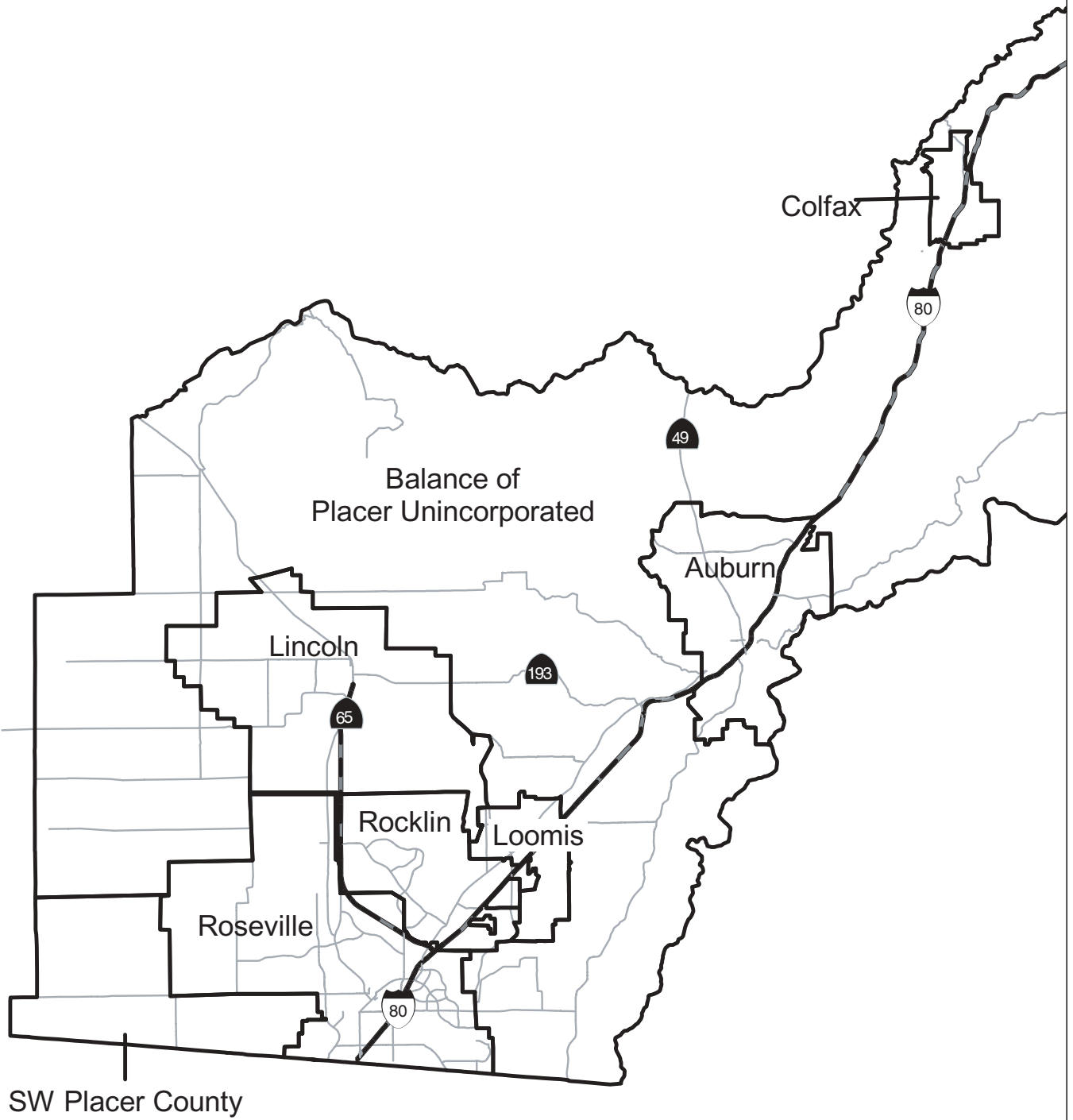
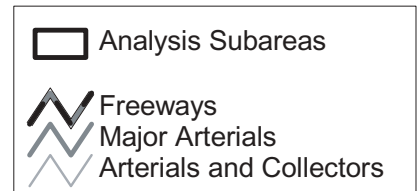


# PLACER COUNTY SUBAREAS



SW Placer County



# Placer County Totals

<b>SCENARIO</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Growth in Jobs: 2000-2050	238,284	216,879	235,754	186,874
Growth in Housing Units: 2000-2050	150,760	141,193	160,166	119,313
Balance of Jobs/Housing Growth	1.6	1.5	1.5	1.6
<b>New Housing Growth Through 2050 (by type):</b>				
Rural Residential (Existing 21%)	12%	1%	1%	1%
Large Lot Single Family (Existing 59%)	81%	33%	30%	33%
Small Lot Single Family (Existing 1%)	2%	32%	32%	31%
Attached Products (Existing 19%)	5%	34%	37%	35%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	16%	10%	9%	11%
Large Lot Single Family	72%	44%	41%	45%
Small Lot Single Family	2%	18%	20%	17%
Attached Products	11%	28%	30%	28%
<b>Growth through Re-Investment in 2050:</b>				
Jobs	0%	19%	18%	20%
Dwelling Units	0%	2%	2%	2%
<b>Type of Trips:</b>				
Auto	94.6%	88.4%	87.8%	88.0%
Transit	0.5%	1.5%	1.9%	1.3%
Bike and Pedestrian	4.9%	10.1%	10.3%	10.7%
Vehicle Miles Traveled				
Per Day Per Household	56.3	43.4	40.9	42.7
Pct. Vehicle Hours in Heavy Congestion				
	27%	16%	19%	13%

## MAJOR SIMILARITIES—ALL SCENARIOS

Similar jobs/housing balance.

## MAJOR SIMILARITIES— SCENARIOS B, C AND D

- Similar rates of re-investment in centers and corridors, focused primarily on employment growth.
- Similar “greenfield” development patterns, with mixture of housing, retail, schools, and parks; and housing product mix with significant amounts of small lot single family and attached condominiums and apartments.
- Mixed-use activity centers located throughout “greenfield” and existing development.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

Different amounts of growth, with highest growth rate in C and lowest growth rate in D.

## Placer County Transportation Project Summary

COUNTY	TYPE	DESCRIPTION	A		B		C		D	
			MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	MTP	POST MTP
Placer	BRT	Add Bus Rapid Transit, Baseline Rd, Roseville to Natomas & DNA								1
		Add Bus Rapid Transit, Baseline Rd, Roseville to North Natomas				1				
		Add Bus Rapid Transit, Baseline Rd, Roseville to South Sutter						1		
		Add Bus Rapid Transit, Placer Pkwy/Watt Ave, Route 65-Sac. Co.				1				1
		Add Bus Rapid Transit, Sierra College Blvd, Rocklin Rd to Sac. Co.				1		1		1
	BRT Total					3		2		3
	CRT	Acquire 5 commuter rail trains for Sacramento to Auburn service	1		1		1		1	
		Add 5 commuter rail trains for Sacramento to Auburn service								1
		Add 8 commuter rail trains, Auburn to Sacramento service						1		
		Add 4 commuter rail trains, Auburn to Sacramento service				1				
	CRT Total		1		1	1	1	1	1	1
	LRT	Add light rail, Sac.Co. via No. Watt to Baseline						1		1
		Extend light rail, via No. Watt/Pleasant Grove to Roseville Galleria						1		
		Extend light rail, Antelope via UPRR to Roseville Galleria		1		1				
	LRT Total			1		1		2		1
	ROAD	Add interchange, Sunset Blvd at Route 65, Rocklin	1		1		1		1	
		Add interchange, Whitney Blvd at Route 65, Rocklin	1		1		1		1	
		Build new 4-lane expwy, 16th St, Sacramento Co. to Baseline				1				
		Build new 6-lane expwy, 16th St, Sacramento Co. to Baseline						1		
		Build new Placer Pkwy, Rt.65/Sunset (central) to Sutter Co., 2 lanes			1					
		Build new Placer Pkwy, Rt.65/Whitney (north) to Sutter Co., 2 lanes								1
		Extend & widen Blue Oaks to 6 lanes, to Placer Pkwy				1				
		Extend & widen Blue Oaks to 6 lanes, Woodcreek to No. Watt								1
		Extend & widen Blue Oaks to 6 lanes, Woodcreek to Placer Pkwy							1	
		Extend & widen Watt Ave. to 4 lane expwy, Sac. Co.-Placer Pkwy.							1	
		Extend & widen Watt Ave. to 6 lane expwy, Sac. Co.-Placer Pkwy.		1		1				1
		Reconstruct freeway ramp, EB I-80 to NB Route 65, Roseville		1		1			1	1
		Reconstruct interchange, Douglas Blvd at I-80, Roseville	1		1		1		1	
		Reconstruct interchange, Sierra College Blvd at I-80, Rocklin	1		1		1		1	
		Widen Baseline Rd to 6 lanes, Foothills to Fiddymnt Rd.								1
		Widen Baseline Rd to 6 lanes, Foothills to Sutter Co.				1		1		
		Widen Baseline Rd. to 6 lanes, Watt Ave. to Fiddymnt Rd.	1		1		1		1	
		Widen Bell Rd to 4-lane expressway, Route 49 to I-80, N Auburn	1		1		1		1	
Widen Placer Parkway to 4 lane expwy, Route 65 to No. Watt Ave.									1	
Widen Placer Parkway to 4 lane expwy, Route 65 to Sutter Co.			1							
Widen Placer Parkway to 6 lane expwy, Rt.65/Sunset to Sutter Co.								1		
Widen Placer Pkwy to 4 lane expwy, Rte.65/Sunset to Sutter Co.					1					
Widen Roseville Rd to 6 lanes, Sac. Co. to Cirby Way, Roseville			1							
Widen RR overpass to 8 lanes, Cirby to Foothill, Roseville				1		1		1		
Widen Sierra College Blvd interchange to 8 lanes				1		1		1		
Widen Sierra College Blvd to 4 lanes, Sac. Co. to Route 193	1		1		1		1			
Widen Roseville Rd to 4 lanes, Sac. Co. to Cirby Way, Roseville				1		1		1		
Build new Placer Pkwy, Rt.65/Whitney (central) to Sutter Co., 2 lanes	1									
Build new Placer Pkwy, Rt.65/Sunset (south) to Sutter Co., 2 lanes						1				
ROAD Total		8	4	8	9	8	9	8	8	
ST HWY	Add HOV lanes to I-80, Route 65 (Roseville) to Route 49 (Auburn)		1		1		1		1	
	Add HOV lanes to Route 65, I-80 (Roseville) to Lincoln		1		1		1		1	
	Add HOV lanes, I-80 thru Roseville, Sac. Co. to Route 65	1		1		1		1		
	Build new expressway, Route 65 Lincoln bypass, 4 lanes	1		1		1		1		
ST HWY Total		2	2	2	2	2	2	2	2	
Placer Total		11	7	11	16	11	16	11	15	

BRT= Bus Rapid Transit, CRT=Commuter Rail, LRT=Light Rail Transit, ROAD= Arterials, ST HWY=Freeways and other highways

# Lincoln

<b>SCENARIO</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Growth in Jobs: 2000-2050	39,682	43,569	35,811	36,702
Growth in Housing Units: 2000-2050	27,403	44,158	40,210	33,114
Balance of Jobs/Housing Growth	1.4	1	0.9	1.1
<b>New Housing Growth Through 2050 (by type):</b>				
Rural Residential (Existing 6%)	1%	0%	0%	0%
Large Lot Single Family (Existing 81%)	85%	30%	33%	34%
Small Lot Single Family (Existing 0%)	4%	36%	38%	36%
Attached Products (Existing 14%)	11%	34%	29%	30%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	2%	1%	1%	1%
Large Lot Single Family	84%	37%	40%	42%
Small Lot Single Family	3%	32%	33%	29%
Attached Products	12%	31%	27%	27%
<b>Growth through Re-Investment in 2050:</b>				
Jobs	0%	4%	5%	5%
Dwelling Units	0%	0%	0%	0%
<b>Type of Trips</b>				
Auto	95.5%	80.7%	82.3%	83.3%
Transit	0.9%	3.1%	2.8%	1.9%
Bike and Pedestrian	3.6%	16.2%	14.9%	14.8%
Vehicle Miles Traveled				
Per Day Per Household	55.7	40.0	42.6	44.3
Pct. Vehicle Hours in Heavy Congestion				
	47%	24%	17%	6%

## MAJOR SIMILARITIES—ALL SCENARIOS

- Significant “greenfield” growth as mainly housing and supporting retail.

## MAJOR SIMILARITIES—SCENARIOS B, C AND D

- “Greenfield” development pattern is similar, with mixture of housing, retail, schools and parks; and housing product mix with significant amounts of small lot single family and attached condominiums and apartments.
- Jobs/housing balance is close to one (1) for all scenarios.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

- Total growth through 2050 varies significantly, with the highest growth in B and the lowest growth in D.
- B, C and D develop different amounts of land along the Highway 65 bypass, with the most development in B and the least development in D; B also develops land north of Wise Road (east of and adjacent to Highway 65).

# Loomis

<b>SCENARIO</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Growth in Jobs: 2000-2050	8,243	1,372	1,374	1,375
Growth in Housing Units: 2000-2050	610	2,159	1,982	1,869
Balance of Jobs/Housing Growth	13.5	0.6	0.7	0.7
<b>New Housing Growth Through 2050 (by type):</b>				
Rural Residential (Existing 28%)	48%	29%	32%	19%
Large Lot Single Family (Existing 56%)	46%	29%	21%	34%
Small Lot Single Family (Existing 0%)	6%	16%	20%	18%
Attached Products (Existing 16%)	0%	26%	27%	29%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	33%	29%	30%	24%
Large Lot Single Family	53%	42%	39%	45%
Small Lot Single Family	2%	8%	10%	9%
Attached Products	12%	21%	21%	22%
<b>Growth through Re-investment in 2050:</b>				
Jobs	0%	32%	32% <sup>s</sup>	32%
Dwelling Units	0%	2%	2%	2%
<b>Type of Trips</b>				
Auto	94.9%	95.4%	95.4%	95.5%
Transit	0.5%	1.0%	1.0%	0.7%
Bike and Pedestrian	4.7%	3.6%	3.6%	3.8%
Vehicle Miles Traveled				
Per Day Per Household	62.2	49.0	48.5	48.0
Pct. Vehicle Hours in Heavy Congestion	17%	6%	5%	13%

## MAJOR SIMILARITIES—ALL SCENARIOS

None.

## MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Downtown re-investment with low-density mixed-use development.
- Growth mainly through build-out of existing general plan. Housing is primarily rural residential, employment is mainly retail and professional services. Job and housing growth is very similar across all scenarios.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

None.

# Rocklin

<b>SCENARIO</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Growth in Jobs: 2000-2050	31,505	39,448	36,694	29,728
Growth in Housing Units: 2000-2050	5,560	11,101	13,475	12,842
Balance of Jobs/Housing Growth	5.7	3.6	2.7	2.3
<b>New Housing Growth Through 2050(by type):</b>				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 72%)	91%	55%	46%	48%
Small Lot Single Family (Existing 1%)	9%	5%	10%	12%
Attached Products (Existing 27%)	0%	40%	44%	40%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	77%	65%	60%	61%
Small Lot Single Family	3%	2%	5%	6%
Attached Products	19%	33%	35%	33%
<b>Growth through Re-investment in 2050:</b>				
Jobs	0%	6%	6%	8%
Dwelling Units	0%	2%	1%	1%
<b>Type of Trips</b>				
Auto	92.6%	86.3%	83.3%	84.0%
Transit	0.5%	1.7%	1.8%	1.5%
Bike and Pedestrian	6.9%	12.0%	14.9%	14.5%
Vehicle Miles Traveled				
Per Day Per Household	62.2	48.3	44.0	43.9
Pct. Vehicle Hours in Heavy Congestion	16%	22%	29%	16%

## MAJOR SIMILARITIES - ALL SCENARIOS

Growth mainly through employment.

## MAJOR SIMILARITIES – SCENARIOS B, C AND D

- Residential growth mainly through single-family large lot in already approved specific plan areas.
- Mixed-use re-investment at Sierra College/I-80 Interchange and downtown Rocklin.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

Different mixes of jobs and housing growth, with D as the most balanced (though still jobs-heavy) and B as the least balanced (highest job growth and lowest housing growth).

# Roseville

<b>SCENARIO</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Growth in Jobs: 2000-2050	75,526	95,250	122,043	70,829
Growth in Housing Units: 2000-2050	11,539	30,652	38,830	30,795
Balance of Jobs/Housing Growth	6.6	3.1	3.1	3.2
<b>New Housing Growth Through 2050 (by type):</b>				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 78%)	92%	46%	33%	39%
Small Lot Single Family (Existing 1%)	8%	22%	26%	26%
Attached Products (Existing 21%)	0%	32%	41%	35%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	82%	62%	53%	59%
Small Lot Single Family	3%	11%	15%	13%
Attached Products	15%	26%	32%	28%
<b>Growth through Re-investment in 2050:</b>				
Jobs	0%	35%	29%	31%
Dwelling Units	0%	6%	5%	5%
<b>Type of Trips:</b>				
Auto	94.6%	89.1%	87.2%	87.4%
Transit	0.5%	1.5%	2.4%	1.6%
Bike and Pedestrian	4.9%	9.4%	10.4%	11.1%
Vehicle Miles Traveled				
Per Day Per Household	55.4	43.8	41.0	41.8
Pct. Vehicle Hours in Heavy Congestion	32%	26%	29%	21%

## MAJOR SIMILARITIES—ALL SCENARIOS

City remains an employment center, with major employment growth in all scenarios.

## MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Residential growth mainly through buildout of entitled specific plans, development of some vacant employment lands as mixed-use and multifamily housing, and some re-investment.
- Significant employment growth through re-investment of Douglas corridor, Vernon corridor, Old Town/Fairgrounds, and Hewlitt-Packard.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

- Total growth through 2050 varies, with the highest growth in C and the lowest growth in B.
- D includes a new university within Roseville Sphere of Influence at intersection of Baseline and Watt (no current proposal to develop a university on this site), with higher density, mixed-use village areas surrounding it. D also includes Sacramento State moved east of proposed location into Roseville Sphere of Influence along the Highway 65 corridor (no current proposal to develop University at this location).

# Colfax

<b>SCENARIO</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Growth in Jobs: 2000-2050	837	1,173	821	1,192
Growth in Housing Units: 2000-2050	593	297	550	298
Balance of Jobs/Housing Growth	1.4	3.9	1.5	4
<b>New Housing Growth Through 2050 (by type):</b>				
Rural Residential (Existing 36%)	61%	0%	5%	0%
Large Lot Single Family (Existing 39%)	35%	13%	36%	13%
Small Lot Single Family (Existing 2%)	5%	19%	17%	19%
Attached Products (Existing 22%)	0%	68%	43%	68%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	43%	31%	28%	31%
Large Lot Single Family	38%	35%	38%	35%
Small Lot Single Family	3%	5%	6%	5%
Attached Products	16%	29%	27%	29%
<b>Growth through Re-investment in 2050:</b>				
Jobs	0%	39%	19%	39%
Dwelling Units	0%	13%	4%	13%
<b>Type of Trips:</b>				
Auto	97.4%	98.3%	92.3%	87.7%
Transit	0.0%	0.0%	2.5%	2.6%
Bike and Pedestrian	2.6%	1.7%	5.2%	9.7%
Vehicle Miles Traveled				
Per Day Per Household	73.8	66.7	66.8	66.9
Pct. Vehicle Hours in Heavy Congestion	4%	0%	0%	0%

## MAJOR SIMILARITIES - ALL SCENARIOS

None.

## MAJOR SIMILARITIES – SCENARIOS B, C AND D

Low-density mixed-use center in downtown Colfax.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

- Different mixes of jobs and housing growth
- C has a balance of jobs and housing, B and D have more employment).

# Auburn

<b>SCENARIO</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Growth in Jobs: 2000-2050	10,229	15,235	10,595	10,106
Growth in Housing Units: 2000-2050	2,764	5,127	5,324	4,527
Balance of Jobs/Housing Growth	3.7	3.0	2.0	2.2
<b>New Housing Growth Through 2050(by type):</b>				
Rural Residential (Existing 8%)	26%	0%	0%	0%
Large Lot Single Family (Existing 47%)	33%	32%	45%	36%
Small Lot Single Family (Existing 2%)	25%	14%	12%	14%
Attached Products (Existing 43%)	16%	54%	43%	51%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	11%	5%	5%	6%
Large Lot Single Family	44%	43%	46%	44%
Small Lot Single Family	7%	6%	5%	5%
Attached Products	38%	46%	43%	45%
<b>Growth through Re-investment in 2050:</b>				
Jobs	0%	23%	24%	25%
Dwelling Units	0%	10%	7%	8%
<b>Type of Trips:</b>				
Auto	93.9%	86.1%	86.4%	86.8%
Transit	0.6%	0.9%	1.0%	0.8%
Bike and Pedestrian	5.5%	13.1%	12.6%	12.4%
Vehicle Miles Traveled				
Per Day Per Household	51.1	41.7	41.8	41.4
Pct. Vehicle Hours in Heavy Congestion	13%	7%	10%	10%

## MAJOR SIMILARITIES - ALL SCENARIOS

Growth mainly through employment (retail and professional services).

## MAJOR SIMILARITIES – SCENARIOS B, C AND D

Low density mixed-use growth through re-investment along Hwy 49 corridor.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

Total growth through 2050 varies, with the highest growth in B and the lowest growth in D.

# Southwest Placer County

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	11,334	18,144	25,696	8,571
Growth in Housing Units: 2000-2050	28,405	39,567	54,019	32,322
Balance of Jobs/Housing Growth	0.4	0.5	0.5	0.3
<b>New Housing Growth Through 2050(by type):</b>				
Rural Residential (Existing 1%)	0%	0%	0%	0%
Large Lot Single Family (Existing 32%)	100%	23%	18%	18%
Small Lot Single Family (Existing 0%)	0%	46%	43%	46%
Attached Products (Existing 67%)	0%	30%	39%	36%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	91%	24%	19%	19%
Small Lot Single Family	0%	42%	40%	40%
Attached Products	9%	34%	41%	40%
<b>Growth through Re-investment in 2050:</b>				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
<b>Type of Trips:</b>				
Auto	95.3%	92.1%	92.2%	92.4%
Transit	1.0%	1.2%	1.6%	1.2%
Bike and Pedestrian	3.7%	6.7%	6.2%	6.4%
Vehicle Miles Traveled				
Per Day Per Household	52.6	32.4	28.3	28.7
Pct. Vehicle Hours in Heavy Congestion	30%	4%	15%	9%

## MAJOR SIMILARITIES - ALL SCENARIOS

Growth mainly through housing. Employment is mainly retail and professional services, with major office and industrial employment in surrounding areas (Roseville, McClellan, Sacramento Airport and Metro Air Park).

## MAJOR SIMILARITIES – SCENARIOS B, C AND D

“Greenfield” development pattern is similar, with mixture of housing, retail, schools and parks; and housing product mix with significant amounts of small lot single family and attached condominiums and apartments.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

- Total growth through 2050 varies significantly, with the highest growth in C and the lowest growth in D.
- B and C includes proposed site for De La Salle University, with higher density, mixed-use village areas surrounding it. D includes site for a University closer to Roseville (no current proposal to develop University on this site).

# Balance of Unincorporated County

<b>SCENARIO</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Growth in Jobs: 2000-2050	60,928	2,688	2,720	463
Growth in Housing Units: 2000-2050	73,886	8,132	5,776	3,546
Balance of Jobs/Housing Growth	0.8	0.3	0.5	0.1
<b>New Housing Growth Through 2050(by type):</b>				
Rural Residential (Existing 57%)	22%	8%	12%	18%
Large Lot Single Family (Existing 35%)	75%	33%	53%	73%
Small Lot Single Family (Existing 1%)	1%	30%	17%	6%
Attached Products (Existing 8%)	2%	30%	17%	4%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	34%	48%	51%	53%
Large Lot Single Family	62%	34%	37%	38%
Small Lot Single Family	1%	6%	3%	1%
Attached Products	4%	12%	9%	8%
<b>Growth through Re-investment in 2050:</b>				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
<b>Type of Trips:</b>				
Auto	96.0%	92.3%	92.3%	87.7%
Transit	0.7%	2.5%	2.5%	2.6%
Bike and Pedestrian	3.3%	5.2%	5.2%	9.7%
Vehicle Miles Traveled				
Per Day Per Household	60.6	56.3	55.4	54.0
Pct. Vehicle Hours in Heavy Congestion	23%	7%	5%	5%

## MAJOR SIMILARITIES - ALL SCENARIOS

None.

## MAJOR SIMILARITIES – SCENARIOS B, C AND D

Very little new growth. Housing is mainly rural residential; employment is mainly highway commercial along existing interchanges.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

None.

