

The Economics of Land Use



Final Report

Yolo Rail Realignment Assessment Area #2—Economic Benefits

Prepared for:

Yolo Rail Realignment Partnership

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EXECUTIVE SUMMARY

Substantial benefits to the Yolo County economy are expected to accrue as a result of removing existing short-line rail infrastructure in Yolo County and relocating it along new alignments. This report evaluates the potential one-time and ongoing economic impacts of the Yolo Rail Realignment project. The economic impact analysis estimates the direct economic contributions of the projects, as well as the associated multiplier or “ripple” effect that could be generated through demand on suppliers of goods and services and employee spending in the economy. While the projects likely would generate regional economic impacts, the analysis focuses exclusively on the Yolo County economy. In addition to the quantitative economic impact analysis, this report also includes a qualitative discussion of several possible benefits that either cannot be quantified at this time or are not applicable for economic impact analysis.

Summary of Results

Table 1 summarizes the total estimated economic impact for the one-time and ongoing activities associated with the Yolo Rail Realignment project.

Low and high estimates, which provide a wide range that can account for variations in project features and outcomes, are used for the economic impact analysis because of the project’s conceptual nature. The economic impact analysis estimates the direct, indirect, and induced impacts (also known as the ripple effect) of the project at buildout.

One-time Construction Activities

The estimated one-time economic impact resulting from the residential and commercial construction, as well as rail realignment activities through buildout of the Yolo Rail Realignment project, equates to the following approximate range of impacts in the Yolo County economy:

- Between 21,000 and 29,400 job years¹ (full- and part-time).
- Between \$3.8 billion and \$5.2 billion of output (market value of goods and services), which includes labor income reported below.
- Between \$1.6 billion and \$2.2 billion of labor income (earnings and benefits).

Construction impacts occur over the timeline of the construction period. If the total construction investment were spent over a period of 20 years, this economic activity would support between about 1,000 to 1,500 jobs over that timeframe.

¹ A job year is a metric that is equal to 1 year of a job worked. For example, an ongoing job that lasts for 10 years would equal 10 job years.

Table 1
Yolo Rail Relocation
Total Economic Impact, Yolo County Economy

Analysis/Measure	Low	High
One-Time Activities [1]		
Employment	21,097	29,419
Output (2015\$)	\$3,757,836,016	\$5,245,925,889
Labor Income (2015\$)	\$1,569,825,682	\$2,195,012,388
Ongoing Activities [2]		
Employment	38,652	53,191
Output (2015\$)	\$5,863,619,532	\$8,078,307,710
Labor Income (2015\$)	\$1,972,740,259	\$2,689,789,679

impact_total

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

- [1] One-time activities include rail realignment plus residential and commercial construction activities that occur over the construction timeline.
- [2] Ongoing activities include household spending and industry employment.

Induced effects are not measured for the one-time construction activities because temporary increases to economic activity are not anticipated to generate new resident employees and related induced expenditures in the local economy.

Ongoing Activities

The establishments operating in the nonresidential space and residents occupying the housing units in the proposed projects will generate an ongoing economic impact, which is estimated in the following range of impacts in the Yolo County economy on an annual basis:

- Between 38,700 and 53,200 jobs.
- Between \$5.9 billion and \$8.1 billion of output, which includes labor income reported below.
- Between \$2.0 billion and \$2.7 billion of labor income.

The economic impact analysis for the ongoing activities is based on buildout conditions for the project and includes economic activities related to establishment operations, demand on suppliers of goods and services, and household spending.

Other Benefits

Additional potential economic benefits of the project were revealed through case-study research and stakeholder interviews, summarized qualitatively below:

- Property values for rail-adjacent residential properties typically are 5- to 10-percent lower than average, a shortfall that rail removal can address.
- Public safety costs would be reduced by the removal of at-grade rail crossings.
- A new rail transfer facility may enable the Yolo County Central Landfill (Central Landfill) to increase its volume, which may allow the Central Landfill to add a container surcharge to its tipping fees, as well as expand its waste-to-energy program.
- The Yolo Rail Realignment project, by providing a transportation option for sediment from the Cache Creek Settling Basin (CCSB) to the Central Landfill to be used as landfill cover, may eliminate the need for the CCSB to truck its excavated material offsite, as well as eliminate the need for the Central Landfill to hold other property for the purpose of excavating for landfill cover.
- There may be potential for industrial sites with rail access to be more competitive than non-rail-served sites; however, the available evidence does not show conclusively increased economic value for rail-served sites associated with the property or specific users.

1. INTRODUCTION

Project Overview

The Yolo Rail Realignment project is an ambitious concept proposing to remove most of the existing short-line rail infrastructure in Yolo County and relocate it along new alignments. The concept has long been a topic of discussion in Yolo County because it has the potential to create several benefits but has garnered renewed attention in recent years because of its connection to flood control improvements and economic development objectives. Several of the public agencies in Yolo County formed an informal partnership to pursue collective action and begin a process of studying the various aspects of the project.

As a first step in advancing the concept, the partnership group obtained grant funding from the Economic Development Administration to study the potential economic benefits of the project and identify possible funding sources for future planning and development activities. The partnership engaged a multidisciplinary consultant team, consisting of Economic & Planning Systems, Inc. (EPS), Nossaman, LLP (Nossaman), CH2M HILL, and The Tioga Group, Inc., to complete assessments in three main areas:

1. Redevelopment Opportunities (led by EPS)
2. Economic Benefit (led by EPS)
3. Funding Sources (led by Nossaman)

Partnership Representatives:

- City of Davis
- City of West Sacramento
- City of Woodland
- Sacramento Area Flood Control Agency
- Yolo County
- Yolo County Transportation District
- Sacramento-Yolo Port District

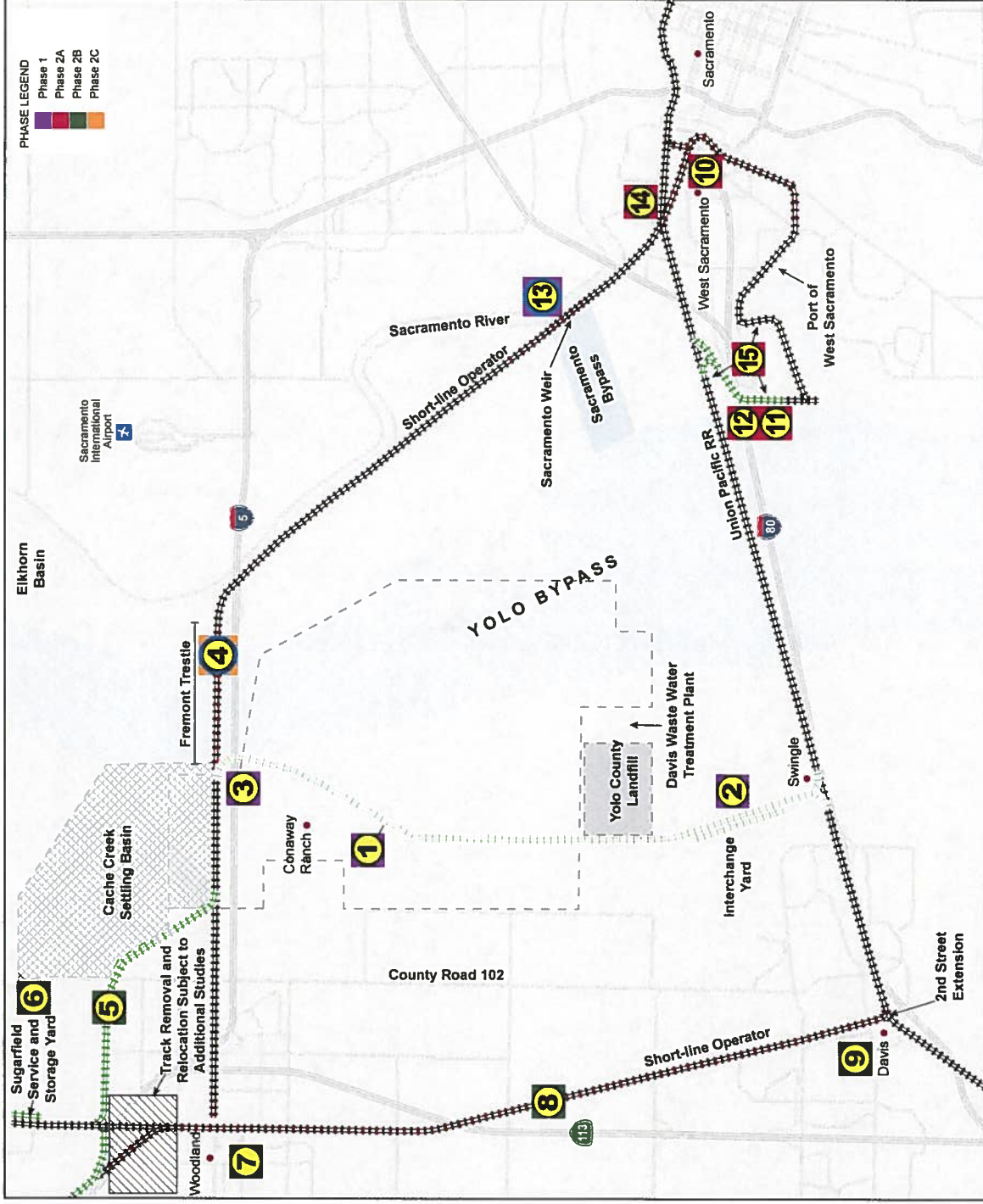
This report presents the results of work under Assessment Area 2, which includes a quantitative economic impact analysis and a qualitative discussion of other potential economic benefits of the conceptual project. Analysis in this report relies in large part on the outcomes of Assessment Area 1, which estimated the possible range of net new commercial and residential development in the conceptual track removal areas; the deliverable from this work is attached to this report as **Exhibit 1**. Assessment Area 3, produced by Nossaman under separate cover, defines the potential federal, state, local, and private funding sources that could be pursued for planning, capital improvement, and operations and maintenance activities. It is important to note that all information presented in this study is purely conceptual and meant for general discussion purposes only. Additional analysis of project feasibility, engineering and design, local stakeholder engagement, and rail operator commitments will be necessary to shift from a conceptual exercise to a more formal process.

Yolo Rail Realignment Concept

Map 1 depicts the full spectrum of the Yolo Rail Realignment project concept as defined by the consultant team in collaboration with the partnership. The concept involves three main elements: rail removal, rail relocation, and rail support. In addition, a few of the project features have a direct connection to flood control improvements.

Yolo Rail Realignment Project - Conceptual Overview - All Phases

Map 1



Conceptual Project Features

- 1 New railroad conceptual connection to the short-line track east of Woodland
- 2 New railcar interchange facility at intersection with UPRR mainline and short-line track
- 3 Railroad underpass beneath Interstate 5 utilizing western end span of the existing viaduct
- 4 Remove Fremont Trestle across the Yolo Bypass
- 5 Realign the short-line track, to connect to the line north of Woodland
- 6 Construct new service and storage yard near Sugarfield north of Woodland
- 7 Remove twelve (12) at-grade railroad crossings and associated track, spur line, and service and storage yard in Woodland and Yolo County
- 8 "Rail to Trails" opportunity to convert the short-line railroad to a Class 1 bike path
- 9 Remove four (4) at-grade railroad crossings, associated track, and existing wye in Davis
- 10 In West Sacramento, remove six at grade rail crossings, associated track, and existing yard at Lake Washington
- 11 Add new rail connection between UPRR mainline and Port of West Sacramento spur rail terminus
- 12 Construct new rail underpass at Interstate 80
- 13 Remove track over the Sacramento Weir and remove track to 1,800 ft north of the Weir
- 14 Removal of Mycon track in West Sacramento
- 15 New railcar interchange/storage options in West Sacramento

LEGEND

- Major Highway
- Major Road
- Railroad
- Proposed Track Options
- Track to be Removed
- Conceptual Track Option
- Flood Control Related

0 1 2
Approximate scale in miles

North

All Features Conceptual and Subject to Change



Rail Removal

The project concept calls for removal of rail infrastructure in the Cities of Davis, West Sacramento, and Woodland, as well as the segment that runs between Davis and Woodland in unincorporated Yolo County. In Davis and Woodland, track and equipment would be removed along with several at-grade crossings, the short-line service and storage yard and related infrastructure in Woodland (between Pendegast Street and Lincoln Avenue), and the east spur track along Main Street in Woodland. Removal in West Sacramento would include track and equipment, as well as at-grade crossings and the Canal and Westgate Yards.

Removal of the rail infrastructure will create opportunities for redevelopment in key locations in the three cities (see **Maps 2** through **4**, as well as **Exhibit 1**) and will allow for conversion of the track in the unincorporated areas to an active trail and Class 1 bike path. The areas with redevelopment potential are substantial, covering approximately 109 acres in Davis, 257 acres in West Sacramento, and 276 acres in Woodland. In total, the redevelopment areas could support between 5,000 and 7,800 net new housing units and between 16 million and 21.4 million square feet of net new commercial space.

Realization of the projected level of redevelopment in the three affected cities is anticipated to take many years. Additional market analysis would be necessary to better define the projected development timeline, but full buildout is not expected for 20 to 40 years after rail removal.

The concept also includes removal of the Fremont Trestle and associated track across the Yolo Bypass, which would reduce the water surface level at flood stage by increasing flow capacity of the bypass. In addition, the concept accounts for removal of rail track on and near the Sacramento Weir, which would allow for weir and bypass improvements that would benefit flood control in the area.²

Rail Relocation

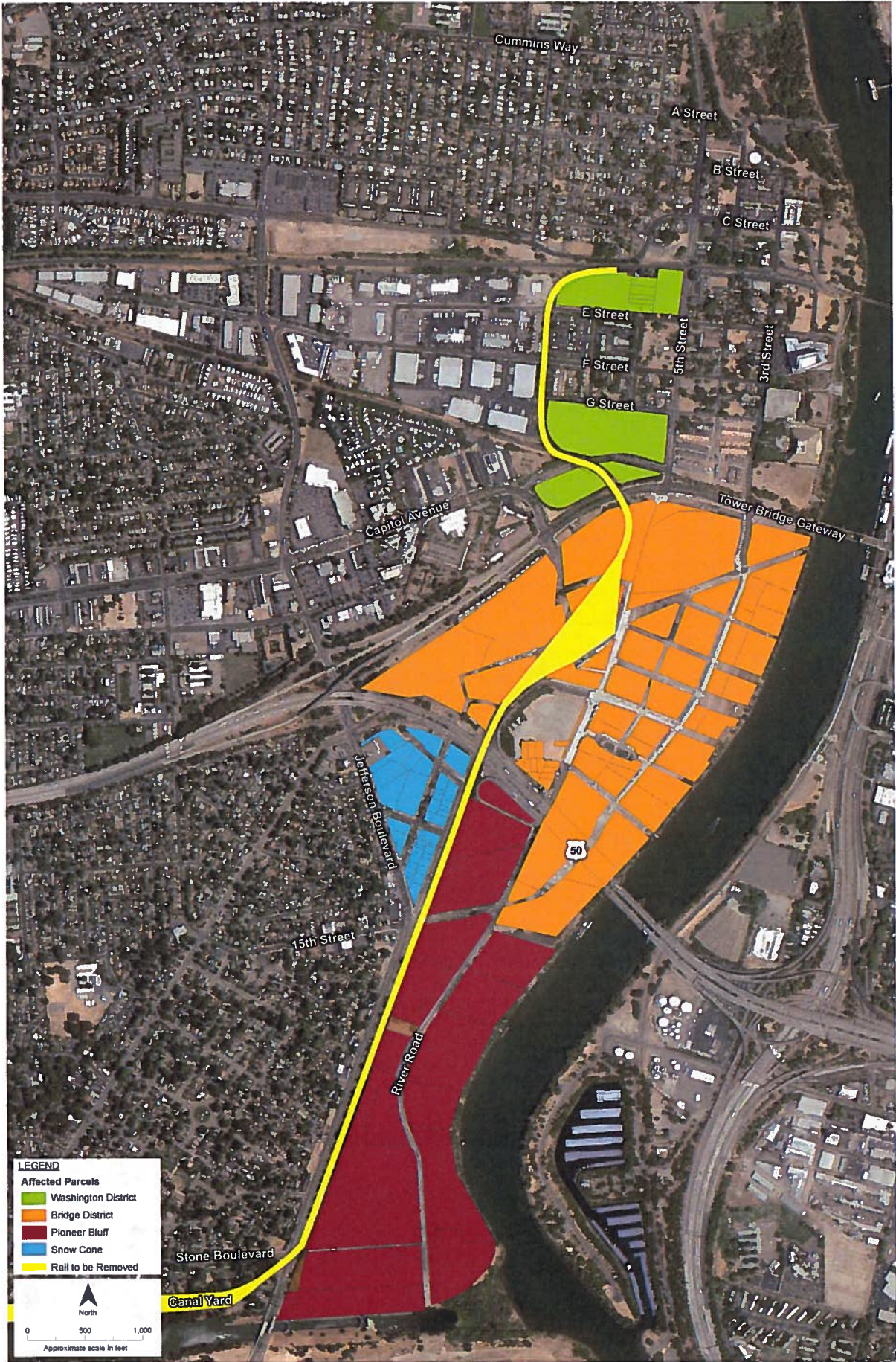
A new north-south rail line would be constructed to replace the infrastructure removed between Davis and Woodland. While engineering and design studies are necessary to define feasible alignment options, a conceptual option is illustrated in **Map 1**, with one end point near the Swingle area east of Davis and connecting the other end point near Interstate 5 west of the Fremont Trestle. This line then would connect to a reconfigured track that would run along the outskirts of Woodland's industrial zone to the north near the CCSB. The conceptual north-south alignment would use the western-end span of the existing viaduct under Interstate 5 and incorporate a new 2,000-foot bridge at County Road 32A. At-grade crossing would be necessary at other road intersection points.

² If the rail infrastructure associated with the Fremont Trestle and Sacramento Weir is removed, then the segment of track that runs between West Sacramento and Interstate 5 to the north would essentially be inoperative. Although it has not been identified as a primary feature in the rail realignment concept, this track segment could present an opportunity for rail-to-trail conversion similar to the track between Davis and Woodland.

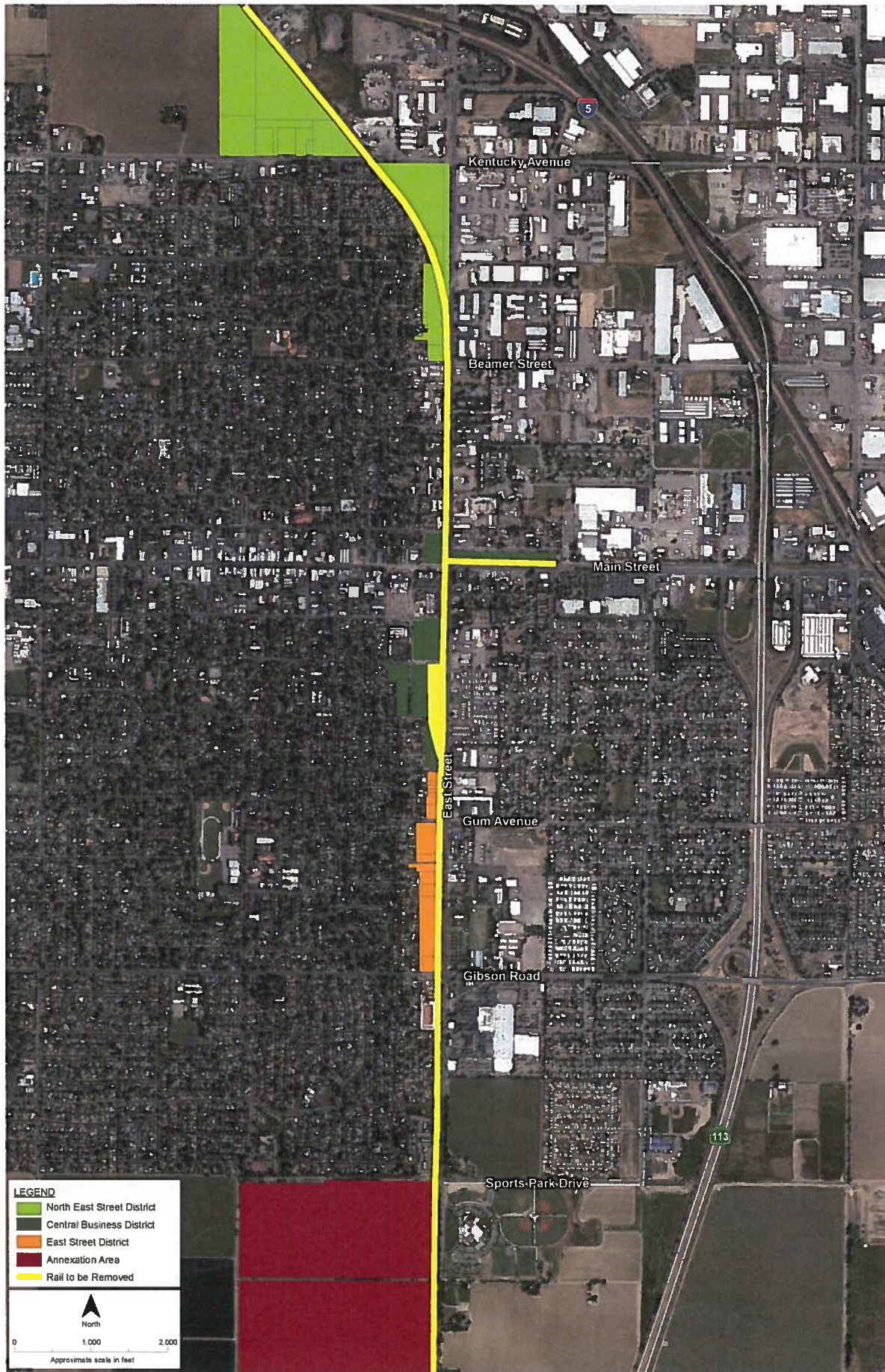
Yolo Rail Relocation – Redevelopment Opportunities City of Davis



Map 3
Yolo Rail Relocation – Redevelopment Opportunities
City of West Sacramento



Map 4
Yolo Rail Relocation – Redevelopment Opportunities
City of Woodland



In West Sacramento, the conceptual track realignment would add a new segment to the west in the existing industrial area along Prospect Slough and connecting to existing track running to the Port of West Sacramento spur rail terminus. This conceptual alignment includes a new underpass at Interstate 80, which would be accomplished through use of a tunnel.³

Rail Support

Three new rail support facilities would be necessary to restore effective functionality to the realigned rail system. First, a new interchange, sorting, storage, and transload facility would be incorporated along the new north-south line, conceptually placed just south of the Central Landfill. Second, the short-line storage and service yard removed from Woodland would be relocated north of the city near the Sugarfield area. Finally, a new interchange, sorting, and storage area would be included along the new track in West Sacramento to replace the function of the two removed yards.

Flood Control Connection

The project concept also includes two features that involve the removal of rail infrastructure but are specifically oriented toward flood control improvements: the Fremont Trestle and a portion of the rail embankment directly north of the Sacramento Weir. Removing these features would facilitate improvements in the flow of floodwater in the Yolo Bypass and, in the case of the Sacramento Weir, would present an alternative to plans for a new Sacramento Trestle to support a planned weir extension accompanying a widened bypass. Alternative flood control solutions consistent with the proposed rail realignment could be more cost effective and simple than currently contemplated.

A large system of flood control improvements still will be necessary to allow for the relocation of the north-south line. The conceptual alignment runs through floodplain areas in and around the City of Woodland that are protected by levee systems along lower Cache Creek and the west side of the Yolo Bypass that do not meet applicable federal and state engineering standards. The most recent locally preferred plan for flood protection along lower Cache Creek includes construction of a new levee along the northern edge of the developed portion of the city that could be configured to form a bypass channel commencing at the southwestern corner of the CCSB and extending east for about 4 miles to the Yolo Bypass. This new levee and bypass channel could protect the relocated rail line from uncontrolled flooding along Cache Creek. Additional improvements would be needed to protect the line from a failure of the Yolo Bypass west levee south of the CCSB. These improvements would consist of strengthening the Yolo Bypass west levee between the CCSB and Interstate 5 and constructing a new levee as part of the Yolo Rail Realignment project extending from the Yolo Bypass west levee at Interstate 5 to high ground near the Central Landfill. These flood control improvements would protect the relocated rail infrastructure and allow for at-grade lines along the landside toe of the new

³ The rail realignment concept in West Sacramento focuses on a tunnel option for the Interstate-80 underpass. This also could be accomplished through a cut-and-cover option; the cost differentials are outlined in **Exhibit 2**.

levee, in a dedicated right-of-way area. Planning and engineering efficiencies could be realized by incorporating the necessary right-of-way for the Yolo Rail Realignment project alongside the levee in the design processes associated with the flood control improvements. **Exhibit 2** offers cost estimates related to a portion of the flood control improvements.

Organization of Report

This **Chapter 1** describes the assumptions and methodology for the economic impact analysis and presents a summary of the related results for the one-time and ongoing activities. It also provides a qualitative discussion of other potential economic benefits. The analysis for Assessment Area 2 is presented in **Chapter 2** of this report.

This report also includes three appendices. **Appendix A** provides a set of tables with information on the background assumptions for the economic impact analysis. **Appendix B** offers detailed tables for the one-time and ongoing economic impacts. **Appendix C** lists the stakeholders that were interviewed as part of the Assessment Area 2 work.

In addition, the memorandum produced for Assessment Area 1, outlining the redevelopment opportunities, is attached as **Exhibit 1**, and the Yolo Rail Realignment project cost estimates prepared by CH2M HILL are included as **Exhibit 2**.

2. ECONOMIC BENEFITS

This chapter outlines the potential economic benefits of the conceptual Yolo Rail Realignment project, presented through both quantitative and qualitative analysis. The quantitative analysis focuses on estimating the full range of countywide economic impacts associated with the one-time rail infrastructure and redevelopment construction activities and ongoing residential and commercial economic activities at project completion and buildout. The qualitative analysis covers several possible benefits that cannot be quantified at this point or are not applicable for economic impact analysis. All analysis in this chapter emphasizes benefits that would likely not be present **but for** the Yolo Rail Realignment project. Overall, the project has the potential to generate substantial one-time and ongoing economic impacts in the Yolo County economy and produce other notable benefits related to enhanced property values, public safety, and economic efficiencies.

Economic Impacts

The economic impact analysis estimates the direct economic contributions of the project, as well as the associated multiplier or ripple effects that could be generated through demand on suppliers of goods and services and employee spending in the economy.⁴ While the project likely would generate local and regional economic impacts, the analysis exclusively focuses on the Yolo County economy.

Because of the conceptual nature of the project, low and high estimates are used for the economic impact analysis that employ a range wide enough to account for variations in project features and outcomes. Similarly, the analysis focuses on rail system completion and buildout, irrespective of any potential project phasing.

Economic Activities

Completing the entire system of rail infrastructure removal and relocation and building the net new residential and commercial space associated with the redevelopment opportunities will support temporary, one-time construction activities. As shown in **Table 2**, the total construction costs for the conceptual rail removal, relocation, and support components are estimated to be

⁴ This analysis measures the gross impacts of the Yolo Rail Realignment project using estimated multiplier effects and standard economic variables. It is important to note that this analysis is not intended to measure net impacts or provide a cost-benefit evaluation. Moreover, the analysis does not consider fiscal impacts related to potential public revenues from the project or public-service costs at buildout.

Table 2
Yolo Rail Relocation
Estimated Rail Realignment Costs (2015\$)

Item	Map 1 Items	Estimated Costs [1]	
		Low	High
Rail Removal [2]			
Davis to Woodland Removal [3]	7	\$2,407,283	\$5,158,463
Davis to Woodland Rail-to-Trail [4]	8	\$18,975,533	\$40,661,856
West Sacramento Removal [5]	10 and 14	\$1,345,880	\$2,884,028
Subtotal Rail Removal Costs		\$22,728,695	\$48,704,346
Rail Relocation			
Yolo County North-South Line [6]	1, 3 and 9	\$69,257,372	\$148,408,655
Woodland Realignment	5	\$14,126,721	\$30,271,544
West Sacramento Realignment [7]	11 and 12	\$39,582,249	\$84,819,104
Subtotal Rail Relocation Costs		\$122,966,341	\$263,499,303
Rail Support			
New Interchange and Transload Facilities [8]	2 and 15	\$6,201,195	\$13,288,275
New Service and Storage Facility	6	\$885,885	\$1,898,325
Subtotal Rail Support Costs		\$7,087,080	\$15,186,600
Total Rail Realignment Costs		\$152,782,116	\$327,390,250

rail_costs

Source: CH2M HILL; EPS.

[1] Costs are based on AACE Class 4 estimates and include 10% mobilization and 30% contingency factors. See Exhibit 2.

[2] There are two other projects that have been identified that involve the removal of rail infrastructure, which are not included in the rail removal total because they are specifically oriented toward flood improvements. The Fremont Trestle removal costs are estimated to be between \$3.4 million and \$7.4 million (Map 1 item 4). The Sacramento Weir Track and Trestle Removal costs are estimated between \$900,000 and \$1.9 million (Map 1 item 13).

[3] Includes removal of all track and equipment, 16 at-grade crossings, rail service and storage facility, Woodland east spur track, and existing Davis wye.

[4] Assumes conversion to Class 1 bike path from Davis to Woodland.

[5] Includes removal of 4 miles of track and equipment, 2 yards, and 6 at-grade crossings.

[6] In addition to rail line, connections, and crossings, includes bridge over County Road 32. Includes flood control improvements as this element of the realignment is contingent upon flood protection.

[7] Configuration based on tunnel under Interstate 80.

[8] Includes one facility along the new North-South line and one facility along West Sacramento realignment.

between \$128 million and \$274 million.⁵ These costs include all the elements described in the previous chapter but exclude features that are specifically and solely related to flood control improvements (e.g., Fremont Trestle and Sacramento Weir). **Exhibit 2** provides additional details related to the Yolo Rail Realignment project cost estimates.

Table 3 shows the distinct economic activities associated with the redevelopment opportunities.

One-Time Construction Activities

The total construction costs associated with the estimated net new residential development range from \$1.5 billion to \$2.1 billion. Net new commercial development is estimated to support construction costs totaling between \$2.0 billion and \$2.8 billion. Most of the direct residential and commercial construction activity is generated through West Sacramento redevelopment as a result of the inclusion of the Pioneer Bluff and Bridge District areas, which are constrained by the existing rail alignment. Because the redevelopment opportunities in the City of Davis will be maximized with additional infrastructure investment, the commercial construction estimates also include bike crossings, 2nd Street extension and connection work, and a parking structure.

Appendix A provides details on the construction cost assumptions, and **Exhibit 1** outlines the net new development associated with the redevelopment opportunities.

Ongoing Activities

The residents occupying the net new residential units and establishments based in the net new commercial space will support ongoing economic activities, which are measured in two different ways.

Household Expenditures

The new housing in the redevelopment project areas represents fairly unique product types that will attract new residents. The residents living in the housing units will generate household expenditures that flow into establishments throughout the countywide economy. As shown in **Table 3**, the total pool of potential household spending is estimated at between \$251 million and \$348 million. To avoid double-counting the impacts of new households and new commercial uses, adjustments were made to account only for residents that are drawn to the housing products in the redevelopment project areas and are employed outside the local economy. Only the share of household spending that occurs within Yolo County but outside of the

⁵ The wide range reflects AACE Class 4 engineering estimates and provides coverage for variation in project features. AACE Class 4 cost estimates are appropriately used for a conceptual study, where from 1 to 15 percent of the project features are defined, and therefore are presented as a widely variable range. Nevertheless, aspects such as the extent of site contamination, rail configuration decisions, salvage values, and rail operator requirements could push project costs outside this range. As such, these estimates should be used only for conceptual purposes and not for the basis of design or engineering estimating purposes.

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Table 3
Yolo Rail Relocation
Redevelopment Summary (2015\$)

Item	Davis		West Sacramento		Woodland		Total	
	Low Density	High Density	Low Density	High Density	Low Density	High Density	Low Density	High Density
Residential Construction Cost [1]								
Share of Total	\$256,184,563 20.4%	\$351,748,064 21.1%	\$861,091,121 68.6%	\$1,039,339,820 62.5%	\$138,540,440 11.0%	\$272,044,329 16.4%	\$1,255,816,124 -	\$1,663,132,212 -
Commercial Construction Cost [1]								
Share of Total	\$254,726,916 13.6%	\$567,125,677 21.8%	\$1,549,138,520 82.7%	\$1,915,208,336 73.6%	\$69,222,498 3.7%	\$118,274,376 4.5%	\$1,873,087,935 -	\$2,600,608,389 -
Aggregate Household Income [2]								
Share of Total	\$26,324,507 10.5%	\$39,356,091 11.3%	\$197,273,778 78.5%	\$251,380,823 72.3%	\$27,820,095 11.1%	\$56,880,030 16.4%	\$251,418,380 -	\$347,616,944 -
Industry Employment [3]								
Share of Total	2,558 9.5%	6,051 16.3%	22,438 83.6%	27,826 75.2%	1,848 6.9%	3,150 8.5%	26,844 -	37,026 -

redevelopment

Source: EPS.

[1] See Table A-1.
 [2] See Table A-2.
 [3] See Table A-5.

redevelopment project areas is measured.⁶ In addition, household expenditures of residents that are employed in the local economy are excluded because they are captured in the induced impacts of jobs associated with new commercial uses. Further conservative adjustments were made to account only for non-student renter-occupied households in Davis, as students primarily are drawn to the area for the university and, in the absence of the redevelopment projects, related households could be distributed elsewhere in the local economy. To the extent the Yolo Rail Realignment project facilitates student residents that would have otherwise located outside of Davis or Yolo County, there may be additional impacts.

New Commercial Uses/Industry Employment

The establishments operating in the new commercial space will support employment across a wide range of industries to produce goods and provide services. **Table 3** shows the estimated industry employment, with total job counts ranging from 27,000 to 37,000. Similar to the construction activities, a large share of the ongoing activities are associated with West Sacramento redevelopment opportunities. The ongoing impacts account for an additional aspect in West Sacramento. The rail relocation will use an alignment that travels through areas with fewer incompatible residential and commercial land uses, which could allow for growth of rail-based goods movement through the Port of West Sacramento.⁷ Assumptions related to household spending and industry employment also are summarized in **Appendix A**.

Economic Impact Modeling

The economic impact analysis uses an input/output (I/O) modeling framework to estimate the full range of economic effects associated with the one-time and ongoing economic activities of the Yolo Rail Realignment project. Economic impacts are derived through an I/O model by taking a direct activity and adding multipliers to account for the chain of spending and responding that is set in motion by the initial activity. For example, a professional services entity operating in the net new commercial space will purchase goods and services to support its own economic activities. The demand for goods and services will stimulate additional economic activities at other supplier businesses. The impacts expand further when employees of these businesses spend their income and stimulate economic activities at businesses receiving the spending. These various economic effects multiply throughout the economy and, when added to the direct activity, yield the total estimated economic impact.

The I/O modeling framework is premised on the concept that industries in a geographic region are interdependent in the sense that they purchase output from, and supply input to, other industries. This analysis relies on the framework established through IMPLAN (Impact Analysis

⁶ Because the nature of the redevelopment projects varies from jurisdiction to jurisdiction, the percentage of off-site spending varies as well, from 40 percent in West Sacramento, where a mixed-use environment facilitates spending on site, to 90 percent in Woodland, where little on-site retail is available.

⁷ The economic outcome of rail-based goods movement is based on an assumption of capacity for 1 million tons annually with revenue of \$10 per ton. This revenue is translated to low and high industry employment estimated based on IMPLAN output per employee levels in Yolo County goods movement industries.

for Planning) software, an I/O model that draws on data collected by the IMPLAN Group, LLC, from several government sources, including the Bureau of Economic Analysis (BEA), Bureau of Labor Statistics (BLS), and the Census Bureau. The model is used widely for estimating economic impacts across a wide array of industries and economic settings.

The total gross economic impacts reflect the sum of direct, indirect, and induced effects. Indirect and induced effects are derived through multipliers that measure the impact of the direct activity as it ripples throughout the economy:

- The **direct** effect represents the change in output or employment attributable to the specific economic activity being analyzed. In this case, the effect captures construction reflected in estimated costs and establishment operations measured through estimated industry employment.
- The **indirect** effect reflects the economic activities that result from the response to demand on suppliers of goods and services from the direct economic activity. For this analysis, the effect measures the interindustry purchases from the construction activities and establishment operations.
- The **induced** effect captures household purchases of goods and services in the economy tied to employee income supported by the direct and indirect activities.⁸

For this analysis, the three effects are estimated for specifically within the Yolo County economy. IMPLAN generates a model of the industrial structure and household profile for the defined economy for the specific data year, which, in turn, determines the extent to which spending is captured and recirculated in the economy rather than being allowed to leak outside the geographic area. Larger geographic areas generally produce greater economic impacts as spending is recirculated among a larger base of establishments and industries.

The economic impact analysis presents results using three economic measures, which are defined for an annual period:

- **Employment (Jobs)** represents the number of full- and part-time jobs supported by the affected industries.
- **Output** reflects the total market value of goods and services generated by affected industries.
- **Labor Income** accounts for total compensation (i.e., salaries/wages and benefits) associated with Employment. It is important to note that Labor Income is a component of Output and is not an additive economic impact.

⁸ Induced effects are not measured for the one-time construction activities because temporary increases to economic activity are not anticipated to generate new resident employees and related induced expenditures in the local economy. IMPLAN suggests that exclusion of these induced effects prevents overestimation of economic impacts associated with temporary increases in economic activity.

Two important caveats are relevant to the interpretation of the IMPLAN model estimates. First, economic impact estimates are derived based on the most recent available data sets from IMPLAN (2013 at the time of this analysis), which reflect key factors such as interindustry relationships, industry size and structure, and industry production functions. Any significant changes to these static factors could significantly alter the resulting economic impacts. Because the system completion and buildout timeframe of this project could be several decades, it is likely these factors will change. However, these potential changes cannot be modeled based on available data.

Second, the I/O methodology is based on the assumption that new industry demand for goods and services results in a corresponding increase in supply and therefore employment. This implies that key industry suppliers can increase output rather than shift output from one set of consumers or products to another. This assumption may not hold in areas with tight labor or capital markets because companies may find it difficult to obtain these inputs or other resources necessary to expand production. In these cases, accommodating an establishment's demand for labor and other inputs may come at the expense of other establishments in the same or related sectors or may need to be satisfied by increased imports from outside the study area. This phenomenon is often referred to as "crowding out" because the sector being stimulated tends to crowd out other sectors, which can reduce the net economic gain.

One-Time Impacts

Table 4 presents the low and high estimated economic impacts for the residential and commercial construction components, as well as the rail realignment component, of the one-time economic activities.⁹

The one-time economic impact (direct and indirect impacts) resulting from construction activities in the Yolo County economy is estimated to total in the following range:

- Between 21,000 and 29,400 job years.
- Between \$3.8 billion and \$5.2 billion of output, which includes labor income reported below.
- Between \$1.6 billion and \$2.2 billion of labor income.

The midpoint between the low and high estimates of the economic impact lies at:

- 25,000 job years.
- \$4.5 billion of output.
- \$1.9 billion of labor income.

⁹ The Yolo County economy is not able to supply enough construction activity to meet all the demand generated by the project through buildout as reflected in the estimated project construction costs (i.e., construction activity will need to be imported into the local economy). The economic impact analysis accounts for the estimated proportion of total activity demand that can be captured in the local economy (local purchasing percentages).

Table 4
Yolo Rail Relocation
One-Time Activities - Total Economic Impact, Yolo County Economy

Analysis/Measure	Direct and Indirect Impacts	
	Low	High
Residential Construction [1]		
Employment	8,831	11,696
Output (2015\$)	\$1,575,205,976	\$2,086,114,160
Labor Income (2015\$)	\$587,107,022	\$777,531,505
Commercial Construction [2]		
Employment	11,346	15,753
Output (2015\$)	\$2,011,070,770	\$2,792,184,722
Labor Income (2015\$)	\$912,379,456	\$1,266,754,018
Rail Realignment [3]		
Employment	919	1,970
Output (2015\$)	\$171,559,270	\$367,627,007
Labor Income (2015\$)	\$70,339,204	\$150,726,865
Total One-Time Activities		
Employment	21,097	29,419
Output (2015\$)	\$3,757,836,016	\$5,245,925,889
Labor Income (2015\$)	\$1,569,825,682	\$2,195,012,388

one-time_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

One-time activities occur over the construction timeline.

[1] See Table B-2.

[2] See Table B-3.

[3] See Table B-1.

These impacts would occur and would be distributed over the construction timeframe, commensurate with the level of construction activity in a given period. Costs directly attributable to rail removal and relocation account from only 4 percent to 7 percent of the total one-time impact in Yolo County. The estimated one-time impact of the Yolo Rail Realignment project is driven instead by residential and commercial construction costs, with residential construction activity representing 35 percent to 42 percent and commercial construction activity representing 53 percent to 58 percent of the total one-time impact.

Additional details on the one-time impacts are provided in the supporting tables in **Appendix B**.

Ongoing Impacts

The estimated economic impacts associated with ongoing household spending and establishment operations are presented in **Table 5.10**. The ongoing economic impact generated in the Yolo County economy is estimated to total in the following range:

- Between 38,000 and 52,300 jobs.
- Between \$5.8 billion and \$8.0 billion of output, which includes labor income reported below.
- Between \$2.0 billion and \$2.7 billion of labor income.

The midpoint between the low and high estimates of the economic impact lies at:

- 45,000 jobs.
- \$6.9 billion of output.
- \$2.3 billion of labor income.

Household spending represents fewer than 2 percent of the total ongoing economic impact in Yolo County. Establishment operations are the primary driver of the estimated ongoing economic impact generated from the Yolo Rail Realignment project.

To put the magnitude of these ongoing economic impacts in perspective, IMPLAN model data for 2013 show total employment in the entire Yolo County economy at approximately 123,000 and total output at \$13.7 billion.

Additional information on the household spending and industry employment economic impacts is provided in **Appendix B**.

¹⁰ Economic impacts shown result from estimated net new household spending and industry employment from net new commercial space. Impacts reported are gross economic impacts in that they do not account for potential shifts as existing commercial users vacate current space and move into new space, or new commercial users crowd out existing establishments.

Table 5
Yolo Rail Relocation
Ongoing Activities - Total Economic Impact, Yolo County Economy

Analysis/Measure	Low	High
Household Spending [1]		
Employment	592	866
Output (2015\$)	\$77,719,875	\$113,812,926
Labor Income (2015\$)	\$24,291,396	\$35,562,437
Industry Employment [2]		
Employment	38,060	52,325
Output (2015\$)	\$5,785,899,657	\$7,964,494,784
Labor Income (2015\$)	\$1,948,448,863	\$2,654,227,242
Total Ongoing Activities		
Employment	38,652	53,191
Output (2015\$)	\$5,863,619,532	\$8,078,307,710
Labor Income (2015\$)	\$1,972,740,259	\$2,689,789,679

ongoing_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

[1] See Table B-4.

[2] See Table B-5.

Other Economic Benefits

Case-study research and discussion with stakeholders revealed a few other potential economic benefits that could result from the Yolo Rail Realignment project. These benefits are presented qualitatively because outcomes are tenuous or uncertain or reflect aspects that are not typically measured quantitatively through an economic impact analysis.

Property Values

While residents place value on access to transportation options such as train stations, proximity to a rail track, which is often far removed from the points of access, is not valued in the same way. The housing market perceives freight railroad tracks as a nuisance, primarily because of the noise generated, as well as the potential for accidents. Much of that noise comes from train horns, and while many communities have made efforts to ban horns in residential communities during nighttime hours, such bans have been shown to increase fatalities, creating costs both for residents and rail companies. In one survey of prospective homeowners, respondents rated a train track as one of the least desirable site characteristics to live near, ranking only above a junkyard, a leaking underground storage tank, and a factory. Studies have found that residential properties adjacent to rail tracks are priced 5- to 10-percent lower than average, a value deficit that can be remedied through rail removal.¹¹

Public Safety

The Yolo Rail Realignment project would remove the annual maintenance costs related to 4 at-grade crossings in Davis, 12 in Woodland, and 6 in West Sacramento. Over 10 years, the removal of these crossings is projected to save annual maintenance costs totaling \$400,000 in Davis, \$1 million in Woodland, and \$700,000 in West Sacramento.¹²

In addition to saving on maintenance costs, the removal of at-grade crossings benefits public safety. About 130 collisions occurred at highway-rail grade crossings in California in 2014, resulting in more than 30 deaths, the most fatalities of any state.¹³ The fatality rate for police-reported highway-rail crashes is 10 times as high as the rate for highway crashes.¹⁴

¹¹ Simons, Robert A., and Abdellaziz El Jaouhari. "The Effect of Freight Railroad Tracks and Train Activity on Residential Property Values." *Appraisal Journal* 72.3 (2004): 223-233.

¹² Savings estimates from City of Davis Staff Report, Resolution Supporting Study of Yolo Freight Rail Realignment, July 2, 2013.

¹³ Operation Lifesaver: Rail Safety Education, "Highway-Rail Grade Crossing Collisions," 2014. <http://oli.org/about-us/news/statistics/collisions-by-state>

¹⁴ National Cooperative Highway Research Program, "Comprehensive Costs of Highway-Rail Grade Crossing Crashes", 2013. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_755.pdf

Central Landfill Operations

The Yolo Rail Realignment project could enable Yolo County to build a solid waste rail transfer facility along the western edge of the Central Landfill, allowing the Central Landfill to receive waste from other communities. The Central Landfill receives between 700 and 900 tons of solid waste daily, and though currently permitted to receive only 1,800 tons daily, the Central Landfill has said it would seek to increase its permitted daily volume if demand exists. As part of the increased volume, the Central Landfill could add a container surcharge to its tipping fees to support rail infrastructure and increase revenue generation. It is important to note, however, that waste-by-rail contracts are extremely competitive, and many public entities are not able to support fees that allow them to compete for major projects.

If the Central Landfill is able to increase volume of delivered waste, it may be able to also expand its waste-to-energy program. While the technology required to convert waste to energy is in its developing stages and has yet to be widely adopted, much potential exists in the three processes: thermochemical, biochemical, and physiochemical. These processes can produce energy in the form of heat, steam, electricity, natural gas, and liquid fuel cells. This offers not only renewable energy generation that has economic value but also could allow the Central Landfill opportunities to partner with businesses and researchers on demonstration projects supported by close proximity to the University of California, Davis.

CCSB Excavation

The CCSB, located at the end of Cache Creek, preserves the floodway capacity of the Yolo Bypass by capturing sediment before it makes its way into the Yolo Bypass. As part of a mercury discharge load requirement, the California Department of Water Resources (DWR) must increase the catchment efficiency of the CCSB by 50 percent by 2020. The current proposed solution involves excavating the CCSB and trucking the excavated material off site. Alternatively, to accomplish this goal, the CCSB sediment could be used as landfill cover for the Central Landfill. The Yolo Rail Realignment project could make this project feasible by providing transportation for the sediment from the CCSB to the Central Landfill. The Central Landfill needs 250,000 cubic yards of landfill each year to meet its needs, which it currently plans to extract from a nearby parcel it acquired specifically with the intention to excavate. The Yolo Rail Realignment project offers additional options to meet the needs of both the CCSB and Central Landfill.

Economic Development

Industrial sites with rail access have the potential to be more competitive relative to non-rail-served sites in the same area because they can attract users that require this transportation infrastructure for goods movement. Moving supplies, intermediate products, and end products by rail can reduce shipping costs depending on the destination, freight load, and logistics arrangements. The Yolo Rail Realignment project could introduce opportunities to expand the rail network and develop new rail-served sites in Woodland and West Sacramento.

However, input from economic development and real estate representatives, as well as case-study analysis shows that this competitive advantage could be minimal, particularly in an area that is not viewed as having a significant presence of logistics-driven industries or established multi-modal options.

A small share of major business location and expansion projects in the state and Sacramento Region involve users that specifically require rail access. In these cases, users tend to focus on established logistics regions and sites with active spur connections. Very few of these users would consider a site that requires additional investment to pull in a rail spur connection. More broadly, when asked, businesses will often say they value the flexibility that rail access provides them, though instead of actually shipping by rail, businesses will often use their rail access as a negotiating tool to lower the rates of trucking companies.

Available evidence is not fully conclusive regarding increased economic value for rail-served sites associated with the property or specific users. While there are specific examples of valuable property and high-value users in rail-served sites, this does not appear to be a universal finding when comparing industrial sites with and without rail access across various submarkets and regions. For instance, measures of business intensity tend to remain in a close range for users in applicable sites in the Sacramento Region. At the national scale, there are even instances of real estate investors removing rail infrastructure in industrial areas.

Key Considerations for Next Steps

As the Yolo Rail Realignment project moves past the initial assessments of economic benefits and funding sources, there are a few considerations on which the partnership should focus in defining the next steps:

- *Leverage flood control*—As discussed above, flood control is both necessary for, and can benefit from, the rail removal and relocation. Because flood control has garnered increased attention related to planning and funding, the partnership should fully leverage this linkage to build additional support for the Yolo Rail Realignment project. It will be important to integrate the Yolo Rail Realignment project concept into associated flood control discussion and planning on the basis of alignment with regional economic development objectives.
- *Conduct planning studies*—The analysis conducted in fulfillment of the Economic Development Administration grant primarily was based on conceptual-level assumptions and estimates. Formal planning studies will be necessary to better define project feasibility, features, costs, and benefits. These studies also should delineate project phasing to allow for prioritization of funding strategies; in addition to feasibility, phasing decisions should consider the types and magnitude of potential economic benefits discussed in this report.
- *Plan for rail-operator engagement*—While the partnership preliminarily has engaged the short-line operators and Union Pacific Railroad at various points in the project, formal discussions will be necessary to move the project forward. Rail-operator input will be necessary to inform the planning studies and future action. A collaborative process will be important to create the conditions for discovering interests and creating positive outcomes.
- *Continue collective leadership*—The concept of rail realignment has been a topic of discussion for many years, but formation of the partnership in pursuit of the Economic Development Administration grant has brought a new level of collective leadership. Continuing and enhancing this leadership will be important to make progress on such a substantial and complex project. As the project moves forward, the partnership should consider expanding its membership to include additional business, rail, and public safety representation.

- *Prioritize future actions*—There are several steps, both complex and straightforward, that will need to be taken to make this project come to fruition. To keep activities focused, the partnership should consider building an action plan to build on priorities and guide activities for the next 12 months. One step that has been discussed by the partnership as a short-term priority is to undertake the process of preliminary engineering and design on the new north-south alignment through Yolo County to build replacement functionality that will allow for track removal and related redevelopment.

APPENDICES:

Appendix A: Background Assumptions

Appendix B: Detailed Economic Impacts

Appendix C: Stakeholder Interviews



APPENDIX A: Background Assumptions



Table A-1	Redevelopment Construction Costs
Table A-2	Redevelopment Income of New Households
Table A-3	Estimated Davis Student Households
Table A-4	Redevelopment Commercial Building Square Footage by Land Use
Table A-5	Redevelopment Employees by Land Use
Table A-6	Land Use Industry Employment Mix
Table A-7	Redevelopment Employment by Industry—Low Density
Table A-8	Redevelopment Employment by Industry—High Density

**Table A-1
Yolo Rail Relocation
Redevelopment Construction Costs (2015\$)**

Item	Assumption [1]	Davis [2]		West Sacramento		Woodland		Total	
		Low Density	High Density	Low Density	High Density	Low Density	High Density	Low Density	High Density
Residential									
Projected Net New Assessed Value		\$640,461,409	\$879,370,159	\$2,152,727,803	\$2,598,349,550	\$346,351,099	\$680,110,823	\$3,139,540,311	\$4,157,830,531
Total Residential Construction Costs	40% of assessed value	\$256,184,563	\$351,748,064	\$861,091,121	\$1,039,339,820	\$138,540,440	\$272,044,329	\$1,255,816,124	\$1,663,132,212
Commercial									
Projected Net New Assessed Value		\$366,649,211	\$830,816,466	\$2,363,290,031	\$2,946,474,363	\$106,496,151	\$181,960,579	\$2,856,435,393	\$3,959,251,407
Total Commercial Construction Costs	65% of assessed value	\$254,726,916	\$567,125,677	\$1,549,138,520	\$1,915,208,336	\$69,222,498	\$118,274,376	\$1,873,087,935	\$2,600,608,389

construct_cost

Source: Cities of Davis, West Sacramento, and Woodland; Pedestrian and Bicycle Information Center (PBIC); CH2M HILL; EPS.

[1] Based on residential and commercial industry standard ranges. Applied to Assessed Values of redeveloped parcels from Area 1 analysis.
 [2] In addition to Area 1 redevelopment AV assumptions, commercial construction costs include parking structure, 2nd Street connection, four standard bike crossings, and one over/under bike crossing. Parking structure assumes 500 to 700 spaces at \$30,000 per space. 2nd Street Connection based on AACE Class 4 estimates and includes 10% mobilization and 30% contingency factors. Bike crossings based on PBIC published cost ranges.

Table A-2
Yolo Rail Relocation
Redevelopment Income of New Households (2015\$)

Item	Formula	Davis		West Sacramento		Woodland		Total	
		Low Density	High Density	Low Density	High Density	Low Density	High Density	Low Density	High Density
All Units/Households									
Projected Net New Residential Units	a	1,362	2,226	5,738	7,249	1,249	2,392	8,349	11,867
Share of Households Working Outside Yolo County [1]	b	54%	54%	73%	73%	48%	48%	N/A	N/A
Net New Households Working Outside of Yolo County	a*b = c	730	1,193	4,174	5,273	598	1,145	N/A	N/A
Residential Vacancy Rate	d	5%	5%	5%	5%	5%	5%	N/A	N/A
Share of Spending Outside of Redevelopment Project Areas	e	80%	80%	40%	40%	90%	90%	N/A	N/A
Owner-Occupied Households									
Share of Owner-Occupied Households [2]	f	27%	23%	55%	56%	44%	54%	N/A	N/A
Number of Owner-Occupied Households	c*f = g	197	279	2,310	2,977	264	613	2,771	3,869
Owner-Occupied Households Less Vacancies	g-(d*g) = h	187	265	2,195	2,828	251	583	2,633	3,676
Median Household Income of New Households [2]	i	\$104,201	\$104,201	\$67,227	\$67,227	\$68,673	\$68,673	N/A	N/A
Aggregate Income of New Households	h*i = j	\$19,459,304	\$27,591,169	\$147,558,891	\$190,134,360	\$17,245,921	\$40,010,359	\$184,264,116	\$257,735,887
Total Spending Outside of Redevelopment Project Areas	j*e = k	\$15,567,443	\$22,072,935	\$59,023,556	\$76,053,744	\$15,521,329	\$36,009,323	\$90,112,328	\$134,136,001
Renter-Occupied Households									
Share of Renter-Occupied Households [2]	l	73%	77%	45%	44%	56%	46%	N/A	N/A
Number of Renter-Occupied Households	c*l = m	534	915	1,864	2,296	333	532	2,731	3,743
Renter-Occupied Households Less Vacancies	m-(d*m) = n	507	869	1,771	2,181	317	505	2,594	3,555
Median Household Income of New Households [2]	o	\$34,852	\$34,852	\$28,078	\$28,078	\$33,397	\$33,397	N/A	N/A
Non-Student Household Share [3]	p	39%	39%	100%	100%	100%	100%	N/A	N/A
Aggregate Income of New Households	n*p = q	\$17,782,203	\$30,000,000	\$49,714,887	\$61,246,463	\$10,574,174	\$16,869,672	\$67,154,264	\$89,881,057
Total Spending Outside of Redevelopment Project Areas	o*q = r	\$5,482,163	\$9,411,938	\$19,885,955	\$24,498,585	\$9,516,757	\$15,182,705	\$34,894,874	\$49,093,228
Total Aggregate Income of New Households Working Outside Yolo County									
	j+r = t	\$26,324,507	\$39,356,081	\$197,273,778	\$251,380,823	\$27,820,095	\$56,880,030	\$251,418,380	\$347,616,944
Total Spending Outside of Redevelopment Project Areas									
	k+s = u	\$21,059,606	\$31,484,872	\$78,909,511	\$100,552,329	\$25,038,085	\$51,192,027	\$125,007,202	\$183,229,229

Source: Cities of Davis, West Sacramento, and Woodland; U.S. Census Bureau, OnTheMap, and LEHD Origin Destination Employment Statistics, 2007-2011 Average; 2013 American Community Survey 3-Year Estimates; EPS.

[1] Share of workers in the City working outside of Yolo County from OnTheMap serves as a proxy for share of households working elsewhere. The spending of households working in the County is captured through the induced impacts of local jobs.
 [2] Reflects shares of owner-occupied and renter-occupied units from projected land uses detailed in Appendix C.
 [3] See Table A-3. Because the UC Davis student population would otherwise be housed elsewhere, their spending is not counted as an economic impact, only the spending of the remaining renters who might otherwise live elsewhere. This analysis is only applied to Davis, as the impact of student renters in West Sacramento and Woodland is not significant enough to merit such analysis.

Table A-3
Yolo Rail Relocation
Estimated Davis Student Households

Item	Value
Davis Student Households	
Residents Enrolled in Public College or Graduate School [1]	21,423
Persons per Renter-Occupied Household [2]	2.65
Total Davis Student Households	8,084
Total Davis Renter-Occupied Households	13,219
Student Household Share	61%

college_share

Source: 2013 American Community Survey 3-Year Estimates; EPS.

[1] Public college/graduate school students are used as a proxy for UC Davis students.

[2] While not all students are renters, their household size patterns are assumed to align most closely with renter-occupied households. In order to convert student residents into student households, all students are assumed to live only with other students.

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Table A-4
Yolo Rail Relocation
Redevelopment Commercial Building Square Footage by Land Use

Item	Land Use Assumptions			Low Density Commercial			High Density Commercial		
	Office	R&D/Flex	Retail	Office	R&D/Flex	Retail	Office	R&D/Flex	Retail
	Net New Comm. Sq. Ft.			Net New Comm. Sq. Ft.			Net New Comm. Sq. Ft.		
Davis									
Downtown Core	50%	0%	50%	314,771	0	314,771	740,720	0	740,720
Downtown North	50%	0%	50%	203,381	0	203,381	480,716	0	480,716
Central Davis	50%	0%	50%	0	0	0	0	0	0
North Davis	0%	0%	100%	(8,388)	0	(8,388)	0	0	(8,388)
Total Davis				1,027,917	518,152	509,764	1,221,436	2,434,484	1,213,048
West Sacramento									
Washington District	50%	0%	50%	961,000	480,500	480,500	587,000	0	587,000
Bridge District	90%	0%	10%	4,791,000	4,311,900	479,100	5,296,500	0	588,500
Pioneer Bluff	50%	0%	50%	2,377,500	1,188,750	1,188,750	1,458,750	0	1,458,750
Snow Cone	50%	0%	50%	0	0	0	54,256	0	54,256
Total West Sacramento				8,129,500	5,981,150	2,148,350	7,396,506	10,085,012	2,688,506
Woodland									
Central Business District	50%	0%	50%	335,543	167,771	167,771	230,316	0	230,316
East Street District	50%	0%	50%	77,399	38,699	38,699	72,589	0	72,589
North East Street District	0%	100%	0%	274,241	0	274,241	0	548,481	0
Annexation Area	50%	0%	50%	0	0	0	0	0	0
Total Woodland				687,182	206,471	206,471	302,906	548,481	302,906

comm_sqft

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

**Table A-5
Yolo Rail Relocation
Redevelopment Employees by Land Use**

Item	Low Density Commercial				High Density Commercial				Total
	Office	R&D/Flex	Retail	Other	Office	R&D/Flex	Retail	Other	
Square Feet per Employee [1]	300	300	500	-	300	300	500	-	-
Vacancy Rate [2]	8%	10%	5%	-	8%	10%	5%	-	-
Davis Employees [3]									
Downtown Core	965	0	598	0	2,272	0	1,407	0	3,679
Downtown North	624	0	386	0	1,474	0	913	0	2,388
Central Davis	0	0	0	0	0	0	0	0	0
North Davis	0	0	(16)	0	0	0	(16)	0	(16)
Total Davis	1,589	0	969	0	3,746	0	2,305	0	6,051
West Sacramento Employees [3], [4]									
Washington District	1,474	0	913	0	1,800	0	1,115	0	2,915
Bridge District	13,223	0	910	0	16,243	0	1,118	0	17,361
Pioneer Bluff	3,646	0	2,259	0	4,474	0	2,772	0	7,245
Snow Cone	0	0	0	0	166	0	103	0	269
Port	0	0	0	14	0	0	0	35	35
Total West Sacramento	18,342	0	4,082	14	22,683	0	5,108	35	27,826
Woodland Employees [3]									
Central Business District	514	0	319	0	706	0	438	0	1,144
East Street District	119	0	74	0	223	0	138	0	361
North East Street District	0	823	0	0	0	1,645	0	0	1,645
Annexation Area	0	0	0	0	0	0	0	0	0
Total Woodland	633	823	392	0	929	1,645	576	0	3,150
Total Employees	20,564	823	5,443	14	27,357	1,645	7,988	35	37,026

lu_jobs

Source: Cities of Davis, West Sacramento, and Woodland; IMPLAN, 2013 Data; Costar; EPS.

[1] Based on SACOG Metropolitan Transportation Plan ranges and EPS.

[2] CoStar; EPS.

[3] Based on total square footage calculated in Table A-4.

[4] In addition to redevelopment assumptions, includes increased goods movement at Port. Port goods movement based on City-estimated 1,000,000 ton increased capacity valued at \$10 per ton applied to low and high range of output per employee values in related Yolo County goods movement industries.

Table A-6
Yolo Rail Relocation
Land Use Industry Employment Mix

Major Industry (NAICS) [1]	Davis			West Sacramento			Woodland			
	Total Jobs [2]	Office Share	R&D/Flex Share	Total Jobs [2]	Office Share	R&D/Flex Share	Total Jobs [2]	Office Share	R&D/Flex Share [3]	Other Share
Agriculture, Forestry, Fishing and Hunting (11)	213	-	-	31	-	-	319	-	5.0%	-
Mining (21)	1	-	-	58	-	-	41	-	-	-
Utilities (22)	256	-	-	0	-	-	45	-	5.0%	-
Construction (23)	643	-	-	1,972	-	-	1,142	-	-	-
Manufacturing (31-33)	595	-	-	4,821	-	-	3,233	-	40.0%	-
Wholesale Trade (42)	218	-	-	3,133	-	-	1,770	-	5.0%	-
Retail Trade (44-45)	3,030	-	44.0%	5,343	-	62.1%	3,065	-	-	50.7%
Transportation and Warehousing (48-49)	275	-	-	2,096	-	-	1,326	-	5.0%	-
Information (51)	310	3.2%	-	538	5.8%	-	304	2.4%	5.0%	-
Finance and Insurance (52)	477	4.9%	-	722	7.8%	-	694	5.4%	-	-
Real Estate and Rental and Leasing (53)	856	8.8%	-	766	8.2%	-	639	5.0%	-	-
Professional, Scientific, and Technical Services (54)	1,386	14.2%	-	2,649	28.5%	-	770	6.0%	30.0%	-
Management of Companies & Enterprises (55)	16	0.2%	-	4	0.0%	-	3	0.0%	-	-
Administrative and Waste Services (56)	422	4.3%	-	477	5.1%	-	525	4.1%	5.0%	-
Educational Services (61)	2,442	25.1%	-	1,059	11.4%	-	1,602	12.6%	-	-
Health Care and Social Assistance (62)	2,911	29.9%	-	1,017	10.9%	-	3,718	29.1%	-	-
Arts, Entertainment, and Recreation (71)	457	-	6.6%	293	-	3.4%	319	-	-	5.3%
Accommodation and Food Services (72)	2,341	-	34.0%	1,396	-	16.2%	1,381	-	-	22.8%
Other Services (81)	1,064	-	15.4%	1,574	-	18.3%	1,279	-	-	21.2%
Government	918	9.4%	-	2,079	22.3%	-	4,500	35.3%	-	-
Total	18,831	9,738	N/A	30,028	9,311	N/A	26,675	12,755	N/A	6,044

ll_mlx

Source: 2014 ESRI Business Analyst Online Estimates; EPS.

[1] Industry sector land use assignment based on SACOG Metropolitan Transportation Plan and EPS. Assumes current industry employment mix will remain constant.

[2] Citywide employment totals from BAO.

[3] R&D sector assignment based on EPS research on flex space in Northern California.

[4] Accounts for goods movement activity at Port.

Table A-7
Yolo Rail Relocation
Redevelopment Employment by Industry - Low Density

Major Industry (NAICS)	Davis			West Sacramento			Woodland			Total								
	Office	R&D/Flex	Other	Office	R&D/Flex	Other	Office	R&D/Flex	Other	Office	R&D/Flex	Other						
	Total			Total			Total			Total								
Total Employment [1]	1,589	0	969	2,558	18,342	0	4,082	14	22,438	633	823	0	1,848	20,564	823	5,443	14	26,844
Employment by Industry [2]																		
Agriculture, Forestry, Fishing and Hunting (11)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mining (21)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utilities (22)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction (23)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manufacturing (31-33)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wholesale Trade (42)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Trade (44-45)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transportation and Warehousing (48-49)	0	0	426	426	0	0	2,534	0	2,534	0	0	0	199	0	0	3,159	0	3,159
Information (51)	0	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
Finance and Insurance (52)	51	0	0	51	1,060	0	0	0	1,060	15	41	0	56	1,126	41	0	14	55
Real Estate and Rental and Leasing (53)	78	0	0	78	1,422	0	0	0	1,422	34	0	0	34	1,535	0	0	0	1,167
Professional, Scientific, and Technical Services (54)	140	0	0	140	1,509	0	0	0	1,509	32	0	0	32	1,680	0	0	0	1,535
Management of Companies & Enterprises (55)	226	0	0	226	5,218	0	0	0	5,218	38	247	0	285	5,483	247	0	0	1,680
Administrative and Waste Services (56)	3	0	0	3	8	0	0	0	8	0	0	0	0	11	0	0	0	11
Educational Services (61)	69	0	0	69	940	0	0	0	940	26	41	0	67	1,035	41	0	0	1,076
Health Care and Social Assistance (62)	398	0	0	398	2,086	0	0	0	2,086	80	0	0	80	2,564	0	0	0	2,564
Arts, Entertainment, and Recreation (71)	475	0	0	475	2,003	0	0	0	2,003	185	0	0	185	2,663	0	0	0	2,663
Accommodation and Food Services (72)	0	0	64	64	0	0	139	0	139	0	0	0	21	0	0	224	0	224
Other Services (81)	0	0	329	329	0	0	662	0	662	0	0	0	80	0	0	1,081	0	1,081
Government	150	0	150	150	4,096	0	747	0	4,096	223	0	0	223	4,469	0	0	0	4,469

jobs_inf_low

Source: EPS.

[1] See Table A-5.

[2] Based on shares of employment in Table A-5.

High Density

Table A-3
Yolo Rail Relocation
Redevelopment Employment by Industry - High Density

Major Industry (NAICS)	Davis			West Sacramento			Woodland			Total				
	Office	R&D/Flex	Total	Office	R&D/Flex	Total	Office	R&D/Flex	Total	Office	R&D/Flex	Total		
Total Employment [1]	3,746	0	6,051	22,683	0	27,826	929	1,645	3,150	27,357	1,645	7,988	35	37,026
Employment by Industry [2]														
Agriculture, Forestry, Fishing and Hunting (11)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mining (21)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utilities (22)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction (23)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manufacturing (31-33)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wholesale Trade (42)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Trade (44-45)	0	0	1,013	0	0	3,171	0	0	282	0	0	4,477	0	4,477
Transportation and Warehousing (48-49)	0	0	0	0	0	35	0	0	0	0	0	0	35	117
Information (51)	119	0	119	1,311	0	1,311	22	0	104	1,452	0	1,534	0	1,534
Finance and Insurance (52)	183	0	183	1,759	0	1,759	51	0	51	1,983	0	1,983	0	1,983
Real Estate and Rental and Leasing (53)	328	0	329	1,866	0	1,866	47	0	47	2,242	0	2,242	0	2,242
Professional, Scientific, and Technical Services (54)	553	0	553	6,453	0	6,453	56	0	560	7,042	494	7,536	0	7,536
Management of Companies & Enterprises (55)	6	0	6	10	0	10	0	0	0	16	0	16	0	16
Administrative and Waste Services (56)	162	0	162	1,162	0	1,162	38	0	121	1,363	82	1,445	0	1,445
Educational Services (61)	939	0	939	2,580	0	2,580	117	0	117	3,636	0	3,636	0	3,636
Health Care and Social Assistance (62)	1,120	0	1,120	2,478	0	2,478	271	0	271	3,868	0	3,868	0	3,868
Arts, Entertainment, and Recreation (71)	0	0	153	0	0	174	0	0	30	0	0	357	0	357
Accommodation and Food Services (72)	0	0	783	0	0	829	0	0	132	0	0	1,743	0	1,743
Other Services (81)	0	0	356	0	0	934	0	0	122	0	0	1,412	0	1,412
Government	353	0	353	5,065	0	5,065	328	0	328	5,746	0	5,746	0	5,746

Jobs_High

Source: EPS.

[1] See Table A-5.

[2] Based on shares of employment in Table A-6.

APPENDIX B: Detailed Economic Impacts



Table B-1	Rail Infrastructure Construction Impacts
Table B-2	Residential Construction Impacts
Table B-3	Commercial Construction Impacts
Table B-4	Household Income Impacts
Table B-5	Industry Employment Impacts

Table B-1
Yolo Rail Relocation
One-Time Activities - Rail Realignment Economic Impact, Yolo County Economy

Rail Realignment

Analysis/Measure	Effect		Total Impact
	Direct [1]	Induced [2]	
Low			
Employment	725	194	919
Output (2015\$)	\$145,283,145	\$26,276,125	\$171,559,270
Labor Income (2015\$)	\$61,182,952	\$9,156,253	\$70,339,204
High			
Employment	1,553	417	1,970
Output (2015\$)	\$311,321,026	\$56,305,981	\$367,627,007
Labor Income (2015\$)	\$131,106,325	\$19,620,540	\$150,726,865

rail_realign_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

Rail realignment activities are one-time activities that occur over the construction timeline.

[1] Adjusts for local purchasing percentage of 95.09%, which is the proportion estimated by IMPLAN of total activity demand that can be captured within the local economy.

[2] Excluded because activities are temporary and not expected to generate net new household expenditures in the local economy.

Table B-2
Yolo Rail Relocation
One-Time Activities - Residential Construction Economic Impact, Yolo County Economy

Residential Construction

Analysis/Measure	Effect		Total Impact
	Direct [1]	Indirect	
Low			
Employment	5,738	3,093	8,831
Output (2015\$)	\$1,232,513,247	\$342,692,729	\$1,575,205,976
Labor Income (2015\$)	\$469,106,573	\$118,000,449	\$587,107,022
High			
Employment	7,599	4,097	11,696
Output (2015\$)	\$1,632,271,193	\$453,842,967	\$2,086,114,160
Labor Income (2015\$)	\$621,258,350	\$156,273,155	\$777,531,505

res construct_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

Residential construction activities are one-time activities that occur over the construction timeline.

[1] Adjusts for local purchasing percentage of 98.14%, which is the proportion estimated by IMPLAN of total activity demand that can be captured within the local economy.

[2] Excluded because activities are temporary and not expected to generate net new household expenditures in the local economy.

Table B-3
Yolo Rail Relocation
One-Time Activities - Commercial Construction Economic Impact, Yolo County Economy

Commercial Construction

Analysis/Measure	Effect		Total Impact
	Direct [1]	Induced [2]	
Low			
Employment	9,820	1,527	11,346
Output (2015\$)	\$1,771,535,720	\$239,535,050	\$2,011,070,770
Labor Income (2015\$)	\$829,789,392	\$82,590,064	\$912,379,456
High			
Employment	13,634	2,119	15,753
Output (2015\$)	\$2,459,612,584	\$332,572,138	\$2,792,184,722
Labor Income (2015\$)	\$1,152,085,396	\$114,668,622	\$1,266,754,018

comm construct_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

Commercial construction activities are one-time activities that occur over the construction timeline.

[1] Adjusts for local purchasing percentage of 94.58%, which is the proportion estimated by IMPLAN of total activity demand that can be captured within the local economy.

[2] Excluded because activities are temporary and not expected to generate net new household expenditures in the local economy.

Table B-4
Yolo Rail Relocation
Ongoing Activities - Household Spending Economic Impact, Yolo County Economy

Household Spending

Analysis/Measure	Effect		Induced [1]	Total Impact
	Direct	Indirect		
Low				
Employment	0	0	592	592
Output (2015\$)	\$0	\$0	\$77,719,875	\$77,719,875
Labor Income (2015\$)	\$0	\$0	\$24,291,396	\$24,291,396
High				
Employment	0	0	866	866
Output (2015\$)	\$0	\$0	\$113,812,926	\$113,812,926
Labor Income (2015\$)	\$0	\$0	\$35,562,437	\$35,562,437

hhid_spend_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

[1] IMPLAN definition applies all household spending changes to induced effects. Adjusts for spending patterns, taxes, savings, and estimated leakage.

Table B-5
Yolo Rail Relocation
Ongoing Activities - Industry Employment Economic Impact, Yolo County Economy

Analysis/Measure	Effect		Induced	Total Impact	Multiplier Effect [1]
	Direct	Indirect			
Low					
Employment	26,845	6,189	5,026	38,060	1.4
Output (2015\$)	\$4,127,866,859	\$1,019,733,603	\$638,299,195	\$5,785,899,657	1.4
Labor Income (2015\$)	\$1,424,272,451	\$309,002,511	\$215,173,901	\$1,948,448,863	1.4
High					
Employment	37,026	8,450	6,849	52,325	1.4
Output (2015\$)	\$5,701,603,231	\$1,393,124,415	\$869,767,138	\$7,964,494,784	1.4
Labor Income (2015\$)	\$1,937,769,843	\$423,251,416	\$293,205,983	\$2,654,227,242	1.4

ind emp_impact

Source: IMPLAN, 2013 Data; EPS.

Note: Labor income is included in output.

[1] Measures incremental change to direct effect calculated by dividing total impact by direct effect.

APPENDIX C:
Stakeholder Interviews



APPENDIX C: STAKEHOLDER INTERVIEWS

EPS interviewed representatives from the following entities to inform the analysis of economic opportunities in Assessment Area 2:

- California Governor’s Office of Business and Economic Development
- City of Davis
- City of West Sacramento
- City of Woodland
- Greater Sacramento Area Economic Council (formerly Sacramento Area Commerce and Trade Organization)
- HDR, Inc.
- Jones Lang LaSalle
- Majestic Realty Co.
- Rubicon Partners, Inc.
- Sacramento Area Flood Control Agency
- University of California, Davis
- Yolo County
- Yolo County Central Landfill



EXHIBITS:

- Exhibit 1: Yolo Rail Realignment Assessment
Area #1: Redevelopment
Opportunities Memorandum
- Exhibit 2: Rail Realignment Cost Estimates

EXHIBIT 1:

**Yolo Rail Realignment Assessment Area #1:
Redevelopment Opportunities Memorandum**



MEMORANDUM

To: Yolo Rail Relocation Stakeholders

From: David Zehnder and Amy Lapin

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

Date: September 11, 2015

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 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.

The Economics of Land Use



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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.¹ Net new land uses reflect the gross land uses estimated on affected parcels, net of existing land uses derived from County Assessor records.² 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 5,740 to 7,250 residential units and 8.13 to 10.09 million square feet of commercial space. All net new residential units will be developed in the Washington District, Bridge District, and Pioneer Bluff 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 District 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

¹ 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.

² 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.

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 \$4.54 to \$5.55 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/a409e2t6cs742gr/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 to estimate 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 to estimate 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 and potential new park/recreational use will provide a great amenity to the west of Pioneer Bluff.

Based on West Sacramento staff direction, EPS used West Sacramento General Plan buildout targets to estimate 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.

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.³

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:

³ 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

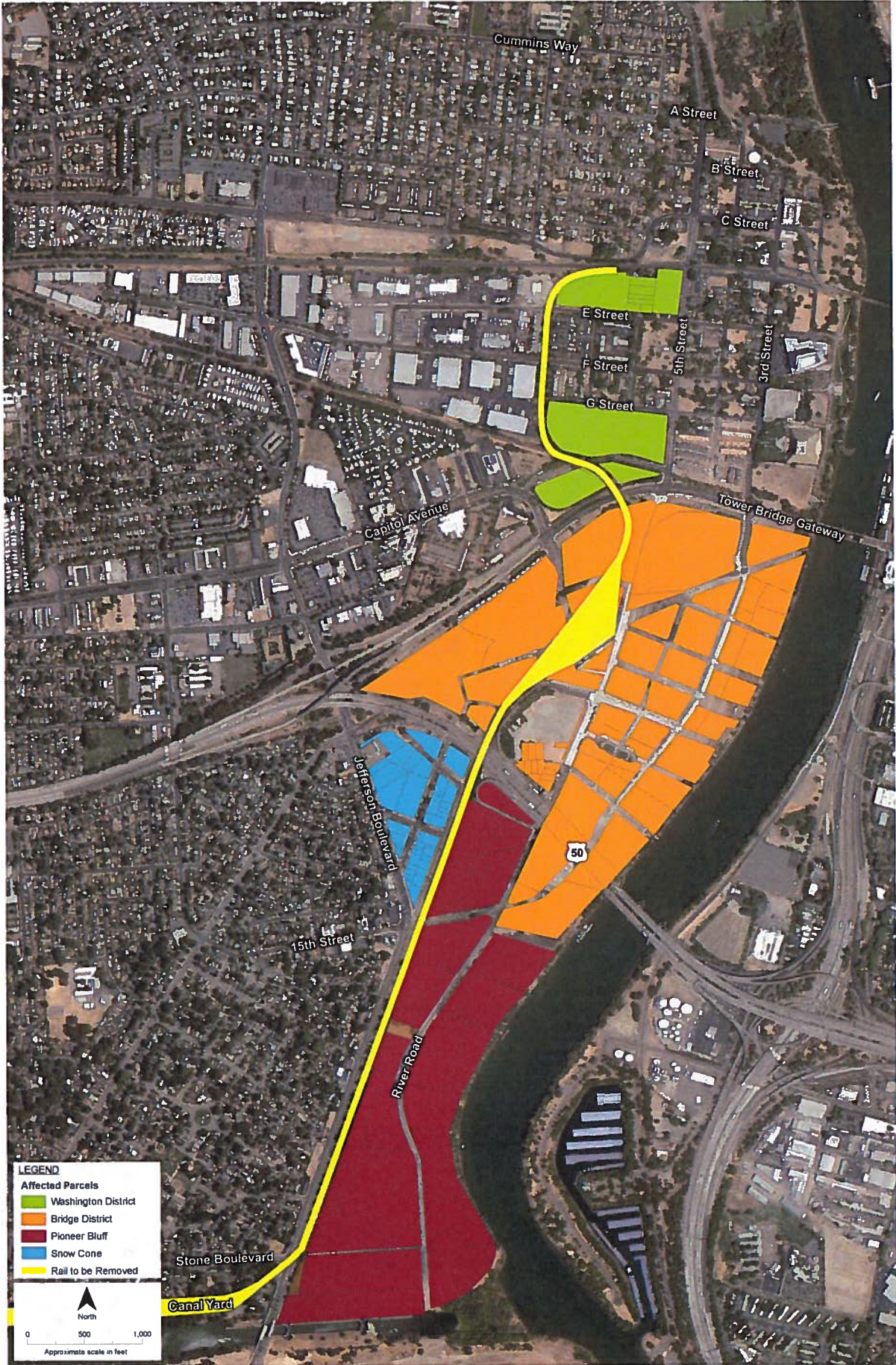
redevelopment and rail realignment. These impacts will be measured in the entire County economy and will be presented using standard economic variables such as employment and output. Assessment Area 2 also will provide a qualitative discussion of other potential benefits arising from rail realignment 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.

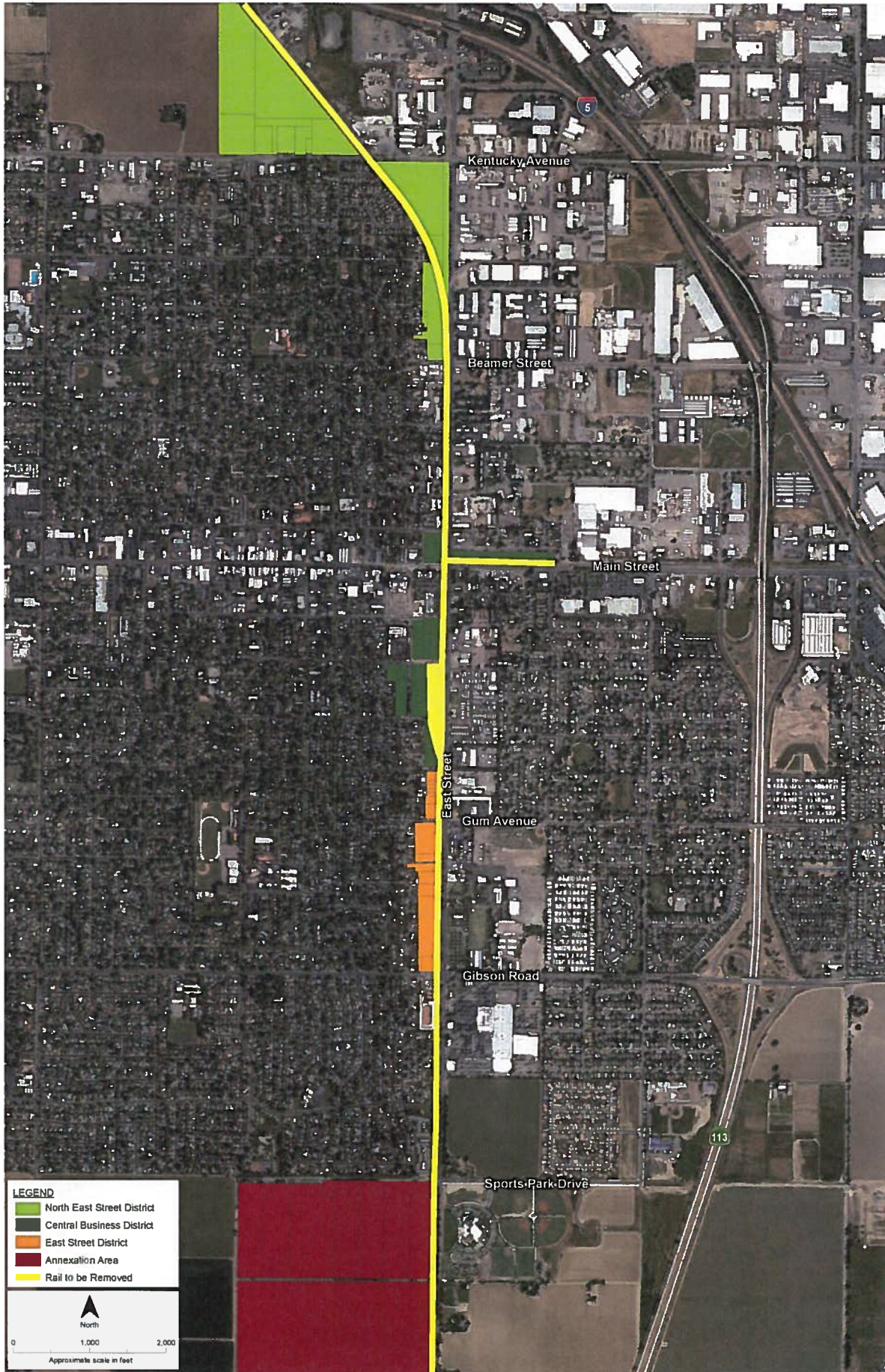
Map 1
Yolo Rail Relocation – Redevelopment Opportunities
City of Davis



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**

Net New Projected Land Use Scenarios [1]											
Item	Source	Acreage	Low Density				High Density				
			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.	
Davis											
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	
Total Davis		109.3	1,362	2,979,905	1,027,917	4,007,822	2,226	4,275,474	2,434,484	6,709,958	
West Sacramento											
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	3,310	4,965,000	2,377,500	7,342,500	4,050	6,075,667	2,917,500	8,993,167	
Snow Cone		14.4	0	0	0	0	0	0	108,512	108,512	
Total West Sacramento		256.7	5,738	8,937,879	8,129,500	17,067,379	7,249	11,203,846	10,085,012	21,288,858	
Woodland											
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	
Total Woodland		275.9	1,249	2,272,911	687,182	2,960,093	2,392	4,490,880	1,154,293	5,645,173	

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		Total	High Density		Total
		Residential	Commercial		Residential	Commercial	
Table A-9							
Davis Redevelopment Parcels							
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
Total Davis		\$640,461,409	\$366,649,211	\$1,007,110,620	\$879,370,159	\$830,816,466	\$1,710,186,625
Increased AV Parcels [1]		\$4,537,008	\$0	\$4,537,008	\$4,537,008	\$0	\$4,537,008
Total Davis (Incl. Increased AV Parcels)		\$644,998,417	\$366,649,211	\$1,011,647,628	\$883,907,167	\$830,816,466	\$1,714,723,633
Table B-9							
West Sacramento Redevelopment Parcels							
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	\$1,439,961,565	\$2,500,125,144	\$1,308,243,589	\$1,779,101,555	\$3,087,345,144
Pioneer Bluff		\$946,660,000	\$706,588,231	\$1,653,248,231	\$1,112,701,747	\$847,948,231	\$1,960,649,978
Snow Cone		(\$677,857)	\$677,857	\$0	(\$677,857)	\$30,112,169	\$29,434,332
Total West Sacramento		\$2,152,727,803	\$2,383,290,031	\$4,536,017,834	\$2,598,349,550	\$2,946,474,363	\$5,544,823,912
Increased AV Parcels [1]		\$912,469	\$0	\$912,469	\$912,469	\$0	\$912,469
Total West Sac. (Incl. Increased AV Parcels)		\$2,153,640,272	\$2,383,290,031	\$4,536,930,303	\$2,599,262,019	\$2,946,474,363	\$5,545,736,381
Table C-9							
Woodland Redevelopment Parcels							
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
Total Woodland		\$346,351,099	\$106,496,151	\$452,847,250	\$680,110,823	\$181,960,579	\$862,071,401
Increased AV Parcels [1]		\$1,768,345	\$0	\$1,768,345	\$1,768,345	\$0	\$1,768,345
Total Woodland (Incl. Increased AV Parcels)		\$348,119,444	\$106,496,151	\$454,615,595	\$681,879,167	\$181,960,579	\$863,839,746

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
Table A-2	Detailed Existing Land Uses: Davis (2 pages).....	A-2
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Table A-1
Yolo Rail Relocation
Redevelopment Analysis
Summary of Existing Land Uses: Davis

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

Source: City of Davis, EPS.

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	Undeveloped	Improved	Total	Land			Impr/Other	Total		
Downtown Core												
070 218 01	302 G ST	0.0	0.1	0.0	0.1	\$140,050	\$954,374					
070 218 02	304 G ST	0.0	0.1	0.0	0.1	\$62,470	\$1,462					
070 218 03	NA	0.0	0.4	0.0	0.4	\$0	\$0					
070 218 04	330 G ST	0.0	0.3	0.0	0.3	\$271,842	\$305,878					
070 218 05	340 G ST	0.0	0.1	0.0	0.1	\$43,704	\$31,635					
070 218 06	338 G ST	0.0	0.1	0.0	0.1	\$27,165	\$48,746					
070 218 07	830 4TH ST	0.0	0.5	0.0	0.5	\$443,040	\$206,806					
070 218 08	240 G ST/3RD ST	0.0	0.5	0.0	0.5	\$277,044	\$870,644					
070 252 02	234 G ST	0.0	0.3	0.0	0.3	\$325,636	\$599,176					
070 252 06	130 G ST /802-808 2ND ST	0.0	0.3	0.0	0.3	\$568,723	\$1,682,223					
070 252 15	240 G ST	0.0	0.7	0.0	0.7	\$401,927	\$602,746					
070 252 22	NA	0.0	1.7	0.0	1.7	\$0	\$0					
070 311 02	215 I ST	0.0	0.2	0.0	0.2	\$65,900	\$76,043					
070 311 03	920 3RD ST	0.0	0.7	0.0	0.7	\$174,767	\$223,434					
070 311 04	NA	0.0	2.3	0.0	2.3	\$0	\$0					
070 312 06	214-216 I ST	0.0	0.1	0.0	0.1	\$143,381	\$143,381					
070 312 07	212 I ST	0.0	0.3	0.0	0.3	\$294,662	\$603,021					
070 312 08	203 J ST	0.0	0.2	0.0	0.2	\$0	\$0					
070 312 09	209 J ST	0.0	0.1	0.0	0.1	\$0	\$0					
070 321 10	912 5TH ST	0.0	0.5	0.0	0.5	\$254,525	\$876,486					
070 321 11	907-911 4TH ST	0.0	0.5	0.0	0.5	\$415,628	\$30,405					
070 324 01	904 4TH ST	0.0	0.5	0.0	0.5	\$137,987	\$200,598					
070 324 02	901-919 3RD ST	0.0	0.5	0.0	0.5	\$137,168	\$440,207					
City ROW	NA	0.0	0.7	0.0	0.7	\$0	\$0					
City ROW	NA	0.0	0.7	0.0	0.7	\$0	\$0					
City ROW	NA	0.0	1.5	0.0	1.5	\$0	\$0					
Second St. ROW	NA	0.0	1.6	0.0	1.6	\$0	\$0					
Rail ROW	NA	0.0	0.6	0.0	0.6	\$0	\$0					
Rail ROW	NA	0.0	0.5	0.0	0.5	\$0	\$0					
Rail ROW	NA	0.0	1.0	0.0	1.0	\$0	\$0					
Total Downtown Core		0.0	17.6	0.0	17.6	\$4,183,584	\$7,897,285		2	1,825		83,249
Downtown North												
070 166 01	712 G ST	0.0	0.5	0.0	0.5	\$99,958	\$0					
070 166 03	630-670 G ST	0.0	1.7	0.0	1.7	\$330,161	\$791,078					
070 192 02	620 G ST	0.0	1.8	0.0	1.8	\$681,937	\$4,146,447					
070 193 01	536 G ST	0.0	0.3	0.0	0.3	\$67,827	\$25,080					
070 193 02	526 G ST	0.0	0.1	0.0	0.1	\$141,416	\$89,229					
070 193 03	522 G ST	0.0	0.1	0.0	0.1	\$121,677	\$114,920					
070 193 04	516 G ST	0.0	0.1	0.0	0.1	\$189,556	\$230,541					
070 193 05	512 G ST	0.0	0.1	0.0	0.1	\$216,916	\$183,171					
070 193 06	506 G ST	0.0	0.1	0.0	0.1	\$47,957	\$15,992					
070 193 07	500 G ST/5TH ST	0.0	1.2	0.0	1.2	\$199,963	\$227,091					
070 341 01	549 ROWE PL	0.0	0.3	0.0	0.3	\$76,088	\$67,977					
070 341 03	517 ROWE PL	0.0	0.8	0.0	0.8	\$773,596	\$63,127					
070 381 01	911 PENNSYLVANIA PL	0.0	1.6	0.0	1.6	\$0	\$2,359,415					
City ROW	NA	0.0	0.7	0.0	0.7	\$0	\$0					
City ROW	NA	0.0	0.7	0.0	0.7	\$0	\$0					
Rail ROW	NA	0.0	1.3	0.0	1.3	\$0	\$0					
Rail ROW	NA	0.0	0.5	0.0	0.5	\$0	\$0					
Total Downtown North		0.0	11.4	0.0	11.4	\$3,189,015	\$8,314,068		93	71,405		57,336

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

Subarea / Assessor Parcel Number	Address	Vacant			Acreage		Total	Land	Assessed Value		Total	Description	Units	Current Land Use		DU/Acre	FAR	
		Vacant	Undeveloped	Improved	Undeveloped	Improved			Impr./Other	Res.				Nonres.				
Central Davis																		
070 010 04	NA	0.0	0.0	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	\$0	\$0	\$0	Park/Recreation	-	-	-	-	-	-	
070 010 06	1420 F ST	0.0	8.5	0.0	8.5	0.0	\$1,105,274	\$6,537,798	\$7,643,032	\$7,643,032	Residential Apartments	200	152,800	-	23	-	-	
070 110 03	F ST	0.0	0.4	0.0	0.4	0.0	\$215,172	\$0	\$215,172	\$215,172	Residential Apartments	0	0	-	0	-	-	
070 110 04	1122-24 F ST	0.0	3.8	0.0	3.8	0.0	\$2,237,793	\$9,903,378	\$12,141,171	\$12,141,171	Residential Apartments	158	110,769	-	41	-	-	
070 382 01	801 J ST	0.0	2.3	0.0	2.3	0.0	\$1,799,500	\$7,422,920	\$9,222,420	\$9,222,420	Residential Apartments	240	168,000	-	103	-	-	
070 391 01	945-1005 J ST	0.0	2.2	0.0	2.2	0.0	\$1,652,430	\$6,150,597	\$7,803,027	\$7,803,027	Residential Apartments	0	0	-	0	-	-	
070 391 02	917-927 J ST	0.0	2.2	0.0	2.2	0.0	\$1,653,480	\$6,965,282	\$8,618,762	\$8,618,762	Residential Apartments	0	0	-	0	-	-	
070 410 01	1111 J ST	0.0	7.1	0.0	7.1	0.0	\$2,545,090	\$7,467,773	\$10,012,863	\$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	\$0	\$0	\$0	(Blank)	0	0	-	0	-	-	
070 410 03	920 CRANBROOK CT	0.0	2.3	0.0	2.3	0.0	\$442,512	\$1,063,533	\$1,506,045	\$1,506,045	Residential Apartments	0	0	-	0	-	-	
070 410 04	CRANBROOK CT	0.0	4.1	0.0	4.1	0.0	\$1,696,318	\$4,284,443	\$5,980,761	\$5,980,761	Residential Apartments	160	120,000	-	39	-	-	
070 410 05	955 CRANBROOK CT	0.0	8.5	0.0	8.5	0.0	\$2,192,384	\$6,767,838	\$8,960,222	\$8,960,222	Residential Apartments	216	162,000	-	25	-	-	
City ROW	NA	0.0	6.4	0.0	6.4	0.0	\$0	\$0	\$0	\$0	City ROW	-	-	-	-	-	-	
Rail ROW	NA	0.0	4.7	0.0	4.7	0.0	\$0	\$0	\$0	\$0	Rail ROW	-	-	-	-	-	-	
Total Central Davis		0.0	59.7	0.0	59.7	0.0	\$15,539,953	\$56,563,522	\$72,103,475	\$72,103,475		1,134	833,569	-	-	-	-	
North Davis																		
035 270 05	2020 F ST	0.0	1.6	0.0	1.6	0.0	\$215,002	\$398,164	\$613,166	\$613,166	Retail Sales	-	-	-	4,640	-	0.07	
035 270 07	2000 F ST	0.0	0.4	0.0	0.4	0.0	\$406,593	\$531,740	\$938,333	\$938,333	Automotive Uses	-	-	-	2,948	-	0.16	
035 270 08	2010 F ST	0.0	0.5	0.0	0.5	0.0	\$350,000	\$400,260	\$750,260	\$750,260	Automotive Uses	-	-	-	800	-	0.04	
City ROW	NA	0.0	11.3	0.0	11.3	0.0	\$0	\$0	\$0	\$0	City ROW	-	-	-	-	-	-	
Rail ROW	NA	0.0	6.8	0.0	6.8	0.0	\$0	\$0	\$0	\$0	Rail ROW	-	-	-	-	-	-	
Total North Davis		0.0	20.6	0.0	20.6	0.0	\$971,595	\$1,330,164	\$2,301,759	\$2,301,759		-	-	-	8,388	-	-	
Total Davis		0.0	109.3	0.0	109.3	0.0	\$23,884,147	\$74,105,039	\$97,989,186	\$97,989,186		1,229	906,799	-	148,973	-	-	

Source: City of Davis, EPS.

davis_ehaz2

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			Total	Assessed Value		Description
		Vacant	Underutilized	Improved		Land	Impr./Other	
070-191-018	647 G ST	0.0	0.1	0.0	0.1	\$250,000	\$250,000	Residential, Single Family
070-144-002	805 11TH ST	0.0	0.0	0.0	0.0	\$35,401	\$169,879	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	Residential, Multi-Family
070-162-003	818 9TH ST/875 H ST	0.0	0.1	0.0	0.1	\$289,955	\$381,453	Residential, Multi-Family
070-163-003	738 G ST	0.0	0.1	0.0	0.1	\$190,000	\$249,000	Residential, Single Family
070-191-014	627 G ST	0.0	0.1	0.0	0.1	\$220,000	\$180,000	Residential, Single Family
035-054-027	2503 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$260,000	Residential, Single Family
035-281-039	123 LUZ PL	0.0	0.2	0.0	0.2	\$58,912	\$112,271	Residential, Single Family
035-282-009	101 GRANDE AVE	0.0	0.1	0.0	0.1	\$104,512	\$262,847	Residential, Single Family
035-282-008	103 GRANDE AVE	0.0	0.1	0.0	0.1	\$140,000	\$245,000	Residential, Single Family
035-282-007	109 GRANDE AVE	0.0	0.1	0.0	0.1	\$74,525	\$193,235	Residential, Single Family
070-194-014	533 G ST	0.0	0.0	0.0	0.0	\$184,378	\$192,982	Residential, Multi-Family
035-292-010	101 JALISCO PL	0.0	0.2	0.0	0.2	\$61,167	\$123,028	Residential, Single Family
035-292-011	107 JALISCO PL	0.0	0.1	0.0	0.1	\$57,170	\$124,752	Residential, Single Family
070-351-009	701 BOYER CIR	0.0	0.4	0.0	0.4	\$104,977	\$160,640	Residential, Single Family
070-351-008	643 I ST	0.0	0.2	0.0	0.2	\$15,043	\$54,252	Residential, Single Family
070-351-007	635 I ST	0.0	0.4	0.0	0.4	\$318,950	\$213,405	Residential, Single Family
070-351-006	629 I ST	0.0	0.4	0.0	0.4	\$130,251	\$143,274	Residential, Single Family
070-351-005	623 I ST	0.0	0.4	0.0	0.4	\$14,669	\$40,314	Residential, Single Family
070-351-004	617 I ST	0.0	0.4	0.0	0.4	\$132,694	\$131,700	Residential, Single Family
070-162-002	802-812 9TH ST	0.0	0.9	0.0	0.9	\$359,128	\$1,224,977	Residential, Multi-Family
070-146-002	724-730 10TH ST	0.0	0.0	0.0	0.0	\$22,216	\$88,979	Residential, Multi-Family
070-163-006	815 SWEET BRIAR DR	0.0	0.1	0.0	0.1	\$84,459	\$151,632	Residential, Single Family
070-191-017	641-643 G ST	0.0	0.0	0.0	0.0	\$97,925	\$173,668	Residential, Multi-Family
035-292-033	111 IPANEMA PL	0.0	0.2	0.0	0.2	\$20,710	\$31,635	Residential, Single Family
035-292-032	117 IPANEMA PL	0.0	0.1	0.0	0.1	\$136,761	\$234,445	Residential, Single Family
035-292-031	129 IPANEMA PL	0.0	0.1	0.0	0.1	\$195,000	\$370,000	Residential, Single Family
035-292-030	135 IPANEMA PL	0.0	0.1	0.0	0.1	\$175,000	\$323,178	Residential, Single Family
035-055-021	119 EL CAJON AVE	0.0	0.1	0.0	0.1	\$76,726	\$166,766	Residential, Single Family
035-055-027	2610 AMAPOLA DR	0.0	0.1	0.0	0.1	\$180,000	\$240,000	Residential, Single Family
035-055-028	2612 AMAPOLA DR	0.0	0.1	0.0	0.1	\$125,414	\$282,183	Residential, Single Family
035-055-029	2614 AMAPOLA DR	0.0	0.1	0.0	0.1	\$73,555	\$224,350	Residential, Single Family
035-042-009	100 FARO AVE	0.0	0.2	0.0	0.2	\$39,056	\$92,797	Residential, Single Family
035-055-026	103 EL CAJON AVE	0.0	0.1	0.0	0.1	\$52,545	\$115,823	Residential, Single Family
035-292-013	119 JALISCO PL	0.0	0.1	0.0	0.1	\$50,993	\$92,891	Residential, Single Family
035-292-014	125 JALISCO PL	0.0	0.1	0.0	0.1	\$110,623	\$258,131	Residential, Single Family
035-292-026	102 JALISCO PL	0.0	0.2	0.0	0.2	\$34,976	\$99,006	Residential, Single Family
035-292-035	118 IPANEMA PL	0.0	0.1	0.0	0.1	\$180,000	\$440,000	Residential, Single Family
070-145-005	1005/07 H ST	0.0	0.2	0.0	0.2	\$189,537	\$231,656	Residential, Multi-Family
035-292-036	124 IPANEMA PL	0.0	0.1	0.0	0.1	\$160,000	\$200,000	Residential, Single Family
035-292-037	130 IPANEMA PL	0.0	0.1	0.0	0.1	\$41,768	\$166,272	Residential, Single Family

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

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, Single 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

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	\$85,566	\$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 J 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 J ST	0.0	0.3	0.0	0.3	\$147,116	\$364,078	\$511,194	Residential, Single Family
070-351-002	601 J ST	0.0	0.3	0.0	0.3	\$96,430	\$118,814	\$215,244	Residential, Single Family
070-351-001	549 J ST	0.0	0.4	0.0	0.4	\$78,694	\$137,607	\$216,301	Residential, Single Family
070-352-008	644 J ST	0.0	0.2	0.0	0.2	\$38,662	\$104,018	\$142,680	Residential, Single Family
070-352-007	636 J 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 J 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 J 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 J ST	0.0	0.1	0.0	0.1	\$75,222	\$114,087	\$189,309	Residential, Single Family
070-321-008	437 J ST	0.0	0.1	0.0	0.1	\$128,488	\$199,084	\$327,572	Residential, Single Family

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	Land	Impr./Other	Total	
070-393-002	914-916 J ST	0.0	0.2	0.0	\$27,877	\$106,857	\$134,734	Residential, Single Family
070-393-001	910-912 J ST	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	\$180,000	\$335,000	\$515,000	Residential, Single Family
070-393-003	922-924 J ST	0.0	0.2	0.0	\$251,801	\$319,899	\$571,700	Residential, Multi-Family
070-312-011	217 J ST	0.0	0.1	0.0	\$263,246	\$146,395	\$409,641	Residential, Single Family
035-300-012	104 HUERTA PL	0.0	0.1	0.0	\$140,000	\$202,000	\$342,000	Residential, Single Family
035-300-014	110 HUERTA PL	0.0	0.1	0.0	\$125,567	\$276,248	\$401,815	Residential, Single Family
070-312-015	233 J ST	0.0	0.1	0.0	\$179,310	\$224,906	\$404,216	Residential, Single Family
035-300-013	108 HUERTA PL	0.0	0.1	0.0	\$25,753	\$77,289	\$103,042	Residential, Single Family
035-300-015	114 HUERTA PL	0.0	0.1	0.0	\$45,915	\$114,671	\$160,586	Residential, Single Family
035-300-016	116 HUERTA PL	0.0	0.1	0.0	\$140,000	\$202,000	\$342,000	Residential, Single Family
035-300-017	120 HUERTA PL	0.0	0.1	0.0	\$140,000	\$202,000	\$342,000	Residential, Single Family
035-490-056	3333 F ST	0.0	2.7	0.0	\$737,094	\$3,175,167	\$3,912,261	Residential, Multi-Family
035-490-049	242 SANDPIPER DR	0.0	0.2	0.0	\$130,251	\$201,891	\$332,142	Residential, Single Family
035-490-050	236 SANDPIPER DR	0.0	0.2	0.0	\$225,000	\$350,000	\$575,000	Residential, Single Family
035-490-051	230 SANDPIPER DR	0.0	0.2	0.0	\$136,761	\$204,497	\$341,258	Residential, Single Family
035-490-052	224 SANDPIPER DR	0.0	0.2	0.0	\$132,855	\$282,402	\$415,257	Residential, Single Family
035-490-053	218 SANDPIPER DR	0.0	0.2	0.0	\$132,855	\$193,309	\$326,164	Residential, Single Family
035-490-054	212 SANDPIPER DR	0.0	0.2	0.0	\$139,496	\$195,286	\$334,782	Residential, Single Family
035-490-055	206 SANDPIPER DR	0.0	0.2	0.0	\$200,908	\$421,906	\$622,814	Residential, Single Family
070-321-006	419 I ST	0.0	24.1	0.0	\$127,913	\$76,944	\$504,857	Residential, Multi-Family
070-312-016	227 J ST	0.0	0.1	0.0	\$375,000	\$561,000	\$936,000	Residential, Multi-Family
070-312-002	1020-22 3RD ST	0.0	0.1	0.0	\$49,162	\$157,336	\$206,498	Residential, Multi-Family
070-312-014	239 J ST	0.0	0.1	0.0	\$179,310	\$224,906	\$404,216	Residential, Single Family
070-312-001	240 I ST	0.0	0.1	0.0	\$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	\$104,605	\$195,949	\$300,554	Residential, Multi-Family
070-342-004	1003 5TH ST	0.0	0.1	0.0	\$65,942	\$209,056	\$274,998	Residential, Multi-Family
070-146-004	812-814 10TH ST	0.0	0.1	0.0	\$76,726	\$134,275	\$211,001	Residential, Multi-Family
035-054-024	2407 AMAPOLA DR	0.0	0.1	0.0	\$180,000	\$260,000	\$440,000	Residential, Single Family
070-313-002	230 J ST	0.0	27.1	0.0	\$273,231	\$983,258	\$1,256,489	Residential, Multi-Family
070-146-012	907 H ST	0.0	0.1	0.0	\$114,479	\$203,269	\$317,748	Residential, Single Family
035-054-016	2332 AMAPOLA DR	0.0	0.1	0.0	\$106,222	\$177,249	\$283,471	Residential, Single Family
070-145-004	812 11TH ST	0.0	0.2	0.0	\$110,623	\$207,731	\$318,354	Residential, Multi-Family
070-162-005	811 E 8TH ST	0.0	0.2	0.0	\$134,157	\$325,238	\$459,395	Residential, Multi-Family
070-321-007	433 I ST	0.0	0.1	0.0	\$271,225	\$226,021	\$497,246	Residential, Single Family
035-490-048	248 SANDPIPER DR	0.0	0.3	0.0	\$155,638	\$257,478	\$413,316	Residential, Single Family
070-321-005	417 I ST	0.0	0.1	0.0	\$17,309	\$35,401	\$52,710	Residential, Single Family
070-321-004	405 I ST	0.0	0.1	0.0	\$180,817	\$220,998	\$401,815	Residential, Multi-Family
070-321-003	401-403 I ST	0.0	24.1	0.0	\$127,913	\$311,952	\$439,865	Residential, Multi-Family
070-324-009	335 I ST	0.0	0.1	0.0	\$220,000	\$105,000	\$325,000	Residential, Single Family
070-324-008	331 I ST	0.0	0.1	0.0	\$156,247	\$118,264	\$274,511	Residential, Single Family
070-324-006	323 I ST	0.0	0.1	0.0	\$224,701	\$157,690	\$382,391	Residential, Single Family
070-324-005	319 I ST	0.0	0.1	0.0	\$225,000	\$75,000	\$300,000	Residential, Single Family

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 #15	0.0	0.0	0.0	0.0	\$31,218	\$90,005	\$121,223	Residential, Multi-Family
035-340-005	2128 BUENO DR #9	0.0	0.0	0.0	0.0	\$75,000	\$205,000	\$280,000	Residential, Multi-Family
035-340-018	2128 BUENO DR #27	0.0	0.0	0.0	0.0	\$75,000	\$205,000	\$280,000	Residential, Multi-Family
035-340-030	2128 BUENO DR #33	0.0	0.0	0.0	0.0	\$38,260	\$111,740	\$150,000	Residential, Multi-Family
035-340-036	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

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	\$65,309	\$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
070-600-019	2128 BUENO DR #4	0.0	0.0	0.0	0.0	\$43,877	\$131,644	\$175,521	Residential, Multi-Family
070-600-022	435 G ST #205	0.0	0.0	0.0	0.0	\$189,556	\$204,926	\$394,482	Residential, Multi-Family
070-600-018	435 G ST #207	0.0	0.0	0.0	0.0	\$185,556	\$245,000	\$430,556	Residential, Multi-Family
070-600-024	435 G ST #204	0.0	0.0	0.0	0.0	\$189,556	\$230,541	\$420,097	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
Total Davis		0.0	113.1	0.0	113.1	\$32,207,720	\$58,532,445	\$90,740,165	

davis_exist_res

Source: City of Davis; EPS.

[1] Excludes all parcels with no improvement value.

**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	
Downtown Core							
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%	-	-	-	-	-
Downtown North							
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%	-	-	-	-	-
Central Davis							
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%	-	-	-	-	-
North Davis							
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%	-	-	-	-	-

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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.

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

Subarea	Existing Acres [1]	Description	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]				
Downtown Core																		
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	-	-	-	-	-	-	-	-	-	-	-	-				
Total Downtown Core	17.6		508	761,529	712,791	1,474,320			677	1,015,372	1,564,688	2,580,060						
Downtown North																		
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	167,870	155,939	324,609	30.0	2.00	149	223,560	344,506	568,066	40.0	3.50				
City/Rail ROW (Ped)	0.4	None	-	-	-	-	-	-	-	-	-	-	-	-				
Total Downtown North	11.4		331	495,832	464,098	959,930			441	661,109	1,018,769	1,679,878						
Central Davis																		
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	-	-	-	-	-	-	-	-	-	-	-	-				
Total Central Davis	59.7		1,624	2,435,754	0	2,435,754			2,165	3,247,672	0	3,247,672						
North Davis																		
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	-	-	-	-	-	-	-	-	-	-	-	-				
Total North Davis	20.5		129	193,590	0	193,590			172	258,120	0	258,120						
Total Davis																		
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		-	-	-	-	-	-	-	-	-	-	-	-				
Total Davis	109.3		2,591	3,886,704	1,176,890	5,063,594			3,455	5,182,273	2,583,457	7,765,730						

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-5
Yolo Rail Relocation
Redevelopment Analysis
Net New Projected Low- and High-Density Land Uses: Davis

Subarea	Acres	Existing Land Uses			Net New Projected Land Use Scenarios												
		Res. Units	Gross Res. Bldg. Sq. Ft.	Gross. Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	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.				
Downtown Core																	
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				
Total Downtown Core	17.6	2	1,825	83,249	85,074	506	759,704	629,542	1,389,246	675	1,013,547	1,481,439	2,494,986				
Downtown North																	
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				
Total Downtown North	11.4	93	71,405	57,336	128,741	238	424,427	406,762	831,189	348	589,704	961,433	1,551,137				
Central Davis																	
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				
Total Central Davis	59.7	1,134	833,569	0	833,569	490	1,602,185	0	1,602,185	1,031	2,414,103	0	2,414,103				
North Davis																	
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				
Total North Davis	20.6	0	0	8,388	8,388	129	193,590	(8,388)	185,202	172	258,120	(8,388)	249,732				
Total Davis																	
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				
Total Davis	109.3	1,229	906,799	148,973	1,055,772	1,362	2,979,905	1,027,917	4,007,822	2,226	4,275,474	2,434,484	6,709,958				

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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
Downtown Core Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Pcd)	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	per unit \$250,000	per bldg. sq. ft. \$330
	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$250,000	\$330
	Public-Use Trail	MU MF Res. Attached For-Rent	MU Retail/Office	-	-
Downtown North Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Pcd)	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$330
	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$330
	None	MU MF Res. Attached For-Sale	MU Retail/Office	-	-
Central Davis Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Pcd)	Multifamily Res.	MF Res. For-Rent	None	\$250,000	\$0
	Multifamily Res.	MF Res. For-Rent	None	\$250,000	\$0
	Public-Use Trail	None	None	-	-
North Davis Redevelopment Parcels City/Rail ROW (Dev) City/Rail ROW (Pcd)	Multifamily Res.	MF Res. For-Sale	None	\$400,000	\$0
	Multifamily Res.	None	None	\$400,000	\$0
	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
Downtown Core						
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
Total Downtown Core	\$126,921,491	\$235,221,061	\$362,142,552	\$169,228,655	\$516,347,087	\$685,575,742
Downtown North						
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
Total Downtown North	\$132,221,785	\$153,152,494	\$285,374,280	\$176,295,714	\$336,193,723	\$512,489,437
Central Davis						
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
Total Central Davis	\$405,958,974	\$0	\$405,958,974	\$541,278,632	\$0	\$541,278,632
North Davis						
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
Total North Davis	\$51,624,000	\$0	\$51,624,000	\$68,832,000	\$0	\$68,832,000
Total Davis						
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	\$287,519,726	\$203,888,000	\$295,476,271	\$499,364,271
City/Rail ROW (Ped)	\$0	\$0	\$0	\$0	\$0	\$0
Total Davis	\$716,726,251	\$388,373,555	\$1,105,099,806	\$955,635,001	\$852,540,810	\$1,808,175,811

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Source: City of Davis; EPS.

APPENDIX B:

Existing and Projected Land Uses and Assessed Values: West Sacramento



Table B-1	Summary Existing Land Uses: West Sacramento	B-1
Table B-2	Detailed Existing Land Uses: West Sacramento (8 pages).....	B-2
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Table B-2
Yolo Rail Relocation
Redevelopment Analysis
Detailed Existing Land Uses: West Sacramento

Subarea / Assessor Parcel Number (APN)	Vacant		Acreage		Total	Land	Assessed Value		Total	Description	Units	Current Land Use		DU/Acre	FAR
	Underutilized	Improved	Underutilized	Improved			Impr/Other	Res.				Nonres.			
058-310-028-000	0.1	0.0	0.0	0.0	0.1	\$4,547,230	\$0	\$4,547,230		Vacant	-	-	-	-	
058-310-030-000	0.1	0.0	0.0	0.0	0.1	\$0	\$0	\$0		Industrial	-	-	-	-	
058-310-032-000	0.1	0.0	0.0	0.0	0.1	\$0	\$0	\$0		Vacant	-	-	-	-	
058-320-014-000	0.9	0.0	0.0	0.0	0.9	\$1,639,409	\$0	\$1,639,409		Vacant	-	-	-	-	
058-320-018-000	0.0	0.0	0.0	0.0	0.0	\$705,466	\$41,266	\$746,732		Industrial	-	-	-	-	
058-320-019-000	2.2	0.0	0.0	0.0	2.2	\$796,147	\$0	\$796,147		Vacant	-	-	-	-	
058-320-024-000	1.9	0.0	0.0	0.0	1.9	\$1,819,344	\$0	\$1,819,344		Vacant	-	-	-	-	
058-320-030-000	0.4	0.0	0.0	0.0	0.4	\$226,761	\$0	\$226,761		Recreational	-	-	-	-	
058-320-031-000	0.3	0.0	0.0	0.0	0.3	\$161,968	\$0	\$161,968		Recreational	-	-	-	-	
058-320-037-000	1.2	0.0	0.0	0.0	1.2	\$889,232	\$0	\$889,232		Vacant	-	-	-	-	
058-320-039-000	0.6	0.0	0.0	0.0	0.6	\$322,173	\$0	\$322,173		Vacant	-	-	-	-	
058-320-042-000	1.6	0.0	0.0	0.0	1.6	\$1,600,547	\$0	\$1,600,547		Vacant	-	-	-	-	
058-320-044-000	0.5	0.0	0.0	0.0	0.5	\$196,928	\$0	\$196,928		Vacant	-	-	-	-	
058-320-045-000	3.8	0.0	0.0	0.0	3.8	\$1,901,770	\$0	\$1,901,770		Industrial	-	-	-	-	
058-320-051-000	0.4	0.0	0.0	0.0	0.4	\$394,449	\$0	\$394,449		Vacant	-	-	-	-	
058-320-052-000	0.6	0.0	0.0	0.0	0.6	\$0	\$0	\$0		Vacant	-	-	-	-	
058-320-054-000	0.5	0.0	0.0	0.0	0.5	\$412,772	\$0	\$412,772		Vacant	-	-	-	-	
058-320-055-000	0.6	0.0	0.0	0.0	0.6	\$568,614	\$0	\$568,614		Vacant	-	-	-	-	
058-320-056-000	0.3	0.0	0.0	0.0	0.3	\$0	\$0	\$0		Recreational	-	-	-	-	
058-320-057-000	0.1	0.0	0.0	0.0	0.1	\$63,807	\$0	\$63,807		Recreational	-	-	-	-	
058-320-058-000	0.3	0.0	0.0	0.0	0.3	\$138,250	\$0	\$138,250		Recreational	-	-	-	-	
058-320-060-000	2.0	0.0	0.0	0.0	2.0	\$111,289	\$0	\$111,289		Vacant	-	-	-	-	
058-320-061-000	4.1	0.0	0.0	0.0	4.1	\$0	\$0	\$0		Vacant	-	-	-	-	
058-320-062-000	4.3	0.0	0.0	0.0	4.3	\$3,985,661	\$0	\$3,985,661		Industrial	-	-	-	-	
058-320-063-000	0.0	0.0	0.0	0.0	0.0	\$1	\$0	\$1		Industrial	-	-	-	-	
058-320-064-000	0.5	0.0	0.0	0.0	0.5	\$0	\$0	\$0		Industrial	-	-	-	-	
058-320-065-000	3.1	0.0	0.0	0.0	3.1	\$2,882,247	\$0	\$2,882,247		Vacant	-	-	-	-	
058-320-066-000	0.2	0.0	0.0	0.0	0.2	\$0	\$0	\$0		Vacant	-	-	-	-	
058-320-067-000	10.7	0.0	0.0	0.0	10.7	\$7,382,504	\$39,782,323	\$47,164,827		Recreational	-	-	-	-	
058-320-068-000	1.2	0.0	0.0	0.0	1.2	\$626,213	\$0	\$626,213		Recreational	-	-	-	-	
058-330-020-000	3.0	0.0	0.0	0.0	3.0	\$482,808	\$14,642	\$497,450		Industrial	-	-	-	-	
058-340-005-000	1.8	0.0	0.0	0.0	1.8	\$771,138	\$0	\$771,138		Vacant	-	-	-	-	
058-340-010-000	0.8	0.0	0.0	0.0	0.8	\$46,483	\$0	\$46,483		Vacant	-	-	-	-	
058-340-011-000	1.7	0.0	0.0	0.0	1.7	\$0	\$0	\$0		Vacant	-	-	-	-	
058-350-001-000	5.4	0.0	0.0	0.0	5.4	\$2,046,763	\$282,000	\$2,328,763		Industrial	-	-	-	-	
058-350-002-000	3.2	0.0	0.0	0.0	3.2	\$1,130,305	\$0	\$1,130,305		Vacant	-	-	-	-	
058-350-003-000	0.9	0.0	0.0	0.0	0.9	\$362,982	\$0	\$362,982		Vacant	-	-	-	-	
058-350-004-000	0.3	0.0	0.0	0.0	0.3	\$111,418	\$0	\$111,418		Vacant	-	-	-	-	
058-350-007-000	0.6	0.0	0.0	0.0	0.6	\$200,256	\$0	\$200,256		Vacant	-	-	-	-	
058-350-008-000	5.1	0.0	0.0	0.0	5.1	\$927,864	\$152,367	\$1,080,231		Industrial	-	-	-	-	
058-350-010-000	0.2	0.0	0.0	0.0	0.2	\$0	\$0	\$0		Vacant	-	-	-	-	
058-350-017-000	3.1	0.0	0.0	0.0	3.1	\$1,049,360	\$0	\$1,049,360		Vacant	-	-	-	-	
058-360-001-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,302	33	-	
058-360-002-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	33	-	
058-360-003-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,300	33	-	
058-360-004-000	0.0	0.0	0.1	0.0	0.1	\$94,061	\$123,324	\$217,385		Resid. Single Family	1	1,300	20	-	
058-360-005-000	0.0	0.0	0.0	0.1	0.1	\$105,298	\$178,996	\$284,294		Resid. Single Family	1	1,302	20	-	
058-360-006-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000		Resid. Single Family	1	1,302	25	-	

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

Subarea / Assessor Parcel Number (APN)	Vacant		Acreage		Total	Land	Assessed Value		Total	Description	Units	Current Land Use		FAR
	Undertilted	Improved	Undertilted	Improved			Impr./Other	Res.				Nonres.		
058-360-007-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	1	Resid. Single Family	1	1,300	25	
058-360-008-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	1	Resid. Single Family	1	1,302	25	
058-360-009-000	0.0	0.0	0.0	0.0	0.0	\$70,000	\$245,843	\$315,843	1	Resid. Single Family	1	1,340	25	
058-360-010-000	0.0	0.0	0.0	0.0	0.0	\$70,000	\$242,695	\$312,695	1	Resid. Single Family	1	1,333	25	
058-360-011-000	0.0	0.0	0.0	0.0	0.0	\$70,000	\$235,019	\$305,019	1	Resid. Single Family	1	1,333	25	
058-360-012-000	0.0	0.1	0.0	0.1	0.1	\$70,000	\$265,996	\$335,996	1	Resid. Single Family	1	1,333	20	
058-360-013-000	0.0	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	0.0	\$70,000	\$229,806	\$299,806	1	Resid. Single Family	1	1,401	25	
058-360-015-000	0.0	0.0	0.0	0.0	0.0	\$70,000	\$232,803	\$302,803	1	Resid. Single Family	1	1,302	25	
058-360-016-000	0.0	0.1	0.0	0.1	0.1	\$70,317	\$248,538	\$318,855	1	Resid. Single Family	1	1,302	20	
058-360-017-000	0.0	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	0.0	\$41,205	\$56,921	\$98,126	-	Resid. Single Family	-	-	-	
058-360-019-000	0.0	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	0.0	0.1	\$45,333	\$62,144	\$107,477	-	Resid. Single Family	-	-	-	
058-360-021-000	0.0	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	0.0	\$37,074	\$62,099	\$99,173	-	Resid. Single Family	-	-	-	
058-360-023-000	0.0	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	0.0	\$37,074	\$62,352	\$99,426	-	Resid. Single Family	-	-	-	
058-360-025-000	0.0	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	0.0	\$37,074	\$62,099	\$99,173	-	Resid. Single Family	-	-	-	
058-360-027-000	0.0	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	0.0	\$41,205	\$52,655	\$93,860	-	Resid. Single Family	-	-	-	
058-360-030-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$212,435	\$272,707	1	Resid. Single Family	1	1,401	25	
058-360-031-000	0.0	0.0	0.0	0.0	0.0	\$70,317	\$177,517	\$247,834	1	Resid. Single Family	1	1,222	25	
058-360-032-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$197,608	\$257,880	1	Resid. Single Family	1	1,222	25	
058-360-033-000	0.0	0.0	0.0	0.0	0.0	\$70,317	\$185,829	\$256,146	1	Resid. Single Family	1	1,222	25	
058-360-034-000	0.0	0.0	0.0	0.0	0.0	\$70,317	\$207,506	\$277,823	1	Resid. Single Family	1	991	50	
058-360-035-000	0.0	0.1	0.0	0.1	0.1	\$60,272	\$200,908	\$261,180	1	Resid. Single Family	1	1,401	20	
058-360-036-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$193,000	\$273,000	1	Resid. Single Family	1	1,122	20	
058-360-037-000	0.0	0.0	0.0	0.0	0.0	\$73,158	\$97,265	\$170,423	1	Resid. Single Family	1	991	50	
058-360-038-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$176,816	\$282,114	1	Resid. Single Family	1	1,471	25	
058-360-039-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$200,056	\$305,354	1	Resid. Single Family	1	1,560	25	
058-360-040-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$178,354	\$283,652	1	Resid. Single Family	1	1,471	25	
058-360-041-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$186,322	\$291,620	1	Resid. Single Family	1	1,560	25	
058-360-042-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$174,426	\$279,724	1	Resid. Single Family	1	1,471	25	
058-360-043-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$200,056	\$305,354	1	Resid. Single Family	1	1,790	25	
058-360-044-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$174,783	\$280,081	1	Resid. Single Family	1	1,471	25	
058-360-045-000	0.0	0.1	0.0	0.1	0.1	\$71,724	\$189,545	\$261,269	1	Resid. Single Family	1	1,471	20	
058-360-046-000	0.0	0.0	0.0	0.0	0.0	\$83,609	\$196,561	\$282,170	1	Resid. Single Family	1	1,560	25	
058-360-047-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$197,978	\$303,276	1	Resid. Single Family	1	1,790	25	
058-360-048-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$186,483	\$291,781	1	Resid. Single Family	1	1,560	25	
058-360-049-000	0.0	0.0	0.0	0.0	0.0	\$105,298	\$176,009	\$281,307	1	Resid. Single Family	1	1,471	25	
058-360-050-000	0.0	0.0	0.0	0.0	0.0	\$80,363	\$205,680	\$286,043	1	Resid. Single Family	1	1,237	25	
058-360-051-000	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	1	Residential	1	1,626	25	
058-360-054-000	0.0	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	\$0	\$0	-	Residential	-	-	-	
058-370-002-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$245,000	\$325,000	1	Resid. Single Family	1	1,626	25	
058-370-003-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$285,000	\$365,000	1	Resid. Single Family	1	1,237	25	

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

Subarea / Assessor Parcel Number (APN)	Vacant	Acreage		Total	Land	Assessed Value		Total	Description	Units	Current Land Use		DU/Acre	FAR
		Underutilized	Improved			Impr/Other	Total				Res.	Nonres.		
058-370-004-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000	\$325,000	1	Resid. Single Family		1,626	25	-	
058-370-005-000	0.0	0.0	0.0	0.0	\$140,635	\$150,580	\$271,215	1	Resid. Single Family		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	1	Resid. Single Family		1,122	25	-	
058-370-008-000	0.0	0.0	0.0	0.0	\$73,158	\$116,196	\$189,354	1	Resid. Single Family		991	50	-	
058-370-009-000	0.1	0.0	0.0	0.1	\$104,512	\$158,753	\$263,265	1	Resid. Single Family		1,560	20	-	
058-370-010-000	0.0	0.0	0.0	0.0	\$31,912	\$87,658	\$119,570	1	Resid. Single Family			-	-	
058-370-011-000	0.0	0.0	0.0	0.0	\$32,944	\$87,658	\$120,602	1	Resid. Single Family			-	-	
058-370-012-000	0.0	0.0	0.0	0.0	\$81,970	\$180,335	\$262,305	1	Resid. Single Family		1,560	25	-	
058-370-013-000	0.0	0.0	0.0	0.0	\$60,000	\$200,000	\$260,000	1	Resid. Single Family		1,401	33	-	
058-370-014-000	0.0	0.0	0.0	0.0	\$70,000	\$234,990	\$304,990	1	Resid. Single Family		1,222	25	-	
058-370-015-000	0.0	0.0	0.0	0.0	\$71,724	\$179,310	\$251,034	1	Resid. Single Family		1,171	25	-	
058-370-016-000	0.0	0.0	0.0	0.0	\$71,724	\$184,433	\$256,157	1	Resid. Single Family		1,560	25	-	
058-370-017-000	0.0	0.0	0.0	0.0	\$71,724	\$174,176	\$245,900	1	Resid. Single Family		1,471	25	-	
058-370-018-000	0.0	0.0	0.0	0.0	\$60,000	\$109,698	\$169,698	1	Resid. Single Family		983	50	-	
058-370-019-000	0.0	0.0	0.0	0.0	\$70,000	\$145,000	\$215,000	1	Resid. Single Family		983	33	-	
058-370-020-000	0.0	0.0	0.0	0.0	\$104,512	\$155,365	\$259,877	1	Resid. Single Family		1,560	25	-	
058-370-021-000	0.0	0.0	0.0	0.0	\$83,609	\$169,000	\$252,609	1	Resid. Single Family		1,471	25	-	
058-370-022-000	0.0	0.0	0.0	0.0	\$71,724	\$184,422	\$256,146	1	Resid. Single Family		1,560	25	-	
058-370-023-000	0.0	0.0	0.1	0.1	\$83,609	\$169,000	\$252,609	1	Resid. Single Family		1,471	20	-	
058-370-024-000	0.0	0.0	0.1	0.1	\$71,724	\$204,823	\$276,547	1	Resid. Single Family		1,790	20	-	
058-370-025-000	0.0	0.0	0.0	0.0	\$61,477	\$195,704	\$257,181	1	Resid. Single Family		1,560	25	-	
058-370-026-000	0.0	0.0	0.0	0.0	\$80,363	\$107,460	\$187,823	1	Resid. Single Family		893	50	-	
058-370-027-000	0.0	0.0	0.0	0.0	\$103,924	\$184,287	\$288,211	1	Resid. Single Family		983	33	-	
058-370-028-000	0.0	0.0	0.0	0.0	\$80,363	\$193,640	\$274,003	1	Resid. Single Family		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	1	Resid. Single Family		1,222	33	-	
058-370-031-000	0.0	0.0	0.0	0.0	\$70,317	\$205,225	\$275,542	1	Resid. Single Family		1,123	25	-	
058-370-032-000	0.0	0.0	0.0	0.0	\$80,000	\$212,821	\$292,821	1	Resid. Single Family		1,123	25	-	
058-370-033-000	0.0	0.0	0.0	0.0	\$70,317	\$202,203	\$272,520	1	Resid. Single Family			-	-	
058-370-034-000	0.0	0.0	0.0	0.0	\$70,317	\$220,946	\$291,263	1	Resid. Single Family		1,401	25	-	
058-370-035-000	0.0	0.0	0.0	0.0	\$80,363	\$195,865	\$276,248	1	Resid. Single Family			-	-	
058-370-036-000	0.0	0.0	0.0	0.0	\$80,363	\$200,446	\$280,809	1	Resid. Single Family			-	-	
058-370-037-000	0.0	0.0	0.0	0.0	\$80,363	\$189,401	\$278,764	1	Resid. Single Family			-	-	
058-370-038-000	0.0	0.0	0.1	0.1	\$80,363	\$200,946	\$281,309	1	Resid. Single Family		1,401	20	-	
058-370-039-000	0.0	0.0	0.1	0.1	\$80,363	\$216,311	\$296,674	1	Resid. Single Family		1,401	13	-	
058-370-040-000	0.0	0.0	0.1	0.1	\$80,363	\$223,357	\$303,720	1	Resid. Single Family		1,222	25	-	
058-370-041-000	0.0	0.0	0.0	0.0	\$80,363	\$194,126	\$274,489	1	Resid. Single Family		1,401	25	-	
058-370-042-000	0.0	0.0	0.0	0.0	\$80,363	\$192,098	\$272,461	1	Resid. Single Family		1,401	25	-	
058-370-043-000	0.0	0.0	0.0	0.0	\$80,363	\$180,848	\$261,211	1	Resid. Single Family		1,222	25	-	
058-370-044-000	0.0	0.0	0.0	0.0	\$80,363	\$175,794	\$256,157	1	Resid. Single Family		1,222	25	-	
058-370-045-000	0.0	0.0	0.0	0.0	\$80,363	\$193,129	\$273,492	1	Resid. Single Family		1,222	25	-	
058-370-046-000	0.0	0.0	0.0	0.0	\$80,363	\$189,513	\$269,876	1	Resid. Single Family			-	-	
058-370-047-000	0.0	0.0	0.0	0.0	\$37,074	\$210,565	\$247,639	1	Resid. Single Family		1,561	33	-	
058-370-048-000	0.0	0.0	0.0	0.0	\$73,158	\$209,024	\$282,182	1	Resid. Single Family		1,561	33	-	
058-370-049-000	0.0	0.0	0.0	0.0	\$70,317	\$190,862	\$261,179	1	Resid. Single Family		1,222	20	-	
058-370-050-000	0.0	0.0	0.1	0.1	\$70,000	\$255,000	\$325,000	1	Resid. Single Family		1,401	25	-	
058-370-051-000	0.0	0.0	0.0	0.0	\$70,317	\$173,775	\$244,092	1	Resid. Single Family		1,222	20	-	

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

Subarea / Assessor Parcel Number (APN)	Vacant		Acreage		Total	Land	Assessed Value		Total	Description	Units	Current Land Use		FAR
	Underutilized	Improved	Underutilized	Improved			Impr./Other	Res.				Nonres.	DUI/Acre	
058-370-054-000	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Vacant	-	-	-	
058-380-001-000	0.1	0.0	0.0	0.0	0.1	\$71,724	\$174,495	\$246,219	\$246,219	Resid. Single Family	1	-	-	
058-380-002-000	0.0	0.0	0.1	0.0	0.1	\$71,724	\$185,768	\$257,492	\$257,492	Resid. Single Family	1	1,560	20	
058-380-003-000	0.0	0.0	0.0	0.0	0.0	\$70,000	\$124,946	\$194,946	\$194,946	Resid. Single Family	1	983	50	
058-380-004-000	0.0	0.0	0.0	0.0	0.0	\$70,317	\$122,830	\$193,147	\$193,147	Resid. Single Family	1	983	33	
058-380-005-000	0.0	0.0	0.0	0.0	0.0	\$83,609	\$169,000	\$252,609	\$252,609	Resid. Single Family	1	1,471	25	
058-380-006-000	0.0	0.0	0.0	0.0	0.0	\$70,317	\$205,880	\$276,197	\$276,197	Resid. Single Family	1	1,560	25	
058-380-007-000	0.0	0.0	0.0	0.0	0.0	\$126,358	\$190,345	\$316,703	\$316,703	Resid. Single Family	1	1,626	25	
058-380-008-000	0.0	0.1	0.0	0.0	0.1	\$126,358	\$163,212	\$289,570	\$289,570	Resid. Single Family	1	1,560	20	
058-380-009-000	0.0	0.1	0.0	0.0	0.1	\$126,358	\$152,682	\$279,040	\$279,040	Resid. Single Family	1	1,237	20	
058-380-010-000	0.0	0.0	0.0	0.0	0.0	\$70,000	\$238,693	\$308,693	\$308,693	Resid. Single Family	1	1,333	33	
058-380-011-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,302	33	
058-380-012-000	0.0	0.0	0.0	0.0	0.0	\$70,317	\$215,976	\$286,293	\$286,293	Resid. Single Family	1	1,302	33	
058-380-013-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$211,416	\$271,688	\$271,688	Resid. Single Family	1	1,222	33	
058-380-014-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$195,875	\$256,147	\$256,147	Resid. Single Family	1	1,401	33	
058-380-015-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$183,170	\$243,442	\$243,442	Resid. Single Family	1	1,222	33	
058-380-016-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$193,363	\$253,635	\$253,635	Resid. Single Family	1	1,401	33	
058-380-017-000	0.0	0.0	0.0	0.0	0.0	\$70,000	\$203,000	\$273,000	\$273,000	Resid. Single Family	1	1,222	33	
058-380-018-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$201,857	\$262,129	\$262,129	Resid. Single Family	1	1,401	33	
058-380-019-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$199,808	\$260,080	\$260,080	Resid. Single Family	1	1,401	33	
058-380-020-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$190,852	\$251,124	\$251,124	Resid. Single Family	1	1,401	33	
058-380-021-000	0.0	0.0	0.0	0.0	0.0	\$60,272	\$190,862	\$251,134	\$251,134	Resid. Single Family	1	1,222	33	
058-380-022-000	0.0	0.0	0.0	0.0	0.0	\$66,601	\$194,352	\$261,153	\$261,153	Resid. Single Family	1	1,401	33	
058-380-023-000	0.0	0.0	0.0	0.0	0.0	\$71,724	\$182,373	\$254,097	\$254,097	Resid. Single Family	1	1,401	33	
058-380-024-000	0.0	0.0	0.0	0.0	0.0	\$71,724	\$180,323	\$252,047	\$252,047	Resid. Single Family	1	1,222	33	
058-380-025-000	0.0	0.0	0.0	0.0	0.0	\$71,724	\$184,422	\$256,146	\$256,146	Resid. Single Family	1	1,222	33	
058-380-026-000	0.0	0.0	0.0	0.0	0.0	\$71,724	\$191,594	\$263,318	\$263,318	Resid. Single Family	1	1,401	33	
058-380-028-000	0.0	0.0	0.0	0.0	0.0	\$71,724	\$189,013	\$260,737	\$260,737	Resid. Single Family	1	1,401	25	
058-380-029-000	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Vacant	-	-	-	
058-380-001-000	0.0	0.0	0.0	0.0	0.0	\$83,609	\$156,768	\$240,377	\$240,377	Resid. Single Family	1	1,300	20	
058-380-002-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,300	33	
058-380-003-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,302	33	
058-380-004-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,300	33	
058-380-005-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,302	25	
058-380-006-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,300	25	
058-380-007-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,300	25	
058-380-008-000	0.0	0.1	0.0	0.0	0.1	\$71,724	\$163,940	\$235,664	\$235,664	Resid. Single Family	1	1,300	20	
058-380-009-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,300	20	
058-380-010-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,300	25	
058-380-011-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,300	25	
058-380-012-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,302	25	
058-380-013-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,302	25	
058-380-014-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,300	25	
058-380-015-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,302	25	
058-380-016-000	0.0	0.0	0.0	0.0	0.0	\$70,317	\$246,112	\$316,429	\$316,429	Resid. Single Family	1	1,302	20	
058-380-017-000	0.0	0.1	0.0	0.0	0.1	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,293	17	
058-380-018-000	0.0	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	\$285,000	Resid. Single Family	1	1,293	25	

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

Subarea / Assessor Parcel Number (APN)	Vacant	Acreage		Total	Assessed Value		Total	Description	Units	Current Land Use		FAR
		Underutilized	Improved		Land	Impr./Other				Res.	Normes.	
058-390-019-000	0.0	0.0	0.0	0.0	\$105,298	\$231,645	\$336,943	Resid. Single Family	1	-	-	-
058-390-020-000	0.0	0.0	0.0	0.0	\$104,512	\$156,756	\$261,268	Resid. Single Family	1	1,302	-	1,302
058-390-021-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,302	-	1,302
058-390-022-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,293	-	1,293
058-390-023-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,293	-	1,293
058-390-024-000	0.0	0.0	0.0	0.0	\$94,061	\$183,704	\$277,765	Resid. Single Family	1	1,302	-	1,302
058-390-025-000	0.0	0.0	0.0	0.0	\$47,030	\$215,348	\$262,378	Resid. Single Family	1	1,302	-	1,302
058-390-026-000	0.0	0.0	0.0	0.0	\$70,317	\$170,671	\$240,988	Resid. Single Family	1	1,293	-	1,293
058-390-027-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,293	-	1,293
058-390-028-000	0.0	0.0	0.1	0.1	\$80,000	\$229,370	\$309,370	Resid. Single Family	1	1,333	-	1,333
058-390-029-000	0.0	0.0	0.1	0.1	\$70,000	\$233,017	\$303,017	Resid. Single Family	1	1,333	-	1,333
058-390-030-000	0.0	0.0	0.0	0.0	\$80,000	\$237,122	\$317,122	Resid. Single Family	1	1,340	-	1,340
058-390-031-000	0.0	0.0	0.0	0.0	\$70,000	\$212,489	\$282,489	Resid. Single Family	1	1,123	-	1,123
058-390-032-000	0.0	0.0	0.0	0.0	\$78,785	\$158,629	\$237,414	Resid. Single Family	1	1,122	-	1,122
058-390-033-000	0.0	0.0	0.0	0.0	\$78,972	\$115,569	\$194,541	Resid. Single Family	1	991	-	991
058-390-034-000	0.0	0.0	0.1	0.1	\$105,048	\$173,359	\$278,407	Resid. Single Family	1	1,237	-	1,237
058-390-035-000	0.0	0.0	0.1	0.1	\$105,048	\$157,572	\$262,620	Resid. Single Family	1	1,237	-	1,237
058-390-036-000	0.0	0.0	0.0	0.0	\$105,298	\$174,783	\$280,081	Resid. Single Family	1	1,471	-	1,471
058-390-037-000	0.0	0.0	0.1	0.1	\$105,298	\$202,166	\$307,464	Resid. Single Family	1	1,560	-	1,560
058-390-038-000	0.0	0.0	0.0	0.0	\$70,317	\$100,454	\$170,771	Resid. Single Family	1	983	-	983
058-390-039-000	0.0	0.0	0.0	0.0	\$70,317	\$111,976	\$182,293	Resid. Single Family	1	983	-	983
058-390-040-000	0.0	0.0	0.0	0.0	\$105,298	\$194,749	\$300,047	Resid. Single Family	1	1,790	-	1,790
058-390-041-000	0.0	0.0	0.0	0.0	\$80,000	\$230,000	\$310,000	Resid. Single Family	1	1,560	-	1,560
058-390-042-000	0.0	0.0	0.1	0.1	\$105,298	\$174,258	\$279,556	Resid. Single Family	1	1,471	-	1,471
058-390-043-000	0.0	0.0	0.0	0.0	\$105,298	\$157,947	\$263,245	Resid. Single Family	1	1,560	-	1,560
058-390-044-000	0.0	0.0	0.1	0.1	\$80,000	\$230,000	\$310,000	Resid. Single Family	1	1,122	-	1,122
058-390-045-000	0.0	0.0	0.0	0.0	\$105,048	\$125,878	\$230,926	Resid. Single Family	1	1,122	-	1,122
058-390-046-000	0.0	0.0	0.0	0.0	\$78,785	\$124,855	\$203,640	Resid. Single Family	1	981	-	981
058-390-047-000	0.0	0.0	0.0	0.0	\$105,048	\$182,228	\$297,276	Resid. Single Family	1	1,626	-	1,626
058-390-048-000	0.0	0.0	0.0	0.0	\$105,298	\$189,526	\$294,824	Resid. Single Family	1	1,626	-	1,626
058-390-049-000	0.0	0.0	0.0	0.0	\$105,048	\$183,057	\$298,105	Resid. Single Family	1	1,237	-	1,237
058-390-050-000	0.0	0.0	0.0	0.0	\$105,048	\$150,934	\$255,982	Resid. Single Family	1	1,237	-	1,237
058-390-051-000	0.0	0.0	0.0	0.0	\$85,718	\$162,823	\$248,541	Resid. Single Family	1	1,122	-	1,122
058-390-052-000	0.0	0.0	0.0	0.0	\$80,000	\$185,000	\$265,000	Resid. Single Family	1	991	-	991
058-390-053-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000	\$325,000	Resid. Single Family	1	1,626	-	1,626
058-390-054-000	0.0	0.0	0.0	0.0	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,237	-	1,237
058-390-055-000	0.0	0.0	0.1	0.1	\$80,000	\$205,000	\$285,000	Resid. Single Family	1	1,482	-	1,482
058-390-056-000	0.0	0.0	0.0	0.0	\$80,000	\$230,000	\$310,000	Resid. Single Family	1	1,560	-	1,560
058-390-058-000	0.0	0.0	0.0	0.0	\$80,000	\$245,000	\$325,000	Resid. Single Family	1	1,626	-	1,626
067-330-018-000	0.9	0.0	0.0	0.9	\$0	\$0	\$0	Government	-	-	-	-
067-330-020-000	0.6	0.0	0.0	0.6	\$341,276	\$0	\$341,276	Vacant	-	-	-	-
067-330-022-000	0.3	0.0	0.0	0.3	\$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)	-	-	-	-
Total Bridge District	94.2	0.6	6.2	101.0	\$56,761,580	\$76,933,276	\$133,694,856		164	218,105		

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

Subarea / Assessor Parcel Number (APN)	Vacant		Acreage		Total	Land	Assessed Value		Total	Description	Units	Current Land Use		DUI/Acre	FAR
	Underutilized	Improved	Underutilized	Improved			Impr./Other	Res.				Nonres.			
Pioneer Bluff															
058-260-001	0.2	0.0	0.0	0.0	0.2	\$12,799	\$0	\$12,799	\$12,799	Vacant	-	-	-	-	-
058-260-002	0.0	0.0	0.0	0.0	0.0	\$878,888	\$402,136	\$1,281,024	\$1,281,024	Automotive Uses	-	-	-	-	-
058-260-003	0.0	0.0	0.0	0.0	0.0	\$721,650	\$1,018,541	\$1,740,191	\$1,740,191	Industrial	-	-	-	-	-
058-260-010	0.0	0.0	0.0	0.0	0.0	\$391,866	\$0	\$391,866	\$391,866	Industrial	-	-	-	-	-
058-260-012	0.0	0.0	0.0	0.0	0.0	\$60,252	\$193,812	\$254,064	\$254,064	Industrial	-	-	-	-	-
058-260-013	0.0	0.0	0.0	0.0	0.0	\$501,112	\$91,180	\$592,292	\$592,292	Automotive Uses	-	-	-	-	-
058-260-015	0.0	0.0	0.0	0.0	0.0	\$95,989	\$95,463	\$683,452	\$683,452	Automotive Uses	-	-	-	-	-
058-260-016	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-017	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-018	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-019	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-020	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-260-021	0.0	0.0	0.0	0.0	0.0	\$649,226	\$749,383	\$1,398,609	\$1,398,609	Industrial	-	-	-	-	-
058-260-025	0.0	0.0	0.0	0.0	0.0	\$753,979	\$313,876	\$1,067,855	\$1,067,855	Automotive Uses	-	-	-	-	-
058-260-026	0.0	0.0	0.0	0.0	0.0	\$453,350	\$391,937	\$845,287	\$845,287	Automotive Uses	-	-	-	-	-
058-260-027	0.0	0.0	0.0	0.0	0.0	\$20,546	\$128,633	\$149,179	\$149,179	Miscellaneous	-	-	-	-	-
058-260-028	0.0	0.0	0.0	0.0	0.0	\$41,073	\$245,365	\$286,438	\$286,438	Miscellaneous	-	-	-	-	-
058-270-001	0.0	0.0	0.0	0.0	0.0	\$783,842	\$752,488	\$1,536,330	\$1,536,330	Automotive Uses	-	-	-	-	-
058-270-006	0.0	0.0	0.0	0.0	0.0	\$1,004,350	\$0	\$1,004,350	\$1,004,350	Automotive Uses	-	-	-	-	-
058-270-007	0.0	0.0	0.0	0.0	0.0	\$46,551	\$0	\$46,551	\$46,551	Automotive Uses	-	-	-	-	-
058-270-008	0.0	0.0	0.0	0.0	0.0	\$627,074	\$637,525	\$1,264,599	\$1,264,599	Automotive Uses	-	-	-	-	-
058-270-009	0.2	0.0	0.0	0.0	0.2	\$34,643	\$0	\$34,643	\$34,643	Vacant	-	-	-	-	-
058-270-011	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
058-270-012	0.0	0.0	0.0	0.0	0.0	\$597,809	\$10,413,047	\$11,010,856	\$11,010,856	Automotive Uses	-	-	-	-	-
058-270-014	0.0	0.0	0.0	0.0	0.0	\$393,618	\$922,265	\$1,315,883	\$1,315,883	Automotive Uses	-	-	-	-	-
058-270-016	0.0	0.0	0.0	0.0	0.0	\$214,720	\$287,789	\$502,509	\$502,509	Industrial	-	-	-	-	-
058-270-017	0.0	0.0	0.0	0.0	0.0	\$567,017	\$0	\$567,017	\$567,017	Automotive Uses	-	-	-	-	-
058-280-003	0.0	0.0	0.0	0.0	0.0	\$1,166,032	\$915,182	\$2,081,214	\$2,081,214	Miscellaneous	-	-	-	-	-
058-280-005	0.0	0.0	0.0	0.0	0.0	\$1,214,931	\$11,432,473	\$12,647,404	\$12,647,404	Automotive Uses	-	-	-	-	-
058-280-006	0.0	0.0	0.0	0.0	0.0	\$185,570	\$110,179	\$295,749	\$295,749	Industrial	-	-	-	-	-
058-280-007	0.0	0.0	0.0	0.0	0.0	\$276,248	\$1,019,608	\$1,295,856	\$1,295,856	Industrial	-	-	-	-	-
058-290-001	0.8	0.0	0.0	0.0	0.8	\$74,995	\$0	\$74,995	\$74,995	Vacant	-	-	-	-	-
058-290-002	0.0	0.0	0.0	0.0	0.0	\$102,880	\$67,067	\$169,947	\$169,947	Industrial	-	-	-	-	-
058-290-004	0.0	0.0	0.0	0.0	0.0	\$1,106,293	\$3,044,517	\$4,150,810	\$4,150,810	Commercial	-	-	-	-	-
058-290-005	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	(Blank)	-	-	-	-	-
058-300-012	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	(Blank)	-	-	-	-	-
067-180-001	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
067-180-004	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	Miscellaneous	-	-	-	-	-
Rail ROW	0.0	0.0	0.0	0.0	0.0	\$0	\$0	\$0	\$0	UP ROW	-	-	-	-	-
Total Pioneer Bluff	1.3	0.0	123.2	0.0	124.4	\$12,977,303	\$33,734,466	\$46,711,769	\$46,711,769						52,500

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

Subarea / Assessor Parcel Number (APN)	Vacant	Acreage		Total	Land	Assessed Value		Total	Description	Units	Current Land Use		DU/Acre	FAR
		Underutilized	Improved			Impr./Other	Total				Res.	Nonres.		
Snow Cone														
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					0.34
058-033-003-000	0.0	0.5	0.0	0.5	\$80,005	\$291,881	\$371,886		Medical/Dental/Labs			5,058		
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					0.70
058-034-003-000	0.0	0.1	0.0	0.1	\$55,000	\$284,650	\$339,650		Retail Sales			3,360		
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					0.88
058-034-009-000	0.0	0.1	0.0	0.1	\$45,581	\$114,617	\$160,198		Industrial			2,304		
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	0.1	0.0	0.0	0.1	\$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	\$457,094	\$637,857		Resid. Apartments					
058-014-003-000	0.0	0.3	0.0	0.3	\$125,414	\$457,190	\$582,604		Office			4,282		
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	\$119,988	\$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					
058-015-008-000	0.0	0.1	0.0	0.1	\$25,336	\$65,478	\$90,814		Industrial					
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	\$26,317	\$104,645		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					
Total Snow Cone	2.0	12.4	0.0	14.4	\$2,781,206	\$7,046,089	\$9,827,295					48,535		
Total West Sacramento	104.8	145.7	6.2	256.7	\$75,208,592	\$119,630,869	\$194,839,461			288	220,763	102,001		

Source: City of West Sacramento; EPS.

WS_SMS12

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	\$64,353	\$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	\$66,023	\$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
058-095-005	1979 PARK BLVD	0.0	0.2	0.0	0.2	\$63,200	\$100,000	\$163,200	Residential, Single Family
058-123-002	1580 VERMONT AVE	0.0	0.1	0.0	0.1	\$25,172	\$48,534	\$73,706	Residential, Single Family
058-104-004	1917 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$29,190	\$59,827	\$89,017	Residential, Single Family
058-067-008	14 19TH ST	0.0	0.1	0.0	0.1	\$36,147	\$72,906	\$109,053	Residential, Multi-Family
058-053-011	25 ALAMEDA BLVD	0.0	0.1	0.0	0.1	\$19,735	\$82,045	\$101,780	Residential, Single Family
058-095-006	1511 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$41,586	\$77,633	\$119,219	Residential, Single Family
058-132-011	1584 VERMONT AVE	0.0	0.1	0.0	0.1	\$49,479	\$89,072	\$138,551	Residential, Single Family
058-053-012	1948 DELAWARE AVE	0.0	0.2	0.0	0.2	\$50,470	\$115,369	\$165,839	Residential, Single Family
058-053-010	1509 VIRGINIA AVE	0.0	0.1	0.0	0.1	\$20,284	\$96,798	\$117,082	Residential, Single Family
058-250-030	0 STONE BLVD	0.0	0.1	0.0	0.1	\$60,000	\$140,000	\$200,000	Residential, Single Family
058-250-031	0 STONE BLVD	0.0	0.0	0.0	0.0	\$61,943	\$0	\$61,943	Residential, Multi-Family
058-250-025	2005 PARK BLVD	0.0	0.0	0.0	0.0	\$61,943	\$0	\$61,943	Residential, Multi-Family
058-067-016	1564 VERMONT AVE	0.0	0.3	0.0	0.3	\$22,104	\$46,739	\$68,843	Residential, Multi-Family
058-096-003	1605 VERMONT AVE	0.0	0.3	0.0	0.3	\$61,477	\$112,709	\$174,186	Residential, Multi-Family
058-121-004	1919 CAROLINA AVE	0.0	0.2	0.0	0.2	\$35,100	\$123,511	\$158,611	Residential, Single Family
058-135-012	2012 DELAWARE CT	0.0	0.2	0.0	0.2	\$9,963	\$23,976	\$33,939	Residential, Single Family
		0.0	0.2	0.0	0.2	\$7,931	\$44,374	\$52,305	Residential, Single Family

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			Total	Assessed Value		Description
		Vacant	Underutilized	Improved		Impr./Other	Total	
058-063-019	1531 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$70,000	\$225,000	Residential, Multi-Family
058-063-009	1515-17 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$57,698	\$129,822	Residential, Multi-Family
058-067-017	1588 VERMONT AVE	0.0	0.2	0.0	0.2	\$57,878	\$92,292	Residential, Single Family
058-250-026	705-709 STONE BLVD	0.0	0.2	0.0	0.2	\$13,146	\$47,763	Residential, Single Family
058-135-029	2013 STONE CT	0.0	0.2	0.0	0.2	\$7,931	\$63,100	Residential, Single Family
058-135-004	2012 MARYLAND CT	0.0	0.2	0.0	0.2	\$60,000	\$140,000	Residential, Single Family
058-133-008	1932 PENNSYLVANIA AVE	0.0	0.2	0.0	0.2	\$41,776	\$103,628	Residential, Single Family
058-135-020	2012 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$31,218	\$87,019	Residential, Single Family
058-096-009	1563 VERMONT AVE	0.0	0.2	0.0	0.2	\$26,423	\$91,837	Residential, Multi-Family
058-122-023	1936 CAROLINA AVE	0.0	0.2	0.0	0.2	\$60,000	\$100,000	Residential, Single Family
058-135-021	2013 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$45,013	\$118,808	Residential, Single Family
058-135-036	2012 ALABAMA CT	0.0	0.2	0.0	0.2	\$7,293	\$66,979	Residential, Single Family
058-063-018	1529 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$57,913	\$105,298	Residential, Single Family
058-135-028	2012 STONE CT	0.0	0.2	0.0	0.2	\$7,962	\$35,175	Residential, Single Family
058-134-005	1916 ALABAMA AVE	0.0	0.2	0.0	0.2	\$52,523	\$73,533	Residential, Single Family
058-135-013	2013 DELAWARE CT	0.0	0.2	0.0	0.2	\$50,227	\$130,590	Residential, Single Family
058-135-037	2013 ALABAMA CT	0.0	0.2	0.0	0.2	\$50,227	\$69,313	Residential, Single Family
058-054-001	1506 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$60,000	\$75,000	Residential, Single Family
058-122-015	1908 CAROLINA AVE	0.0	0.2	0.0	0.2	\$9,596	\$36,225	Residential, Single Family
058-063-003	20 ALAMEDA BLVD	0.0	0.3	0.0	0.3	\$41,077	\$83,497	Residential, Single Family
058-135-009	2000 DELAWARE CT	0.0	0.2	0.0	0.2	\$50,492	\$98,546	Residential, Single Family
058-063-015	1523 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$62,862	\$171,023	Residential, Single Family
058-124-010	204-208 STONE BLVD	0.0	0.2	0.0	0.2	\$58,841	\$125,050	Residential, Multi-Family
058-104-018	1721 VERMONT AVE	0.0	0.2	0.0	0.2	\$52,256	\$85,699	Residential, Single Family
058-132-010	1943 DELAWARE AVE	0.0	0.2	0.0	0.2	\$36,869	\$109,394	Residential, Single Family
058-063-016	1525 VIRGINIA AVE	0.0	0.2	0.0	0.2	\$60,000	\$75,000	Residential, Single Family
058-096-004	1601 VERMONT AVE	0.0	0.2	0.0	0.2	\$36,772	\$139,891	Residential, Single Family
058-133-007	1928 PENNSYLVANIA AVE	0.0	0.2	0.0	0.2	\$60,000	\$105,000	Residential, Single Family
058-104-019	101 17TH/1701 VERMONT AVE	0.0	0.2	0.0	0.2	\$115,979	\$284,154	Residential, Multi-Family
058-135-011	1725 VERMONT AVE	0.0	0.2	0.0	0.2	\$52,847	\$76,340	Residential, Single Family
058-067-018	2008 DELAWARE CT	0.0	0.2	0.0	0.2	\$7,962	\$112,544	Residential, Single Family
058-121-005	1915 CAROLINA AVE	0.0	0.1	0.0	0.1	\$20,364	\$37,598	Residential, Single Family
058-135-003	2008 MARYLAND CT	0.0	0.2	0.0	0.2	\$50,000	\$73,000	Residential, Single Family
058-122-028	146-148 STONE BLVD	0.0	0.2	0.0	0.2	\$29,810	\$115,003	Residential, Multi-Family
058-104-001	1733 VERMONT AVE	0.0	0.2	0.0	0.2	\$9,540	\$25,188	Residential, Single Family
058-134-006	1920 ALABAMA AVE	0.0	0.2	0.0	0.2	\$22,191	\$70,845	Residential, Single Family
058-096-005	1585 VERMONT AVE	0.0	0.1	0.0	0.1	\$60,000	\$75,000	Residential, Single Family
058-135-035	2008 ALABAMA CT	0.0	0.2	0.0	0.2	\$31,353	\$73,680	Residential, Single Family
058-132-015	1961 MARYLAND AVE	0.0	0.2	0.0	0.2	\$43,259	\$100,947	Residential, Single Family

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	\$85,000	\$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
058-135-030	2009 STONE CT	0.0	0.2	0.0	0.2	\$29,228	\$77,798	\$107,026	Residential, Multi-Family
058-122-022	1934 CAROLINA AVE	0.0	0.2	0.0	0.2	\$60,000	\$75,000	\$135,000	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
058-096-006	2009 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$49,489	\$72,930	\$122,419	Residential, Single Family
058-135-014	1579 VERMONT AVE	0.0	0.1	0.0	0.1	\$31,965	\$70,686	\$102,651	Residential, Single Family
058-104-016	1713 VERMONT AVE	0.0	0.2	0.0	0.2	\$31,340	\$124,273	\$155,613	Residential, Single Family
058-135-006	2009 MARYLAND CT	0.0	0.2	0.0	0.2	\$30,455	\$42,423	\$72,878	Residential, Single Family
058-135-038	2009 ALABAMA CT	0.0	0.2	0.0	0.2	\$7,951	\$85,000	\$115,000	Residential, Single Family
058-135-040	2001 ALABAMA CT	0.0	0.2	0.0	0.2	\$52,523	\$48,320	\$47,056	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	\$113,707	\$170,000	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
058-135-032	2000 PENNSYLVANIA CT	0.0	0.2	0.0	0.2	\$43,259	\$108,158	\$151,417	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	\$28,680	\$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
058-067-011	1709 VERMONT AVE	0.0	0.1	0.0	0.1	\$60,000	\$140,000	\$200,000	Residential, Single Family
058-121-009	15 ALAMEDA BLVD	0.0	0.1	0.0	0.1	\$40,985	\$71,724	\$112,709	Residential, Single Family
058-104-014	1903 CAROLINA AVE	0.0	0.1	0.0	0.1	\$50,000	\$96,000	\$146,000	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

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

WS_ext161_068

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.

**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
Washington District						
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%
Total Washington District		16.9	775	1,067,576		
Bridge District						
	Mixed-Use	101.0	3,082	5,468,989	90%	110%
Pioneer Bluff						
Redevelopment Parcels	Mixed-Use	115.7	3,422	2,509,499	90%	110%
Rail ROW (Dev)	Mixed-Use	8.8	260	190,501	90%	110%
Total Pioneer Bluff		124.4	3,682	2,700,000		
Snow Cone						
058-033-001-000	Retail Sales	0.1	0	-	[2]	[3]
058-033-002-000	Office	0.3	0	5,058	5,058	1,307
058-033-003-000	Medical/Dental/Labs	0.5	0	-	-	5,184
058-033-004-000	Vacant	0.1	0	-	-	7,928
058-034-001-000	Industrial	0.1	0	-	-	653
058-034-002-000	Retail Sales	0.1	0	3,360	3,360	1,568
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
058-034-016-000	Restaurant	0.2	0	-	-	1,851

**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
058-034-027-000	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
Total Snow Cone		14.4	0	48,535	48,535	157,047

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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:

FAR
0.25
0.35
0.40

Land Use Category

Retail (Includes "Retail Sales," "Vacant," "Restaurant," "Resid. Apartments," "Automotive" and "Shopping Centers")

Office (Includes "Office" and "Medical/Dental/Labs")

Industrial

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

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

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

Subarea	Existing Acres [1]	Description	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 [4]	Units	Gross Res Bldg. Sq. Ft. [3]	Gross Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	Average DU/Acre	Average FAR [4]	
Pioneer Bluff															
Redevelopment Parcels	115.7	Mixed-Use	3,080	4,620,000	2,259,000	6,879,000	26.6	1.37	3,765	5,646,991	2,760,000	8,406,991	32.5	1.67	
Rail ROW (Dev)	8.8	Mixed-Use	230	345,000	171,000	516,000	26.2	1.35	286	428,675	210,000	638,675	32.5	1.67	
Total Pioneer Bluff	124.4		3,310	4,965,000	2,430,000	7,395,000	26.6	1.36	4,050	6,075,667	2,970,000	9,045,667	32.5	1.67	
Snow Cone	14.4	Mixed Com.	0	0	48,535	48,535	-	0.08	0	0	157,047	157,047	-	0.25	
Total West Sacramento	256.7		6,780	10,170,000	8,361,535	18,531,535	26.4	0.75	8,291	12,435,967	10,317,047	22,753,013	32.3	0.92	

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 per unit. 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	Acres	Existing Land Uses						Net New Projected Land Use Scenarios						Total Gross Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.				
		Res. Units		Gross Res. Bldg. Sq. Ft.		Gross Com. Bldg. Sq. Ft.		Low Density		High Density		Res. Units				Gross Res. Bldg. Sq. Ft.		Gross Com. Bldg. Sq. Ft.	
Washington District																			
Redevelopment Parcels	16.9	124	2,658	0	2,658	0	2,658	576	1,047,342	961,000	2,008,342	726	1,272,342	1,174,000	2,446,342	0	0	0	
Rail ROW (Dev) [2]	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Washington District	16.9	124	2,658	0	2,658	0	2,658	576	1,047,342	961,000	2,008,342	726	1,272,342	1,174,000	2,446,342	0	0	0	
Bridge District																			
Existing Development [1]	101.0	918	1,229,463	131,000	1,360,463	1,360,463	1,360,463	1,852	2,925,537	4,791,000	7,716,537	2,472	3,855,637	5,885,000	9,740,637	0	0	0	
Rail ROW (Dev) [2]	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Bridge District	101.0	918	1,229,463	131,000	1,360,463	1,360,463	1,360,463	1,852	2,925,537	4,791,000	7,716,537	2,472	3,855,637	5,885,000	9,740,637	0	0	0	
Pioneer Bluff																			
Redevelopment Parcels	115.7	0	0	52,500	52,500	52,500	52,500	3,080	4,620,000	2,206,500	6,826,500	3,765	5,646,991	2,707,500	8,354,491	0	0	0	
Rail ROW (Dev)	8.8	0	0	0	0	0	0	230	345,000	171,000	516,000	286	428,675	210,000	638,675	0	0	0	
Total Pioneer Bluff	124.4	0	0	52,500	52,500	52,500	52,500	3,310	4,965,000	2,377,500	7,342,500	4,050	6,075,667	2,917,500	8,993,167	0	0	0	
Snow Cone																			
Redevelopment Parcels	14.4	0	0	48,535	48,535	48,535	48,535	0	0	0	0	0	0	108,512	108,512	0	0	0	
Rail ROW (Dev)	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Snow Cone	14.4	0	0	48,535	48,535	48,535	48,535	0	0	0	0	0	0	108,512	108,512	0	0	0	
Total West Sacramento																			
Redevelopment Parcels	247.9	1,042	1,232,121	232,035	1,464,156	1,464,156	1,464,156	5,508	8,592,879	7,958,500	16,551,379	6,963	10,775,171	9,875,012	20,650,182	0	0	0	
Rail ROW (Dev)	8.8	0	0	0	0	0	0	230	345,000	171,000	516,000	286	428,675	210,000	638,675	0	0	0	
Total West Sacramento	256.7	1,042	1,232,121	232,035	1,464,156	1,464,156	1,464,156	5,738	8,937,879	8,129,500	17,067,379	7,249	11,203,846	10,085,012	21,288,858	0	0	0	

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 by 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
Washington District Redevelopment Parcels Rail ROW (Dev)	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	per unit \$210,000	per bldg. sq. ft. \$250
	Res. Mixed-Use	MU MF Res. Attached For-Rent	MU Retail/Office	\$210,000	\$250
Bridge District Redevelopment Parcels Rail ROW (Dev)	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$310
	Res. Mixed-Use	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$310
Pioneer Bluff Redevelopment Parcels/Rail ROW (Dev) [2] Redevelopment Parcels/Rail ROW (Dev) [2]	Urban Waterfront	MU MF Res. Attached For-Sale	MU Retail/Office	\$400,000	\$310
	Urban Waterfront	MU MF Res. Attached For-Rent	MU Retail/Office	\$210,000	\$310
Snow Cone Redevelopment Parcels Rail ROW (Dev)	Commercial	None	Retail/Office	-	\$250
	NA	None	None	-	-

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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.

[2] 40% of projected development is estimated to be residential attached ownership product, while 60% of projected development is estimated to be residential attached rental product.

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**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
Washington District						
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
Total Washington District	\$147,000,000	\$240,250,000	\$387,250,000	\$178,500,000	\$293,500,000	\$472,000,000
Bridge District						
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
Total Bridge District	\$1,108,000,000	\$1,525,820,000	\$2,633,820,000	\$1,356,080,000	\$1,864,960,000	\$3,221,040,000
Pioneer Bluff						
Redev. Parcels/Rail ROW (Dev) (MU Res. Own.) [1]	\$529,600,000	\$301,320,000	\$830,920,000	\$602,345,747	\$342,240,000	\$944,585,747
Redev. Parcels/Rail ROW (Dev) (MU Res. Rental) [1]	\$417,060,000	\$451,980,000	\$869,040,000	\$510,356,000	\$552,420,000	\$1,062,776,000
Total Pioneer Bluff	\$946,660,000	\$753,300,000	\$1,699,960,000	\$1,112,701,747	\$894,660,000	\$2,007,361,747
Snow Cone						
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
Total Snow Cone	\$0	\$9,827,295	\$9,827,295	\$0	\$39,261,627	\$39,261,627
Total West Sacramento						
Redevelopment Parcels	\$1,784,600,000	\$2,077,217,295	\$3,861,817,295	\$2,136,925,747	\$2,539,961,627	\$4,676,887,373
Rail ROW (Dev)	\$417,060,000	\$451,980,000	\$869,040,000	\$510,356,000	\$552,420,000	\$1,062,776,000
Total West Sacramento	\$2,201,660,000	\$2,529,197,295	\$4,730,857,295	\$2,647,281,747	\$3,092,381,627	\$5,739,663,373

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Source: City of West Sacramento; EPS.

[1] 40% of projected development is estimated to be residential attached ownership product, while 60% of projected development is estimated to be residential attached rental product. Nonresidential development is proportionately allocated.

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	Residential	Commercial	Residential	Commercial
			Total	Total	Total	Total
West Sacramento Subareas						
Washington District	\$417,929	\$4,187,612	\$4,605,541	\$146,582,071	\$178,082,071	\$289,312,388
Bridge District	\$47,836,411	\$85,858,445	\$133,694,856	\$1,060,163,589	\$1,306,243,589	\$1,779,101,555
Pioneer Bluff	\$0	\$46,711,769	\$46,711,769	\$946,660,000	\$1,112,701,747	\$647,948,231
Snow Cone	\$677,857	\$9,149,438	\$9,827,295	(\$677,857)	(\$677,857)	\$30,112,189
Total West Sacramento	\$48,932,197	\$145,907,264	\$194,839,461	\$2,152,727,803	\$2,598,349,550	\$2,946,474,363
Increased AV Parcels [1]	\$18,249,378	\$0	\$18,249,378	\$912,469	\$912,469	\$0
Total W. Sac (incl. Increased AV Parcels)	\$67,181,575	\$145,907,264	\$407,928,300	\$2,153,640,272	\$2,599,262,019	\$2,946,474,363
						\$11,090,560,294

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.

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APPENDIX C:

Existing and Projected Land Uses and Assessed Values: Woodland



Table C-1	Summary of Existing Land Uses: Woodland	C-1
Table C-2	Detailed Existing Land Uses: Woodland (2 pages).....	C-2
Table C-3	Detailed Existing Residential Land Uses Not Expected to Redevelop: Woodland (5 pages)	C-4
Table C-4	Projected Land Use Assumptions: Woodland	C-9
Table C-5	Gross Projected Low- and High-Density Land Uses: Woodland	C-10
Table C-6	Net New Projected Low- and High-Density Land Uses: Woodland	C-11
Table C-7	Projected Land Use Valuation Assumptions: Woodland	C-12
Table C-8	Projected Gross Assessed Valuation: Woodland	C-13
Table C-9	Projected Net New Assessed Valuation: Woodland	C-14

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

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

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	Acres		Total	Land	Assessed Value Impr./Other	Total	Description	Units	Current Land Use		FAR
		Vacant	Underutilized							Improved	Res.	
Central Business District												
005-643-015-000	NA	0.0	1.5	0.0	\$416,049	\$1,614,715	\$2,032,764	Retail Sales	-	-	35,415	0.53
005-644-011-000	NA	0.5	0.0	0.0	\$0	\$0	\$0	Vacant	-	-	-	-
005-644-015-000	NA	0.0	0.3	0.0	\$271,322	\$327,878	\$599,200	Office	-	-	NA	-
005-644-016-000	NA	1.3	0.0	0.0	\$670,000	\$0	\$670,000	Vacant	-	-	-	-
005-644-017-000	NA	0.6	0.0	0.0	\$473,844	\$0	\$473,844	Vacant	-	-	-	-
006-143-004-000	1120 LINCOLN AVE	0.2	0.0	0.0	\$28,908	\$0	\$28,908	Vacant	-	-	-	-
006-143-005-000	525 SIXTH ST	0.8	0.0	0.0	\$0	\$0	\$0	(Blank)	-	-	-	-
006-225-001-000	625 SIXTH ST	0.0	1.5	0.0	\$124,051	\$0	\$124,051	Automotive Uses	-	-	-	-
006-264-001-000	1152 CROSS ST	0.0	0.8	0.0	\$74,226	\$104,443	\$178,669	Commercial	-	-	-	-
006-264-002-000	1111 PENDEGAST ST	0.0	0.0	0.0	\$289,368	\$856,383	\$1,145,751	Automotive Uses	-	-	-	-
063-076-001-000	1228-33 E MAIN ST & 3133 EAST ST	0.0	0.0	0.0	\$0	\$0	\$0	Miscellaneous	-	-	-	-
006-222-010-000	NA	0.1	0.0	0.0	\$122,923	\$135,208	\$258,131	Industrial	-	-	NA	-
006-222-011-000	NA	0.0	0.7	0.0	\$0	\$0	\$0	Miscellaneous	-	-	-	-
006-222-012-000	NA	0.0	1.7	0.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-
006-260-089-000	0 NO ADDRESS	0.0	1.8	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-
005-644-099-000	0 NO ADDRESS	0.0	0.5	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-
005-643-099-000	0 NO ADDRESS	0.0	0.3	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-
006-143-089-000	0 NO ADDRESS	0.0	1.1	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-
006-143-089-000	0 NO ADDRESS	0.0	1.8	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-
006-143-089-000	0 NO ADDRESS	0.0	1.8	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-
006-220-089-000	0 NO ADDRESS	0.0	5.3	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-
063-070-099-000	1 NO ADDRESS	0.0	2.8	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-
063-070-099-000	1 NO ADDRESS	0.0	2.2	0.0	\$0	\$0	\$0	Rail ROW (Dev)	-	-	-	-
Total Central Business District		2.6	25.6	0.0	\$2,472,691	\$3,038,627	\$5,511,318		1	795	35,415	-
East Street District												
006-462-022-000	1020 EAST ST	0.0	4.6	0.0	\$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	\$208,401	\$154,423	\$362,824	Industrial	-	-	-	-
006-534-003-000	813 PACIFIC ST	0.0	0.1	0.0	\$31,513	\$21,008	\$52,521	Resid. Single Family	1	1,506	-	-
006-534-004-000	821 PACIFIC ST	0.1	0.0	0.0	\$47,000	\$0	\$47,000	Vacant	-	-	-	-
006-534-005-000	823 PACIFIC ST	0.0	0.1	0.0	\$6,756	\$7,138	\$13,894	Resid. Multiple Family	-	-	-	-
006-534-006-000	829 PACIFIC ST	0.0	0.1	0.0	\$27,037	\$125,652	\$152,689	Resid. Single Family	1	1,611	-	-
006-534-007-000	835 PACIFIC ST	0.0	0.3	0.0	\$78,326	\$24,096	\$102,422	Industrial	1	1,281	-	-
006-534-008-000	1121 AB-1123 GUM AVE	0.0	0.6	0.0	\$210,957	\$76,340	\$286,937	Industrial	-	-	-	-
006-534-009-000	1120 / 1122 PENDEGAST ST	0.0	0.3	0.0	\$78,231	\$486,551	\$564,792	Industrial	-	-	-	-
006-551-001-000	1110-1120 GUM AVE	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	\$74,347	\$50,179	\$124,526	Resid. Single Family	1	1,440	-	-
006-551-014-000	1005 EAST ST	0.0	0.9	0.0	\$200,662	\$99,286	\$299,948	Industrial	-	-	960	0.02
006-551-015-000	0 NO ADDRESS	0.0	1.0	0.0	\$85,372	\$43,456	\$128,828	Industrial	1	1,040	-	-
006-551-016-000	949 SIXTH ST	0.0	0.8	0.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-
006-550-089-000	0 NO ADDRESS	0.0	2.9	0.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-
006-530-089-000	0 NO ADDRESS	0.0	1.0	0.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-
039-200-099-000	0 NO ADDRESS	0.0	2.2	0.0	\$0	\$0	\$0	Rail ROW (Ped)	-	-	-	-
Total East Street District		0.1	16.6	0.0	\$2,341,047	\$6,523,643	\$8,864,690		6	7,673	13,868	0.02

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

Subarea / Assessor Parcel Number (APN)	Address	Vacant	Acreage		Total	Land	Assessed Value Impr./Other	Total	Description	Units	Current Land Use		DU/Acre	FAR
			Underutilized	Improved							Res.	Nonres.		
North East Street District														
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	\$3,390	\$860,593				NA		
005-060-003-000	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		
005-060-099-000	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	\$216,584	\$0	\$216,584						
Total North East Street District		57.2	15.0	0.0	72.2	\$4,046,942	\$1,003,487	\$5,050,429		1	0	0		
Annexation Area														
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	\$266,140	\$0	\$266,140	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	\$1,133,276	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			
Total Annexation Area		0.0	156.8	0.0	156.8	\$2,833,977	\$1,475,287	\$4,309,274		5	8,749			
Total Woodland		60.0	215.9	0.0	275.9	\$11,694,657	\$12,041,054	\$23,735,711		12	16,422	49,283		

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			Total	Land	Assessed Value		Description
		Vacant	Underutilized	Improved			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	\$165,000	\$235,000	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
005-740-049	261 ARLINGTON CIR	0.0	0.1	16.0	16.1	\$56,415	\$75,873	\$132,288	Residential, Single Family
005-740-026	256 ARLINGTON CIR	0.0	0.2	17.0	17.2	\$75,222	\$147,943	\$223,165	Residential, Single Family
005-740-035	987 ARLINGTON CIR	0.0	0.1	18.0	18.1	\$79,316	\$196,348	\$277,664	Residential, Single Family
005-031-027	1101 WOODLAND AVE	0.0	0.2	19.0	19.2	\$76,242	\$183,802	\$260,044	Residential, Single Family
005-740-076	801 SHILOH CT	0.0	0.2	20.0	20.2	\$8,272	\$57,652	\$65,924	Residential, Single Family
005-740-075	841 SHILOH CT	0.0	0.2	21.0	21.2	\$70,330	\$100,366	\$170,716	Residential, Single Family
005-740-074	881 SHILOH CT	0.0	0.1	22.0	22.1	\$79,316	\$158,635	\$237,951	Residential, Single Family
005-740-073	921 SHILOH CT	0.0	0.1	23.0	23.1	\$68,953	\$137,912	\$206,865	Residential, Single Family
005-740-081	961 SHILOH CT	0.0	0.1	24.0	24.1	\$40,985	\$138,325	\$179,310	Residential, Single Family
005-740-079	1001 SHILOH CT	0.0	0.2	25.0	25.2	\$77,758	\$151,991	\$229,749	Residential, Single Family
005-740-047	980 ARLINGTON CIR	0.0	0.2	26.0	26.2	\$62,707	\$156,663	\$219,370	Residential, Single Family
005-740-070	1000 ARLINGTON CIR	0.0	0.1	27.0	27.1	\$70,000	\$185,000	\$255,000	Residential, Single Family
005-740-012	1120 SHILOH CT	0.0	0.3	28.0	28.1	\$65,818	\$130,390	\$196,208	Residential, Single Family
005-740-013	1080 LEXINGTON WAY	0.0	0.1	29.0	29.3	\$75,222	\$227,640	\$302,862	Residential, Single Family
005-740-014	1100 LEXINGTON CT	0.0	0.1	30.0	30.1	\$40,181	\$216,980	\$257,161	Residential, Single Family
005-740-015	1116 LEXINGTON CT	0.0	0.1	31.0	31.1	\$79,894	\$172,086	\$251,980	Residential, Single Family
005-740-016	1132 LEXINGTON CT	0.0	0.1	32.0	32.1	\$80,912	\$173,892	\$254,804	Residential, Single Family
006-462-021	1148 LEXINGTON CT	0.0	0.1	33.0	33.1	\$52,647	\$192,695	\$245,342	Residential, Single Family
006-462-008	1001 6TH ST	0.0	0.1	34.0	34.1	\$65,818	\$134,782	\$200,600	Residential, Single Family
005-740-019	1305 6TH ST	0.0	0.2	35.0	35.2	\$30,738	\$113,734	\$144,472	Residential, Single Family
005-740-058	1149 LEXINGTON CT	0.0	0.1	36.0	36.1	\$41,804	\$93,015	\$134,819	Residential, Single Family
005-060-002	987 LEXINGTON WAY	0.0	0.2	37.0	37.2	\$75,000	\$185,000	\$260,000	Residential, Single Family
005-031-007	12 SUTTER ST	0.0	0.1	38.0	38.1	\$80,000	\$189,500	\$269,500	Residential, Single Family
005-031-017	1011 WOODLAND AVE	0.0	0.2	39.0	39.2	\$52,647	\$89,503	\$142,150	Residential, Single Family
005-740-053	247 ARLINGTON CIR	0.0	0.1	40.0	40.7	\$175,000	\$100,000	\$275,000	Residential, Single Family
		0.0	0.1	41.0	41.1	\$18,825	\$30,128	\$48,953	Residential, Single Family
		0.0	0.1	43.0	43.1	\$70,000	\$185,000	\$255,000	Residential, Single Family

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			Total	Land	Assessed Value		Total	Description
		Vacant	Underutilized	Improved			Impr./Other			
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	
005-740-065	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, Single 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	\$93,223	\$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	

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			Total	Land	Assessed Value		Total	Description
		Vacant	Underutilized	Improved			Impr./Other			
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	\$2,523	\$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	

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

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

woodland_exist_res

Source: City of Woodland; EPS.

[1] Excludes all parcels with no improvement value.

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

Subarea [2]	Land Use Description	Average 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	
Central Business District										
Redevelopment Parcels	Res. Mixed-Use	0%	100%	0%	60%	15.0	20.0	0.86	1.15	1,500
Rail ROW (Dev)	Res. Mixed-Use	0%	100%	0%	60%	15.0	20.0	0.86	1.15	1,500
Rail ROW (Ped)	Public-Use Trail	-	-	-	-	-	-	-	-	-
East Street District										
Redevelopment Parcels	Res. Mixed-Use	0%	100%	0%	60%	8.0	15.0	0.46	0.86	1,500
Rail ROW (Dev)	None	-	-	-	-	-	-	-	-	-
Rail ROW (Ped)	Public-Use Trail	-	-	-	-	-	-	-	-	-
North East Street District										
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	-	-	-	-	-	-	-	-	-
Annexation Area										
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	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]			
Central Business District																	
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	-	-	-	-	-	-	-	-	-	-	-	-			
Total Central Business District	28.2		371	556,436	370,958	927,394	-	-	496	744,072	496,048	1,240,120	-	-			
East Street District																	
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	-	-	-	-	-	-	-	-	-	-	-	-			
Total East Street District	16.7		85	127,607	85,072	212,679	8.0	0.46	159	238,570	159,047	397,617	-	-			
North East Street District																	
Redevelopment Parcels	37.8	SF Res. Commercial	189	415,516	0	415,516	5.0	-	302	664,826	0	664,826	8.0	-			
Rail ROW (Dev)	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	-	-	-	-	-	-	-	-	-	-	-	-			
Total North East Street District	72.2		189	415,516	274,241	689,757	5.0	0.25	302	664,826	548,481	1,213,307	-	-			
Annexation Area																	
Redevelopment Parcels	123.1	SF Res. MF Res.	369	812,688	0	812,688	3.0	-	985	2,167,194	0	2,167,194	8.0	-			
Rail ROW (Dev)	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	-	-	-	-	-	-	-	-	-	-	-	-			
Total Annexation Area	158.8		616	1,182,106	0	1,182,106	11.0	-	1,447	2,859,834	0	2,859,834	-	-			
Total Woodland																	
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		-	-	-	-	-	-	-	-	-	-	-	-			
Total Woodland	275.9		1,261	2,281,666	730,270	3,011,936	-	-	2,404	4,507,302	1,203,576	5,710,878	-	-			

Source: City of Woodland; EPS.

[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	Acres	Existing Land Uses						Net New Projected Land Use Scenarios											
		Res. Units	Gross Res. Bldg. Sq. Ft.	Gross Com. Bldg. Sq. Ft.	Total Gross Bldg. Sq. Ft.	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.						
Central Business District																			
Redevelopment Parcels	10.7	0	0	35,415	35,415	0	0	240,755	125,088	365,844	215	321,940	179,212	501,152					
Rail ROW (Dev)	14.0	0	0	0	0	0	0	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	0					
Total Central Business District	28.2	0	0	35,415	35,415	0	0	556,436	335,543	891,979	496	744,072	460,633	1,204,705					
East Street District																			
Redevelopment Parcels	10.6	6	7,673	13,868	21,541	0	0	127,601	77,399	198,811	153	230,897	145,179	376,076					
Rail ROW (Dev)	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Rail ROW (Ped)	6.1	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total East Street District	16.7	6	7,673	13,868	21,541	0	0	127,601	77,399	198,811	153	230,897	145,179	376,076					
North East Street District																			
Redevelopment Parcels	63.0	1	0	0	0	0	0	415,516	274,241	689,757	301	664,826	548,481	1,213,307					
Rail ROW (Dev)	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Rail ROW (Ped)	9.2	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total North East Street District	72.2	1	0	0	0	0	0	415,516	274,241	689,757	301	664,826	548,481	1,213,307					
Annexation Area																			
Redevelopment Parcels	153.9	5	8,749	0	8,749	0	0	1,173,357	0	1,173,357	1,442	2,851,085	0	2,851,085					
Rail ROW (Dev)	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Rail ROW (Ped)	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total Annexation Area	158.8	5	8,749	0	8,749	0	0	1,173,357	0	1,173,357	1,442	2,851,085	0	2,851,085					
Total Woodland																			
Redevelopment Parcels	238.2	12	16,422	49,283	65,705	0	0	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	0	0	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	0					
Total Woodland	275.9	12	16,422	49,283	65,705	0	0	2,272,911	687,182	2,953,904	2,392	4,490,880	1,154,293	5,645,173					

woodland_nproj

Source: City of Woodland; EPS.

DRAFT

**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
Central Business District Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	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
	Res. Mixed-Use Public-Use Trail	MU MF Res. Attached For-Rent None	MU Retail/Office None	\$180,000	\$200
	Res. Mixed-Use None Public-Use Trail	MU MF Res. Attached For-Rent NA None	MU Retail/Office NA None	\$180,000	\$200
East Street District Redevelopment Parcels Rail ROW (Dev) Rail ROW (Ped)	SF Res. Commercial None Public-Use Trail	SF Detached For-Sale None NA None	Office/R&D/Flex NA None	\$400,000	\$130
	SF Res. MF Res. None Public-Use Trail	SF Detached For-Sale MF Attached For-Rent NA None	None None NA None	\$400,000 \$180,000	- -
	SF Res. MF Res. None Public-Use Trail	SF Detached For-Sale MF Attached For-Rent NA None	None None NA None	\$400,000 \$180,000	- -

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.

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

woodland_gov

Source: City of Woodland; EPS;

EXHIBIT 2:

Rail Realignment Cost Estimates



Yolo Rail Relocation Project - Cost Roll Up (Tunnel Under I-80 Option)



Sacramento Office
2485 Natomas Park Dr, Suite 600
Sacramento, CA 95835

Project Name: Yolo Rail Relocation
Job Number: 659389.A2.02
Date: 2/26/2016
By: R. Coomes

Rail Removal

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
Davis to Woodland Removal	76,620	LF	\$29.34	\$2,247,850
Davis to Woodland Track Removal*	76,620	LF	\$20.00	\$1,532,400
Davis to Woodland No. 10 Cross Over Removal	16	EA	\$4,600.00	\$73,600
Davis to Woodland Signal Removals	48	EA	\$13,000.00	\$624,000
Removal and repaving of crossings (mainline)	12	EA	\$1,487.50	\$17,850
Woodland Storage Yard Removal	3,265	LF	\$48.09	\$157,028
Track Removal	3,265	LF	\$20.00	\$65,300
Cross Street Pavement Removal	53	CY	\$30.00	\$1,589
Oak Ave Pavement Removal (220' west of intersection)	34	CY	\$30.00	\$1,011
Oak Ave Pavement Removal (290' west of intersection)	43	CY	\$30.00	\$1,300
West Depot Track Ballast Removal @ Oak Ave	926	CY	\$20.00	\$18,519
East Depot Track Ballast Removal @ Oak Ave	926	CY	\$20.00	\$18,519
Platform Depot Track Ballast Removal @ Oak Ave	370	CY	\$20.00	\$7,407
Connecting Track (3 into 1) up to crossing Ballast Removal	167	CY	\$20.00	\$3,333
New HMA: Cross Street	109	TON	\$150.00	\$16,350
New HMA: Oak Ave (220' west of intersection)	69	TON	\$150.00	\$10,350
New HMA: Oak Ave (290' west of intersection)	89	TON	\$150.00	\$13,350
Davis to Woodland Rails to Trails Project **	58,438	LF	\$324.39	\$18,956,576
Construction Staking	58,438	LF	\$1.00	\$58,438
Traffic Control	1	LS	\$660,000.00	\$660,000
Site Clearing	66	ACRE	\$2,000.00	\$131,400
Temporary Erosion and Sediment Control/ SWPPP	1	LS	\$500,000.00	\$500,000
Ballast Removal	61,424	CY	\$20.00	\$1,228,481
Pavement Removal	1,623	CY	\$30.00	\$48,678
Intersection - Traffic Signals (New)	3	EA	\$150,000.00	\$450,000
Intersection - Traffic Signal Modification	7	EA	\$75,000.00	\$525,000
Intersection - Signage	12	EA	\$10,000.00	\$120,000
Import Material	14,779	CY	\$35.00	\$517,249
Ground Excavation	43,443	CY	\$10.00	\$434,433
Off-Haul and Disposal of Contaminated Material (Class 2)	30,410	CY	\$50.00	\$1,520,515
Material Reused and Salvaged on-site within Shoulders	13,033	CY	\$20.00	\$260,660
Hot Mix Asphalt Pavement including AB (4" AB and 8" AB)	1	LS	\$3,760,847.31	\$3,760,847
Hot Mix Asphalt 2' Full Depth Pavement (Crossings)	3,330	TON	\$100.00	\$333,000
Gravel 2" Bike Path Shoulder Cap	706	CY	\$94.00	\$66,401
Sidewalk	20,640	SF	\$5.00	\$103,200
Concrete Curb	2,260	LF	\$30.00	\$67,800
Concrete Bike Ramp/Curb Ramp	44	EA	\$1,500.00	\$66,000
Bike Lane Striping (Shoulders and Centerline)	171,654	LF	\$0.60	\$102,992
Bike Trail Signage	110	EA	\$500.00	\$55,000
Fence	114,436	LF	\$16.00	\$1,830,976
Offset Gates at Each Intersection	44	EA	\$1,000.00	\$44,000
Landscaping and Irrigation	1,932,168	SF	\$3.00	\$5,796,504
Bridge Railing and Cushions	550	LF	\$500.00	\$275,000
West Sacramento Removal	54,425	LF	\$24.70	\$1,344,535
West Sacramento Track Removal	54,425	LF	\$20.00	\$1,088,500
Removal and repaving of crossings (mainline)	6	EA	\$1,605.83	\$9,635
West Sacramento No. 10 Turn Out Removal	35	EA	\$4,600.00	\$161,000
West Sacramento No. 10 turnout and Restore Parent Track	2	EA	\$27,700.00	\$55,400
West Sac. Remove Crossing Diamonds and Restore Parent Track	2	EA	\$15,000.00	\$30,000
Fremont Trestle Removal	8,122	LF	\$423.84	\$3,442,400
Fremont Track Removal	9,680	LF	\$20.00	\$193,600
Fremont Trestle Removal	8,122	LF	\$400.00	\$3,248,800
Sacramento Weir Track Removal	3,800	LF	\$20.00	\$76,000
Sacramento Weir Track Removal	3,800	LF	\$20.00	\$76,000

*Includes removal of mainline only (track in Davis, track in Woodland, and track between). Does not include ballast or crossing removal.

**Assumes only track and ties removed. Trails project to remove crossings, remove balast, remediate soil, and create trail along old RR mainline.

Rail Relocation

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
New Yolo County N-S Line (Swingle to Conaway)	48,795	LF	\$541.72	\$26,433,225
New Track	48,795	LF	\$295.00	\$14,394,525
Retire/Remove Wood Tie Track (to install #11 TO at Swingle)	270	LF	\$20.00	\$5,400
Raise Surface and Align Track	3,000	PF	\$4.10	\$12,300
Furnish and install Modular Precast Conc. Grade Xing	280	LF	\$1,400.00	\$392,000
Furnish and Install Rubber/Asphalt Grade Crossing	400	LF	\$392.00	\$156,800
42" RC Pipe Culv, Class IV (Railroad)	13,650	LF	\$200.00	\$2,730,000
Furnish and Install No. 11 TO in Existing Track (Timber Ties)	3	EA	\$187,500.00	\$562,500
Furnish and install No. 20 crossover (Timber Ties)	2	EA	\$288,900.00	\$577,800
Furnish and install Signal Power Access & Distribution	1	LS	\$23,900.00	\$23,900
Furnish and install Comms Equipment	1	LS	\$51,000.00	\$51,000
Furnish and install Traffic Control & Dispatching System	1	LS	\$20,400.00	\$20,400
Furnish and Install Grade Crossing Active Warning System	7	EA	\$178,500.00	\$1,249,500
Furnish and install Wayside signals	5	EA	\$117,200.00	\$586,000
Furnish and Install Universal XO Interlocking	2	EA	\$1,370,700.00	\$2,741,400
Furnish and Install End of Siding Interlocking	1	EA	\$565,200.00	\$565,200
Cutovers	1	LS	\$32,500.00	\$32,500
Utility Relocations	1	LS	\$1,700,000.00	\$1,700,000
Furnish and install Crossbucks at Private Crossings	8	SET	\$4,000.00	\$32,000
Railroad Flagging	1	LS	\$600,000.00	\$600,000
Bridge over Rail @ County Road 32A in Davis	1	LS	\$18,000,000.00	\$18,000,000
2nd Street Connection in Davis	1	LF	\$329,200.00	\$329,200
Parking Lot Reconfiguration at Davis Amtrack Station	1	LS	\$100,000.00	\$100,000
New Roadway section (2nd Street in Davis)	28,800	SF	\$4.00	\$115,200
Sidewalk along new portion of 2nd St in Davis	1,600	LF	\$40.00	\$64,000
Signing and Striping at 2nd and H Street	1	LS	\$20,000.00	\$20,000
Signing and Striping at 2nd and J Street	1	LS	\$20,000.00	\$20,000
Landscaping along new portion of 2nd St in Davis	1	LS	\$10,000.00	\$10,000
Woodland Relocation (Conaway to End of Project)	36,705	LF	\$384.49	\$14,112,608
New Track	36,705	LF	\$295.00	\$10,827,975
Removal of Track: Conaway to CR 22 (For Section Rehab)	8,635	LF	\$20.00	\$172,700
Raise Surface and Align Track	4,325	PF	\$4.10	\$17,733
Furnish and install Modular Precast Conc. Grade Xing	110	LF	\$1,400.00	\$154,000
Furnish and Install Rubber/Asphalt Grade Crossing	400	LF	\$392.00	\$156,800
42" RC Pipe Culv, Class IV (Railroad)	2,300	LF	\$200.00	\$460,000
Furnish and Install No. 11 TO in Existing Track (Timber Ties)	4	EA	\$187,500.00	\$750,000
Furnish and install Traffic Control & Dispatching System	1	LS	\$20,400.00	\$20,400
Furnish and install Crossbucks at Private Crossings	7	SET	\$4,000.00	\$28,000
Furnish and Install Grade Crossing Active Warning System	5	EA	\$178,500.00	\$892,500
Cutovers	1	LS	\$32,500.00	\$32,500
Utility Relocations	1	LS	\$500,000.00	\$500,000
Railroad Flagging	1	LS	\$100,000.00	\$100,000
Levee Construction to Protect Rail	1	LS	\$64,208,652.73	\$64,208,653
Levee Segment 1	1	LS	\$24,425,759.03	\$24,425,759
Levee Segment 2	1	LS	\$24,059,372.64	\$24,059,373
Levee Segment 3	1	LS	\$8,875,575.77	\$8,875,576
Levee Segment 4	1	LS	\$2,733,651.30	\$2,733,651
Levee Segment 5	1	LS	\$1,214,635.89	\$1,214,636
Levee Segment 6	1	LS	\$876,775.60	\$876,776
Levee Segment 7	1	LS	\$1,187,513.49	\$1,187,513
Levee Segment 8	1	LS	\$835,369.01	\$835,369
West Sacramento I-80 Tunnel (Includes Flood Protection)	1	LS	\$33,589,556.00	\$33,589,556
Underpass Structure	430	LF	\$44,120.82	\$18,971,953
Excavation	67,900	CY	\$11.44	\$776,776
Retaining Walls	1	LS	\$12,666,511.00	\$12,666,511
Drainage	1	LS	\$504,075.00	\$504,075
Utilities	1	LS	\$670,241.00	\$670,241
West Sacramento Relocated Lines	1	LS	\$5,953,150.00	\$5,953,150
42" RC Pipe Culv, Class IV (Railroad)	300	LF	\$200.00	\$60,000
Furnish and Install No. 11 TO in Existing Track (Timber Ties)	8	EA	\$187,500.00	\$1,500,000
Construct track, wood ties, 136RE TLM	13,890	TF	\$295.00	\$4,097,550

Furnish and install rubber/asphalt grade crossing	200	TF	\$392.00	\$78,400
Raise, Surface and Align track	12,000	PF	\$4.10	\$49,200
Miscellaneous Signal Removals	12	EA	\$13,000.00	\$156,000
Furnish and install Crossbucks at Private Crossings	3	SET	\$4,000.00	\$12,000

Rail Support

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
Rail Interchange/Sorting, Storage, Transload East of Davis	15,000	LF	\$295.00	\$4,425,000
Track	15,000	LF	\$295.00	\$4,425,000
Rail Interchange/Sorting, Storage, Transload @ Sugarfield	3,000	LF	\$295.00	\$885,000
Track	3,000	LF	\$295.00	\$885,000
Rail Interchange/Sorting, Storage, Transload @ West Sacramento	6,000	LF	\$295.00	\$1,770,000
Track	6,000	LF	\$295.00	\$1,770,000

Sub-Total	\$195,930,780
Mobilization (10%)	\$21,770,086
Sub-Total	\$217,700,866
Contingency (30%)	\$ 65,310,260
TOTAL	\$283,011,126

*Does not include cost for environmental approvals, engineering, right of Way, construction management, permitting, railroad overhead, or agency overhead

Cost Range	
+50%	-30%
\$424,516,689	\$198,107,788

Yolo Rail Relocation Project - Cost Roll Up (Cut and Cover at I-80 Option)



Sacramento Office
2485 Natomas Park Dr, Suite 600
Sacramento, CA 95835

Project Name: Yolo Rail Relocation
Job Number: 659389.A2.02
Date: 2/26/2016
By: R. Coomes

Rail Removal

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
Davis to Woodland Removal	76,620	LF	\$29.34	\$2,247,850
Davis to Woodland Track Removal*	76,620	LF	\$20.00	\$1,532,400
Davis to Woodland No. 10 Cross Over Removal	16	EA	\$4,600.00	\$73,600
Davis to Woodland Signal Removals	48	EA	\$13,000.00	\$624,000
Removal and repaving of crossings (mainline)	12	EA	\$1,487.50	\$17,850
Woodland Storage Yard Removal	3,265	LF	\$48.09	\$157,028
Track Removal	3,265	LF	\$20.00	\$65,300
Cross Street Pavement Removal	53	CY	\$30.00	\$1,589
Oak Ave Pavement Removal (220' west of intersection)	34	CY	\$30.00	\$1,011
Oak Ave Pavement Removal (290' west of intersection)	43	CY	\$30.00	\$1,300
West Depot Track Ballast Removal @ Oak Ave	926	CY	\$20.00	\$18,519
East Depot Track Ballast Removal @ Oak Ave	926	CY	\$20.00	\$18,519
Platform Depot Track Ballast Removal @ Oak Ave	370	CY	\$20.00	\$7,407
Connecting Track (3 into 1) up to crossing Ballast Removal	167	CY	\$20.00	\$3,333
New HMA: Cross Street	109	TON	\$150.00	\$16,350
New HMA: Oak Ave (220' west of intersection)	69	TON	\$150.00	\$10,350
New HMA: Oak Ave (290' west of intersection)	89	TON	\$150.00	\$13,350
Davis to Woodland Rails to Trails Project	58,438	LF	\$324.39	\$18,956,576
Construction Staking	58,438	LF	\$1.00	\$58,438
Traffic Control	1	LS	\$660,000.00	\$660,000
Site Clearing	66	ACRE	\$2,000.00	\$131,400
Temporary Erosion and Sediment Control/ SWPPP	1	LS	\$500,000.00	\$500,000
Ballast Removal	61,424	CY	\$20.00	\$1,228,481
Pavement Removal	1,623	CY	\$30.00	\$48,678
Intersection - Traffic Signals (New)	3	EA	\$150,000.00	\$450,000
Intersection - Traffic Signal Modification	7	EA	\$75,000.00	\$525,000
Intersection - Signage	12	EA	\$10,000.00	\$120,000
Import Material	14,779	CY	\$35.00	\$517,249
Ground Excavation	43,443	CY	\$10.00	\$434,433
Off-Haul and Disposal of Contaminated Material (Class 2)	30,410	CY	\$50.00	\$1,520,515
Material Reused and Salvaged on-site within Shoulders	13,033	CY	\$20.00	\$260,660
Hot Mix Asphalt Pavement including AB (4" AB and 8" AB)	1	LS	\$3,760,847.31	\$3,760,847
Hot Mix Asphalt 2' Full Depth Pavement (Crossings)	3,330	TON	\$100.00	\$333,000
Gravel 2" Bike Path Shoulder Cap	706	CY	\$94.00	\$66,401
Sidewalk	20,640	SF	\$5.00	\$103,200
Concrete Curb	2,260	LF	\$30.00	\$67,800
Concrete Bike Ramp/Curb Ramp	44	EA	\$1,500.00	\$66,000
Bike Lane Striping (Shoulders and Centerline)	171,654	LF	\$0.60	\$102,992
Bike Trail Signage	110	EA	\$500.00	\$55,000
Fence	114,436	LF	\$16.00	\$1,830,976
Offset Gates at Each Intersection	44	EA	\$1,000.00	\$44,000
Landscaping and Irrigation	1,932,168	SF	\$3.00	\$5,796,504
Bridge Railing and Cushions	550	LF	\$500.00	\$275,000
West Sacramento Removal	54,425	LF	\$24.70	\$1,344,535
West Sacramento Track Removal	54,425	LF	\$20.00	\$1,088,500
Removal and repaving of crossings (mainline)	6	EA	\$1,605.83	\$9,635
West Sacramento No. 10 Turn Out Removal	35	EA	\$4,600.00	\$161,000
West Sacramento No. 10 turnout and Restore Parent Track	2	EA	\$27,700.00	\$55,400
West Sac. Remove Crossing Diamonds and Restore Parent Track	2	EA	\$15,000.00	\$30,000
Fremont Trestle Removal	8,122	LF	\$423.84	\$3,442,400
Fremont Track Removal	9,680	LF	\$20.00	\$193,600
Fremont Trestle Removal	8,122	LF	\$400.00	\$3,248,800
Sacramento Weir Track Removal	3,800	LF	\$20.00	\$76,000
Sacramento Weir Track Removal	3,800	LF	\$20.00	\$76,000

*Includes removal of mainline only (track in Davis, track in Woodland, and track between). Does not include ballast or crossing removal.

**Assumes only track and ties removed. Trails project to remove crossings, remove ballast, remediate soil, and create trail along old RR mainline.

Rail Relocation

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
New Yolo County N-S Line (Swingle to Conaway)	48,795	LF	\$541.72	\$26,433,225
New Track	48,795	LF	\$295.00	\$14,394,525
Retire/Remove Wood Tie Track (to install #11 TO at Swingle)	270	LF	\$20.00	\$5,400
Raise Surface and Align Track	3,000	PF	\$4.10	\$12,300
Furnish and install Modular Precast Conc. Grade Xing	280	LF	\$1,400.00	\$392,000
Furnish and Install Rubber/Asphalt Grade Crossing	400	LF	\$392.00	\$156,800
42" RC Pipe Culv, Class IV (Railroad)	13,650	LF	\$200.00	\$2,730,000
Furnish and Install No. 11 TO in Existing Track (Timber Ties)	3	EA	\$187,500.00	\$562,500
Furnish and install No. 20 crossover (Timber Ties)	2	EA	\$288,900.00	\$577,800
Furnish and install Signal Power Access & Distribution	1	LS	\$23,900.00	\$23,900
Furnish and install Comms Equipment	1	LS	\$51,000.00	\$51,000
Furnish and install Traffic Control & Dispatching System	1	LS	\$20,400.00	\$20,400
Furnish and Install Grade Crossing Active Warning System	7	EA	\$178,500.00	\$1,249,500
Furnish and install Wayside signals	5	EA	\$117,200.00	\$586,000
Furnish and Install Universal XO Interlocking	2	EA	\$1,370,700.00	\$2,741,400
Furnish and Install End of Siding Interlocking	1	EA	\$565,200.00	\$565,200
Cutovers	1	LS	\$32,500.00	\$32,500
Utility Relocations	1	LS	\$1,700,000.00	\$1,700,000
Furnish and install Crossbucks at Private Crossings	8	SET	\$4,000.00	\$32,000
Railroad Flagging	1	LS	\$600,000.00	\$600,000
Bridge over Rail @ County Road 32A in Davis	1	LS	\$18,000,000.00	\$18,000,000
2nd Street Connection in Davis	1	LF	\$329,200.00	\$329,200
Parking Lot Reconfiguration at Davis Amtrack Station	1	LS	\$100,000.00	\$100,000
New Roadway section (2nd Street in Davis)	28,800	SF	\$4.00	\$115,200
Sidewalk along new portion of 2nd St in Davis	1,600	LF	\$40.00	\$64,000
Signing and Striping at 2nd and H Street	1	LS	\$20,000.00	\$20,000
Signing and Striping at 2nd and J Street	1	LS	\$20,000.00	\$20,000
Landscaping along new portion of 2nd St in Davis	1	LS	\$10,000.00	\$10,000
Woodland Relocation (Conaway to End of Project)	36,705	LF	\$384.49	\$14,112,608
New Track	36,705	LF	\$295.00	\$10,827,975
Removal of Track: Conaway to CR 22 (For Section Rehab)	8,635	LF	\$20.00	\$172,700
Raise Surface and Align Track	4,325	PF	\$4.10	\$17,733
Furnish and install Modular Precast Conc. Grade Xing	110	LF	\$1,400.00	\$154,000
Furnish and Install Rubber/Asphalt Grade Crossing	400	LF	\$392.00	\$156,800
42" RC Pipe Culv, Class IV (Railroad)	2,300	LF	\$200.00	\$460,000
Furnish and Install No. 11 TO in Existing Track (Timber Ties)	4	EA	\$187,500.00	\$750,000
Furnish and install Traffic Control & Dispatching System	1	LS	\$20,400.00	\$20,400
Furnish and install Crossbucks at Private Crossings	7	SET	\$4,000.00	\$28,000
Furnish and Install Grade Crossing Active Warning System	5	EA	\$178,500.00	\$892,500
Cutovers	1	LS	\$32,500.00	\$32,500
Utility Relocations	1	LS	\$500,000.00	\$500,000
Railroad Flagging	1	LS	\$100,000.00	\$100,000
Levee Construction to Protect Rail	1	LS	\$64,208,652.73	\$64,208,653
Levee Segment 1	1	LS	\$24,425,759.03	\$24,425,759
Levee Segment 2	1	LS	\$24,059,372.64	\$24,059,373
Levee Segment 3	1	LS	\$8,875,575.77	\$8,875,576
Levee Segment 4	1	LS	\$2,733,651.30	\$2,733,651
Levee Segment 5	1	LS	\$1,214,635.89	\$1,214,636
Levee Segment 6	1	LS	\$876,775.60	\$876,776
Levee Segment 7	1	LS	\$1,187,513.49	\$1,187,513
Levee Segment 8	1	LS	\$835,369.01	\$835,369
West Sacramento I-80 Cut and Cover (Includes Flood Protection)	1	LS	\$20,496,115.64	\$20,496,116
Underpass Structure	430	LF	\$5,185.74	\$2,229,868
Excavation	51,700	CY	\$11.44	\$591,448
Backfill	2,000	CY	\$14.30	\$28,600
Retaining Walls	1	LS	\$8,508,643.00	\$8,508,643
Drainage	1	LS	\$471,900.00	\$471,900
Detour	1	LS	\$8,084,791.00	\$8,084,791
Utilities	1	LS	\$580,866.00	\$580,866
West Sacramento Relocated Lines	1	LS	\$5,953,150.00	\$5,953,150
42" RC Pipe Culv, Class IV (Railroad)	300	LF	\$200.00	\$60,000

Furnish and Install No. 11 TO in Existing Track (Timber Ties)	8	EA	\$187,500.00	\$1,500,000
Construct track, wood ties, 136RE TLM	13,890	TF	\$295.00	\$4,097,550
Furnish and install rubber/asphalt grade crossing	200	TF	\$392.00	\$78,400
Raise, Surface and Align track	12,000	PF	\$4.10	\$49,200
Miscellaneous Signal Removals	12	EA	\$13,000.00	\$156,000
Furnish and install Crossbucks at Private Crossings	3	SET	\$4,000.00	\$12,000

Rail Support

Item Description	Estimated Quantity	Unit of Measure	Unit Price	Item Total
Rail Interchange/Sorting, Storage, Transload East of Davis	15,000	LF	\$295.00	\$4,425,000
Track	15,000	LF	\$295.00	\$4,425,000
Rail Interchange/Sorting, Storage, Transload @ Sugarfield	3,000	LF	\$295.00	\$885,000
Track	3,000	LF	\$295.00	\$885,000
Rail Interchange/Sorting, Storage, Transload @ West Sacramento	6,000	LF	\$295.00	\$1,770,000
Track	6,000	LF	\$295.00	\$1,770,000

Sub-Total	\$182,837,339
Mobilization (10%)	\$20,315,260
Sub-Total	\$203,152,599
Contingency (30%)	\$ 60,945,780
TOTAL	\$264,098,379

*Does not include cost for environmental approvals, engineering, right of Way, construction management, permitting, railroad overhead, or agency overhead

Cost Range	
+50%	-30%
\$396,147,569	\$184,868,865