0	2,185,104	30.0	-	1,942	2,913,472	0	2,913,472	40.0	-
City/Rail ROW (Dev)	5.6	Multifamily Res.	167	250,650	0	250,650	30.0	-	223	334,200	0	334,200	40.0	-
City/Rail ROW (Ped)	5.6	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Central Davis</b>	<b>59.7</b>		<b>1,624</b>	<b>2,435,754</b>	<b>0</b>	<b>2,435,754</b>	-	-	<b>2,165</b>	<b>3,247,672</b>	<b>0</b>	<b>3,247,672</b>	-	-
<b>North Davis</b>														
Redevelopment Parcels	2.5	Multifamily Res.	75	112,050	0	112,050	30.0	-	100	149,400	0	149,400	40.0	-
City/Rail ROW (Dev)	1.8	Multifamily Res.	54	81,540	0	81,540	30.0	-	72	108,720	0	108,720	40.0	-
City/Rail ROW (Ped)	16.3	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total North Davis</b>	<b>20.6</b>		<b>129</b>	<b>193,590</b>	<b>0</b>	<b>193,590</b>	-	-	<b>172</b>	<b>258,120</b>	<b>0</b>	<b>258,120</b>	-	-
<b>Total Davis</b>														
Redevelopment Parcels	69.3		2,079	3,118,734	768,999	3,887,734	-	-	2,772	4,158,313	1,688,074	5,846,387	-	-
City/Rail ROW (Dev)	17.1		458	686,430	407,890	1,094,320	-	-	610	915,240	895,383	1,810,623	-	-
City/Rail ROW (Ped)	23.0		-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Davis</b>	<b>109.3</b>		<b>2,591</b>	<b>3,886,704</b>	<b>1,176,890</b>	<b>5,063,594</b>	-	-	<b>3,455</b>	<b>5,182,273</b>	<b>2,583,457</b>	<b>7,765,730</b>	-	-

Source: City of Davis; EPS.

[1] From Table A-1.

[2] Refer to Table A-4 for information regarding projected low and high density land use assumptions.

[3] If the proposed development is assumed to be vertical mixed-use with residential and commercial uses, the floor area ratio is based on total gross building square footage.

Table A-6  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Net New Projected Low- and High-Density Land Uses: Davis

Subarea	Existing Land Uses					Net New Projected Land Use Scenarios								
	Acres	Res.		Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Low Density				High Density			
		Units					Res. Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Res. Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.
<b>Downtown Core</b>														
Redevelopment Parcels	11.0	2	1,825	83,249	85,074	327	491,594	378,591	870,185	437	656,067	930,562	1,586,629	
City/Rail ROW (Dev)	6.0	0	0	0	0	179	268,110	250,951	519,061	238	357,480	550,877	908,357	
City/Rail ROW (Ped)	0.7	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Downtown Core</b>	<b>17.6</b>	<b>2</b>	<b>1,825</b>	<b>83,249</b>	<b>85,074</b>	<b>506</b>	<b>759,704</b>	<b>629,542</b>	<b>1,389,246</b>	<b>675</b>	<b>1,013,547</b>	<b>1,481,439</b>	<b>2,494,986</b>	
<b>Downtown North</b>														
Redevelopment Parcels	7.3	93	71,405	57,336	128,741	126	256,757	249,823	506,580	199	366,144	616,927	983,071	
City/Rail ROW (Dev)	3.7	0	0	0	0	112	167,670	156,939	324,609	149	223,560	344,506	568,066	
City/Rail ROW (Ped)	0.4	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Downtown North</b>	<b>11.4</b>	<b>93</b>	<b>71,405</b>	<b>57,336</b>	<b>128,741</b>	<b>238</b>	<b>424,427</b>	<b>406,762</b>	<b>831,189</b>	<b>348</b>	<b>589,704</b>	<b>961,433</b>	<b>1,551,137</b>	
<b>Central Davis</b>														
Redevelopment Parcels	48.6	1,134	833,569	0	833,569	323	1,351,535	0	1,351,535	808	2,079,903	0	2,079,903	
City/Rail ROW (Dev)	5.6	0	0	0	0	167	250,650	0	250,650	223	334,200	0	334,200	
City/Rail ROW (Ped)	5.6	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Central Davis</b>	<b>59.7</b>	<b>1,134</b>	<b>833,569</b>	<b>0</b>	<b>833,569</b>	<b>490</b>	<b>1,602,185</b>	<b>0</b>	<b>1,602,185</b>	<b>1,031</b>	<b>2,414,103</b>	<b>0</b>	<b>2,414,103</b>	
<b>North Davis</b>														
Redevelopment Parcels	2.5	0	0	8,388	8,388	75	112,050	(8,388)	103,662	100	149,400	(8,388)	141,012	
City/Rail ROW (Dev)	1.8	0	0	0	0	54	81,540	0	81,540	72	108,720	0	108,720	
City/Rail ROW (Ped)	16.3	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total North Davis</b>	<b>20.6</b>	<b>0</b>	<b>0</b>	<b>8,388</b>	<b>8,388</b>	<b>129</b>	<b>193,590</b>	<b>(8,388)</b>	<b>185,202</b>	<b>172</b>	<b>258,120</b>	<b>(8,388)</b>	<b>249,732</b>	
<b>Total Davis</b>														
Redevelopment Parcels	69.3	1,229	906,799	148,973	1,055,772	850	2,211,935	620,026	2,831,962	1,543	3,251,514	1,539,101	4,790,615	
City/Rail ROW (Dev)	17.1	0	0	0	0	512	767,970	407,890	1,175,860	683	1,023,960	895,383	1,919,343	
City/Rail ROW (Ped)	23.0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Davis</b>	<b>109.3</b>	<b>1,229</b>	<b>906,799</b>	<b>148,973</b>	<b>1,055,772</b>	<b>1,362</b>	<b>2,979,905</b>	<b>1,027,917</b>	<b>4,007,822</b>	<b>2,226</b>	<b>4,275,474</b>	<b>2,434,484</b>	<b>6,709,958</b>	

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Source: City of Davis; EPS.

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**Table A-7  
Yolo Rail Relocation  
Redevelopment Analysis  
Projected Land Use Valuation Assumptions: Davis (2015\$)**

Subarea	Land Use Description	Assumed Product Type		Estimated Annual Assessed Value [1]	
		Residential	Nonresidential	Residential	Nonresidential
<b>Downtown Core</b>					
Redevelopment Parcels	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	<i>per unit</i> \$250,000	<i>per bldg. sq. ft.</i> \$330
City/Rail ROW (Dev)	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$250,000	\$330
City/Rail ROW (Ped)	Public-Use Trail	MU MF Res. Attached For-Rent	MU Retail/Office	-	-
<b>Downtown North</b>					
Redevelopment Parcels	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$330
City/Rail ROW (Dev)	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$330
City/Rail ROW (Ped)	None	MU MF Res. Attached For-Sale	MU Retail/Office	-	-
<b>Central Davis</b>					
Redevelopment Parcels	Multifamily Res.	MF Res. For-Rent	None	\$250,000	\$0
City/Rail ROW (Dev)	Multifamily Res.	MF Res. For-Rent	None	\$250,000	\$0
City/Rail ROW (Ped)	Public-Use Trail	None	None	-	-
<b>North Davis</b>					
Redevelopment Parcels	Multifamily Res.	MF Res. For-Sale	None	\$400,000	\$0
City/Rail ROW (Dev)	Multifamily Res.	None	None	\$400,000	\$0
City/Rail ROW (Ped)	Public-Use Trail	None	None	-	-

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Source: City of Davis; LoopNet; CoStar; Redfin; Forrent.com; EPS.

[1] Residential values based on comparable for-rent and for-sale data derived through Forrent.com, LoopNet, and Redfin as of June 2015. Nonresidential values based on comparable for-lease and for-sale data collected from LoopNet and CoStar as of March 2015. Estimated values reviewed and affirmed by real estate broker, DTZ.

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**Table A-8  
Yolo Rail Relocation  
Redevelopment Analysis  
Projected Gross Assessed Valuation: Davis (2015\$)**

Subarea	Projected Assessed Value: Low Density			Projected Assessed Value: High Density		
	Residential	Commercial	Total	Residential	Commercial	Total
<b>Downtown Core</b>						
Redevelopment Parcels	\$82,236,491	\$152,407,244	\$234,643,735	\$109,648,655	\$334,557,783	\$444,206,437
City/Rail ROW (Dev)	\$44,685,000	\$82,813,817	\$127,498,817	\$59,580,000	\$181,789,304	\$241,369,304
City/Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Downtown Core</b>	<b>\$126,921,491</b>	<b>\$235,221,061</b>	<b>\$362,142,552</b>	<b>\$169,228,655</b>	<b>\$516,347,087</b>	<b>\$685,575,742</b>
<b>Downtown North</b>						
Redevelopment Parcels	\$87,509,785	\$101,362,585	\$188,872,370	\$116,679,714	\$222,506,756	\$339,186,470
City/Rail ROW (Dev)	\$44,712,000	\$51,789,910	\$96,501,910	\$59,616,000	\$113,686,967	\$173,302,967
City/Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Downtown North</b>	<b>\$132,221,785</b>	<b>\$153,152,494</b>	<b>\$285,374,280</b>	<b>\$176,295,714</b>	<b>\$336,193,723</b>	<b>\$512,489,437</b>
<b>Central Davis</b>						
Redevelopment Parcels	\$364,183,974	\$0	\$364,183,974	\$485,578,632	\$0	\$485,578,632
City/Rail ROW (Dev)	\$41,775,000	\$0	\$41,775,000	\$55,700,000	\$0	\$55,700,000
City/Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Central Davis</b>	<b>\$405,958,974</b>	<b>\$0</b>	<b>\$405,958,974</b>	<b>\$541,278,632</b>	<b>\$0</b>	<b>\$541,278,632</b>
<b>North Davis</b>						
Redevelopment Parcels	\$29,880,000	\$0	\$29,880,000	\$39,840,000	\$0	\$39,840,000
City/Rail ROW (Dev)	\$21,744,000	\$0	\$21,744,000	\$28,992,000	\$0	\$28,992,000
City/Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total North Davis</b>	<b>\$51,624,000</b>	<b>\$0</b>	<b>\$51,624,000</b>	<b>\$68,832,000</b>	<b>\$0</b>	<b>\$68,832,000</b>
<b>Total Davis</b>						
Redevelopment Parcels	\$563,810,251	\$253,769,829	\$817,580,079	\$751,747,001	\$557,064,539	\$1,308,811,540
City/Rail ROW (Dev)	\$152,916,000	\$134,603,726	\$0	\$203,888,000	\$295,476,271	\$0
City/Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Davis</b>	<b>\$716,726,251</b>	<b>\$388,373,555</b>	<b>\$1,105,099,806</b>	<b>\$955,635,001</b>	<b>\$852,540,810</b>	<b>\$1,808,175,811</b>

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Source: City of Davis; EPS.

Table A-9  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Projected Net New Assessed Valuation: Davis (2015\$)

Item	Existing Assessed Value			Projected Net New Assessed Value: Low Density			Projected Net New Assessed Value: High Density		
	Residential	Commercial	Total	Residential	Commercial	Total	Residential	Commercial	Total
<b>Davis Subareas</b>									
Downtown Core	\$284,707	\$11,796,162	\$12,080,869	\$126,636,784	\$223,424,899	\$350,061,683	\$168,943,948	\$504,550,925	\$673,494,873
Downtown North	\$3,876,660	\$7,626,423	\$11,503,083	\$128,345,125	\$145,526,071	\$273,871,197	\$172,419,054	\$328,567,300	\$500,986,354
Central Davis	\$72,103,475	\$0	\$72,103,475	\$333,855,499	\$0	\$333,855,499	\$469,175,157	\$0	\$469,175,157
North Davis	\$0	\$2,301,759	\$2,301,759	\$51,624,000	(\$2,301,759)	\$49,322,241	\$68,832,000	(\$2,301,759)	\$66,530,241
<b>Total Davis</b>	<b>\$76,264,842</b>	<b>\$21,724,344</b>	<b>\$97,989,186</b>	<b>\$640,461,409</b>	<b>\$366,649,211</b>	<b>\$1,007,110,620</b>	<b>\$879,370,159</b>	<b>\$830,816,466</b>	<b>\$1,710,186,625</b>
<b>Increased AV Parcels [1]</b>	<b>\$90,740,165</b>	<b>\$0</b>	<b>\$90,740,165</b>	<b>\$4,537,008</b>	<b>\$0</b>	<b>\$4,537,008</b>	<b>\$4,537,008</b>	<b>\$0</b>	<b>\$4,537,008</b>
<b>Total Davis (incl. Increased AV Parcels)</b>	<b>\$167,005,007</b>	<b>\$21,724,344</b>	<b>\$286,718,537</b>	<b>\$644,998,417</b>	<b>\$366,649,211</b>	<b>\$2,018,758,248</b>	<b>\$883,907,167</b>	<b>\$830,816,466</b>	<b>\$3,424,910,258</b>

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Source: City of Davis; EPS.

[1] The improved value of residential parcels not identified to redevelop and located within 500 feet of the current rail line to be removed is estimated to increase by 5%, based on a review of academic literature.

## APPENDIX B:

### Existing and Projected Land Uses and Assessed Values: West Sacramento



Table B-1	Summary of Existing Land Uses: West Sacramento.....	B-1
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Table B-1  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Summary of Existing Land Uses: West Sacramento

Subarea / Land Use	Acreage				Assessed Value			Units	Current Land Use		
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total		Res. Bldg. Sq. Ft.	Nonres. Bldg. Sq. Ft.	Total Bldg. Sq. Ft.
<b>Washington District</b>											
Miscellaneous	0.1	0.0	0.0	0.1	\$0	\$0	\$0	0	0	0	0
No Parcel	0.0	0.0	0.0	0.0	\$0	\$0	\$0	0	0	0	0
Office	0.0	1.3	0.0	1.3	\$1,200,000	\$1,800,000	\$3,000,000	0	0	0	0
Resid. Mobile/Man. Homes	0.0	7.7	0.0	7.7	\$0	\$0	\$0	121	0	0	0
Resid. Single Family	0.4	0.5	0.0	0.8	\$300,891	\$117,038	\$417,929	3	2,658	0	2,658
Vacant	6.9	0.0	0.0	6.9	\$1,187,612	\$0	\$1,187,612	0	0	0	0
<b>Total Washington District</b>	<b>7.4</b>	<b>9.5</b>	<b>0.0</b>	<b>16.9</b>	<b>\$2,688,503</b>	<b>\$1,917,038</b>	<b>\$4,605,541</b>	<b>124</b>	<b>2,658</b>	<b>0</b>	<b>2,658</b>
<b>Bridge District</b>											
(Blank)	2.1	0.0	0.0	2.1	\$0	\$0	\$0	0	0	0	0
Automotive Uses	4.5	0.0	0.0	4.5	\$567,577	\$1,157,612	\$1,725,189	0	0	0	0
Government	0.9	0.0	0.0	0.9	\$0	\$0	\$0	0	0	0	0
Industrial	23.5	0.0	0.0	23.5	\$10,497,958	\$2,575,288	\$13,073,246	0	0	0	0
Miscellaneous	0.0	0.0	0.0	0.0	\$0	\$0	\$0	0	0	0	0
Office	0.0	0.2	0.0	0.2	\$48,079	\$4,670	\$52,749	0	0	966	966
Recreational	13.3	0.0	0.0	13.3	\$8,599,503	\$39,782,323	\$48,381,826	0	0	0	0
Resid. Multiple Family	0.2	0.0	0.0	0.2	\$87,093	\$0	\$87,093	0	0	0	0
Resid. Single Family	1.0	0.2	6.1	7.3	\$14,335,935	\$33,413,383	\$47,749,318	162	215,866	0	215,866
Residential	0.1	0.0	0.0	0.1	\$0	\$0	\$0	1	1,626	0	1,626
Vacant	48.7	0.2	0.0	48.9	\$22,625,435	\$0	\$22,625,435	1	613	0	613
<b>Total Bridge District</b>	<b>94.2</b>	<b>0.6</b>	<b>6.2</b>	<b>101.0</b>	<b>\$56,761,580</b>	<b>\$76,933,276</b>	<b>\$133,694,856</b>	<b>164</b>	<b>218,105</b>	<b>966</b>	<b>219,071</b>
<b>Pioneer Bluff</b>											
(Blank)	0.0	3.5	0.0	3.5	\$0	\$0	\$0	0	0	0	0
Automotive Uses	0.0	49.7	0.0	49.7	\$7,918,510	\$25,954,390	\$33,872,900	0	0	0	0
Commercial	0.0	7.6	0.0	7.6	\$1,106,293	\$3,044,517	\$4,150,810	0	0	0	0
Industrial	0.0	22.4	0.0	22.4	\$2,602,412	\$3,446,379	\$6,048,791	0	0	30,500	30,500
Miscellaneous	0.0	31.2	0.0	31.2	\$1,227,651	\$1,289,180	\$2,516,831	0	0	22,000	22,000
UP ROW	0.0	8.8	0.0	8.8	\$0	\$0	\$0	0	0	0	0
Vacant	1.3	0.0	0.0	1.3	\$122,437	\$0	\$122,437	0	0	0	0
<b>Total Pioneer Bluff</b>	<b>1.3</b>	<b>123.2</b>	<b>0.0</b>	<b>124.4</b>	<b>\$12,977,303</b>	<b>\$33,734,466</b>	<b>\$46,711,769</b>	<b>0</b>	<b>0</b>	<b>52,500</b>	<b>52,500</b>
<b>Snow Cone</b>											
Automotive Uses	0.0	3.2	0.0	3.2	\$533,287	\$1,692,115	\$2,225,402	0	0	8,318	8,318
Cemetery/Mortuary	0.0	0.4	0.0	0.4	\$62,773	\$563,675	\$626,448	0	0	4,803	4,803
Church	0.0	1.8	0.0	1.8	\$119,968	\$167,182	\$287,150	0	0	0	0
Industrial	0.0	2.9	0.0	2.9	\$592,401	\$1,009,752	\$1,602,153	0	0	11,644	11,644
Medical/Dental/Labs	0.0	0.5	0.0	0.5	\$80,005	\$211,876	\$291,881	0	0	0	0
Office	0.0	0.8	0.0	0.8	\$437,855	\$1,178,489	\$1,616,344	0	0	9,350	9,350
Parking Lot	0.0	0.1	0.0	0.1	\$25,000	\$15,000	\$40,000	0	0	0	0
Recreational	0.0	0.3	0.0	0.3	\$30,576	\$35,335	\$65,911	0	0	0	0
Resid. Apartments	0.0	0.7	0.0	0.7	\$180,763	\$497,094	\$677,857	0	0	0	0
Restaurant	0.0	0.2	0.0	0.2	\$37,263	\$78,673	\$115,936	0	0	0	0
Retail Sales	0.0	0.5	0.0	0.5	\$185,796	\$591,520	\$777,316	0	0	3,360	3,360
Shopping Centers	0.0	0.9	0.0	0.9	\$142,065	\$1,005,378	\$1,147,443	0	0	11,060	11,060
Vacant	2.0	0.0	0.0	2.0	\$353,454	\$0	\$353,454	0	0	0	0
<b>Total Snow Cone</b>	<b>2.0</b>	<b>12.4</b>	<b>0.0</b>	<b>14.4</b>	<b>\$2,781,206</b>	<b>\$7,046,089</b>	<b>\$9,827,295</b>	<b>0</b>	<b>0</b>	<b>48,535</b>	<b>48,535</b>
<b>Total West Sacramento</b>	<b>104.8</b>	<b>145.7</b>	<b>6.2</b>	<b>256.7</b>	<b>\$75,208,592</b>	<b>\$119,630,869</b>	<b>\$194,839,461</b>	<b>288</b>	<b>220,763</b>	<b>102,001</b>	<b>322,764</b>

WS\_01/18

Source: City of West Sacramento; EPS.

Table B-2  
Yolo Rail Relocation  
Redevelopment Analysis  
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage			Total	Assessed Value			Description	Units	Current Land Use			FAR
	Vacant	Underutilized	Improved		Land	Impr./Other	Total			Res.	Nonres.	DU/Acre	
<b>Washington District</b>													
<b>Laura Sites</b>													
010-191-018-000	4.1	0.0	0.0	4.1	\$201,912	\$0	\$201,912	Vacant	-	-	-	-	-
010-191-012-000	0.4	0.0	0.0	0.4	\$177,200	\$0	\$177,200	Resid. Single Family	-	-	-	-	-
010-191-013-000	0.4	0.0	0.0	0.4	\$176,000	\$0	\$176,000	Vacant	-	-	-	-	-
010-191-004-000	0.0	0.2	0.0	0.2	\$45,000	\$55,000	\$100,000	Resid. Single Family	1	1,020	-	5.6	-
010-191-005-000	0.0	0.2	0.0	0.2	\$26,044	\$32,556	\$58,600	Resid. Single Family	1	1,008	-	5.6	-
010-191-006-000	0.0	0.1	0.0	0.1	\$52,647	\$29,482	\$82,129	Resid. Single Family	1	630	-	10.0	-
010-192-003-000	1.8	0.0	0.0	1.8	\$809,700	\$0	\$809,700	Vacant	-	-	-	-	-
<b>Total Laura Sites</b>	<b>6.7</b>	<b>0.5</b>	<b>0.0</b>	<b>7.1</b>	<b>\$1,488,503</b>	<b>\$117,038</b>	<b>\$1,605,541</b>		<b>3</b>	<b>2,658</b>	-	-	-
<b>Welcome Grove</b>													
010-441-003-000	0.0	7.7	0.0	7.7	\$0	\$0	\$0	Resid. Mobile/Man. Homes	121	-	-	-	-
<b>Total Welcome Grove</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		-	-	-	-	-
<b>Iron Triangle</b>													
067-330-017-000	0.6	0.0	0.0	0.6	\$0	\$0	\$0	Vacant	-	-	-	-	-
067-330-002-000	0.1	0.0	0.0	0.1	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
067-330-001-000	0.0	1.3	0.0	1.3	\$1,200,000	\$1,800,000	\$3,000,000	Office	-	-	-	-	-
<b>Total Iron Triangle</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>2.1</b>	<b>\$1,200,000</b>	<b>\$1,800,000</b>	<b>\$3,000,000</b>		-	-	-	-	-
<b>Total Washington District</b>	<b>7.4</b>	<b>9.5</b>	<b>0.0</b>	<b>16.9</b>	<b>\$2,688,503</b>	<b>\$1,917,038</b>	<b>\$4,605,541</b>		<b>124</b>	<b>2,658</b>	-	-	-
<b>Bridge District</b>													
058-300-003-000	0.0	0.0	0.0	0.0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-300-004-000	0.1	0.0	0.0	0.1	\$90,924	\$0	\$90,924	Vacant	-	-	-	-	-
058-300-005-000	0.1	0.0	0.0	0.1	\$155,367	\$0	\$155,367	Vacant	-	-	-	-	-
058-300-008-000	0.2	0.0	0.0	0.2	\$64,975	\$147,680	\$212,655	Industrial	-	-	-	-	-
058-300-009-000	0.0	0.2	0.0	0.2	\$61,477	\$51,231	\$112,708	Resid. Single Family	1	528	-	6	-
058-300-010-000	0.2	0.0	0.0	0.2	\$87,093	\$0	\$87,093	Resid. Multiple Family	-	-	-	-	-
058-300-011-000	0.0	0.2	0.0	0.2	\$48,079	\$4,670	\$52,749	Office	-	-	966	-	-
058-300-013-000	0.2	0.0	0.0	0.2	\$147,442	\$0	\$147,442	Vacant	-	-	-	-	-
058-300-015-000	0.2	0.0	0.0	0.2	\$170,168	\$0	\$170,168	Vacant	-	-	-	-	-
058-300-016-000	0.0	0.0	0.0	0.0	\$10,697	\$0	\$10,697	Vacant	-	-	-	-	-
058-300-018-000	0.1	0.0	0.0	0.1	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-310-001-000	7.8	0.0	0.0	7.8	\$532,497	\$0	\$532,497	Vacant	-	-	-	-	-
058-310-002-000	0.7	0.0	0.0	0.7	\$125,000	\$225,000	\$350,000	Automotive Uses	-	-	-	-	-
058-310-003-000	1.1	0.0	0.0	1.1	\$29,974	\$0	\$29,974	Vacant	-	-	-	-	-
058-310-005-000	3.8	0.0	0.0	3.8	\$442,577	\$932,612	\$1,375,189	Automotive Uses	-	-	-	-	-
058-310-009-000	2.8	0.0	0.0	2.8	\$91,194	\$0	\$91,194	Vacant	-	-	-	-	-
058-310-013-000	0.3	0.0	0.0	0.3	\$84,568	\$0	\$84,568	Vacant	-	-	-	-	-
058-310-014-000	0.2	0.0	0.0	0.2	\$74,922	\$0	\$74,922	Vacant	-	-	-	-	-
058-310-015-000	0.0	0.2	0.0	0.2	\$66,598	\$0	\$66,598	Vacant	1	613	-	5	-
058-310-018-000	1.2	0.0	0.0	1.2	\$142,395	\$1,048,845	\$1,191,240	Industrial	-	-	-	-	-
058-310-019-000	0.0	0.0	0.0	0.0	\$240,255	\$888,488	\$1,128,743	Industrial	-	-	-	-	-
058-310-024-000	0.5	0.0	0.0	0.5	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-310-025-000	0.1	0.0	0.0	0.1	\$43,473	\$0	\$43,473	Vacant	-	-	-	-	-
058-310-026-000	0.7	0.0	0.0	0.7	\$247,480	\$0	\$247,480	Vacant	-	-	-	-	-

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Table B-2  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage				Assessed Value			Description	Units	Current Land Use			FAR
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total			Res.	Nonres.	DU/Acre	
058-360-007-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	25	-
058-360-008-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	25	-
058-360-009-000	0.0	0.0	0.0	0.0	\$70,000	\$245,843	\$315,843	Resid. Single Family	1	1,340	-	25	-
058-360-010-000	0.0	0.0	0.0	0.0	\$70,000	\$242,695	\$312,695	Resid. Single Family	1	1,333	-	25	-
058-360-011-000	0.0	0.0	0.0	0.0	\$70,000	\$235,019	\$305,019	Resid. Single Family	1	1,333	-	25	-
058-360-012-000	0.0	0.0	0.1	0.1	\$70,000	\$265,996	\$335,996	Resid. Single Family	1	1,333	-	20	-
058-360-013-000	0.0	0.0	0.0	0.0	\$70,000	\$232,659	\$302,659	Resid. Single Family	-	-	-	-	-
058-360-014-000	0.0	0.0	0.0	0.0	\$70,000	\$229,806	\$299,806	Resid. Single Family	1	1,401	-	25	-
058-360-015-000	0.0	0.0	0.0	0.0	\$70,000	\$232,803	\$302,803	Resid. Single Family	1	1,302	-	25	-
058-360-016-000	0.0	0.0	0.1	0.1	\$70,317	\$248,538	\$318,855	Resid. Single Family	1	1,302	-	20	-
058-360-017-000	0.0	0.0	0.0	0.0	\$41,205	\$62,352	\$103,557	Resid. Single Family	-	-	-	-	-
058-360-018-000	0.0	0.0	0.0	0.0	\$41,205	\$56,921	\$98,126	Resid. Single Family	-	-	-	-	-
058-360-019-000	0.0	0.0	0.0	0.0	\$41,205	\$56,921	\$98,126	Resid. Single Family	-	-	-	-	-
058-360-020-000	0.1	0.0	0.0	0.1	\$45,333	\$62,144	\$107,477	Resid. Single Family	-	-	-	-	-
058-360-021-000	0.0	0.0	0.0	0.0	\$41,205	\$62,099	\$103,304	Resid. Single Family	-	-	-	-	-
058-360-022-000	0.0	0.0	0.0	0.0	\$37,074	\$62,099	\$99,173	Resid. Single Family	-	-	-	-	-
058-360-023-000	0.0	0.0	0.0	0.0	\$37,074	\$62,099	\$99,173	Resid. Single Family	-	-	-	-	-
058-360-024-000	0.0	0.0	0.0	0.0	\$37,074	\$62,352	\$99,426	Resid. Single Family	-	-	-	-	-
058-360-025-000	0.0	0.0	0.0	0.0	\$37,074	\$62,099	\$99,173	Resid. Single Family	-	-	-	-	-
058-360-026-000	0.0	0.0	0.0	0.0	\$37,074	\$62,099	\$99,173	Resid. Single Family	-	-	-	-	-
058-360-027-000	0.0	0.0	0.0	0.0	\$37,074	\$62,099	\$99,173	Resid. Single Family	-	-	-	-	-
058-360-028-000	0.0	0.0	0.0	0.0	\$41,205	\$52,655	\$93,860	Resid. Single Family	-	-	-	-	-
058-360-030-000	0.0	0.0	0.0	0.0	\$60,272	\$212,435	\$272,707	Resid. Single Family	1	1,401	-	25	-
058-360-031-000	0.0	0.0	0.0	0.0	\$70,317	\$177,517	\$247,834	Resid. Single Family	1	1,222	-	25	-
058-360-032-000	0.0	0.0	0.0	0.0	\$60,272	\$197,608	\$257,880	Resid. Single Family	1	1,222	-	25	-
058-360-033-000	0.0	0.0	0.0	0.0	\$70,317	\$185,829	\$256,146	Resid. Single Family	1	1,222	-	25	-
058-360-034-000	0.0	0.0	0.0	0.0	\$70,317	\$207,506	\$277,823	Resid. Single Family	1	991	-	50	-
058-360-035-000	0.0	0.0	0.1	0.1	\$60,272	\$200,908	\$261,180	Resid. Single Family	1	1,401	-	20	-
058-360-036-000	0.0	0.0	0.1	0.1	\$80,000	\$193,000	\$273,000	Resid. Single Family	1	1,122	-	20	-
058-360-037-000	0.0	0.0	0.0	0.0	\$73,158	\$97,265	\$170,423	Resid. Single Family	1	991	-	50	-
058-360-038-000	0.0	0.0	0.0	0.0	\$105,298	\$176,816	\$282,114	Resid. Single Family	1	1,471	-	25	-
058-360-039-000	0.0	0.0	0.0	0.0	\$105,298	\$200,056	\$305,354	Resid. Single Family	1	1,560	-	25	-
058-360-040-000	0.0	0.0	0.0	0.0	\$105,298	\$178,354	\$283,652	Resid. Single Family	1	1,471	-	25	-
058-360-041-000	0.0	0.0	0.0	0.0	\$105,298	\$186,322	\$291,620	Resid. Single Family	1	1,560	-	25	-
058-360-042-000	0.0	0.0	0.0	0.0	\$105,298	\$174,426	\$279,724	Resid. Single Family	1	1,471	-	25	-
058-360-043-000	0.0	0.0	0.0	0.0	\$105,298	\$200,056	\$305,354	Resid. Single Family	1	1,790	-	25	-
058-360-044-000	0.0	0.0	0.0	0.0	\$105,298	\$174,783	\$280,081	Resid. Single Family	1	1,471	-	25	-
058-360-045-000	0.0	0.0	0.1	0.1	\$71,724	\$189,545	\$261,269	Resid. Single Family	1	1,471	-	20	-
058-360-046-000	0.0	0.0	0.0	0.0	\$83,609	\$198,561	\$282,170	Resid. Single Family	1	1,560	-	25	-
058-360-047-000	0.0	0.0	0.0	0.0	\$105,298	\$197,978	\$303,276	Resid. Single Family	1	1,790	-	25	-
058-360-048-000	0.0	0.0	0.0	0.0	\$105,298	\$186,483	\$291,781	Resid. Single Family	1	1,560	-	25	-
058-360-049-000	0.0	0.0	0.0	0.0	\$105,298	\$176,009	\$281,307	Resid. Single Family	1	1,471	-	25	-
058-360-050-000	0.0	0.0	0.0	0.0	\$80,363	\$205,880	\$286,243	Resid. Single Family	1	1,237	-	25	-
058-360-051-000	0.0	0.0	0.0	0.0	\$0	\$0	\$0	Residential	1	1,626	-	25	-
058-360-054-000	0.0	0.0	0.0	0.0	\$0	\$0	\$0	Residential	-	-	-	-	-
058-370-001-000	0.0	0.0	0.0	0.0	\$0	\$0	\$0	Residential	-	-	-	-	-
058-370-002-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000	\$325,000	Resid. Single Family	1	1,626	-	25	-
058-370-003-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,237	-	25	-

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Table B-2  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage				Assessed Value			Description	Units	Current Land Use			FAR
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total			Res.	Nonres.	DU/Acre	
058-370-004-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000	\$325,000	Resid. Single Family	1	1,626	-	25	-
058-370-005-000	0.0	0.0	0.0	0.0	\$140,635	\$130,580	\$271,215	Resid. Single Family	1	1,237	-	25	-
058-370-006-000	0.0	0.0	0.0	0.0	\$0	\$0	\$0	Residential	-	-	-	-	-
058-370-007-000	0.0	0.0	0.0	0.0	\$61,477	\$112,606	\$174,083	Resid. Single Family	1	1,122	-	25	-
058-370-008-000	0.0	0.0	0.0	0.0	\$73,158	\$116,196	\$189,354	Resid. Single Family	1	991	-	50	-
058-370-009-000	0.1	0.0	0.0	0.1	\$104,512	\$158,753	\$263,265	Resid. Single Family	1	1,560	-	20	-
058-370-010-000	0.0	0.0	0.0	0.0	\$31,912	\$87,658	\$119,570	Resid. Single Family	-	-	-	-	-
058-370-011-000	0.0	0.0	0.0	0.0	\$32,944	\$87,658	\$120,602	Resid. Single Family	-	-	-	-	-
058-370-012-000	0.0	0.0	0.0	0.0	\$81,970	\$180,335	\$262,305	Resid. Single Family	1	1,560	-	25	-
058-370-013-000	0.0	0.0	0.0	0.0	\$80,000	\$200,000	\$280,000	Resid. Single Family	1	1,401	-	33	-
058-370-014-000	0.0	0.0	0.0	0.0	\$70,000	\$234,990	\$304,990	Resid. Single Family	1	1,222	-	25	-
058-370-015-000	0.0	0.0	0.0	0.0	\$71,724	\$179,310	\$251,034	Resid. Single Family	1	1,171	-	25	-
058-370-016-000	0.0	0.0	0.0	0.0	\$71,724	\$184,433	\$256,157	Resid. Single Family	1	1,560	-	25	-
058-370-017-000	0.0	0.0	0.0	0.0	\$71,724	\$174,176	\$245,900	Resid. Single Family	1	1,471	-	25	-
058-370-018-000	0.0	0.0	0.0	0.0	\$60,000	\$109,698	\$169,698	Resid. Single Family	1	983	-	50	-
058-370-019-000	0.0	0.0	0.0	0.0	\$70,000	\$145,000	\$215,000	Resid. Single Family	1	983	-	33	-
058-370-020-000	0.0	0.0	0.0	0.0	\$104,512	\$155,365	\$259,877	Resid. Single Family	1	1,560	-	25	-
058-370-021-000	0.0	0.0	0.0	0.0	\$83,609	\$169,000	\$252,609	Resid. Single Family	1	1,471	-	25	-
058-370-022-000	0.0	0.0	0.0	0.0	\$71,724	\$184,422	\$256,146	Resid. Single Family	1	1,560	-	25	-
058-370-023-000	0.0	0.0	0.1	0.1	\$83,609	\$169,000	\$252,609	Resid. Single Family	1	1,471	-	20	-
058-370-024-000	0.0	0.0	0.1	0.1	\$71,724	\$204,823	\$276,547	Resid. Single Family	1	1,790	-	20	-
058-370-025-000	0.0	0.0	0.0	0.0	\$61,477	\$195,704	\$257,181	Resid. Single Family	1	1,560	-	25	-
058-370-026-000	0.0	0.0	0.0	0.0	\$80,363	\$107,460	\$187,823	Resid. Single Family	1	893	-	50	-
058-370-027-000	0.0	0.0	0.0	0.0	\$80,363	\$103,924	\$184,287	Resid. Single Family	1	983	-	33	-
058-370-028-000	0.0	0.0	0.0	0.0	\$80,363	\$193,640	\$274,003	Resid. Single Family	1	1,123	-	33	-
058-370-029-000	0.0	0.0	0.0	0.0	\$70,317	\$205,142	\$275,459	Resid. Single Family	-	-	-	-	-
058-370-030-000	0.0	0.0	0.0	0.0	\$70,000	\$205,455	\$275,455	Resid. Single Family	1	1,222	-	33	-
058-370-031-000	0.0	0.0	0.0	0.0	\$70,317	\$205,225	\$275,542	Resid. Single Family	1	1,123	-	25	-
058-370-032-000	0.0	0.0	0.0	0.0	\$80,000	\$212,821	\$292,821	Resid. Single Family	1	1,123	-	25	-
058-370-033-000	0.0	0.0	0.0	0.0	\$70,317	\$202,203	\$272,520	Resid. Single Family	-	-	-	-	-
058-370-034-000	0.0	0.0	0.0	0.0	\$70,317	\$220,946	\$291,263	Resid. Single Family	1	1,401	-	25	-
058-370-035-000	0.0	0.0	0.0	0.0	\$80,363	\$195,885	\$276,248	Resid. Single Family	-	-	-	-	-
058-370-036-000	0.0	0.0	0.0	0.0	\$80,363	\$200,446	\$280,809	Resid. Single Family	-	-	-	-	-
058-370-037-000	0.0	0.0	0.0	0.0	\$80,363	\$198,401	\$278,764	Resid. Single Family	-	-	-	-	-
058-370-039-000	0.0	0.0	0.1	0.1	\$80,363	\$200,946	\$281,309	Resid. Single Family	1	1,401	-	20	-
058-370-040-000	0.0	0.0	0.1	0.1	\$80,363	\$216,311	\$296,674	Resid. Single Family	1	1,401	-	13	-
058-370-041-000	0.0	0.0	0.0	0.0	\$80,363	\$223,357	\$303,720	Resid. Single Family	1	1,222	-	25	-
058-370-042-000	0.0	0.0	0.0	0.0	\$80,363	\$194,126	\$274,489	Resid. Single Family	1	1,401	-	25	-
058-370-043-000	0.0	0.0	0.0	0.0	\$80,363	\$192,098	\$272,461	Resid. Single Family	1	1,401	-	25	-
058-370-044-000	0.0	0.0	0.0	0.0	\$80,363	\$180,848	\$261,211	Resid. Single Family	1	1,222	-	25	-
058-370-045-000	0.0	0.0	0.0	0.0	\$80,363	\$175,794	\$256,157	Resid. Single Family	1	1,222	-	25	-
058-370-046-000	0.0	0.0	0.0	0.0	\$80,363	\$193,129	\$273,492	Resid. Single Family	1	1,222	-	25	-
058-370-047-000	0.0	0.0	0.0	0.0	\$80,363	\$189,513	\$269,876	Resid. Single Family	-	-	-	-	-
058-370-048-000	0.0	0.0	0.0	0.0	\$37,074	\$210,585	\$247,659	Resid. Single Family	1	1,561	-	33	-
058-370-049-000	0.0	0.0	0.0	0.0	\$73,158	\$209,024	\$282,182	Resid. Single Family	1	1,561	-	33	-
058-370-050-000	0.0	0.0	0.1	0.1	\$70,317	\$190,862	\$261,179	Resid. Single Family	1	1,222	-	20	-
058-370-051-000	0.0	0.0	0.0	0.0	\$70,000	\$255,000	\$325,000	Resid. Single Family	1	1,401	-	25	-
058-370-053-000	0.0	0.0	0.1	0.1	\$70,317	\$173,775	\$244,092	Resid. Single Family	1	1,222	-	20	-

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Table B-2  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage				Assessed Value			Description	Units	Current Land Use			FAR
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total			Res.	Nonres.	DU/Acre	
058-370-054-000	0.0	0.0	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-380-001-000	0.1	0.0	0.0	0.1	\$71,724	\$174,495	\$246,219	Resid. Single Family	-	-	-	-	-
058-380-002-000	0.0	0.0	0.1	0.1	\$71,724	\$185,768	\$257,492	Resid. Single Family	1	1,560	-	20	-
058-380-003-000	0.0	0.0	0.0	0.0	\$70,000	\$124,946	\$194,946	Resid. Single Family	1	983	-	50	-
058-380-004-000	0.0	0.0	0.0	0.0	\$70,317	\$122,830	\$193,147	Resid. Single Family	1	983	-	33	-
058-380-005-000	0.0	0.0	0.0	0.0	\$83,609	\$169,000	\$252,609	Resid. Single Family	1	1,471	-	25	-
058-380-006-000	0.0	0.0	0.0	0.0	\$70,317	\$205,880	\$276,197	Resid. Single Family	1	1,560	-	25	-
058-380-007-000	0.0	0.0	0.0	0.0	\$126,358	\$190,345	\$316,703	Resid. Single Family	1	1,626	-	25	-
058-380-008-000	0.0	0.0	0.1	0.1	\$126,358	\$163,212	\$289,570	Resid. Single Family	1	1,560	-	20	-
058-380-009-000	0.0	0.0	0.1	0.1	\$126,358	\$152,682	\$279,040	Resid. Single Family	1	1,237	-	20	-
058-380-010-000	0.0	0.0	0.0	0.0	\$70,000	\$238,693	\$308,693	Resid. Single Family	1	1,333	-	33	-
058-380-011-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	33	-
058-380-012-000	0.0	0.0	0.0	0.0	\$70,317	\$215,976	\$286,293	Resid. Single Family	1	1,302	-	33	-
058-380-013-000	0.0	0.0	0.0	0.0	\$60,272	\$211,416	\$271,688	Resid. Single Family	1	1,222	-	33	-
058-380-014-000	0.0	0.0	0.0	0.0	\$60,272	\$195,875	\$256,147	Resid. Single Family	1	1,401	-	33	-
058-380-015-000	0.0	0.0	0.0	0.0	\$60,272	\$183,170	\$243,442	Resid. Single Family	1	1,222	-	33	-
058-380-016-000	0.0	0.0	0.0	0.0	\$60,272	\$193,363	\$253,635	Resid. Single Family	1	1,401	-	33	-
058-380-017-000	0.0	0.0	0.0	0.0	\$70,000	\$203,000	\$273,000	Resid. Single Family	1	1,222	-	33	-
058-380-018-000	0.0	0.0	0.0	0.0	\$60,272	\$201,857	\$262,129	Resid. Single Family	1	1,401	-	33	-
058-380-019-000	0.0	0.0	0.0	0.0	\$60,272	\$199,808	\$260,080	Resid. Single Family	1	1,401	-	33	-
058-380-020-000	0.0	0.0	0.0	0.0	\$60,272	\$190,852	\$251,124	Resid. Single Family	1	1,401	-	33	-
058-380-021-000	0.0	0.0	0.0	0.0	\$60,272	\$190,862	\$251,134	Resid. Single Family	1	1,222	-	33	-
058-380-022-000	0.0	0.0	0.0	0.0	\$66,601	\$194,552	\$261,153	Resid. Single Family	1	1,401	-	33	-
058-380-023-000	0.0	0.0	0.0	0.0	\$71,724	\$182,373	\$254,097	Resid. Single Family	1	1,401	-	33	-
058-380-024-000	0.0	0.0	0.0	0.0	\$71,724	\$180,323	\$252,047	Resid. Single Family	1	1,222	-	33	-
058-380-025-000	0.0	0.0	0.0	0.0	\$71,724	\$184,422	\$256,146	Resid. Single Family	1	1,222	-	33	-
058-380-026-000	0.0	0.0	0.0	0.0	\$71,724	\$191,594	\$263,318	Resid. Single Family	1	1,401	-	33	-
058-380-027-000	0.0	0.0	0.0	0.0	\$71,724	\$189,013	\$260,737	Resid. Single Family	1	1,401	-	25	-
058-380-028-000	0.0	0.0	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-380-029-000	0.0	0.0	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-	-
058-390-001-000	0.0	0.0	0.1	0.1	\$83,609	\$156,768	\$240,377	Resid. Single Family	1	1,300	-	20	-
058-390-002-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	33	-
058-390-003-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	33	-
058-390-004-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	33	-
058-390-005-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	25	-
058-390-006-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	25	-
058-390-007-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	25	-
058-390-008-000	0.0	0.0	0.1	0.1	\$71,724	\$163,940	\$235,664	Resid. Single Family	1	1,300	-	20	-
058-390-009-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	20	-
058-390-010-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	25	-
058-390-011-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	25	-
058-390-012-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	25	-
058-390-013-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	25	-
058-390-014-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,300	-	25	-
058-390-015-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	25	-
058-390-016-000	0.0	0.0	0.1	0.1	\$70,317	\$246,112	\$316,429	Resid. Single Family	1	1,302	-	20	-
058-390-017-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,293	-	17	-
058-390-018-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,293	-	25	-

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Table B-2  
Yolo Rail Relocation  
Redevelopment Analysis  
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage				Assessed Value			Description	Units	Current Land Use			FAR
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total			Res.	Nonres.	DU/Acre	
058-390-019-000	0.0	0.0	0.0	0.0	\$105,298	\$231,645	\$336,943	Resid. Single Family	-	-	-	-	-
058-390-020-000	0.0	0.0	0.0	0.0	\$104,512	\$156,756	\$261,268	Resid. Single Family	1	1,302	-	25	-
058-390-021-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	25	-
058-390-022-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,293	-	20	-
058-390-023-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,293	-	20	-
058-390-024-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,293	-	25	-
058-390-025-000	0.0	0.0	0.0	0.0	\$94,061	\$183,704	\$277,765	Resid. Single Family	1	1,302	-	25	-
058-390-026-000	0.0	0.0	0.0	0.0	\$47,030	\$215,348	\$262,378	Resid. Single Family	1	1,302	-	25	-
058-390-027-000	0.0	0.0	0.0	0.0	\$70,317	\$170,671	\$240,988	Resid. Single Family	1	1,293	-	25	-
058-390-028-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,293	-	20	-
058-390-029-000	0.0	0.0	0.1	0.1	\$80,000	\$229,370	\$309,370	Resid. Single Family	1	1,333	-	25	-
058-390-030-000	0.0	0.0	0.0	0.0	\$70,000	\$233,017	\$303,017	Resid. Single Family	1	1,333	-	25	-
058-390-031-000	0.0	0.0	0.0	0.0	\$80,000	\$237,122	\$317,122	Resid. Single Family	1	1,340	-	25	-
058-390-032-000	0.0	0.0	0.0	0.0	\$70,000	\$212,489	\$282,489	Resid. Single Family	1	1,123	-	25	-
058-390-033-000	0.0	0.0	0.0	0.0	\$78,785	\$158,629	\$237,414	Resid. Single Family	1	1,122	-	33	-
058-390-034-000	0.0	0.0	0.0	0.0	\$78,972	\$115,569	\$194,541	Resid. Single Family	1	991	-	50	-
058-390-035-000	0.0	0.0	0.1	0.1	\$105,048	\$173,359	\$278,407	Resid. Single Family	1	1,237	-	20	-
058-390-036-000	0.0	0.0	0.1	0.1	\$105,048	\$157,572	\$262,620	Resid. Single Family	1	1,237	-	20	-
058-390-037-000	0.0	0.0	0.0	0.0	\$105,298	\$174,783	\$280,081	Resid. Single Family	1	1,471	-	25	-
058-390-038-000	0.0	0.0	0.1	0.1	\$105,298	\$202,166	\$307,464	Resid. Single Family	1	1,560	-	20	-
058-390-039-000	0.0	0.0	0.0	0.0	\$70,317	\$100,454	\$170,771	Resid. Single Family	1	983	-	50	-
058-390-040-000	0.0	0.0	0.0	0.0	\$70,317	\$111,976	\$182,293	Resid. Single Family	1	983	-	50	-
058-390-041-000	0.0	0.0	0.0	0.0	\$105,298	\$194,749	\$300,047	Resid. Single Family	1	1,790	-	25	-
058-390-042-000	0.0	0.0	0.0	0.0	\$80,000	\$230,000	\$310,000	Resid. Single Family	1	1,560	-	25	-
058-390-043-000	0.0	0.0	0.1	0.1	\$105,298	\$174,258	\$279,556	Resid. Single Family	1	1,471	-	20	-
058-390-044-000	0.0	0.0	0.0	0.0	\$105,298	\$157,947	\$263,245	Resid. Single Family	1	1,560	-	25	-
058-390-045-000	0.0	0.0	0.1	0.1	\$80,000	\$230,000	\$310,000	Resid. Single Family	1	1,560	-	25	-
058-390-046-000	0.0	0.0	0.0	0.0	\$105,048	\$125,878	\$230,926	Resid. Single Family	1	1,122	-	50	-
058-390-047-000	0.0	0.0	0.0	0.0	\$78,785	\$124,855	\$203,640	Resid. Single Family	1	991	-	33	-
058-390-048-000	0.0	0.0	0.0	0.0	\$105,048	\$192,228	\$297,276	Resid. Single Family	1	1,626	-	25	-
058-390-049-000	0.0	0.0	0.0	0.0	\$105,298	\$189,526	\$294,824	Resid. Single Family	1	1,626	-	25	-
058-390-050-000	0.0	0.0	0.0	0.0	\$105,048	\$157,562	\$262,610	Resid. Single Family	1	1,237	-	25	-
058-390-051-000	0.0	0.0	0.0	0.0	\$105,048	\$193,057	\$298,105	Resid. Single Family	1	1,626	-	25	-
058-390-052-000	0.0	0.0	0.0	0.0	\$105,048	\$150,934	\$255,982	Resid. Single Family	1	1,237	-	25	-
058-390-053-000	0.0	0.0	0.0	0.0	\$85,718	\$162,823	\$248,541	Resid. Single Family	1	1,122	-	33	-
058-390-054-000	0.0	0.0	0.0	0.0	\$80,000	\$135,000	\$215,000	Resid. Single Family	1	991	-	50	-
058-390-055-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000	\$325,000	Resid. Single Family	1	1,626	-	25	-
058-390-056-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,237	-	20	-
058-390-057-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,432	-	20	-
058-390-058-000	0.0	0.0	0.0	0.0	\$80,000	\$230,000	\$310,000	Resid. Single Family	1	1,560	-	25	-
058-390-059-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000	\$325,000	Resid. Single Family	1	1,626	-	25	-
067-330-018-000	0.9	0.0	0.0	0.9	\$0	\$0	\$0	Government	-	-	-	-	-
067-330-020-000	0.3	0.0	0.0	0.3	\$341,276	\$0	\$341,276	Vacant	-	-	-	-	-
067-330-022-000	0.6	0.0	0.0	0.6	\$684,532	\$0	\$684,532	Vacant	-	-	-	-	-
067-330-023-000	0.2	0.0	0.0	0.2	\$0	\$0	\$0	Vacant	-	-	-	-	-
067-330-024-000	2.1	0.0	0.0	2.1	\$0	\$0	\$0	(Blank)	-	-	-	-	-
<b>Total Bridge District</b>	<b>94.2</b>	<b>0.6</b>	<b>6.2</b>	<b>101.0</b>	<b>\$56,761,580</b>	<b>\$76,933,276</b>	<b>\$133,694,856</b>		<b>164</b>	<b>218,105</b>			

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Table B-2  
Yolo Rail Relocation  
Redevelopment Analysis  
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage				Assessed Value			Description	Units	Current Land Use			FAR
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total			Res.	Nonres.	DUI/Acre	
<b>Pioneer Bluff</b>													
058-260-001	0.2	0.0	0.0	0.2	\$12,799	\$0	\$12,799	Vacant	-	-	-	-	-
058-260-002	0.0	9.6	0.0	9.6	\$878,888	\$402,136	\$1,281,024	Automotive Uses	-	-	-	-	-
058-260-003	0.0	9.6	0.0	9.6	\$721,650	\$1,018,541	\$1,740,191	Industrial	-	-	-	-	-
058-260-010	0.0	2.0	0.0	2.0	\$391,866	\$0	\$391,866	Industrial	-	-	-	-	-
058-260-012	0.0	0.3	0.0	0.3	\$60,252	\$193,812	\$254,064	Industrial	-	-	-	-	-
058-260-013	0.0	0.7	0.0	0.7	\$501,112	\$91,180	\$592,292	Automotive Uses	-	-	-	-	-
058-260-015	0.0	2.2	0.0	2.2	\$95,989	\$597,463	\$693,452	Automotive Uses	-	-	-	-	-
058-260-016	0.0	4.2	0.0	4.2	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-017	0.0	3.6	0.0	3.6	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-018	0.0	1.7	0.0	1.7	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-019	0.0	5.0	0.0	5.0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-020	0.0	0.3	0.0	0.3	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-021	0.0	3.9	0.0	3.9	\$649,226	\$749,383	\$1,398,609	Industrial	-	-	-	-	-
058-260-025	0.0	3.5	0.0	3.5	\$753,979	\$313,876	\$1,067,855	Automotive Uses	-	-	-	-	-
058-260-026	0.0	2.2	0.0	2.2	\$453,350	\$391,937	\$845,287	Automotive Uses	-	-	-	-	-
058-260-027	0.0	0.7	0.0	0.7	\$20,546	\$128,633	\$149,179	Miscellaneous	-	-	11,000	-	-
058-260-028	0.0	1.5	0.0	1.5	\$41,073	\$245,365	\$286,438	Miscellaneous	-	-	11,000	-	-
058-270-001	0.0	4.5	0.0	4.5	\$783,842	\$752,488	\$1,536,330	Automotive Uses	-	-	-	-	-
058-270-006	0.0	3.8	0.0	3.8	\$1,004,350	\$0	\$1,004,350	Automotive Uses	-	-	-	-	-
058-270-007	0.0	0.3	0.0	0.3	\$46,551	\$0	\$46,551	Automotive Uses	-	-	-	-	-
058-270-008	0.0	3.5	0.0	3.5	\$627,074	\$637,525	\$1,264,599	Automotive Uses	-	-	-	-	-
058-270-009	0.2	0.0	0.0	0.2	\$34,643	\$0	\$34,643	Vacant	-	-	-	-	-
058-270-011	0.0	0.3	0.0	0.3	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-270-012	0.0	3.3	0.0	3.3	\$597,809	\$10,413,047	\$11,010,856	Automotive Uses	-	-	-	-	-
058-270-014	0.0	3.5	0.0	3.5	\$393,618	\$922,265	\$1,315,883	Automotive Uses	-	-	-	-	-
058-270-016	0.0	1.4	0.0	1.4	\$214,720	\$287,789	\$502,509	Industrial	-	-	-	-	-
058-270-017	0.0	3.9	0.0	3.9	\$567,017	\$0	\$567,017	Automotive Uses	-	-	-	-	-
058-280-003	0.0	4.7	0.0	4.7	\$1,166,032	\$915,182	\$2,081,214	Miscellaneous	-	-	-	-	-
058-280-005	0.0	8.9	0.0	8.9	\$1,214,931	\$11,432,473	\$12,647,404	Automotive Uses	-	-	-	-	-
058-280-006	0.0	0.5	0.0	0.5	\$185,570	\$110,179	\$295,749	Industrial	-	-	-	-	-
058-280-007	0.0	1.1	0.0	1.1	\$276,248	\$1,019,608	\$1,295,856	Industrial	-	-	30,500	-	-
058-290-001	0.8	0.0	0.0	0.8	\$74,995	\$0	\$74,995	Vacant	-	-	-	-	-
058-290-002	0.0	3.6	0.0	3.6	\$102,880	\$67,067	\$169,947	Industrial	-	-	-	-	-
058-290-004	0.0	7.6	0.0	7.6	\$1,106,293	\$3,044,517	\$4,150,810	Commercial	-	-	-	-	-
058-290-005	0.0	0.9	0.0	0.9	\$0	\$0	\$0	(Blank)	-	-	-	-	-
058-300-012	0.0	2.7	0.0	2.7	\$0	\$0	\$0	(Blank)	-	-	-	-	-
067-180-001	0.0	1.6	0.0	1.6	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
067-180-004	0.0	7.6	0.0	7.6	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
Rail ROW	0.0	8.8	0.0	8.8	\$0	\$0	\$0	UP ROW	-	-	-	-	-
<b>Total Pioneer Bluff</b>	<b>1.3</b>	<b>123.2</b>	<b>0.0</b>	<b>124.4</b>	<b>\$12,977,303</b>	<b>\$33,734,466</b>	<b>\$46,711,769</b>		-	-	<b>52,500</b>	-	-

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Table B-2  
Yolo Rail Relocation  
Redevelopment Analysis  
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Acreage				Assessed Value			Description	Units	Current Land Use			FAR
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total			Res.	Nonres.	DU/Acre	
<b>Snow Cone</b>													
058-033-001-000	0.0	0.1	0.0	0.1	\$40,917	\$62,260	\$103,177	Retail Sales	-	-	-	-	-
058-033-002-000	0.0	0.3	0.0	0.3	\$279,041	\$721,299	\$1,000,340	Office	-	-	5,058	-	0.34
058-033-003-000	0.0	0.5	0.0	0.5	\$80,005	\$211,876	\$291,881	Medical/Dental/Labs	-	-	-	-	-
058-033-004-000	0.1	0.0	0.0	0.1	\$15,589	\$0	\$15,589	Vacant	-	-	-	-	-
058-034-001-000	0.0	0.1	0.0	0.1	\$38,935	\$0	\$38,935	Industrial	-	-	-	-	-
058-034-002-000	0.0	0.1	0.0	0.1	\$78,785	\$225,750	\$304,535	Retail Sales	-	-	3,360	-	0.70
058-034-003-000	0.0	0.1	0.0	0.1	\$55,000	\$284,650	\$339,650	Retail Sales	-	-	-	-	-
058-034-007-000	0.0	0.1	0.0	0.1	\$11,094	\$18,860	\$29,954	Retail Sales	-	-	-	-	-
058-034-008-000	0.0	0.1	0.0	0.1	\$24,578	\$92,185	\$116,763	Industrial	-	-	2,304	-	0.88
058-034-009-000	0.0	0.1	0.0	0.1	\$45,581	\$114,617	\$160,198	Industrial	-	-	-	-	-
058-034-010-000	0.1	0.0	0.0	0.1	\$26,044	\$0	\$26,044	Vacant	-	-	-	-	-
058-034-011-000	0.1	0.0	0.0	0.1	\$26,044	\$0	\$26,044	Vacant	-	-	-	-	-
058-034-012-000	0.0	0.3	0.0	0.3	\$33,143	\$11,613	\$44,756	Industrial	-	-	-	-	-
058-034-013-000	0.1	0.0	0.0	0.1	\$25,000	\$0	\$25,000	Vacant	-	-	-	-	-
058-034-014-000	0.0	0.2	0.0	0.2	\$50,000	\$125,000	\$175,000	Industrial	-	-	-	-	-
058-034-015-000	0.1	0.0	0.0	0.1	\$18,007	\$0	\$18,007	Vacant	-	-	-	-	-
058-034-016-000	0.0	0.2	0.0	0.2	\$37,263	\$78,673	\$115,936	Restaurant	-	-	-	-	-
058-034-027-000	0.0	0.2	0.0	0.2	\$36,938	\$111,932	\$148,870	Industrial	-	-	-	-	-
058-034-028-000	0.0	0.3	0.0	0.3	\$160,867	\$30,738	\$191,605	Industrial	-	-	2,190	-	0.16
058-034-029-000	0.2	0.0	0.0	0.2	\$36,488	\$0	\$36,488	Vacant	-	-	-	-	-
058-034-030-000	0.0	0.1	0.0	0.1	\$25,000	\$15,000	\$40,000	Parking Lot	-	-	-	-	-
058-034-031-000	0.0	0.2	0.0	0.2	\$79,710	\$49,332	\$129,042	Industrial	-	-	-	-	-
058-014-001-000	0.7	0.0	0.0	0.7	\$90,000	\$0	\$90,000	Vacant	-	-	-	-	-
058-014-002-000	0.0	0.7	0.0	0.7	\$180,763	\$497,094	\$677,857	Resid. Apartments	-	-	-	-	-
058-014-003-000	0.0	0.3	0.0	0.3	\$125,414	\$457,190	\$582,604	Office	-	-	4,292	-	-
058-014-004-000	0.0	0.4	0.0	0.4	\$62,773	\$563,675	\$626,448	Cemetery/Mortuary	-	-	4,803	-	-
058-014-005-000	0.0	0.9	0.0	0.9	\$142,065	\$1,005,378	\$1,147,443	Shopping Centers	-	-	11,060	-	-
058-014-006-000	0.5	0.0	0.0	0.5	\$75,933	\$0	\$75,933	Vacant	-	-	-	-	-
058-014-007-000	0.0	1.2	0.0	1.2	\$101,559	\$1,253,798	\$1,355,357	Automotive Uses	-	-	1,118	-	-
058-014-008-000	0.0	1.8	0.0	1.8	\$119,968	\$167,182	\$287,150	Church	-	-	-	-	-
058-014-009-000	0.2	0.0	0.0	0.2	\$349	\$0	\$349	Vacant	-	-	-	-	-
058-015-001-000	0.0	0.3	0.0	0.3	\$30,576	\$35,335	\$65,911	Recreational	-	-	-	-	-
058-015-002-000	0.1	0.0	0.0	0.1	\$20,000	\$0	\$20,000	Vacant	-	-	-	-	-
058-015-003-000	0.1	0.0	0.0	0.1	\$20,000	\$0	\$20,000	Vacant	-	-	-	-	-
058-015-004-000	0.0	0.1	0.0	0.1	\$33,400	\$0	\$33,400	Office	-	-	-	-	-
058-015-006-000	0.0	0.2	0.0	0.2	\$35,821	\$80,178	\$115,999	Industrial	-	-	2,400	-	-
058-015-007-000	0.0	0.1	0.0	0.1	\$25,336	\$95,057	\$120,393	Industrial	-	-	2,375	-	-
058-015-008-000	0.0	0.1	0.0	0.1	\$25,336	\$65,478	\$90,814	Industrial	-	-	2,375	-	-
058-015-009-000	0.0	0.1	0.0	0.1	\$35,000	\$65,000	\$100,000	Automotive Uses	-	-	-	-	-
058-015-010-000	0.0	0.4	0.0	0.4	\$105,000	\$105,000	\$210,000	Automotive Uses	-	-	-	-	-
058-015-011-000	0.0	0.3	0.0	0.3	\$78,400	\$0	\$78,400	Automotive Uses	-	-	-	-	-
058-015-012-000	0.0	0.3	0.0	0.3	\$78,328	\$28,317	\$106,645	Automotive Uses	-	-	-	-	-
058-300-001-000	0.0	0.9	0.0	0.9	\$135,000	\$240,000	\$375,000	Automotive Uses	-	-	7,200	-	-
058-300-002-000	0.0	1.0	0.0	1.0	\$36,156	\$233,622	\$269,778	Industrial	-	-	-	-	-
<b>Total Snow Cone</b>	<b>2.0</b>	<b>12.4</b>	<b>0.0</b>	<b>14.4</b>	<b>\$2,781,206</b>	<b>\$7,046,089</b>	<b>\$9,827,295</b>				<b>48,535</b>		
<b>Total West Sacramento</b>	<b>104.8</b>	<b>145.7</b>	<b>6.2</b>	<b>256.7</b>	<b>\$75,208,592</b>	<b>\$119,630,869</b>	<b>\$194,839,461</b>		<b>288</b>	<b>220,763</b>	<b>102,001</b>		

WS\_exist2

Source: City of West Sacramento; EPS.

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**Table B-3  
Yolo Rail Relocation  
Redevelopment Analysis  
Detailed Existing Residential Land Uses Not Expected to Redevelop: West Sacramento [1]**

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
058-067-010	17 ALAMEDA BLVD	0.0	0.1	0.0	0.1	\$8,748	\$23,976	\$32,724	Residential, Single Family
058-104-002	22 19TH ST	0.0	0.2	0.0	0.2	\$8,748	\$23,188	\$31,936	Residential, Single Family
058-067-019	1576 VERMONT AVE	0.0	0.1	0.0	0.1	\$38,920	\$84,353	\$123,273	Residential, Single Family
058-124-015	1915 ALABAMA AVE	0.0	0.1	0.0	0.1	\$50,227	\$77,449	\$127,676	Residential, Single Family
058-132-016	1957 MARYLAND AVE	0.0	0.1	0.0	0.1	\$28,094	\$86,023	\$114,117	Residential, Single Family
058-135-039	2005 ALABAMA CT	0.0	0.2	0.0	0.2	\$60,000	\$110,000	\$170,000	Residential, Single Family
058-122-006	1935 VERMONT AVE	0.0	0.1	0.0	0.1	\$41,096	\$89,194	\$130,290	Residential, Single Family
058-143-019	1975 PARK BLVD	0.0	0.1	0.0	0.1	\$8,767	\$48,307	\$57,074	Residential, Single Family
058-135-034	2004 ALABAMA CT	0.0	0.1	0.0	0.1	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-054-006	106 CIRCLE CIR	0.0	0.1	0.0	0.1	\$40,985	\$51,743	\$92,728	Residential, Single Family
058-053-013	1507 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$49,162	\$110,623	\$159,785	Residential, Single Family
058-051-009	50 15TH ST	0.0	0.1	0.0	0.1	\$57,913	\$126,358	\$184,271	Residential, Single Family
058-051-008	60 15TH ST	0.0	0.1	0.0	0.1	\$52,256	\$128,028	\$180,284	Residential, Single Family
058-051-007	70 15TH ST	0.0	0.1	0.0	0.1	\$51,231	\$112,709	\$163,940	Residential, Single Family
058-051-002	15 13TH ST	0.0	0.1	0.0	0.1	\$8,335	\$43,584	\$51,919	Residential, Single Family
058-051-003	11 13TH ST	0.0	0.1	0.0	0.1	\$30,723	\$55,309	\$86,032	Residential, Single Family
058-035-003	14 13TH ST	0.0	0.1	0.0	0.1	\$8,335	\$28,389	\$36,724	Residential, Single Family
058-122-005	1941 VERMONT AVE	0.0	0.1	0.0	0.1	\$52,647	\$42,644	\$95,291	Residential, Single Family
058-121-006	1911 CAROLINA AVE	0.0	0.1	0.0	0.1	\$50,227	\$78,102	\$128,329	Residential, Single Family
058-135-015	2005 DELAWARE CT	0.0	0.2	0.0	0.2	\$28,333	\$53,814	\$82,147	Residential, Single Family
058-096-008	1571 VERMONT AVE	0.0	0.1	0.0	0.1	\$60,000	\$65,000	\$125,000	Residential, Single Family
058-143-018	1979 PARK BLVD	0.0	0.2	0.0	0.2	\$63,200	\$100,000	\$163,200	Residential, Multi-Family
058-095-005	1580 VERMONT AVE	0.0	0.1	0.0	0.1	\$25,172	\$48,534	\$73,706	Residential, Single Family
058-123-002	1917 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$29,190	\$59,827	\$89,017	Residential, Single Family
058-104-004	14 19TH ST	0.0	0.1	0.0	0.1	\$36,147	\$72,906	\$109,053	Residential, Multi-Family
058-067-008	25 ALAMEDA BLVD	0.0	0.1	0.0	0.1	\$19,735	\$82,045	\$101,780	Residential, Single Family
058-053-011	1511 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$41,586	\$77,633	\$119,219	Residential, Single Family
058-095-006	1584 VERMONT AVE	0.0	0.1	0.0	0.1	\$49,479	\$89,072	\$138,551	Residential, Single Family
058-132-011	1948 DELAWARE AVE	0.0	0.2	0.0	0.2	\$50,470	\$115,369	\$165,839	Residential, Single Family
058-053-012	1509 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$20,284	\$96,798	\$117,082	Residential, Single Family
058-053-010	1513 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$60,000	\$140,000	\$200,000	Residential, Single Family
058-250-030	0 STONE BLVD	0.0	0.0	0.0	0.0	\$61,943	\$0	\$61,943	Residential, Multi-Family
058-250-031		0.0	0.0	0.0	0.0	\$61,943	\$0	\$61,943	Residential, Multi-Family
058-250-025	2005 PARK BLVD	0.0	0.3	0.0	0.3	\$22,104	\$46,739	\$68,843	Residential, Multi-Family
058-067-016	1564 VERMONT AVE	0.0	0.3	0.0	0.3	\$61,477	\$112,709	\$174,186	Residential, Multi-Family
058-096-003	1605 VERMONT AVE	0.0	0.2	0.0	0.2	\$35,100	\$123,511	\$158,611	Residential, Single Family
058-121-004	1919 CAROLINA AVE	0.0	0.2	0.0	0.2	\$9,963	\$23,976	\$33,939	Residential, Single Family
058-135-012	2012 DELAWARE CT	0.0	0.2	0.0	0.2	\$7,931	\$44,374	\$52,305	Residential, Single Family

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**Table B-3**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Detailed Existing Residential Land Uses Not Expected to Redevelop: West Sacramento [1]**

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
058-063-019	1531 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$70,000	\$225,000	\$295,000	Residential, Multi-Family
058-053-009	1515-17 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$57,698	\$129,822	\$187,520	Residential, Multi-Family
058-067-017	1568 VERMONT AVE	0.0	0.2	0.0	0.2	\$57,678	\$92,292	\$149,970	Residential, Single Family
058-250-026	705-709 STONE BLVD	0.0	0.2	0.0	0.2	\$13,146	\$47,763	\$60,909	Residential, Single Family
058-135-029	2013 STONE CT	0.0	0.2	0.0	0.2	\$7,931	\$63,100	\$71,031	Residential, Single Family
058-135-004	2012 MARYLAND CT	0.0	0.2	0.0	0.2	\$60,000	\$140,000	\$200,000	Residential, Single Family
058-133-008	1932 PENNSYLVANIA AVE	0.0	0.2	0.0	0.2	\$41,776	\$103,628	\$145,404	Residential, Single Family
058-135-020	2012 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$31,218	\$87,019	\$118,237	Residential, Single Family
058-096-009	1563 VERMONT AVE	0.0	0.2	0.0	0.2	\$26,423	\$91,837	\$118,260	Residential, Multi-Family
058-122-023	1936 CAROLINA AVE	0.0	0.2	0.0	0.2	\$60,000	\$100,000	\$160,000	Residential, Single Family
058-135-021	2013 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$45,013	\$118,808	\$163,821	Residential, Single Family
058-135-036	2012 ALABAMA CT	0.0	0.2	0.0	0.2	\$7,293	\$66,979	\$74,272	Residential, Single Family
058-063-018	1529 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$57,913	\$105,298	\$163,211	Residential, Single Family
058-135-028	2012 STONE CT	0.0	0.2	0.0	0.2	\$7,962	\$35,175	\$43,137	Residential, Single Family
058-134-005	1916 ALABAMA AVE	0.0	0.2	0.0	0.2	\$52,523	\$73,533	\$126,056	Residential, Single Family
058-135-013	2013 DELAWARE CT	0.0	0.2	0.0	0.2	\$50,227	\$130,590	\$180,817	Residential, Single Family
058-135-037	2013 ALABAMA CT	0.0	0.2	0.0	0.2	\$50,227	\$69,313	\$119,540	Residential, Single Family
058-054-001	1506 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-122-015	1908 CAROLINA AVE	0.0	0.2	0.0	0.2	\$9,596	\$36,225	\$45,821	Residential, Single Family
058-063-003	20 ALAMEDA BLVD	0.0	0.3	0.0	0.3	\$41,077	\$83,497	\$124,574	Residential, Single Family
058-135-009	2000 DELAWARE CT	0.0	0.2	0.0	0.2	\$50,492	\$98,546	\$149,038	Residential, Single Family
058-063-015	1523 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$62,662	\$171,023	\$233,685	Residential, Single Family
058-124-010	204-208 STONE BLVD	0.0	0.2	0.0	0.2	\$58,841	\$125,050	\$183,891	Residential, Multi-Family
058-104-018	1721 VERMONT AVE	0.0	0.2	0.0	0.2	\$52,256	\$85,699	\$137,955	Residential, Single Family
058-133-010	1943 DELAWARE AVE	0.0	0.2	0.0	0.2	\$36,869	\$109,394	\$146,263	Residential, Single Family
058-132-010	1944 DELAWARE AVE	0.0	0.2	0.0	0.2	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-063-016	1525 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$36,772	\$139,891	\$176,663	Residential, Single Family
058-096-004	1601 VERMONT AVE	0.0	0.2	0.0	0.2	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-133-007	1928 PENNSYLVANIA AVE	0.0	0.2	0.0	0.2	\$60,000	\$105,000	\$165,000	Residential, Single Family
058-104-013	101 17TH/1701 VERMONT AVE	0.0	0.2	0.0	0.2	\$115,979	\$284,154	\$400,133	Residential, Multi-Family
058-104-019	1725 VERMONT AVE	0.0	0.2	0.0	0.2	\$52,647	\$76,340	\$128,987	Residential, Single Family
058-135-011	2008 DELAWARE CT	0.0	0.2	0.0	0.2	\$7,962	\$104,582	\$112,544	Residential, Single Family
058-067-018	1572 VERMONT AVE	0.0	0.2	0.0	0.2	\$65,000	\$75,000	\$140,000	Residential, Single Family
058-121-005	1915 CAROLINA AVE	0.0	0.1	0.0	0.1	\$20,364	\$37,598	\$57,962	Residential, Single Family
058-135-003	2008 MARYLAND CT	0.0	0.2	0.0	0.2	\$50,000	\$73,000	\$123,000	Residential, Single Family
058-122-028	146-148 STONE BLVD	0.0	0.2	0.0	0.2	\$29,810	\$115,003	\$144,813	Residential, Multi-Family
058-104-001	1733 VERMONT AVE	0.0	0.2	0.0	0.2	\$9,540	\$25,188	\$34,728	Residential, Single Family
058-134-006	1920 ALABAMA AVE	0.0	0.2	0.0	0.2	\$22,191	\$70,645	\$92,836	Residential, Single Family
058-096-005	1585 VERMONT AVE	0.0	0.1	0.0	0.1	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-135-035	2008 ALABAMA CT	0.0	0.2	0.0	0.2	\$31,353	\$73,680	\$105,033	Residential, Single Family
058-132-015	1961 MARYLAND AVE	0.0	0.2	0.0	0.2	\$43,259	\$100,947	\$144,206	Residential, Single Family

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Table B-3  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Residential Land Uses Not Expected to Redevelop: West Sacramento [1]

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
058-135-019	2008 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$52,523	\$35,715	\$88,238	Residential, Single Family
058-133-009	1947 DELAWARE AVE	0.0	0.2	0.0	0.2	\$60,000	\$65,000	\$125,000	Residential, Single Family
058-122-014	1904 CAROLINA AVE	0.0	0.1	0.0	0.1	\$51,231	\$77,871	\$129,102	Residential, Multi-Family
058-135-027	2008 STONE CT	0.0	0.2	0.0	0.2	\$60,000	\$110,000	\$170,000	Residential, Single Family
058-135-005	2013 MARYLAND CT	0.0	0.2	0.0	0.2	\$8,767	\$34,010	\$42,777	Residential, Single Family
058-250-029	631 STONE BLVD	0.0	0.2	0.0	0.2	\$10,791	\$19,790	\$30,581	Residential, Multi-Family
058-250-028	635 STONE BLVD	0.0	0.1	0.0	0.1	\$36,044	\$72,101	\$108,145	Residential, Single Family
058-122-024	140-144 STONE BLVD	0.0	0.2	0.0	0.2	\$29,228	\$77,798	\$107,026	Residential, Multi-Family
058-135-030	2009 STONE CT	0.0	0.2	0.0	0.2	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-122-022	1934 CAROLINA AVE	0.0	0.2	0.0	0.2	\$64,287	\$112,397	\$176,684	Residential, Single Family
058-104-017	1717 VERMONT AVE	0.0	0.2	0.0	0.2	\$39,067	\$93,777	\$132,844	Residential, Single Family
058-135-022	2009 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$49,489	\$72,930	\$122,419	Residential, Single Family
058-096-006	1579 VERMONT AVE	0.0	0.1	0.0	0.1	\$31,965	\$70,686	\$102,651	Residential, Single Family
058-135-014	2009 DELAWARE CT	0.0	0.2	0.0	0.2	\$31,340	\$124,273	\$155,613	Residential, Single Family
058-104-016	1713 VERMONT AVE	0.0	0.2	0.0	0.2	\$30,455	\$42,423	\$72,878	Residential, Single Family
058-135-006	2009 MARYLAND CT	0.0	0.2	0.0	0.2	\$50,000	\$65,000	\$115,000	Residential, Single Family
058-135-038	2009 ALABAMA CT	0.0	0.2	0.0	0.2	\$7,951	\$39,105	\$47,056	Residential, Single Family
058-135-040	2001 ALABAMA CT	0.0	0.2	0.0	0.2	\$52,523	\$48,320	\$100,843	Residential, Single Family
058-135-016	2001 DELAWARE CT	0.0	0.2	0.0	0.2	\$60,000	\$110,000	\$170,000	Residential, Single Family
058-135-025	2000 STONE CT	0.0	0.2	0.0	0.2	\$41,804	\$71,903	\$113,707	Residential, Single Family
058-135-024	2001 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$57,775	\$152,320	\$210,095	Residential, Single Family
058-135-017	2000 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$43,259	\$108,158	\$151,417	Residential, Single Family
058-135-032	2001 STONE CT	0.0	0.2	0.0	0.2	\$38,567	\$82,347	\$120,914	Residential, Single Family
058-054-015	1516 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$51,231	\$102,463	\$153,694	Residential, Single Family
058-063-020	1533 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$24,970	\$97,580	\$122,550	Residential, Multi-Family
058-121-003	1943 CAROLINA AVE	0.0	0.2	0.0	0.2	\$9,165	\$5,964	\$15,129	Residential, Single Family
058-135-010	2004 DELAWARE CT	0.0	0.1	0.0	0.1	\$7,174	\$28,660	\$35,834	Residential, Single Family
058-124-016	220 STONE BLVD	0.0	0.1	0.0	0.1	\$50,227	\$140,535	\$190,762	Residential, Single Family
058-063-017	1527 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$63,944	\$69,238	\$133,182	Residential, Single Family
058-135-001	2000 MARYLAND CT	0.0	0.2	0.0	0.2	\$36,869	\$121,063	\$157,932	Residential, Single Family
058-123-019	1946 VERMONT AVE	0.0	0.1	0.0	0.1	\$8,767	\$63,878	\$72,645	Residential, Single Family
058-135-033	2000 ALABAMA CT	0.0	0.2	0.0	0.2	\$33,872	\$85,031	\$118,903	Residential, Single Family
058-135-008	2001 MARYLAND CT	0.0	0.2	0.0	0.2	\$7,587	\$93,495	\$101,082	Residential, Single Family
058-123-001	196-200 STONE BLVD	0.0	0.0	0.0	0.0	\$20,914	\$86,824	\$107,738	Residential, Multi-Family
058-134-008	1921 PENNSYLVANIA AVE	0.0	0.2	0.0	0.2	\$30,455	\$55,898	\$86,353	Residential, Single Family
058-104-015	1709 VERMONT AVE	0.0	0.1	0.0	0.1	\$60,000	\$140,000	\$200,000	Residential, Single Family
058-067-011	15 ALAMEDA BLVD	0.0	0.1	0.0	0.1	\$40,985	\$71,724	\$112,709	Residential, Single Family
058-121-009	1903 CAROLINA AVE	0.0	0.1	0.0	0.1	\$50,000	\$96,000	\$146,000	Residential, Single Family
058-104-014	1705 VERMONT AVE	0.0	0.1	0.0	0.1	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-096-007	1575 VERMONT AVE	0.0	0.1	0.0	0.1	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-122-021	1932 CAROLINA AVE	0.0	0.1	0.0	0.1	\$17,409	\$66,233	\$83,642	Residential, Single Family

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**Table B-3**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Detailed Existing Residential Land Uses Not Expected to Redevelop: West Sacramento [1]**

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
058-104-003	18 19TH ST	0.0	0.1	0.0	0.1	\$29,238	\$40,382	\$69,620	Residential, Single Family
058-122-027	1914 CAROLINA AVE	0.0	0.1	0.0	0.1	\$45,204	\$98,947	\$144,151	Residential, Single Family
058-122-018	1918 CAROLINA AVE	0.0	0.1	0.0	0.1	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-250-027	701 STONE BLVD	0.0	0.1	0.0	0.1	\$9,248	\$18,695	\$27,943	Residential, Single Family
058-123-020	150 STONE BLVD	0.0	0.1	0.0	0.1	\$36,147	\$96,403	\$132,550	Residential, Single Family
058-134-007	1925 PENNSYLVANIA AVE	0.0	0.2	0.0	0.2	\$60,272	\$95,431	\$155,703	Residential, Single Family
058-135-002	2004 MARYLAND CT	0.0	0.0	0.0	0.0	\$7,174	\$28,354	\$35,528	Residential, Single Family
058-122-026	1912 CAROLINA AVE	0.0	0.1	0.0	0.1	\$35,802	\$95,908	\$131,710	Residential, Single Family
058-122-019	1920 CAROLINA AVE	0.0	0.1	0.0	0.1	\$24,993	\$83,381	\$108,374	Residential, Single Family
058-135-031	2005 STONE CT	0.0	0.1	0.0	0.1	\$33,735	\$81,302	\$115,037	Residential, Single Family
058-096-001	1609 VERMONT AVE	0.0	0.1	0.0	0.1	\$41,804	\$81,989	\$123,793	Residential, Single Family
058-063-013	15 CIRCLE CIR	0.0	0.1	0.0	0.1	\$25,840	\$46,800	\$72,640	Residential, Single Family
058-063-012	11 CIRCLE ST	0.0	0.1	0.0	0.1	\$40,985	\$71,724	\$112,709	Residential, Single Family
058-124-019	1914 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$60,000	\$140,000	\$200,000	Residential, Single Family
058-067-009	21 ALAMEDA BLVD	0.0	0.1	0.0	0.1	\$60,000	\$90,000	\$150,000	Residential, Single Family
058-135-018	2004 PENNSYLVANIA CT	0.0	0.1	0.0	0.1	\$7,174	\$26,769	\$33,943	Residential, Single Family
058-135-026	2004 STONE CT	0.0	0.1	0.0	0.1	\$7,174	\$31,331	\$38,505	Residential, Single Family
058-057-004	101 CIRCLE CIR	0.0	0.1	0.0	0.1	\$8,782	\$31,654	\$40,436	Residential, Single Family
058-122-020	1922 CAROLINA AVE	0.0	0.1	0.0	0.1	\$60,000	\$85,000	\$145,000	Residential, Single Family
058-063-001	28 ALAMEDA BLVD	0.0	0.0	0.0	0.0	\$11,988	\$25,558	\$37,546	Residential, Single Family
058-063-014	1521 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$11,988	\$25,558	\$37,546	Residential, Single Family
058-135-023	2005 PENNSYLVANIA CT	0.0	0.1	0.0	0.1	\$60,000	\$111,000	\$171,000	Residential, Single Family
058-095-007	1588 VERMONT AVE	0.0	0.1	0.0	0.1	\$31,340	\$71,459	\$102,799	Residential, Single Family
058-121-007	1907 CAROLINA AVE	0.0	0.1	0.0	0.1	\$15,902	\$40,921	\$56,823	Residential, Single Family
058-143-016	1970 MARYLAND AVE	0.0	0.1	0.0	0.1	\$52,523	\$75,633	\$128,156	Residential, Single Family
058-135-007	2005 MARYLAND CT	0.0	0.1	0.0	0.1	\$40,985	\$35,862	\$76,847	Residential, Single Family
058-132-012	608 STONE BLVD	0.0	0.1	0.0	0.1	\$45,945	\$84,828	\$130,773	Residential, Single Family
058-122-013	21 19TH ST	0.0	0.1	0.0	0.1	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-095-008	1594 VERMONT AVE	0.0	0.1	0.0	0.1	\$50,227	\$55,249	\$105,476	Residential, Single Family
058-132-013	612 STONE BLVD	0.0	0.1	0.0	0.1	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-132-014	616 STONE BLVD	0.0	0.1	0.0	0.1	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-096-002	8 17TH ST	0.0	0.1	0.0	0.1	\$60,000	\$75,000	\$135,000	Residential, Single Family
058-143-017	1974 MARYLAND AVE	0.0	0.1	0.0	0.1	\$20,372	\$71,179	\$91,551	Residential, Single Family
<b>Total West Sacramento</b>		<b>0.0</b>	<b>22.6</b>	<b>0.0</b>	<b>22.6</b>	<b>\$6,079,646</b>	<b>\$12,169,732</b>	<b>\$18,249,378</b>	

ws\_exist\_res

Source: City of West Sacramento; EPS.

[1] Excludes all parcels with no improvement value.

All parcels are in the Pioneer Bluff district. There are no residential parcels in either the Washington District or Bridge District within 500 feet of rail that are not already slated for redevelopment.

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**Table B-4  
Yolo Rail Relocation  
Redevelopment Analysis  
Projected Land Use Assumptions: West Sacramento**

Subarea	Description	Base Land Use Assumptions			Land Use Scenario Factors [1]	
		Acres	Units	Bldg. Sq. Ft.	Low	High
<b>Washington District</b>						
Laura Sites	Residential	7.1	259	0	90%	110%
Welcome Grove	Mixed-Use	7.7	453	697,015	90%	110%
Iron Triangle: West Parcel	Mixed-Use	0.7	63	354,061	90%	110%
Iron Triangle: East Parcel	Commercial	1.3	0	16,500	90%	110%
<b>Total Washington District</b>		<b>16.9</b>	<b>775</b>	<b>1,067,576</b>		
<b>Bridge District</b>	Mixed-Use	101.0	3,082	5,468,989	90%	110%
<b>Pioneer Bluff</b>						
058-270-006	Urban Waterfront	3.8	0	329,314	53%	67%
All Remaining Parcels	Urban Waterfront	111.9	0	9,746,986	80%	100%
Rail ROW	Urban Waterfront	8.8	0	765,000	80%	100%
<b>Total Pioneer Bluff</b>		<b>124.4</b>	<b>0</b>	<b>10,841,300</b>		
<b>Snow Cone</b>						
058-033-001-000	Retail Sales	0.1	0	-	[2]	[3] 1,307
058-033-002-000	Office	0.3	0	5,058	5,058	5,184
058-033-003-000	Medical/Dental/Labs	0.5	0	-	-	7,928
058-033-004-000	Vacant	0.1	0	-	-	653
058-034-001-000	Industrial	0.1	0	-	-	1,568
058-034-002-000	Retail Sales	0.1	0	3,360	3,360	1,198
058-034-003-000	Retail Sales	0.1	0	-	-	1,198
058-034-007-000	Retail Sales	0.1	0	-	-	1,198
058-034-008-000	Industrial	0.1	0	2,304	2,304	1,045
058-034-009-000	Industrial	0.1	0	-	-	1,917
058-034-010-000	Vacant	0.1	0	-	-	653
058-034-011-000	Vacant	0.1	0	-	-	653
058-034-012-000	Industrial	0.3	0	-	-	5,924
058-034-013-000	Vacant	0.1	0	-	-	653
058-034-014-000	Industrial	0.2	0	-	-	2,962
058-034-015-000	Vacant	0.1	0	-	-	1,198

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**Table B-4  
Yolo Rail Relocation  
Redevelopment Analysis  
Projected Land Use Assumptions: West Sacramento**

Subarea	Description	Base Land Use Assumptions			Land Use Scenario Factors [1]		
		Acres	Units	Bldg. Sq. Ft.	Low	High	
	058-034-016-000	Restaurant	0.2	0	-	-	1,851
	058-034-027-000	Industrial	0.2	0	-	-	4,008
	058-034-028-000	Industrial	0.3	0	2,190	2,190	5,576
	058-034-029-000	Vacant	0.2	0	-	-	1,851
	058-034-030-000	Parking Lot	0.1	0	-	-	0
	058-034-031-000	Industrial	0.2	0	-	-	4,008
	058-014-001-000	Vacant	0.7	0	-	-	7,514
	058-014-002-000	Resid. Apartments	0.7	0	-	-	7,514
	058-014-003-000	Office	0.3	0	4,292	4,292	5,132
	058-014-004-000	Cemetery/Mortuary	0.4	0	4,803	4,803	4,803
	058-014-005-000	Shopping Centers	0.9	0	11,060	11,060	10,335
	058-014-006-000	Vacant	0.5	0	-	-	5,118
	058-014-007-000	Automotive Uses	1.2	0	1,118	1,118	13,493
	058-014-008-000	Church	1.8	0	-	-	0
	058-014-009-000	Vacant	0.2	0	-	-	1,634
	058-015-001-000	Recreational	0.3	0	-	-	0
	058-015-002-000	Vacant	0.1	0	-	-	653
	058-015-003-000	Vacant	0.1	0	-	-	653
	058-015-004-000	Office	0.1	0	-	-	1,750
	058-015-006-000	Industrial	0.2	0	2,400	2,400	2,962
	058-015-007-000	Industrial	0.1	0	2,375	2,375	2,000
	058-015-008-000	Industrial	0.1	0	2,375	2,375	2,000
	058-015-009-000	Automotive Uses	0.1	0	-	-	1,250
	058-015-010-000	Automotive Uses	0.4	0	-	-	4,356
	058-015-011-000	Automotive Uses	0.3	0	-	-	3,125
	058-015-012-000	Automotive Uses	0.3	0	-	-	3,125
	058-300-001-000	Automotive Uses	0.9	0	7,200	7,200	10,019
	058-300-002-000	Industrial	1.0	0	-	-	17,076
	<b>Total Snow Cone</b>		<b>14.4</b>	<b>0</b>	<b>48,535</b>	<b>48,535</b>	<b>157,047</b>

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ws\_assump

Source: Yolo County Assessor; City of West Sacramento; EPS.

**Table B-4  
Yolo Rail Relocation  
Redevelopment Analysis  
Projected Land Use Assumptions: West Sacramento**

Subarea	Description	Base Land Use Assumptions			Land Use Scenario Factors [1]	
		Acres	Units	Bldg. Sq. Ft.	Low	High

[1] Except where noted otherwise, low and high density factors (percentages) are applied to base land use assumptions (residential units and commercial building square feet) to derive projected gross development totals. Base land uses from the city's General Plan (Washington and Bridge Districts) and from the Pioneer Bluff Transition Plan for Pioneer Bluff.

[2] The low density scenario does not assume any net new development. Existing development information obtained through Yolo County Assessor.

[3] Project development under the high density scenario based on the following Floor Area Ratio assumptions:

**Land Use Category**

	<b><u>FAR</u></b>
Retail (Includes "Retail Sales," "Vacant," "Restaurant," "Resid. Apartments," "Automotive" and "Shopping Centers")	0.25
Office (Includes "Office" and "Medical/Dental/Labs")	0.35
Industrial	0.40

Excludes new development in the following land use categories: "Parking Lot," "Church," and "Recreational."

Assumes the "Cemetery/Mortuary" land use remains unchanged.

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**Table B-5  
Yolo Rail Relocation  
Redevelopment Analysis  
Gross Projected Low- and High-Density Land Uses: West Sacramento**

Subarea	Existing Acres [1]	Description	Units	Projected Land Use Scenarios [2]						Units	Gross Res. Bldg. Sq. Ft. [3]	Gross Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [4]
				Low Density			High Density								
				Gross Res. Bldg. Sq. Ft. [3]	Gross Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Gross Res. Bldg. Sq. Ft.	Gross Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.						
<b>Washington District</b>															
Laura Sites	7.1	Residential	230	345,000	0	345,000	32.3	-	280	420,000	0	420,000	39.4	-	
Welcome Grove	7.7	Mixed-Use	410	615,000	627,000	1,242,000	53.3	3.71	500	750,000	767,000	1,517,000	65.0	4.53	
Iron Triangle: West Parcel	0.7	Mixed-Use	60	90,000	319,000	409,000	82.2	12.86	70	105,000	389,000	494,000	95.9	15.54	
Iron Triangle: East Parcel	1.3	Office	0	0	15,000	15,000	-	0.26	0	0	18,000	18,000	-	0.31	
<b>Total Washington District</b>	<b>16.9</b>		<b>700</b>	<b>1,050,000</b>	<b>961,000</b>	<b>2,011,000</b>	<b>41.5</b>	<b>1.31</b>	<b>850</b>	<b>1,275,000</b>	<b>1,174,000</b>	<b>2,449,000</b>	<b>50.4</b>	<b>1.60</b>	
<b>Bridge District</b>	<b>101.0</b>	Mixed-Use	<b>2,770</b>	<b>4,155,000</b>	<b>4,922,000</b>	<b>9,077,000</b>	<b>27.4</b>	<b>2.06</b>	<b>3,390</b>	<b>5,085,300</b>	<b>6,016,000</b>	<b>11,101,300</b>	<b>33.6</b>	<b>2.52</b>	
<b>Pioneer Bluff</b>															
Existing Development	115.7	Urban Waterfront	0	0	7,973,223	7,973,223	-	1.58	0	0	9,966,529	9,966,529	-	1.98	
Rail ROW	8.8	Urban Waterfront	0	0	612,000	612,000	-	1.60	0	0	765,000	765,000	-	2.00	
<b>Total Pioneer Bluff</b>	<b>124.4</b>		<b>0</b>	<b>0</b>	<b>8,585,223</b>	<b>8,585,223</b>	<b>-</b>	<b>1.58</b>	<b>0</b>	<b>0</b>	<b>10,731,529</b>	<b>10,731,529</b>	<b>-</b>	<b>1.98</b>	
<b>Snow Cone</b>	<b>14.4</b>	Mixed Com.	<b>0</b>	<b>0</b>	<b>48,535</b>	<b>48,535</b>	<b>-</b>	<b>0.08</b>	<b>0</b>	<b>0</b>	<b>157,047</b>	<b>157,047</b>	<b>-</b>	<b>0.25</b>	
<b>Total West Sacramento</b>	<b>256.7</b>		<b>3,470</b>	<b>5,205,000</b>	<b>14,516,758</b>	<b>19,721,758</b>	<b>13.5</b>	<b>1.30</b>	<b>4,240</b>	<b>6,360,300</b>	<b>18,078,575</b>	<b>24,438,875</b>	<b>16.5</b>	<b>1.62</b>	

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Source: City of West Sacramento; EPS.

- [1] From Table B-1.
- [2] Refer to Table B-4 for information regarding projected low and high density land use assumptions
- [3] Average gross residential building square feet is 1,500. For MF attached units, this assumes an 85% net-to-gross ratio and an average unit size of 1,300 square feet, consistent with recently-constructed units in the Bridge District
- [4] If the proposed development is assumed to be vertical mixed-use with residential and commercial uses, the floor area ratio is based on total gross building square footage

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**Table B-6**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Net New Projected Low- and High-Density Land Uses: West Sacramento**

Subarea	Existing Land Uses					Net New Projected Land Use Scenarios							
	Acres	Res.	Gross Res.	Gross. Com.	Total Gross	Low Density				High Density			
		Units	Bldg. Sq. Ft.	Bldg. Sq. Ft.	Bldg. Sq. Ft.	Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.
<b>Washington District</b>													
Redevelopment Parcels	16.9	124	2,658	0	2,658	576	1,047,342	961,000	2,008,342	726	1,272,342	1,174,000	2,446,342
Rail ROW (Dev) [2]	0.0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Washington District</b>	<b>16.9</b>	<b>124</b>	<b>2,658</b>	<b>0</b>	<b>2,658</b>	<b>576</b>	<b>1,047,342</b>	<b>961,000</b>	<b>2,008,342</b>	<b>726</b>	<b>1,272,342</b>	<b>1,174,000</b>	<b>2,446,342</b>
<b>Bridge District</b>													
Existing Development [1]	101.0	918	1,229,463	131,000	1,360,463	1,852	2,925,537	4,791,000	7,716,537	2,472	3,855,837	5,885,000	9,740,837
Rail ROW (Dev) [2]	0.0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Bridge District</b>	<b>101.0</b>	<b>918</b>	<b>1,229,463</b>	<b>131,000</b>	<b>1,360,463</b>	<b>1,852</b>	<b>2,925,537</b>	<b>4,791,000</b>	<b>7,716,537</b>	<b>2,472</b>	<b>3,855,837</b>	<b>5,885,000</b>	<b>9,740,837</b>
<b>Pioneer Bluff</b>													
Redevelopment Parcels	115.7	0	0	52,500	52,500	0	0	7,920,723	7,920,723	0	0	9,914,029	9,914,029
Rail ROW (Dev)	8.8	0	0	0	0	0	0	612,000	612,000	0	0	765,000	765,000
<b>Total Pioneer Bluff</b>	<b>124.4</b>	<b>0</b>	<b>0</b>	<b>52,500</b>	<b>52,500</b>	<b>0</b>	<b>0</b>	<b>8,532,723</b>	<b>8,532,723</b>	<b>0</b>	<b>0</b>	<b>10,679,029</b>	<b>10,679,029</b>
<b>Snow Cone</b>													
Redevelopment Parcels	14.4	0	0	48,535	48,535	0	0	0	0	0	0	108,512	108,512
Rail ROW (Dev)	0.0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Snow Cone</b>	<b>14.4</b>	<b>0</b>	<b>0</b>	<b>48,535</b>	<b>48,535</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108,512</b>	<b>108,512</b>
<b>Total West Sacramento</b>													
Redevelopment Parcels	247.9	1,042	1,232,121	232,035	1,464,156	2,428	3,972,879	13,672,723	17,645,602	3,198	5,128,179	17,081,540	22,209,720
Rail ROW (Dev)	8.8	0	0	0	0	0	0	612,000	612,000	0	0	765,000	765,000
<b>Total West Sacramento</b>	<b>256.7</b>	<b>1,042</b>	<b>1,232,121</b>	<b>232,035</b>	<b>1,464,156</b>	<b>2,428</b>	<b>3,972,879</b>	<b>14,284,723</b>	<b>18,257,602</b>	<b>3,198</b>	<b>5,128,179</b>	<b>17,846,540</b>	<b>22,974,720</b>

ws\_nproj

Source: City of West Sacramento; EPS.

[1] Existing residential and commercial land uses do not match those shown in the summary of existing land uses (Table B-1). These units, constructed to date but not reflected in the County Assessor data, were estimated City of West Sacramento staff and will be assumed to benefit from rail removal in the form of increased assessed values, as shown in Table B-1.

[2] Rail ROW acreage has not been calculated. However, projected new land uses, as provided by City staff, include development on Rail ROW

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**Table B-7  
Yolo Rail Relocation  
Redevelopment Analysis  
Projected Land Use Valuation Assumptions: West Sacramento (2015\$)**

Subarea	Land Use Description	Assumed Product Type		Estimated Annual Assessed Value [1]	
		Residential	Nonresidential	Residential	Nonresidential
<b>Washington District</b>					
Redevelopment Parcels	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	<i>per unit</i> \$210,000	<i>per bldg. sq. ft.</i> \$250
Rail ROW (Dev)	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$210,000	\$250
<b>Bridge District</b>					
Redevelopment Parcels	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$310
Rail ROW (Dev)	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$310
<b>Pioneer Bluff</b>					
Redevelopment Parcels	Urban Waterfront	None	MU Retail/Office	-	\$250
Rail ROW (Dev)	Urban Waterfront	None	MU Retail/Office	-	\$250
<b>Snow Cone</b>					
Redevelopment Parcels	Commercial	None	Retail/Office	-	\$250
Rail ROW (Dev)	NA	None	None	-	-

ws\_avassump

Source: City of West Sacramento; LoopNet; CoStar; The Gregory Group; Redfin; Forrent.com; EPS.

[1] Residential values based on comparable for-rent and for-sale data derived through The Gregory Group, Forrent.com, LoopNet, and Redfin as of June 2015. Nonresidential values based on comparable for-lease and for-sale data collected from LoopNet and CoStar as of March 2015. Estimated values reviewed and affirmed by real estate broker, DTZ.

**Table B-8  
Yolo Rail Relocation  
Redevelopment Analysis  
Projected Gross Assessed Valuation: West Sacramento (2015\$)**

Subarea	Projected Assessed Value: Low Density			Projected Assessed Value: High Density		
	Residential	Commercial	Total	Residential	Commercial	Total
<b>Washington District</b>						
Redevelopment Parcels	\$147,000,000	\$240,250,000	\$387,250,000	\$178,500,000	\$293,500,000	\$472,000,000
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Washington District</b>	<b>\$147,000,000</b>	<b>\$240,250,000</b>	<b>\$387,250,000</b>	<b>\$178,500,000</b>	<b>\$293,500,000</b>	<b>\$472,000,000</b>
<b>Bridge District</b>						
Redevelopment Parcels	\$1,108,000,000	\$1,525,820,000	\$2,633,820,000	\$1,356,080,000	\$1,864,960,000	\$3,221,040,000
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Bridge District</b>	<b>\$1,108,000,000</b>	<b>\$1,525,820,000</b>	<b>\$2,633,820,000</b>	<b>\$1,356,080,000</b>	<b>\$1,864,960,000</b>	<b>\$3,221,040,000</b>
<b>Pioneer Bluff</b>						
Redevelopment Parcels	\$0	\$1,993,305,733	\$1,993,305,733	\$0	\$2,491,632,167	\$2,491,632,167
Rail ROW (Dev)	\$0	\$153,000,000	\$153,000,000	\$0	\$191,250,000	\$191,250,000
<b>Total Pioneer Bluff</b>	<b>\$0</b>	<b>\$2,146,305,733</b>	<b>\$2,146,305,733</b>	<b>\$0</b>	<b>\$2,682,882,167</b>	<b>\$2,682,882,167</b>
<b>Snow Cone</b>						
Redevelopment Parcels	\$0	\$9,827,295	\$9,827,295	\$0	\$39,261,627	\$39,261,627
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Snow Cone</b>	<b>\$0</b>	<b>\$9,827,295</b>	<b>\$9,827,295</b>	<b>\$0</b>	<b>\$39,261,627</b>	<b>\$39,261,627</b>
<b>Total West Sacramento</b>						
Redevelopment Parcels	\$1,255,000,000	\$3,769,203,028	\$5,024,203,028	\$1,534,580,000	\$4,689,353,793	\$6,223,933,793
Rail ROW (Dev)	\$0	\$153,000,000	\$0	\$0	\$191,250,000	\$0
<b>Total West Sacramento</b>	<b>\$1,255,000,000</b>	<b>\$3,922,203,028</b>	<b>\$5,177,203,028</b>	<b>\$1,534,580,000</b>	<b>\$4,880,603,793</b>	<b>\$6,415,183,793</b>

Source: City of West Sacramento; EPS.

ws\_gav

**Table B-9**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Projected Net New Assessed Valuation: West Sacramento (2015\$)**

Item	Existing Assessed Value			Projected Net New Assessed Value: Low Density			Projected Net New Assessed Value: High Density		
	Residential	Commercial	Total	Residential	Commercial	Total	Residential	Commercial	Total
<b>West Sacramento Subareas</b>									
Washington District	\$417,929	\$4,187,612	\$4,605,541	\$146,582,071	\$236,062,388	\$382,644,459	\$178,082,071	\$289,312,388	\$467,394,459
Bridge District	\$47,836,411	\$85,858,445	\$133,694,856	\$1,060,163,589	\$1,439,961,555	\$2,500,125,144	\$1,308,243,589	\$1,779,101,555	\$3,087,345,144
Pioneer Bluff	\$0	\$46,711,769	\$46,711,769	\$0	\$2,099,593,964	\$2,099,593,964	\$0	\$2,636,170,398	\$2,636,170,398
Snow Cone	\$677,857	\$9,149,438	\$9,827,295	(\$677,857)	\$677,857	\$0	(\$677,857)	\$30,112,189	\$29,434,332
<b>Total West Sacramento</b>	<b>\$48,932,197</b>	<b>\$145,907,264</b>	<b>\$194,839,461</b>	<b>\$1,206,067,803</b>	<b>\$3,776,295,764</b>	<b>\$4,982,363,567</b>	<b>\$1,485,647,803</b>	<b>\$4,734,696,529</b>	<b>\$6,220,344,332</b>
<b>Increased AV Parcels [1]</b>	<b>\$18,249,378</b>	<b>\$0</b>	<b>\$18,249,378</b>	<b>\$912,469</b>	<b>\$0</b>	<b>\$912,469</b>	<b>\$912,469</b>	<b>\$0</b>	<b>\$912,469</b>
<b>Total W. Sac (incl. Increased AV Parcels)</b>	<b>\$67,181,575</b>	<b>\$145,907,264</b>	<b>\$407,928,300</b>	<b>\$1,206,980,272</b>	<b>\$3,776,295,764</b>	<b>\$9,965,639,604</b>	<b>\$1,486,560,272</b>	<b>\$4,734,696,529</b>	<b>\$12,441,601,134</b>

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Source: City of West Sacramento; EPS.

[1] The improved value of residential parcels not identified to redevelop and located within 500 feet of the current rail line to be removed is estimated to increase by 5%, based on a review of academic literature.

## APPENDIX C:

### Existing and Projected Land Uses and Assessed Values: Woodland



Table C-1	Summary of Existing Land Uses: Woodland .....	C-1
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Table C-1  
Yolo Rail Relocation  
Redevelopment Analysis  
Summary of Existing Land Uses: Woodland

Subarea / Land Use	Acreage				Assessed Value			Current Land Use		
	Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	Units	Res. Bldg. Sq. Ft.	Nonres. Bldg. Sq. Ft.
<b>Central Business District</b>										
(Blank)	0.0	2.4	0.0	2.4	\$0	\$0	\$0	0	0	0
Automotive Uses	0.0	0.8	0.0	0.8	\$413,419	\$856,383	\$1,269,802	0	0	0
Commercial	0.0	0.8	0.0	0.8	\$74,226	\$104,443	\$178,669	0	0	0
Industrial	0.0	0.7	0.0	0.7	\$122,923	\$135,208	\$258,131	0	0	0
Miscellaneous	0.1	1.7	0.0	1.7	\$0	\$0	\$0	0	0	0
Office	0.0	0.3	0.0	0.3	\$271,322	\$327,878	\$599,200	0	0	0
Rail ROW (Dev)	0.0	14.0	0.0	14.0	\$0	\$0	\$0	0	0	0
Rail ROW (Ped)	0.0	3.4	0.0	3.4	\$0	\$0	\$0	0	0	0
Retail Sales	0.0	1.5	0.0	1.5	\$418,049	\$1,614,715	\$2,032,764	0	0	35,415
Vacant	2.5	0.0	0.0	2.5	\$1,172,752	\$0	\$1,172,752	0	0	0
<b>Total Central Business District</b>	<b>2.6</b>	<b>25.6</b>	<b>0.0</b>	<b>28.2</b>	<b>\$2,472,691</b>	<b>\$3,038,627</b>	<b>\$5,511,318</b>	<b>0</b>	<b>0</b>	<b>35,415</b>
<b>Total Excluding Rail ROW (Ped)</b>	<b>2.6</b>	<b>22.2</b>	<b>0.0</b>	<b>24.8</b>	<b>\$2,472,691</b>	<b>\$3,038,627</b>	<b>\$5,511,318</b>	<b>0</b>	<b>0</b>	<b>35,415</b>
<b>East Street District</b>										
Agricultural	0.0	4.6	0.0	4.6	\$702,984	\$4,982,407	\$5,685,391	1	795	0
Industrial	0.0	4.0	0.0	4.0	\$1,366,038	\$1,293,793	\$2,659,831	1	1,281	13,868
Rail ROW (Ped)	[1]	6.1	0.0	6.1	\$0	\$0	\$0	0	0	0
Resid. Multiple Family	0.0	0.1	0.0	0.1	\$6,756	\$7,138	\$13,894	0	0	0
Resid. Single Family	0.0	1.7	0.0	1.7	\$218,269	\$240,305	\$458,574	4	5,597	0
Vacant	0.1	0.0	0.0	0.1	\$47,000	\$0	\$47,000	0	0	0
<b>Total East Street District</b>	<b>0.1</b>	<b>16.6</b>	<b>0.0</b>	<b>16.7</b>	<b>\$2,341,047</b>	<b>\$6,523,643</b>	<b>\$8,864,690</b>	<b>6</b>	<b>7,673</b>	<b>13,868</b>
<b>Total Excluding Rail ROW (Ped)</b>	<b>0.1</b>	<b>10.5</b>	<b>0.0</b>	<b>10.6</b>	<b>\$2,341,047</b>	<b>\$6,523,643</b>	<b>\$8,864,690</b>	<b>6</b>	<b>7,673</b>	<b>13,868</b>
<b>North East Street District</b>										
Agricultural	14.5	0.0	0.0	14.5	\$761,621	\$0	\$761,621	0	0	0
Automotive Uses	0.0	3.5	0.0	3.5	\$460,778	\$589,222	\$1,050,000	0	0	0
City-Owned	5.2	0.0	0.0	5.2	\$0	\$0	\$0	0	0	0
Commercial	1.0	4.1	0.0	5.1	\$1,075,787	\$3,350	\$1,079,137	0	0	0
Industrial	0.0	0.3	0.0	0.3	\$86,344	\$250,610	\$336,954	0	0	0
Rail ROW (Ped)	9.2	0.0	0.0	9.2	\$0	\$0	\$0	0	0	0
Resid. Single Family	0.0	1.5	0.0	1.5	\$23,976	\$123,047	\$147,023	1	0	0
Retail Sales	0.0	5.5	0.0	5.5	\$248,461	\$37,258	\$285,719	0	0	0
Vacant	27.3	0.0	0.0	27.3	\$1,389,975	\$0	\$1,389,975	0	0	0
<b>Total North East Street District</b>	<b>57.2</b>	<b>15.0</b>	<b>0.0</b>	<b>72.2</b>	<b>\$4,046,942</b>	<b>\$1,003,487</b>	<b>\$5,050,429</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Total Excluding Rail ROW (Ped)</b>	<b>48.0</b>	<b>15.0</b>	<b>0.0</b>	<b>63.0</b>	<b>\$4,046,942</b>	<b>\$1,003,487</b>	<b>\$5,050,429</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Annexation Area</b>										
Agricultural	[1]	114.4	0.0	114.4	\$1,172,914	\$381,127	\$1,554,041	2	3,834	0
Rail ROW (Ped)	0.0	4.8	0.0	4.8	\$0	\$0	\$0	0	0	0
Residential	0.0	39.6	0.0	39.6	\$1,661,063	\$1,094,170	\$2,755,233	3	4,915	0
<b>Total Annexation Area</b>	<b>0.0</b>	<b>158.8</b>	<b>0.0</b>	<b>158.8</b>	<b>\$2,833,977</b>	<b>\$1,475,297</b>	<b>\$4,309,274</b>	<b>5</b>	<b>8,749</b>	<b>0</b>
<b>Total Excluding Rail ROW (Ped)</b>	<b>0.0</b>	<b>153.9</b>	<b>0.0</b>	<b>153.9</b>	<b>\$2,833,977</b>	<b>\$1,475,297</b>	<b>\$4,309,274</b>	<b>5</b>	<b>8,749</b>	<b>0</b>
<b>Total Woodland</b>	<b>60.0</b>	<b>215.9</b>	<b>0.0</b>	<b>275.9</b>	<b>\$11,694,657</b>	<b>\$12,041,054</b>	<b>\$23,735,711</b>	<b>12</b>	<b>16,422</b>	<b>49,283</b>
<b>Total Excluding Rail ROW (Ped)</b>	<b>50.7</b>	<b>201.5</b>	<b>0.0</b>	<b>252.2</b>	<b>\$11,694,657</b>	<b>\$12,041,054</b>	<b>\$23,735,711</b>	<b>12</b>	<b>16,422</b>	<b>49,283</b>

woodland\_exist

Source: City of Woodland; EPS.

[1] Assumes half of acreage associated with APN 039-200-099-000 is allocated to the East Street District and half is allocated to the Annexation Area.

Table C-2  
Yolo Rail Relocation  
Redevelopment Analysis  
Detailed Existing Land Uses: Woodland

Subarea / Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description	Units	Current Land Use			
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total			Res.	Nonres.	DU/Acre	FAR
<b>Central Business District</b>														
005-643-015-000	NA	0.0	1.5	0.0	1.5	\$418,049	\$1,614,715	\$2,032,764	Retail Sales	-	-	35,415	-	0.53
005-644-011-000	NA	0.5	0.0	0.0	0.5	\$0	\$0	\$0	Vacant	-	-	-	-	-
005-644-015-000	NA	0.0	0.3	0.0	0.3	\$271,322	\$327,878	\$599,200	Office	-	-	NA	-	-
005-644-016-000	NA	1.3	0.0	0.0	1.3	\$670,000	\$0	\$670,000	Vacant	-	-	-	-	-
005-644-017-000	NA	0.6	0.0	0.0	0.6	\$473,844	\$0	\$473,844	Vacant	-	-	-	-	-
006-143-004-000	1120 LINCOLN AVE	0.2	0.0	0.0	0.2	\$28,908	\$0	\$28,908	Vacant	-	-	-	-	-
006-143-005-000	525 SIXTH ST	0.0	0.8	0.0	0.8	\$0	\$0	\$0	(Blank)	-	-	-	-	-
006-225-001-000	625 SIXTH ST	0.0	1.5	0.0	1.5	\$0	\$0	\$0	(Blank)	-	-	-	-	-
006-264-001-000	1152 CROSS ST	0.0	0.8	0.0	0.8	\$124,051	\$0	\$124,051	Automotive Uses	-	-	-	-	-
006-264-002-000	1111 PENDEGAST ST	0.0	0.8	0.0	0.8	\$74,226	\$104,443	\$178,669	Commercial	-	-	-	-	-
063-079-001-000	1229-33 E MAIN ST & 333 EAST ST	0.0	0.0	0.0	0.0	\$289,368	\$856,383	\$1,145,751	Automotive Uses	-	-	-	-	-
006-222-010-000	NA	0.1	0.0	0.0	0.1	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
006-222-011-000	NA	0.0	0.7	0.0	0.7	\$122,923	\$135,208	\$258,131	Industrial	-	-	NA	-	-
006-222-012-000	NA	0.0	1.7	0.0	1.7	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
006-260-099-000	0 NO ADDRESS	0.0	1.8	0.0	1.8	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-	-
005-644-099-000	0 NO ADDRESS	0.0	0.5	0.0	0.5	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-
005-643-099-000	0 NO ADDRESS	0.0	0.3	0.0	0.3	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-
006-143-099-000	0 NO ADDRESS	0.0	1.1	0.0	1.1	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-
006-143-099-000	0 NO ADDRESS	0.0	1.8	0.0	1.8	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-
006-143-099-000	0 NO ADDRESS	0.0	1.6	0.0	1.6	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-
006-220-099-000	0 NO ADDRESS	0.0	5.3	0.0	5.3	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-
063-070-099-000	1 NO ADDRESS	0.0	2.8	0.0	2.8	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-
063-070-099-000	1 NO ADDRESS	0.0	2.2	0.0	2.2	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-	-
<b>Total Central Business District</b>		<b>2.6</b>	<b>25.6</b>	<b>0.0</b>	<b>28.2</b>	<b>\$2,472,691</b>	<b>\$3,038,627</b>	<b>\$5,511,318</b>				<b>35,415</b>		
<b>East Street District</b>														
006-462-022-000	1020 EAST ST	0.0	4.6	0.0	4.6	\$702,984	\$4,982,407	\$5,685,391	Agricultural	1	795	-	0	-
006-462-023-000	1107-1111 GIBSON RD	0.0	0.9	0.0	0.9	\$208,401	\$154,423	\$362,824	Industrial	-	-	-	-	-
006-534-003-000	813 PACIFIC ST	0.0	0.1	0.0	0.1	\$31,513	\$21,008	\$52,521	Resid. Single Family	1	1,506	-	7	-
006-534-004-000	821 PACIFIC ST	0.1	0.0	0.0	0.1	\$47,000	\$0	\$47,000	Vacant	-	-	-	-	-
006-534-005-000	823 PACIFIC ST	0.0	0.1	0.0	0.1	\$6,756	\$7,138	\$13,894	Resid. Multiple Family	-	-	-	-	-
006-534-006-000	829 PACIFIC ST	0.0	0.1	0.0	0.1	\$27,037	\$125,662	\$152,699	Resid. Single Family	1	1,611	-	7	-
006-534-007-000	835 PACIFIC ST	0.0	0.3	0.0	0.3	\$78,326	\$24,096	\$102,422	Industrial	1	1,281	-	3	-
006-534-008-000	1121 A/B-1123 GUM AVE	0.0	0.6	0.0	0.6	\$210,597	\$76,340	\$286,937	Industrial	-	-	-	-	-
006-534-009-000	1120 / 1122 PENDEGAST ST	0.0	0.3	0.0	0.3	\$78,231	\$486,561	\$564,792	Industrial	-	-	-	-	-
006-551-001-000	1110-1120 GUM AVE	0.0	0.0	0.0	0.0	\$389,159	\$411,283	\$800,442	Industrial	-	-	-	-	-
006-551-012-000	945 1/2 SIXTH ST	0.0	0.7	0.0	0.7	\$74,347	\$50,179	\$124,526	Resid. Single Family	1	1,440	-	1	-
006-551-014-000	1006 EAST ST	0.0	0.9	0.0	0.9	\$200,662	\$99,286	\$299,948	Industrial	-	-	960	-	0.02
006-551-015-000	0 NO ADDRESS	0.0	1.0	0.0	1.0	\$200,662	\$41,804	\$242,466	Industrial	-	-	12,908	-	0.30
006-551-016-000	949 SIXTH ST	0.0	0.8	0.0	0.8	\$85,372	\$43,456	\$128,828	Resid. Single Family	1	1,040	-	1	-
006-550-099-000	0 NO ADDRESS	0.0	2.9	0.0	2.9	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-	-
006-530-099-000	0 NO ADDRESS	0.0	1.0	0.0	1.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-	-
039-200-099-000	0 NO ADDRESS	0.0	2.2	0.0	2.2	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-	-
<b>Total East Street District</b>		<b>0.1</b>	<b>16.6</b>	<b>0.0</b>	<b>16.7</b>	<b>\$2,341,047</b>	<b>\$6,523,643</b>	<b>\$8,864,690</b>		<b>6</b>	<b>7,673</b>	<b>13,868</b>		<b>0.02</b>

C-2



Table C-2  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Land Uses: Woodland

Subarea / Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description	Units	Current Land Use			FAR
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total			Res.	Nonres.	DU/Acre	
<b>North East Street District</b>														
027-340-026-000	0 NO ADDRESS	14.5	0.0	0.0	14.5	\$650,871	\$0	\$650,871	-	-	-	-	-	-
027-340-031-000	0 NO ADDRESS	12.4	0.0	0.0	12.4	\$525,555	\$0	\$525,555	-	-	-	-	-	-
027-340-030-000	39710 KENTUCKY AVE	0.0	4.1	0.0	4.1	\$857,203	\$3,350	\$860,553	-	-	NA	-	-	-
005-680-003-000	1000 KENTUCKY AVE	11.7	0.0	0.0	11.7	\$670,882	\$0	\$670,882	-	-	-	-	-	-
005-031-010-000	0 NO ADDRESS	1.2	0.0	0.0	1.2	\$68,222	\$0	\$68,222	-	-	-	-	-	-
027-340-025-000	39542 KENTUCKY AVE	0.0	5.5	0.0	5.5	\$248,461	\$37,258	\$285,719	-	-	NA	-	-	-
027-340-015-000	555 KENTUCKY AVE	0.0	1.8	0.0	1.8	\$230,389	\$211,661	\$442,050	-	-	NA	-	-	-
027-340-029-000	575 KENTUCKY AVE	2.1	0.0	0.0	2.1	\$236,066	\$0	\$236,066	-	-	-	-	-	-
027-340-021-000	601 KENTUCKY AVE	0.0	1.8	0.0	1.8	\$230,389	\$377,561	\$607,950	-	-	NA	-	-	-
027-340-017-000	621 KENTUCKY AVE	0.0	1.5	0.0	1.5	\$23,976	\$123,047	\$147,023	1	NA	-	-	-	-
027-340-023-000	631 KENTUCKY AVE	0.0	0.3	0.0	0.3	\$86,344	\$250,610	\$336,954	-	-	NA	-	-	-
005-680-099-000	0 NO ADDRESS	9.2	0.0	0.0	9.2	\$0	\$0	\$0	-	-	-	-	-	-
005-060-044-000	NA	5.1	0.0	0.0	5.1	\$0	\$0	\$0	-	-	-	-	-	-
005-060-030-000	NA	0.1	0.0	0.0	0.1	\$0	\$0	\$0	-	-	-	-	-	-
005-060-039-000	NA	0.0	0.0	0.0	0.0	\$0	\$0	\$0	-	-	-	-	-	-
005-060-025-000	1021 BEAMER ST	1.0	0.0	0.0	1.0	\$218,584	\$0	\$218,584	-	-	-	-	-	-
<b>Total North East Street District</b>		<b>57.2</b>	<b>15.0</b>	<b>0.0</b>	<b>72.2</b>	<b>\$4,046,942</b>	<b>\$1,003,487</b>	<b>\$5,050,429</b>	<b>1</b>	<b>0</b>	<b>0</b>	-	-	-
<b>Annexation Area</b>														
039-150-017-000	NA	0.0	9.7	0.0	9.7	\$100,333	\$221,885	\$322,218	Agricultural	1	1,822	-	-	-
039-150-016-000	NA	0.0	17.0	0.0	17.0	\$58,291	\$159,242	\$217,533	Agricultural	1	2,012	-	-	-
039-150-006-000	NA	0.0	0.9	0.0	0.9	\$104,849	\$23,109	\$127,958	Residential	1	1,294	-	-	-
039-150-007-000	NA	0.0	9.8	0.0	9.8	\$268,140	\$0	\$268,140	Agricultural	-	-	-	-	-
039-150-008-000	NA	0.0	9.8	0.0	9.8	\$511,854	\$35,715	\$547,569	Residential	1	1,632	-	-	-
039-150-009-000	NA	0.0	10.7	0.0	10.7	\$474,200	\$0	\$474,200	Residential	-	-	-	-	-
039-150-011-000	NA	0.0	7.6	0.0	7.6	\$153,026	\$0	\$153,026	Residential	-	-	-	-	-
039-150-010-000	NA	0.0	1.0	0.0	1.0	\$104,512	\$214,592	\$319,104	Residential	1	1,989	-	-	-
039-150-018-000	NA	0.0	9.7	0.0	9.7	\$312,622	\$820,754	\$1,133,376	Residential	-	-	-	-	-
039-150-012-000	NA	0.0	78.0	0.0	78.0	\$746,150	\$0	\$746,150	Agricultural	-	-	-	-	-
039-150-099-000	NA	0.0	4.8	0.0	4.8	\$0	\$0	\$0	Rail ROW (Ped)	5	8,749	-	-	-
<b>Total Annexation Area</b>		<b>0.0</b>	<b>158.8</b>	<b>0.0</b>	<b>158.8</b>	<b>\$2,833,977</b>	<b>\$1,475,297</b>	<b>\$4,309,274</b>		<b>5</b>	<b>8,749</b>	-	-	-
<b>Total Woodland</b>		<b>60.0</b>	<b>215.9</b>	<b>0.0</b>	<b>275.9</b>	<b>\$11,694,657</b>	<b>\$12,041,054</b>	<b>\$23,735,711</b>		<b>12</b>	<b>16,422</b>	<b>49,283</b>	-	-

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woodland\_exist2

Source: City of Woodland; EPS.

Table C-3  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland [1]

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
005-740-027	258 ARLINGTON CIR	0.0	0.1	0.0	0.1	\$40,181	\$170,771	\$210,952	Residential, Single Family
005-740-021	246 ARLINGTON CIR	0.0	0.1	1.0	1.1	\$13,538	\$55,762	\$69,300	Residential, Single Family
006-551-017	953 6TH ST	0.0	0.0	2.0	2.0	\$21,165	\$40,805	\$61,970	Residential, Single Family
005-740-017	1164 LEXINGTON CT	0.0	0.1	3.0	3.1	\$41,804	\$182,896	\$224,700	Residential, Single Family
066-013-004	405 JOHNSTON ST	0.0	0.1	4.0	4.1	\$60,000	\$50,000	\$110,000	Residential, Single Family
005-740-029	1047 ARLINGTON CIR	0.0	0.2	5.0	5.2	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-025	254 ARLINGTON CIR	0.0	0.1	6.0	6.1	\$70,330	\$113,174	\$183,504	Residential, Single Family
005-740-023	250 ARLINGTON CIR	0.0	0.1	7.0	7.1	\$80,912	\$154,107	\$235,019	Residential, Single Family
005-031-030	1109 WOODLAND AVE	0.0	0.1	8.0	8.1	\$55,000	\$130,000	\$185,000	Residential, Single Family
005-124-042	1021 CLOVER ST	0.0	0.1	10.0	10.1	\$84,037	\$72,377	\$156,414	Residential, Single Family
005-740-059	981 LEXINGTON WAY	0.0	0.1	11.0	11.1	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-051	257 ARLINGTON CIR	0.0	0.1	12.0	12.1	\$80,912	\$180,884	\$261,796	Residential, Single Family
005-740-057	989 LEXINGTON WAY	0.0	0.1	13.0	13.1	\$70,000	\$205,000	\$275,000	Residential, Single Family
005-740-028	260 ARLINGTON CIR	0.0	0.1	14.0	14.1	\$70,675	\$127,834	\$198,509	Residential, Single Family
006-533-023	1113 GUM AVE	0.0	0.2	15.0	15.2	\$36,579	\$127,504	\$164,083	Residential, Single Family
006-533-024	1111 GUM AVE	0.0	0.1	16.0	16.1	\$56,415	\$75,873	\$132,288	Residential, Single Family
005-740-049	261 ARLINGTON CIR	0.0	0.2	17.0	17.2	\$75,222	\$147,943	\$223,165	Residential, Single Family
005-740-026	256 ARLINGTON CIR	0.0	0.1	18.0	18.1	\$79,316	\$198,348	\$277,664	Residential, Single Family
005-740-035	987 ARLINGTON CIR	0.0	0.2	19.0	19.2	\$76,242	\$183,802	\$260,044	Residential, Single Family
005-031-027	1101 WOODLAND AVE	0.0	0.2	20.0	20.2	\$8,272	\$57,652	\$65,924	Residential, Single Family
005-740-076	801 SHILOH CT	0.0	0.2	21.0	21.2	\$70,330	\$100,386	\$170,716	Residential, Single Family
005-740-075	841 SHILOH CT	0.0	0.1	22.0	22.1	\$79,316	\$158,635	\$237,951	Residential, Single Family
005-740-074	881 SHILOH CT	0.0	0.1	23.0	23.1	\$68,953	\$137,912	\$206,865	Residential, Single Family
005-740-073	921 SHILOH CT	0.0	0.1	24.0	24.1	\$40,985	\$138,325	\$179,310	Residential, Single Family
005-740-081	961 SHILOH CT	0.0	0.2	25.0	25.2	\$77,758	\$151,991	\$229,749	Residential, Single Family
005-740-079	1001 SHILOH CT	0.0	0.2	26.0	26.2	\$62,707	\$156,663	\$219,370	Residential, Single Family
005-740-047	980 ARLINGTON CIR	0.0	0.1	27.0	27.1	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-048	1000 ARLINGTON CIR	0.0	0.1	28.0	28.1	\$65,818	\$130,390	\$196,208	Residential, Single Family
005-740-070	1120 SHILOH CT	0.0	0.3	29.0	29.3	\$75,222	\$227,640	\$302,862	Residential, Single Family
005-740-012	1080 LEXINGTON WAY	0.0	0.1	30.0	30.1	\$40,181	\$216,980	\$257,161	Residential, Single Family
005-740-013	1100 LEXINGTON CT	0.0	0.1	31.0	31.1	\$79,894	\$172,086	\$251,980	Residential, Single Family
005-740-014	1116 LEXINGTON CT	0.0	0.1	32.0	32.1	\$80,912	\$173,892	\$254,804	Residential, Single Family
005-740-015	1132 LEXINGTON CT	0.0	0.1	33.0	33.1	\$52,647	\$192,695	\$245,342	Residential, Single Family
005-740-016	1148 LEXINGTON CT	0.0	0.1	34.0	34.1	\$65,818	\$134,782	\$200,600	Residential, Single Family
006-462-021	1001 6TH ST	0.0	0.2	35.0	35.2	\$30,738	\$113,734	\$144,472	Residential, Single Family
006-462-008	1305 6TH ST	0.0	0.1	36.0	36.1	\$41,804	\$93,015	\$134,819	Residential, Single Family
005-740-019	1149 LEXINGTON CT	0.0	0.2	37.0	37.2	\$75,000	\$185,000	\$260,000	Residential, Single Family
005-740-058	987 LEXINGTON WAY	0.0	0.1	38.0	38.1	\$80,000	\$189,500	\$269,500	Residential, Single Family
005-060-002	12 SUTTER ST	0.0	0.2	39.0	39.2	\$52,647	\$89,503	\$142,150	Residential, Single Family
005-031-007	1011 WOODLAND AVE	0.0	0.7	40.0	40.7	\$175,000	\$100,000	\$275,000	Residential, Single Family
005-031-017	1103 WOODLAND AVE	0.0	0.1	41.0	41.1	\$18,825	\$30,128	\$48,953	Residential, Single Family
005-740-053	247 ARLINGTON CIR	0.0	0.1	43.0	43.1	\$70,000	\$185,000	\$255,000	Residential, Single Family

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**Table C-3**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland [1]**

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
005-740-052	251 ARLINGTON CIR	0.0	0.2	44.0	44.2	\$68,953	\$125,376	\$194,329	Residential, Single Family
005-740-022	248 ARLINGTON CIR	0.0	0.2	45.0	45.2	\$70,000	\$185,000	\$255,000	Residential, Single Family
006-533-034	1034 PENDEGAST ST	0.0	0.2	46.0	46.2	\$10,289	\$2,089	\$12,378	Residential, Single Family
006-533-033	1032 PENDEGAST ST	0.0	0.1	47.0	47.1	\$41,804	\$94,061	\$135,865	Residential, Single Family
006-533-032	1030 PENDEGAST ST	0.0	0.2	48.0	48.2	\$171,438	\$107,149	\$278,587	Residential, Single Family
005-031-028	1105 WOODLAND AVE	0.0	0.1	49.0	49.1	\$26,128	\$120,189	\$146,317	Residential, Single Family
005-031-026	1107 WOODLAND AVE	0.0	0.1	50.0	50.1	\$6,378	\$35,023	\$41,401	Residential, Single Family
005-031-024	1111 WOODLAND AVE	0.0	0.2	51.0	51.2	\$60,000	\$102,000	\$162,000	Residential, Multi-Family
005-060-033	1003 BEAMER ST	0.0	0.1	52.0	52.1	\$10,150	\$31,398	\$41,548	Residential, Single Family
005-740-018	1180 LEXINGTON CT	0.0	0.2	53.0	53.2	\$80,000	\$185,000	\$265,000	Residential, Single Family
005-740-069	1080 SHILOH CT	0.0	0.2	54.0	54.2	\$50,227	\$230,039	\$280,266	Residential, Single Family
005-740-065	920 SHILOH CT	0.0	0.1	55.0	55.1	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-066	960 SHILOH CT	0.0	0.1	56.0	56.1	\$52,647	\$190,063	\$242,710	Residential, Single Family
005-740-067	1000 SHILOH CT	0.0	0.1	57.0	57.1	\$63,027	\$177,426	\$240,453	Residential, Single Family
005-740-068	1040 SHILOH CT	0.0	0.1	58.0	58.1	\$71,634	\$106,801	\$178,435	Residential, Single Family
005-740-055	1047 LEXINGTON WAY	0.0	0.1	59.0	59.1	\$74,388	\$133,396	\$207,784	Residential, Single Family
006-533-022	830 PACIFIC ST	0.0	0.4	60.0	60.4	\$26,121	\$21,677	\$47,798	Residential, Multi-Family
005-740-050	259 ARLINGTON CIR	0.0	0.1	61.0	61.1	\$70,000	\$185,000	\$255,000	Residential, Single Family
006-533-021	1103-07 GUM AVE	0.0	0.5	62.0	62.5	\$120,000	\$424,000	\$544,000	Residential, Multi-Family
006-533-006	1108 PENDEGAST ST	0.0	0.2	66.0	66.2	\$73,748	\$71,289	\$145,037	Residential, Single Family
005-060-046	136 SUTTER ST	0.0	0.2	68.0	68.2	\$60,000	\$129,000	\$189,000	Residential, Multi-Family
006-551-005	917 6TH ST	0.0	0.1	69.0	69.1	\$72,116	\$67,257	\$139,373	Residential, Single Family
006-462-004	1321 6TH ST	0.0	0.1	70.0	70.1	\$65,121	\$62,106	\$127,227	Residential, Single Family
039-204-002	1601 SHERMAN ST	0.0	0.2	71.0	71.2	\$10,904	\$45,584	\$56,488	Residential, Single Family
039-213-006	1722 6TH ST	0.0	0.2	72.0	72.2	\$68,953	\$101,551	\$170,504	Residential, Multi-Family
005-060-027	1015 BEAMER ST	0.0	0.1	73.0	73.1	\$85,062	\$101,603	\$186,665	Residential, Single Family
005-740-034	997 ARLINGTON CIR	0.0	0.1	75.0	75.1	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-033	1007 ARLINGTON CIR	0.0	0.1	76.0	76.1	\$74,525	\$149,061	\$223,586	Residential, Single Family
066-013-005	409 JOHNSTON ST	0.0	0.1	77.0	77.1	\$7,512	\$26,362	\$33,874	Residential, Single Family
039-204-016	1415 6TH ST	0.0	0.2	78.0	78.2	\$11,278	\$33,143	\$44,421	Residential, Single Family
039-213-014	1727 ARCHER DR	0.0	0.2	79.0	79.2	\$81,302	\$102,984	\$184,286	Residential, Single Family
039-204-015	1419 6TH ST	0.0	0.2	81.0	81.2	\$11,278	\$36,237	\$47,515	Residential, Single Family
006-462-016	1201 6TH ST	0.0	0.1	82.0	82.1	\$42,119	\$56,859	\$98,978	Residential, Single Family
006-462-019	1009 6TH ST	0.0	0.2	83.0	83.2	\$70,000	\$150,000	\$220,000	Residential, Single Family
039-196-006	1623 SHERMAN ST	0.0	0.2	84.0	84.2	\$32,560	\$98,224	\$130,784	Residential, Single Family
039-204-012	1509 6TH ST	0.0	0.2	85.0	85.2	\$11,278	\$30,507	\$41,785	Residential, Single Family
006-551-008	931 6TH ST	0.0	0.1	86.0	86.1	\$67,751	\$83,223	\$150,974	Residential, Single Family
005-163-015	1027 ELLIOT ST	0.0	0.2	87.0	87.2	\$108,454	\$433,837	\$542,291	Residential, Multi-Family
005-163-024	1033-35 ELLIOT ST	0.0	0.2	88.0	88.2	\$12,785	\$105,411	\$118,196	Residential, Multi-Family
005-163-012	1037 ELLIOT ST	0.0	0.0	89.0	89.0	\$25,615	\$40,985	\$66,600	Residential, Multi-Family
006-551-010	941 6TH ST	0.0	0.1	90.0	90.1	\$68,071	\$145,825	\$213,896	Residential, Single Family
039-213-007	1726 6TH ST	0.0	0.2	91.0	91.2	\$70,000	\$148,000	\$218,000	Residential, Multi-Family

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Table C-3  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland [1]

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
039-213-005	1720 6TH ST	0.0	0.2	92.0	92.2	\$11,658	\$56,891	\$68,549	Residential, Multi-Family
039-213-013	1731 ARCHER DR	0.0	0.2	93.0	93.2	\$76,242	\$128,920	\$205,162	Residential, Single Family
006-462-015	1205 6TH ST	0.0	0.1	94.0	94.1	\$70,000	\$115,000	\$185,000	Residential, Single Family
006-551-004	913 6TH ST	0.0	0.1	95.0	95.1	\$63,634	\$230,372	\$294,006	Residential, Single Family
039-213-004	1716 6TH ST	0.0	0.2	96.0	96.2	\$68,767	\$79,514	\$148,281	Residential, Multi-Family
006-551-011	945 6TH ST	0.0	0.1	97.0	97.1	\$41,539	\$55,927	\$97,466	Residential, Single Family
039-212-006	912 DONNER WAY	0.0	0.2	98.0	98.2	\$79,894	\$151,089	\$230,983	Residential, Single Family
005-740-024	252 ARLINGTON CIR	0.0	0.1	99.0	99.1	\$60,000	\$195,000	\$255,000	Residential, Single Family
005-740-032	1017 ARLINGTON CIR	0.0	0.1	100.0	100.1	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-031	1027 ARLINGTON CIR	0.0	0.1	101.0	101.1	\$80,912	\$228,791	\$309,703	Residential, Single Family
005-740-030	1037 ARLINGTON CIR	0.0	0.1	102.0	102.1	\$50,227	\$153,694	\$203,921	Residential, Single Family
006-462-007	1309 6TH ST	0.0	0.1	103.0	103.1	\$105,048	\$54,623	\$159,671	Residential, Single Family
039-202-012	1406 6TH ST	0.0	0.2	104.0	104.2	\$75,000	\$127,000	\$202,000	Residential, Single Family
039-204-017	1409 6TH ST	0.0	0.2	105.0	105.2	\$30,247	\$65,285	\$95,532	Residential, Single Family
006-551-002	1104 GUM AVE	0.0	0.1	106.0	106.1	\$52,523	\$75,633	\$128,156	Residential, Single Family
006-551-003	1108 GUM AVE	0.0	0.1	107.0	107.1	\$19,704	\$184,880	\$204,584	Residential, Single Family
006-462-006	1313 6TH ST	0.0	0.1	108.0	108.1	\$42,018	\$81,937	\$123,955	Residential, Single Family
039-213-003	1710 6TH ST	0.0	0.2	109.0	109.2	\$78,146	\$92,475	\$170,621	Residential, Multi-Family
006-551-009	935 6TH ST	0.0	0.1	110.0	110.1	\$9,399	\$54,368	\$63,767	Residential, Single Family
006-551-007	925 6TH ST	0.0	0.1	111.0	111.1	\$9,399	\$32,042	\$41,441	Residential, Single Family
006-462-009	1301 6TH ST	0.0	0.1	112.0	112.1	\$42,119	\$90,555	\$132,674	Residential, Single Family
006-462-011	1221 6TH ST	0.0	0.1	113.0	113.1	\$10,150	\$21,461	\$31,611	Residential, Single Family
039-196-005	1621 SHERMAN ST	0.0	0.2	114.0	114.2	\$105,298	\$121,092	\$226,390	Residential, Single Family
006-462-001	1001 GIBSON RD	0.0	0.1	115.0	115.1	\$63,178	\$73,708	\$136,886	Residential, Single Family
039-204-011	1511 6TH ST	0.0	0.1	116.0	116.1	\$11,278	\$31,635	\$42,913	Residential, Single Family
039-204-008	1523 6TH ST	0.0	0.2	117.0	117.2	\$63,938	\$75,446	\$139,384	Residential, Single Family
039-204-005	1009 SHERMAN ST	0.0	0.1	118.0	118.1	\$76,242	\$93,567	\$169,809	Residential, Single Family
039-204-004	1011 SHERMAN ST	0.0	0.2	119.0	119.2	\$82,516	\$57,758	\$140,274	Residential, Single Family
039-204-003	1015 SHERMAN ST	0.0	0.3	120.0	120.3	\$39,026	\$73,371	\$112,397	Residential, Single Family
039-204-007	1001 SHERMAN ST	0.0	0.2	121.0	121.2	\$11,658	\$31,635	\$43,293	Residential, Single Family
039-213-002	1706-08 6TH ST	0.0	0.2	122.0	122.2	\$11,278	\$58,406	\$69,684	Residential, Multi-Family
039-228-002	1005 CARSON ST	0.0	0.1	123.0	123.1	\$105,298	\$73,708	\$179,006	Residential, Single Family
039-228-003	1009 CARSON ST	0.0	0.2	124.0	124.2	\$75,000	\$135,000	\$210,000	Residential, Single Family
039-196-007	1627 SHERMAN ST	0.0	0.2	125.0	125.2	\$85,822	\$253,156	\$338,978	Residential, Single Family
039-204-010	1515 6TH ST	0.0	0.2	126.0	126.2	\$76,791	\$139,172	\$215,963	Residential, Single Family
039-204-018	1405 6TH ST	0.0	0.2	127.0	127.2	\$11,278	\$35,781	\$47,059	Residential, Single Family
039-205-003	1601 6TH ST	0.0	0.1	128.0	128.1	\$11,278	\$37,678	\$48,956	Residential, Single Family
039-205-002	1004 SHERMAN ST	0.0	0.1	129.0	129.1	\$34,337	\$70,254	\$104,591	Residential, Single Family
039-205-001	1008 SHERMAN ST	0.0	0.2	130.0	130.2	\$88,835	\$82,041	\$170,876	Residential, Single Family
006-462-020	1005 6TH ST	0.0	0.2	131.0	131.2	\$38,591	\$77,036	\$115,627	Residential, Multi-Family
039-202-011	1402 6TH ST	0.0	0.2	133.0	133.2	\$70,000	\$150,000	\$220,000	Residential, Single Family
039-204-019	1002 GIBSON RD	0.0	0.2	134.0	134.2	\$75,029	\$81,367	\$156,396	Residential, Single Family

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**Table C-3**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland [1]**

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
039-229-002	1635 SHERMAN ST	0.0	0.2	135.0	135.2	\$133,936	\$71,924	\$205,860	Residential, Single Family
039-228-001	1631 6TH ST	0.0	0.2	136.0	136.2	\$75,000	\$205,000	\$280,000	Residential, Single Family
039-204-013	1505 6TH ST	0.0	0.2	137.0	137.2	\$11,278	\$32,010	\$43,288	Residential, Single Family
006-462-005	1317 6TH ST	0.0	0.1	138.0	138.1	\$65,121	\$40,372	\$105,493	Residential, Single Family
039-195-010	1623 6TH ST	0.0	0.1	139.0	139.1	\$56,202	\$90,550	\$146,752	Residential, Single Family
039-195-007	1624 SHERMAN ST	0.0	0.1	140.0	140.1	\$10,904	\$61,600	\$72,504	Residential, Single Family
006-462-003	1325 6TH ST	0.0	0.1	141.0	141.1	\$27,145	\$93,666	\$120,811	Residential, Single Family
039-196-003	1615 SHERMAN ST	0.0	0.2	142.0	142.2	\$36,615	\$97,835	\$134,450	Residential, Single Family
039-213-012	1733 ARCHER DR	0.0	0.2	143.0	143.2	\$65,295	\$95,431	\$160,726	Residential, Single Family
039-213-008	1730-32 6TH ST	0.0	0.2	144.0	144.2	\$79,894	\$138,282	\$218,176	Residential, Multi-Family
039-229-007	1637 6TH ST	0.0	0.2	145.0	145.2	\$68,953	\$89,630	\$158,583	Residential, Single Family
039-229-006	1004 CARSON ST	0.0	0.2	146.0	146.2	\$11,278	\$45,209	\$56,487	Residential, Single Family
039-229-005	1008 CARSON ST	0.0	0.2	147.0	147.2	\$78,326	\$137,377	\$215,703	Residential, Single Family
039-196-004	1619 SHERMAN ST	0.0	0.2	148.0	148.2	\$73,287	\$93,468	\$166,755	Residential, Single Family
039-227-003	908 EL DORADO DR	0.0	0.2	149.0	149.2	\$71,724	\$87,605	\$159,329	Residential, Single Family
039-204-001	1605 SHERMAN ST	0.0	0.2	150.0	150.2	\$29,281	\$55,661	\$84,942	Residential, Single Family
039-195-012	1615 6TH ST	0.0	0.1	151.0	151.1	\$65,000	\$115,000	\$180,000	Residential, Single Family
039-195-005	1618 SHERMAN ST	0.0	0.1	152.0	152.1	\$60,272	\$105,476	\$165,748	Residential, Single Family
039-196-001	1607 SHERMAN ST	0.0	0.2	153.0	153.2	\$105,298	\$125,304	\$230,602	Residential, Single Family
039-229-001	1633 SHERMAN ST	0.0	0.2	154.0	154.2	\$80,363	\$184,835	\$265,198	Residential, Single Family
039-229-003	1016 CARSON ST	0.0	0.2	155.0	155.2	\$68,953	\$94,655	\$163,608	Residential, Single Family
039-196-002	1611 SHERMAN ST	0.0	0.2	156.0	156.2	\$10,895	\$70,995	\$81,890	Residential, Single Family
039-195-014	1609 6TH ST	0.0	0.1	157.0	157.1	\$10,904	\$38,075	\$48,979	Residential, Single Family
039-195-003	1610 SHERMAN ST	0.0	0.1	158.0	158.1	\$66,198	\$121,369	\$187,567	Residential, Single Family
039-213-011	1737 ARCHER DR	0.0	0.2	159.0	159.2	\$75,000	\$135,000	\$210,000	Residential, Single Family
039-213-010	915 DONNER WAY	0.0	0.2	160.0	160.2	\$11,658	\$36,907	\$48,565	Residential, Single Family
039-195-001	1605 6TH ST	0.0	0.1	161.0	161.1	\$62,685	\$95,282	\$157,967	Residential, Single Family
039-195-013	1611 6TH ST	0.0	0.1	162.0	162.1	\$68,953	\$94,795	\$163,748	Residential, Single Family
039-195-004	1614 SHERMAN ST	0.0	0.1	163.0	163.1	\$65,295	\$129,585	\$194,880	Residential, Single Family
039-195-011	1619 6TH ST	0.0	0.1	164.0	164.1	\$73,158	\$63,752	\$136,910	Residential, Single Family
039-195-006	1622 SHERMAN ST	0.0	0.1	165.0	165.1	\$10,904	\$53,123	\$64,027	Residential, Single Family
039-195-009	1627 6TH ST	0.0	0.1	166.0	166.1	\$70,000	\$140,000	\$210,000	Residential, Single Family
039-195-008	1628 SHERMAN ST	0.0	0.1	167.0	167.1	\$10,904	\$39,930	\$50,834	Residential, Single Family
039-214-002	1737 6TH ST	0.0	2.1	168.0	170.1	\$592,664	\$1,581,149	\$2,173,813	Residential, Multi-Family
005-740-054	243 ARLINGTON CIR	0.0	0.2	169.0	169.2	\$50,227	\$226,021	\$276,248	Residential, Single Family
005-740-020	244 ARLINGTON CIR	0.0	0.1	170.0	170.1	\$80,912	\$175,733	\$256,645	Residential, Single Family
005-060-034	1013 BEAMER ST	0.0	0.1	171.0	171.1	\$10,150	\$42,568	\$52,718	Residential, Single Family
005-124-044	1011 CLOVER ST	0.0	0.2	172.0	172.2	\$9,061	\$5,269	\$14,330	Residential, Multi-Family
039-195-002	1606 SHERMAN ST	0.0	0.1	173.0	173.1	\$10,902	\$102,946	\$113,848	Residential, Single Family
066-013-003	403 JOHNSTON ST	0.0	0.0	174.0	174.0	\$76,242	\$85,389	\$161,631	Residential, Single Family
006-462-002	1329 6TH ST	0.0	0.1	175.0	175.1	\$10,150	\$22,216	\$32,366	Residential, Single Family
006-462-017	1123 6TH ST	0.0	0.1	176.0	176.1	\$20,827	\$98,715	\$119,542	Residential, Single Family

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**Table C-3  
Yolo Rail Relocation  
Redevelopment Analysis  
Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland [1]**

Assessor Parcel Number (APN)	Address	Acreage				Assessed Value			Description
		Vacant	Underutilized	Improved	Total	Land	Impr./Other	Total	
039-212-007	916 DONNER WAY	0.0	0.2	177.0	177.2	\$84,037	\$99,794	\$183,831	Residential, Single Family
039-212-008	920 DONNER WAY	0.0	0.2	178.0	178.2	\$74,525	\$104,339	\$178,864	Residential, Multi-Family
005-164-004	1020 ELLIOT ST	0.0	0.3	179.0	179.3	\$12,175	\$21,042	\$33,217	Residential, Multi-Family
005-164-005	1024 ELLIOT ST	0.0	0.3	180.0	180.3	\$49,306	\$40,011	\$89,317	Residential, Multi-Family
005-164-006	1028 ELLIOT ST	0.0	0.3	181.0	181.3	\$31,997	\$33,775	\$65,772	Residential, Single Family
005-164-007	1032 ELLIOT ST	0.0	0.5	182.0	182.5	\$191,274	\$586,670	\$777,944	Residential, Multi-Family
039-204-014	1501 6TH ST	0.0	0.2	183.0	183.2	\$34,337	\$74,624	\$108,961	Residential, Single Family
006-462-012	1217 6TH ST	0.0	0.1	184.0	184.1	\$72,116	\$63,523	\$135,639	Residential, Single Family
006-462-010	1225 6TH ST	0.0	0.1	185.0	185.1	\$10,159	\$34,596	\$44,755	Residential, Single Family
039-204-006	1005 SHERMAN ST	0.0	0.1	186.0	186.1	\$70,000	\$130,000	\$200,000	Residential, Single Family
039-196-008	1629 SHERMAN ST	0.0	0.2	187.0	187.2	\$32,361	\$64,599	\$96,960	Residential, Single Family
006-462-018	1119 6TH ST	0.0	0.2	188.0	188.2	\$52,523	\$63,027	\$115,550	Residential, Single Family
006-462-014	1209 6TH ST	0.0	0.1	189.0	189.1	\$10,150	\$27,493	\$37,643	Residential, Single Family
039-214-001	1711 6TH ST	0.0	1.7	190.0	191.7	\$488,457	\$1,041,237	\$1,529,694	Residential, Multi-Family
006-462-013	1213 6TH ST	0.0	0.1	191.0	191.1	\$77,758	\$52,527	\$130,285	Residential, Single Family
039-204-009	1519 6TH ST	0.0	0.2	192.0	192.2	\$70,000	\$130,000	\$200,000	Residential, Single Family
039-203-007	924 ARCHER DR	0.0	0.2	193.0	193.2	\$33,208	\$75,603	\$108,811	Residential, Single Family
039-229-004	1012 CARSON ST	0.0	0.2	194.0	194.2	\$11,287	\$56,146	\$67,433	Residential, Single Family
006-533-029	812 PACIFIC ST	0.0	0.2	195.0	195.2	\$103,416	\$145,558	\$248,974	Residential, Multi-Family
039-213-009	1736 6TH ST/919 DONNER W ST	0.0	0.2	196.0	196.2	\$72,301	\$144,609	\$216,910	Residential, Multi-Family
005-163-021	1007 ELLIOT ST	0.0	0.2	197.0	197.2	\$32,792	\$73,224	\$106,016	Residential, Multi-Family
005-163-022	1011-15 ELLIOT ST	0.0	0.2	198.0	198.2	\$82,204	\$89,534	\$171,738	Residential, Multi-Family
<b>Total Woodland</b>		<b>0.0</b>	<b>33.9</b>	<b>19,105.0</b>	<b>19,138.9</b>	<b>\$11,630,265</b>	<b>\$23,736,632</b>	<b>\$35,366,897</b>	

woodland\_exist\_res

Source: City of Woodland; EPS.

[1] Excludes all parcels with no improvement value.

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# DRAFT

**Table C-4**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Projected Land Use Assumptions: Woodland [1]**

Subarea [2]	Land Use Description	Acreage Split [3]			Vertical Mixed-Use Split		Residential Density		FAR [4]		Avg. Gross Sq. Ft. per Unit [5]
		SF Res.	MU/MF Res.	Commercial	Residential	Commercial	Low	High	Low	High	
<b>Central Business District</b>											
Redevelopment Parcels	Res. Mixed-Use	0%	100%	0%	60%	40%	15.0	20.0	0.86	1.15	1,500
Rail ROW (Dev)	Res. Mixed-Use	0%	100%	0%	60%	40%	15.0	20.0	0.86	1.15	1,500
Rail ROW (Ped)	Public-Use Trail	-	-	-	-	-	-	-	-	-	-
<b>East Street District</b>											
Redevelopment Parcels	Res. Mixed-Use	0%	100%	0%	60%	40%	8.0	15.0	0.46	0.86	1,500
Rail ROW (Dev)	None	-	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	Public-Use Trail	-	-	-	-	-	-	-	-	-	-
<b>North East Street District</b>											
Redevelopment Parcels	SF Res.	60%	0%	40%	-	-	5.0	8.0	-	-	2,200
Redevelopment Parcels	Office/R&D/Flex	60%	0%	40%	-	-	-	-	0.25	0.50	-
Rail ROW (Dev)	None	-	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	Public-Use Trail	-	-	-	-	-	-	-	-	-	-
<b>Annexation Area</b>											
Redevelopment Parcels	SF Res.	80%	20%	0%	-	-	3.0	8.0	-	-	2,200
Redevelopment Parcels	MF Res.	80%	20%	0%	-	-	8.0	15.0	-	-	1,500
Rail ROW (Dev)	None	-	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	Public-Use Trail	-	-	-	-	-	-	-	-	-	-

woodland\_assump

Source: City of Woodland; EPS.

[1] Projected land use assumptions provided by the City of Woodland, June 2015.

[2] Subarea categories indicate parcels identified to be developed or redeveloped as a result of rail removal. ROW is either identified to be developed with private land uses (Dev) or developed as a public-use trail (Ped).

[3] Acreage split between SF Residential (SF Res.), Mixed-Use or Multifamily Residential (MU/MF Res.), and Commercial land uses.

[4] If the proposed development is assumed to be vertical mixed-use with residential and commercial uses, the floor area ratio is based on total gross building square footage.

[5] Average gross residential building square feet is 1,500. For MF attached units, this assumes an 85% net-to-gross ratio and an average unit size of 1,300 square feet.

Table C-5  
Yolo Rail Relocation  
Redevelopment Analysis  
Gross Projected Low- and High-Density Land Uses: Woodland

Subarea	Existing Acres [1]	Description	Gross Projected Land Use Scenarios [2]											
			Low Density						High Density					
			Units	Gross Res. Bldg. Sq. Ft. [3]	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [3]	Units	Gross Res. Bldg. Sq. Ft. [3]	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [3]
<b>Central Business District</b>														
Redevelopment Parcels	10.7	Res. Mixed-Use	161	240,755	160,503	401,259	15.0	0.86	215	321,940	214,627	536,567	20.0	1.15
Rail ROW (Dev)	14.0	Res. Mixed-Use	210	315,681	210,454	526,135	15.0	0.86	281	422,132	281,421	703,553	20.0	1.15
Rail ROW (Ped)	3.4	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Central Business District</b>	<b>28.2</b>		<b>371</b>	<b>556,436</b>	<b>370,958</b>	<b>927,394</b>	<b>-</b>	<b>-</b>	<b>496</b>	<b>744,072</b>	<b>496,048</b>	<b>1,240,120</b>	<b>-</b>	<b>-</b>
<b>East Street District</b>														
Redevelopment Parcels	10.6	Res. Mixed-Use	85	127,607	85,072	212,679	8.0	0.46	159	238,570	159,047	397,617	15.0	0.86
Rail ROW (Dev)	0.0	None	-	-	-	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	6.1	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total East Street District</b>	<b>16.7</b>		<b>85</b>	<b>127,607</b>	<b>85,072</b>	<b>212,679</b>	<b>8.0</b>	<b>0.46</b>	<b>159</b>	<b>238,570</b>	<b>159,047</b>	<b>397,617</b>	<b>-</b>	<b>-</b>
<b>North East Street District</b>														
Redevelopment Parcels	37.8	SF Res.	189	415,516	0	415,516	5.0	-	302	664,826	0	664,826	8.0	-
Redevelopment Parcels	25.2	Commercial	0	0	274,241	274,241	-	0.25	0	0	548,481	548,481	-	0.50
Rail ROW (Dev)	0.0	None	-	-	-	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	9.2	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total North East Street District</b>	<b>72.2</b>		<b>189</b>	<b>415,516</b>	<b>274,241</b>	<b>689,757</b>	<b>5.0</b>	<b>0.25</b>	<b>302</b>	<b>664,826</b>	<b>548,481</b>	<b>1,213,307</b>	<b>-</b>	<b>-</b>
<b>Annexation Area</b>														
Redevelopment Parcels	123.1	SF Res.	369	812,698	0	812,698	3.0	-	985	2,167,194	0	2,167,194	8.0	-
Redevelopment Parcels	30.8	MF Res.	246	369,408	0	369,408	8.0	-	462	692,640	0	692,640	15.0	-
Rail ROW (Dev)	0.0	None	-	-	-	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	4.8	Public-Use Trail	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Annexation Area</b>	<b>158.8</b>		<b>616</b>	<b>1,182,106</b>	<b>0</b>	<b>1,182,106</b>	<b>11.0</b>	<b>-</b>	<b>1,447</b>	<b>2,859,834</b>	<b>0</b>	<b>2,859,834</b>	<b>-</b>	<b>-</b>
<b>Total Woodland</b>														
Redevelopment Parcels	182.2		804	1,596,576	245,575	1,842,152	-	-	1,661	3,392,530	373,674	3,766,204	-	-
Rail ROW (Dev)	14.0		210	315,681	210,454	526,135	-	-	281	422,132	281,421	703,553	-	-
Rail ROW (Ped)	23.6		-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Woodland</b>	<b>275.9</b>		<b>1,261</b>	<b>2,281,666</b>	<b>730,270</b>	<b>3,011,936</b>	<b>-</b>	<b>-</b>	<b>2,404</b>	<b>4,507,302</b>	<b>1,203,576</b>	<b>5,710,878</b>	<b>-</b>	<b>-</b>

Source: City of Woodland; EPS.

woodland\_gproj

[1] From Table A-1.

[2] Refer to Table A-2 for information regarding projected low- and high-density land use assumptions.

[3] If the proposed development is assumed to be vertical mixed-use with residential and commercial uses, the floor area ratio is based on total gross building square footage.



Table C-6  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Net New Projected Low- and High-Density Land Uses: Woodland

Subarea	Existing Land Uses				Net New Projected Land Use Scenarios								
	Acres	Existing Land Uses			Low Density				High Density				
		Res. Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Res. Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Res. Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.
<b>Central Business District</b>													
Redevelopment Parcels	10.7	0	0	35,415	35,415	161	240,755	125,088	365,844	215	321,940	179,212	501,152
Rail ROW (Dev)	14.0	0	0	0	0	210	315,681	210,454	526,135	281	422,132	281,421	703,553
Rail ROW (Ped)	3.4	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Central Business District</b>	<b>28.2</b>	<b>0</b>	<b>0</b>	<b>35,415</b>	<b>35,415</b>	<b>371</b>	<b>556,436</b>	<b>335,543</b>	<b>891,979</b>	<b>496</b>	<b>744,072</b>	<b>460,633</b>	<b>1,204,705</b>
<b>East Street District</b>													
Redevelopment Parcels	10.6	6	7,673	13,868	21,541	79	127,601	77,399	198,811	153	230,897	145,179	376,076
Rail ROW (Dev)	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	6.1	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total East Street District</b>	<b>16.7</b>	<b>6</b>	<b>7,673</b>	<b>13,868</b>	<b>21,541</b>	<b>79</b>	<b>127,601</b>	<b>77,399</b>	<b>198,811</b>	<b>153</b>	<b>230,897</b>	<b>145,179</b>	<b>376,076</b>
<b>North East Street District</b>													
Redevelopment Parcels	63.0	1	0	0	0	188	415,516	274,241	689,757	301	664,826	548,481	1,213,307
Rail ROW (Dev)	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	9.2	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total North East Street District</b>	<b>72.2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>188</b>	<b>415,516</b>	<b>274,241</b>	<b>689,757</b>	<b>301</b>	<b>664,826</b>	<b>548,481</b>	<b>1,213,307</b>
<b>Annexation Area</b>													
Redevelopment Parcels	153.9	5	8,749	0	8,749	611	1,173,357	0	1,173,357	1,442	2,851,085	0	2,851,085
Rail ROW (Dev)	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	4.8	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Annexation Area</b>	<b>158.8</b>	<b>5</b>	<b>8,749</b>	<b>0</b>	<b>8,749</b>	<b>611</b>	<b>1,173,357</b>	<b>0</b>	<b>1,173,357</b>	<b>1,442</b>	<b>2,851,085</b>	<b>0</b>	<b>2,851,085</b>
<b>Total Woodland</b>													
Redevelopment Parcels	238.2	12	16,422	49,283	65,705	1,038	1,957,229	476,728	2,427,768	2,111	4,068,748	872,872	4,941,620
Rail ROW (Dev)	14.0	0	0	0	0	210	315,681	210,454	526,135	281	422,132	281,421	703,553
Rail ROW (Ped)	23.6	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Woodland</b>	<b>275.9</b>	<b>12</b>	<b>16,422</b>	<b>49,283</b>	<b>65,705</b>	<b>1,249</b>	<b>2,272,911</b>	<b>687,182</b>	<b>2,953,904</b>	<b>2,392</b>	<b>4,490,880</b>	<b>1,154,293</b>	<b>5,645,173</b>

woodland\_nproj

Source: City of Woodland; EPS.

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**Table C-7**  
**Yolo Rail Relocation**  
**Redevelopment Analysis**  
**Projected Land Use Valuation Assumptions: Woodland (2015\$)**

Subarea	Land Use Description	Assumed Product Type		Estimated Annual Assessed Value [1]	
		Residential	Nonresidential	Residential	Nonresidential
<b>Central Business District</b>					
Redevelopment Parcels	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	<i>per unit</i> \$180,000	<i>per bldg. sq. ft.</i> \$200
Rail ROW (Dev)	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$180,000	\$200
Rail ROW (Ped)	Public-Use Trail	None	None	-	-
<b>East Street District</b>					
Redevelopment Parcels	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$180,000	\$200
Rail ROW (Dev)	None	NA	NA	-	-
Rail ROW (Ped)	Public-Use Trail	None	None	-	-
<b>North East Street District</b>					
Redevelopment Parcels	SF Res.	SF Detached For-Sale	None	\$400,000	-
Redevelopment Parcels	Commercial	None	Office/R&D/Flex	-	\$130
Rail ROW (Dev)	None	NA	NA	-	-
Rail ROW (Ped)	Public-Use Trail	None	None	-	-
<b>Annexation Area</b>					
Redevelopment Parcels	SF Res.	SF Detached For-Sale	None	\$400,000	-
Redevelopment Parcels	MF Res.	MF Attached For-Rent	None	\$180,000	-
Rail ROW (Dev)	None	NA	NA	-	-
Rail ROW (Ped)	Public-Use Trail	None	None	-	-

woodland\_avassump

Source: City of Woodland; LoopNet; CoStar; The Gregory Group; Redfin; Forrent.com; EPS.

[1] Residential values based on comparable for-rent and for-sale data derived through The Gregory Group, Forrent.com, LoopNet, and Redfin as of June 2015. Nonresidential values based on comparable for-lease and for-sale data collected from LoopNet and CoStar as of March 2015. Estimated values reviewed and affirmed by real estate broker, DTZ.

# DRAFT

Table C-8  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Projected Gross Assessed Valuation: Woodland (2015\$)

Item	Projected Assessed Value: Low Density			Projected Assessed Value: High Density		
	Residential	Commercial	Total	Residential	Commercial	Total
<b>Central Business District</b>						
Redevelopment Parcels	\$28,890,626	\$32,100,695	\$60,991,321	\$38,632,813	\$42,925,348	\$81,558,162
Rail ROW (Dev)	\$37,881,743	\$42,090,826	\$79,972,569	\$50,655,819	\$56,284,244	\$106,940,063
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Central Business District</b>	<b>\$66,772,369</b>	<b>\$74,191,521</b>	<b>\$140,963,890</b>	<b>\$89,288,633</b>	<b>\$99,209,592</b>	<b>\$188,498,225</b>
<b>East Street District</b>						
Redevelopment Parcels	\$15,312,894	\$17,014,327	\$32,327,221	\$28,628,454	\$31,809,394	\$60,437,848
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total East Street District</b>	<b>\$15,312,894</b>	<b>\$17,014,327</b>	<b>\$32,327,221</b>	<b>\$28,628,454</b>	<b>\$31,809,394</b>	<b>\$60,437,848</b>
<b>North East Street District</b>						
Redevelopment Parcels (SF Res.)	\$75,548,400	\$0	\$75,548,400	\$120,877,440	\$0	\$120,877,440
Redevelopment Parcels (Commercial)	\$0	\$35,651,290	\$35,651,290	\$0	\$71,302,580	\$71,302,580
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total North East Street District</b>	<b>\$75,548,400</b>	<b>\$35,651,290</b>	<b>\$111,199,690</b>	<b>\$120,877,440</b>	<b>\$71,302,580</b>	<b>\$192,180,020</b>
<b>Annexation Area</b>						
Existing Development (SF Res.)	\$147,763,200	\$0	\$147,763,200	\$394,035,200	\$0	\$394,035,200
Existing Development (MF Res.)	\$44,328,960	\$0	\$44,328,960	\$50,655,819	\$0	\$50,655,819
Rail ROW (Dev)	\$0	\$0	\$0	\$0	\$0	\$0
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Annexation Area</b>	<b>\$192,092,160</b>	<b>\$0</b>	<b>\$192,092,160</b>	<b>\$444,691,019</b>	<b>\$0</b>	<b>\$444,691,019</b>
<b>Total Woodland</b>						
Existing Development	\$311,844,080	\$49,115,022	\$360,959,102	\$632,829,727	\$74,734,742	\$707,564,469
Rail ROW (Dev)	\$37,881,743	\$42,090,826	\$79,972,569	\$50,655,819	\$56,284,244	\$106,940,063
Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Woodland</b>	<b>\$349,725,823</b>	<b>\$91,205,848</b>	<b>\$440,931,671</b>	<b>\$683,485,547</b>	<b>\$131,018,986</b>	<b>\$814,504,532</b>

woodland\_gav

Source: City of Woodland; EPS.

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Table C-9  
 Yolo Rail Relocation  
 Redevelopment Analysis  
 Projected Net New Assessed Valuation: Woodland (2015\$)

Item	Existing Assessed Value			Projected Net New Assessed Value: Low Density			Projected Net New Assessed Value: High Density		
	Residential	Commercial	Total	Residential	Commercial	Total	Residential	Commercial	Total
<b>Woodland Subareas</b>									
Central Business District	\$0	\$5,511,318	\$5,511,318	\$66,772,369	\$68,680,203	\$135,452,572	\$89,288,633	\$93,698,274	\$182,986,907
East Street District	\$472,468	\$8,392,222	\$8,864,690	\$14,840,426	\$8,622,105	\$23,462,531	\$28,155,986	\$23,417,172	\$51,573,158
North East Street District	\$147,023	\$4,903,406	\$5,050,429	\$75,401,377	\$30,747,884	\$106,149,261	\$120,730,417	\$66,399,174	\$187,129,591
Annexation Area	\$2,755,233	\$1,554,041	\$4,309,274	\$189,336,927	(\$1,554,041)	\$187,782,886	\$441,935,786	(\$1,554,041)	\$440,381,745
<b>Total Woodland</b>	<b>\$3,374,724</b>	<b>\$20,360,987</b>	<b>\$23,735,711</b>	<b>\$346,351,099</b>	<b>\$106,496,151</b>	<b>\$452,847,250</b>	<b>\$680,110,823</b>	<b>\$181,960,579</b>	<b>\$862,071,401</b>
<b>Increased AV Parcels [1]</b>	<b>\$35,366,897</b>	<b>\$0</b>	<b>\$35,366,897</b>	<b>\$1,768,345</b>	<b>\$0</b>	<b>\$1,768,345</b>	<b>\$1,768,345</b>	<b>\$0</b>	<b>\$1,768,345</b>
<b>Total Woodland (incl. Increased AV Parcels)</b>	<b>\$38,741,621</b>	<b>\$20,360,987</b>	<b>\$82,838,319</b>	<b>\$348,119,444</b>	<b>\$106,496,151</b>	<b>\$907,462,845</b>	<b>\$681,879,167</b>	<b>\$181,960,579</b>	<b>\$1,725,911,148</b>

woodland\_nav

Source: City of Woodland; EPS.

[1] The improved value of residential parcels not identified to redevelop and located within 500 feet of the current rail line to be removed is estimated to increase by 5%, based on a review of academic literature.