

**TALL**

REGIONAL FORUM

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**ORDER**

# REGIONAL SCENARIOS

## Statistics by Subareas

SACRAMENTO REGION

**Blueprint**  
TRANSPORTATION LAND USE STUDY



# INTRODUCTION

This booklet explains how each county and community is affected by each of the Blueprint Regional Scenarios. Through the Blueprint Project four scenarios for how this region could grow through the year 2050 have been developed and analyzed. Scenario A, also known as the Base Case, represents how the region might look and function in 2050 if development trends from the late 1990's and early part of this century were to continue. This scenario was built mainly by SACOG planning staff, with review by local government planners. Scenarios B, C and D all use Smart Growth principles to shape growth, but in slightly different ways:

- Housing densities are higher and the range of housing product choice is greater in B, C and D than A.
- Jobs and housing growth are fairly balanced in the various sub-areas of the region in B, C and D, but not in all sub-areas in A.
- Scenarios B, C and D all include some amount of growth through reinvestment in existing developed areas, while A does not.
- There is more emphasis on transit, walking and biking in B, C and D than A.

## **Differences between B, C and D include the following:**

- The outer edges of the region see their highest growth levels in B.
- The inner ring suburban areas see their highest growth levels in C.
- The areas in the geographic center of the region see their highest growth levels in D.
- Scenario D also has somewhat higher levels of growth through reinvestment and infill than B and C, and housing densities are higher, including slightly higher percentages of housing growth through attached products.

Statistics for local areas in this document can be compared to the regional figures in the Appendix to see how the local impacts of the four scenarios compare to the regional impacts.

Scenario B, C and D were developed over an 18-month period from input from 2,700 citizens at 37 public workshops throughout the region, and with advice from regional and local planners. The scenarios are built using a very detailed, complex data base of approximately 750,000 parcels in the region. The scenarios, however, are intended to be conceptual and not prescriptive. Their purpose is to test different land use and transportation principles, not be a specific map that is intended for direct implementation or action by local governments. It is expected that the final Blueprint scenario adopted by the SACOG Board later this year will help to provide a guide and framework for local land decisions in the future, as well as be one input into the SACOG Board's next update to the Metropolitan Transportation Plan.

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