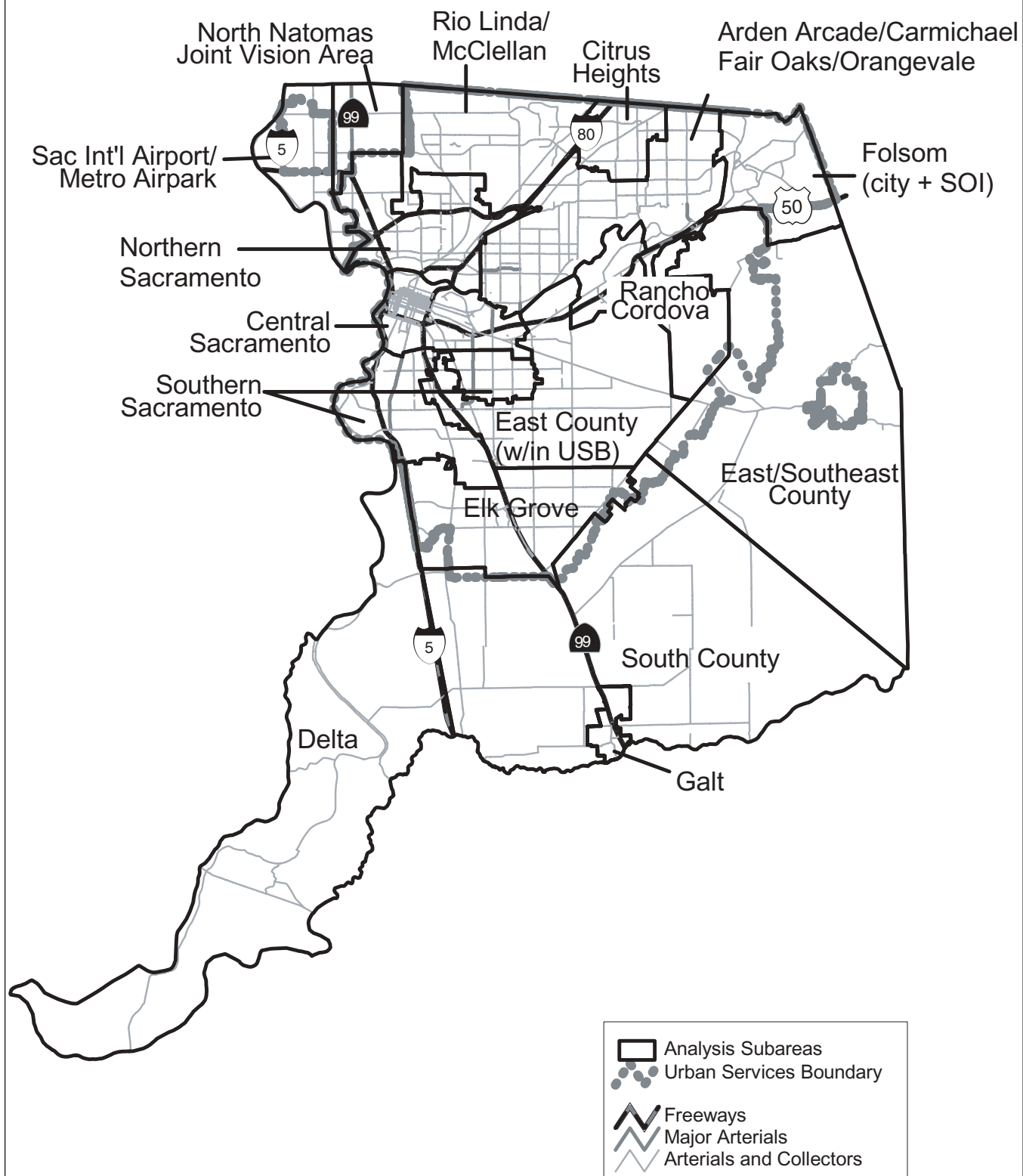


SACRAMENTO COUNTY SUBAREAS



Sacramento County Totals

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	474,245	544,165	574,794	655,618
Growth in Housing Units: 2000-2050	406,696	450,876	498,800	540,133
Balance of Jobs/Housing Growth	1.2	1.2	1.2	1.2
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 1%)	2%	1%	1%	0.5%
Large Lot Single Family (Existing 64%)	74%	30%	28%	18%
Small Lot Single Family (Existing 0.5%)	2%	27%	27%	37%
Attached Products (Existing 34%)	23%	41%	44%	44%
Total Housing Product Mix Through 2050:				
Rural Residential	1%	1%	1%	1%
Large Lot Single Family	69%	48%	46%	40%
Small Lot Single Family	1%	14%	14%	20%
Attached Products	29%	37%	39%	39%
Growth through Re-Investment in 2050:				
Jobs	0%	6%	6%	19%
Dwelling Units	0%	11%	13%	22%
Type of Trips:				
Auto	90.1%	80.9%	79.0%	76.3%
Transit	2.2%	5.5%	6.2%	6.2%
Bike and Pedestrian	7.7%	13.7%	14.8%	17.5%
Vehicle Miles Traveled				
Per Day Per Household	47.3	37.6	36.2	33.5
Pct. Vehicle Hours in Heavy Congestion	44%	33%	34%	33%

MAJOR SIMILARITIES - ALL SCENARIOS

Same overall jobs/housing balance.

MAJOR SIMILARITIES – SCENARIOS B, C AND D

- Strong balance of jobs and housing growth within subareas of the county.
- More overall growth than A, including more growth through re-investment.
- More diverse housing mix than A, with a significant increase in small lot single family.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Overall growth increases from B to C to D.
- Rates of growth through re-investment are similar in B and C, but rise significantly in D (19% jobs and 22% dwelling units).

Sacramento County Transportation Project Summary

COUNTY	TYPE	DESCRIPTION	A		B		C		D	
			MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	MTP	POST MTP
Sac	BRT	Add Bus Rapid Transit along Watt Ave, Folsom Blvd. to Elkhorn	1		1					
		Add Bus Rapid Transit, along Greenback, Citrus Hts. to Folsom				1		1		1
		Add Bus Rapid Transit, along Kiefer, Watt to Rancho Cordova				1		1		1
		Add Bus Rapid Transit, along new Cosumnes Parkway	1		1		1		1	
		Add Bus Rapid Transit, along Stockton Blvd. to 65th	1		1		1			
		Add Bus Rapid Transit, along Sunrise Blvd, Folsom Blvd-Roseville	1				1		1	
		Add Bus Rapid Transit, Sacramento-Carmichael-R.Cordova							1	
		Build new bus-only American River Bridge at Carmichael							1	
		Extend Bus Rapid Transit, via Hazel, R.Cordova to Placer Co.				1			1	1
		Extend Bus Rapid Transit, via No. Watt, Elkhorn to Baseline Rd.				1				
		Extend Bus Rapid Transit, via So. Watt, Elk Grove to Folsom Blvd.				1			1	1
		Extend Stockton Bus Rapid Transit to Cosumnes River Coll.				1			1	1
		Add Bus Rapid Transit along Watt Ave, Folsom Blvd. to I-80						1		1
		Add Bus Rapid Transit, along Madison/I-80/I-5, Sacramento to Folsom				1			1	1
		Add Bus Rapid Transit, along Sunrise Blvd, Greenback-Roseville			1					
		BRT Total			4		4	7	4	8
Sac	CRT	Acquire 5 commuter rail trains, Dixon-Sacramento-Auburn service	1		1		1		1	
		Add 5 commuter rail trains for Dixon-Sacramento-Auburn service								1
		Add 8 commuter rail trains, Auburn-Sacramento-Dixon service							1	
		Add 4 commuter rail trains, Auburn-Sacramento-Dixon service				1				
CRT Total			1		1	1	1	1	1	1
Sac	LRT	Extend light rail, from Rancho Cordova to Folsom	1		1		1		1	
		Extend light rail, from Watt/I-80 to Antelope Rd.	1		1					
		Extend light rail, South Line to Cosumnes River College					1			
		Extend light rail, via Expo/Arden Fair/Alta Arden to Watt Ave.								1
		Extend light rail, via No. Watt Ave. to Placer Co.							1	1
		Put light rail in cut-&-cover under 7th St, downtown Sac.								1
		Extend light rail, along CalTraction line to Grant Line Rd		1						
		Extend light rail, Antelope via UPRR to Roseville Galleria		1		1				
		Extend light rail, DNA Line to Natomas and Sac. Airport	1		1		1			1
		Extend light rail, Folsom to El Dorado Hills		1						
		Extend light rail, on Sunrise from Folsom Line to Sunrise Mall		1		1				
		Extend light rail, Sacramento to Enterprise Dr, West Sac.	1				1			
		Extend light rail, Sacramento to Harbor Blvd, West Sac.								1
		Extend light rail, Sacramento to West Sacramento	1							
		Extend light rail, South Line, Meadowview to Laguna West		1						
		Extend light rail, W.Sac., Harbor Blvd. to Southport (Linden) via YSLRR				1				
Extend light rail, South Line, Elk Grove to Lent Ranch Mall				1						
Extend light rail, South Line, to Elk Grove Blvd/Bruceville Rd	1		1							
LRT Total			6	5	4	4	4	1	3	3
Sac	ROAD	Add 2-lane direct ramps at Watt Ave/I-80/Capital City Fwy		1						
		Add new American River bridge, 4 lanes, 7th St. to Truxel Rd.								1
		Build cut & cover tunnel, 4 lanes, Fulton to Longview(Haggin Oaks)				1				
		Build cut & cover tunnel, 4 lanes, Howe to Winters (Haggin Oaks)								1
		Build new 4-lane expwy, 16th St/Raley Blvd, I-80 to Placer Co.				1				
		Build new 6-lane expwy, 16th St/Raley Blvd, I-80 to Placer Co.							1	
		Build new bridge at Folsom Dam	1		1		1			
		Build new Sac. River bridge, 43rd Avenue to Southport, 2 lanes				1				
		Build new Sac. River bridge, Broadway to 15th, 4 lanes							1	1
		Build new Sac. River bridge, Cosumnes to Southport, 2 lanes							1	
		Build new Sac. River bridge, Richards to Lighthouse, 4 lanes					1			1
		Build new Sac. River bridge, Richards to Lighthouse, 6 lanes		1						
		Build new, Sac. River bridge, Natomas to Bryte, 2 lanes				1			1	
		Improve Sunrise & Hazel, Rancho Cordova to Placer Co.	1		1		1			
		Widen & improve ramps at I-5/I-80 freeway interchange	1		1		1			1
		Widen & improve ramps at US50/I-5 freeway interchange	1		1		1			1
		Widen & improve ramps at US50/Rt99 freeway interchange	1		1		1			1
		Widen Alta Sunrise expwy to 8 lanes, Douglas to US50		1		1		1		1
		Widen Antelope+Greenback+Madison interchanges to 8 lanes				1		1		1
		Widen Cosumnes River Blvd to 6 lanes, I-5 to Route 99							1	1
		Widen El Camino+Florin+Calvine interchanges to 8 lanes				1		1		1
		Widen Elk Grove Blvd to 6 lanes, I-5 to Route 99							1	1
		Widen Fulton+Sutterville interchanges to 6 lanes				1		1		1
		Widen Greenback Lane to 6 lanes, Madison-Folsom Auburn				1		1		1
		Widen Hazel+Folsom+Bidwell interchanges to 8 lanes				1		1		1
		Widen Jackson Hwy to 4 lanes, SE Connector to Sunrise							1	
		Widen Jackson Hwy to 4 lanes, South Watt to Excelsior	1		1		1			
		Widen Jackson Hwy to 4 lanes, Sunrise to R.Murrieta		1						

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

Sacramento County Transportation Project Summary

COUNTY	TYPE	DESCRIPTION	A		B		C		D	
			MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	MTP	POST MTP
Sac	ROAD	Widen Jackson Hwy, Power Inn Rd. to SE Connector, 4 lane expwy						1		
		Widen Jackson Hwy, Power Inn Rd. to Sunrise, 4 lane expwy				1				
		Widen Jackson Hwy, Power Inn Rd. to Sunrise, 6 lane expwy		1						
		Widen No. Watt to 6 lanes, I-80 to Elkhorn Blvd						1		
		Widen No. Watt to 6 lanes, I-80 to Placer County				1				
		Widen No. Watt to 6-lane expwy, Elkhorn to Placer Co.		1						1
		Widen Power Inn Rd to 6 lanes, US50 to Route 99		1		1		1		1
		Widen Rainbow Bridge at Folsom to 4 lanes				1		1		1
		Widen Roseville Rd to 6 lanes w/ Rt. 160-HOV ramps		1						
		Widen SE Connector via Grant Line Rd 4 lanes, Sunrise to White Rock		1		1				1
		Widen Sunrise Blvd to 8 lanes, Trade Center to Fair Oaks		1		1		1		1
		Widen White Rock Rd to 4 lanes, Grant Line-El Dorado Co.								1
		Widen White Rock Rd to 6 lanes, Grant Line-El Dorado Co.		1		1		1		
		Build SE Connector via Grantline Rd 4-lane expwy, bypass Sheldon					1			
		Widen SE Connector, via Bradshaw 4 lane expwy, Route 99 to Douglas							1	
		Build Cosumnes River Blvd, connecting I-5 to Route 99, 4 lanes	1		1			1		1
		Build Kammerer Rd as expressway, connecting I-5 to Route 99, 4 lanes	1		1			1		
		Build SE Connector, Elk Grove-Folsom via Mather, 4 lanes						1		
		Build SE Connector, from Elk Grove to Folsom, 4 lanes				1				
		Build SE Connector, from Elk Grove to Rancho Cordova	1							
	Widen SE Connector via Grantline & Sunrise 6 lanes, Route 99 to Douglas		1							
	ROAD Total		9	12	9	19	9	20	4	18
	ST HWY	Add 2 mixed lanes to I-5, J Street to I-80						1		
		Add HOV lanes on Route 99, I-5 to Sutter County		1		1		1		1
		Add HOV lanes to Capital City Fwy, E St. to El Camino		1		1		1		1
		Add HOV lanes to I-5, from Pocket to Sacramento Airport	1		1		1		1	
		Add HOV lanes to I-80, from I-5 to Capital City Freeway	1		1		1			
Add HOV lanes to Sunrise Blvd, Trade Center to Fair Oaks									1	
Add HOV lanes to US50, Downtown Sacramento to Sunrise		1		1		1		1		
Add HOV lanes to US50, West Sac. to Sacramento			1		1		1		1	
Extend HOV lanes on I-5, Pocket to Elk Grove Blvd.					1		1		1	
Extend HOV lanes on I-5, Pocket to Hood-Franklin Rd.			1							
Widen I-5 to 6 lanes, Hood-Franklin Rd to San Joaquin Co.		1								
Widen Jackson Hwy, Power Inn Rd. to Sunrise, 4 lane expwy								1		
ST HWY Total		3	5	3	4	3	5	2	6	
Sac Total		23	22	21	35	21	35	13	34	

Northern Sacramento

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	156,022	67,023	69,036	99,129
Growth in Housing Units: 2000-2050	22,293	52,798	61,519	94,536
Balance of Jobs/Housing Growth	7.0	1.3	1.1	1.0
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 0.2%)	1%	0.1%	0%	0.2%
Large Lot Single Family (Existing 64%)	28%	16%	14%	6%
Small Lot Single Family (Existing 0%)	8%	30%	28%	20%
Attached Products (Existing 35%)	64%	53%	58%	74%
Total Housing Product Mix Through 2050:				
Rural Residential	0.3%	0.1%	0.1%	0.2%
Large Lot Single Family	51%	37%	33%	23%
Small Lot Single Family	3%	18%	17%	14%
Attached Products	46%	46%	50%	63%
Growth through Re-Investment in 2050:				
Jobs	0%	-5%	-5%	33%
Dwelling Units	0%	7%	12%	36%
Type of Trips				
Auto	92.4%	83.8%	78.2%	70.3%
Transit	1.9%	5.1%	7.0%	7.8%
Bike and Pedestrian	5.8%	11.0%	14.9%	21.9%
Vehicle Miles Traveled				
Per Day Per Household	46.2	37.6	34.3	28.4
Pct. Vehicle Hours in Heavy Congestion	50%	36%	36%	36%

MAJOR SIMILARITIES—ALL SCENARIOS

Significant amounts of growth occur in northern Sacramento in all scenarios, with more growth than any other area in the City of Sacramento.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Strong balance of jobs and housing growth (some of the land designated for employment uses in “A” is converted to housing).

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Overall growth increases from B to C to D.
- Rates of housing growth through re-investment are similar in B and C (7% and 12%), but rise significantly in D (34%). Much employment growth (34%) also occurs through re-investment in D.
- D includes re-locating State Fair and redeveloping site as mixed-use village.

Central Sacramento

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	28,652	58,040	62,535	84,440
Growth in Housing Units: 2000-2050	739	29,212	36,058	48,515
Balance of Jobs/Housing Growth	38.8	2.0	1.7	1.7
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 0.1%)	0%	0%	0%	0%
Large Lot Single Family (Existing 56%)	26%	1%	0%	0%
Small Lot Single Family (Existing 0%)	2%	8%	7%	11%
Attached Products (Existing 44%)	72%	91%	93%	89%
Total Housing Product Mix Through 2050:				
Rural Residential	0.1%	0.1%	0.1%	0.1%
Large Lot Single Family	55%	34%	31%	27%
Small Lot Single Family	0%	3%	3%	6%
Attached Products	45%	62%	66%	67%
Growth through Re-Investment in 2050:				
Jobs	0%	23%	28%	20%
Dwelling Units	0%	55%	60%	47%
Type of Trips				
Auto	78.1%	59.1%	57.5%	57.8%
Transit	7.0%	13.6%	14.5%	14.0%
Bike and Pedestrian	15.0%	27.2%	28.0%	28.2%
Vehicle Miles Traveled				
Per Day Per Household	46.3	30.2	28.5	26.7
Pct. Vehicle Hours in Heavy Congestion	44%	38%	38%	39%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Much more overall growth than A.
- Aggressive growth in housing.
- Strong balance of jobs and housing growth, particularly for a downtown core.
- Railyards, R Street Corridor, CBD and Richards Blvd. receive significant redevelopment.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Overall growth increases from B to C to D.
- C and D include 5-block decking of I-5, with housing and parks on the decks.
- D includes large new park near the river in the Richards Blvd. area.

Southern Sacramento

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	21,767	28,873	34,100	54,050
Growth in Housing Units: 2000-2050	10,401	24,560	28,532	34,311
Balance of Jobs/Housing Growth	2.1	1.2	1.2	1.6
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 0.1%)	1%	0%	0%	0.2%
Large Lot Single Family (Existing 70%)	33%	17%	14%	7%
Small Lot Single Family (Existing 0%)	8%	34%	36%	50%
Attached Products (Existing 29%)	58%	50%	50%	42%
Total Housing Product Mix Through 2050:				
Rural Residential	0.2%	0.1%	0.1%	0.1%
Large Lot Single Family	65%	56%	54%	49%
Small Lot Single Family	1%	9%	11%	17%
Attached Products	33%	35%	35%	34%
Growth through Re-Investment in 2050:				
Jobs	0%	-5%	2%	46%
Dwelling Units	0%	10%	18%	37%
Type of Trips:				
Auto	87.8%	83.3%	80.7%	78.6%
Transit	2.4%	4.6%	5.6%	5.5%
Bike and Pedestrian	9.8%	12.1%	13.7%	15.9%
Vehicle Miles Traveled				
Per Day Per Household	47.4	39.1	37.7	35.4
Pct. Vehicle Hours in Heavy Congestion	45%	32%	32%	29%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Strong balance of jobs and housing growth.
- Delta Shores is major “greenfield” development site.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Overall growth increases from B to C to D.
- Rate of housing growth through re-investment increases from B (10%) to C (18%) but rises dramatically in D (37%).
- Re-investment is on focused south line Light Rail stops and road corridors such as Franklin Blvd, Stockton, Florin and Meadowview.
- D includes closing Executive Airport and developing site as a mixed-use village and employment center.

Delta

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	0	0	0	0
Growth in Housing Units: 2000-2050	354	9	9	2
Balance of Jobs/Housing Growth	0	0	0	0
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 3%)	5%	0%	0%	0%
Large Lot Single Family (Existing 48%)	95%	83%	83%	0%
Small Lot Single Family (Existing 3%)	0%	17%	17%	100%
Attached Products (Existing 47%)	0%	0%	0%	0%
Total Housing Product Mix Through 2050:				
Rural Residential	5%	3%	3%	3%
Large Lot Single Family	88%	52%	52%	47%
Small Lot Single Family	0%	4%	4%	5%
Attached Products	7%	41%	41%	46%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	95.3%	95.3%	95.4%	95.2%
Transit	0.1%	0.2%	0.2%	0.1%
Bike and Pedestrian	4.6%	4.6%	4.4%	4.7%
Vehicle Miles Traveled				
Per Day Per Household	62.8	56.4	56.4	54.5
Pct. Vehicle Hours in Heavy Congestion	21%	14%	14%	15%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Virtually no growth in any of the scenarios.

MAJOR DIFFERENCES SCENARIOS B, C AND D

None.

Elk Grove

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	42,020	74,432	75,150	76,909
Growth in Housing Units: 2000-2050	35,737	58,371	60,607	57,455
Balance of Jobs/Housing Growth	1.2	1.3	1.2	1.3
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 5%)	6%	2%	2%	4%
Large Lot Single Family (Existing 76%)	75%	44%	43%	42%
Small Lot Single Family (Existing 0%)	1%	18%	20%	38%
Attached Products (Existing 19%)	18%	36%	35%	16%
Total Housing Product Mix Through 2050:				
Rural Residential	5%	3%	3%	4%
Large Lot Single Family	76%	54%	53%	53%
Small Lot Single Family	1%	12%	14%	26%
Attached Products	18%	30%	30%	17%
Growth through Re-Investment in 2050				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips				
Auto	94.0%	84.6%	82.9%	83.2%
Transit	0.7%	2.3%	2.9%	2.8%
Bike and Pedestrian	5.3%	13.0%	14.2%	14.1%
Vehicle Miles Traveled				
Per Day Per Household	48.7	35.7	34.4	35.4
Pct. Vehicle Hours in Heavy Congestion	41%	21%	23%	18%

MAJOR SIMILARITIES—ALL SCENARIOS

- Balance of jobs and housing growth.
- Retention of primarily lower density residential growth pattern east of Highway 99.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

All have similar, and significantly more, growth (of both jobs and houses) than A.

MAJOR DIFFERENCES SCENARIOS B, C AND D

B, C and D include “vacant urban” lands outside the current city boundaries for growth beyond 2050, but in different amounts and locations.

South County

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	21,000	1,414	2,678	484
Growth in Housing Units: 2000-2050	79,664	3,133	7,044	50
Balance of Jobs/Housing Growth	0.3	0.5	0.4	9.7
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 18%)	2%	23%	10%	0%
Large Lot Single Family (Existing 5%)	79%	3%	5%	30%
Small Lot Single Family (Existing 4%)	1%	14%	38%	63%
Attached Products (Existing 72%)	18%	61%	46%	7%
Total Housing Product Mix Through 2050:				
Rural Residential	2%	20%	13%	18%
Large Lot Single Family	76%	4%	5%	6%
Small Lot Single Family	1%	8%	26%	5%
Attached Products	21%	67%	56%	71%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	92.3%	93.5%	92.4%	93.5%
Transit	0.2%	0.3%	0.2%	0.6%
Bike and Pedestrian	7.5%	6.2%	7.4%	6.0%
Vehicle Miles Traveled				
Per Day Per Household	51.0	59.9	47.0	85.4
Pct. Vehicle Hours in Heavy Congestion	29%	13%	15%	12%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Much less growth than A.

MAJOR DIFFERENCES SCENARIOS B, C AND D

Much less growth in D than B and C.

Galt

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	8,809	8,674	6,277	5,376
Growth in Housing Units: 2000-2050	13,351	10,100	8,394	5,571
Balance of Jobs/Housing Growth	0.7	0.9	0.7	1.0
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 8%)	3%	8%	10%	1%
Large Lot Single Family (Existing 62%)	75%	30%	32%	16%
Small Lot Single Family (Existing 1%)	1%	27%	21%	63%
Attached Products (Existing 29%)	21%	35%	36%	21%
Total Housing Product Mix Through 2050:				
Rural Residential	5%	8%	9%	5%
Large Lot Single Family	70%	45%	48%	44%
Small Lot Single Family	1%	15%	11%	25%
Attached Products	24%	32%	33%	26%
Growth through Re-Investment in 2050:				
Jobs	0%	3%	2%	28%
Dwelling Units	0%	8%	10%	32%
Type of Trips:				
Auto	93.6%	85.9%	86.3%	84.6%
Transit	0.0%	0.5%	0.9%	0.9%
Bike and Pedestrian	6.4%	13.7%	12.8%	14.5%
Vehicle Miles Traveled				
Per Day Per Household	52.5	40.0	39.3	38.1
Pct. Vehicle Hours in Heavy Congestion	15%	6%	3%	3%

MAJOR SIMILARITIES—ALL SCENARIOS

New growth is primarily housing.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Less growth in B, C and D than in A.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Decreasing amounts of growth from B to C to D.
- In B and C, modest amounts of housing and job growth through re-investment; in D, significantly more re-investment (28% of new employment and 32% of new dwelling units).

East County (within Urban Services Boundary)

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	37,839	102,960	100,752	85,926
Growth in Housing Units: 2000-2050	38,084	82,768	81,903	90,794
Balance of Jobs/Housing Growth	1.0	1.2	1.2	0.9
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 2%)	1%	0.1%	0.1%	0%
Large Lot Single Family (Existing 68%)	70%	37%	36%	31%
Small Lot Single Family (Existing 1%)	2%	35%	38%	48%
Attached Products (Existing 30%)	28%	27%	26%	22%
Total Housing Product Mix Through 2050:				
Rural Residential	1%	1%	1%	1%
Large Lot Single Family	69%	48%	48%	43%
Small Lot Single Family	1%	22%	24%	31%
Attached Products	29%	28%	27%	25%
Growth through Re-Investment in 2050:				
Jobs	0%	-2%	-2%	12%
Dwelling Units	0%	11%	11%	10%
Type of Trips:				
Auto	88.0%	78.4%	77.0%	76.6%
Transit	2.1%	5.3%	6.1%	5.6%
Bike and Pedestrian	9.9%	16.3%	16.9%	17.8%
Vehicle Miles Traveled				
Per Day Per Household	51.9	35.7	35.0	35.3
Pct. Vehicle Hours in Heavy Congestion	52%	36%	38%	34%

MAJOR SIMILARITIES—ALL SCENARIOS

Several thousand acres of wetlands, vernal pools and habitat lands preserved from development.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Much more growth than A. This sub-area gets the most growth of any sub-area in the region (except for D, where slightly more growth goes to the North Natomas vision area).
- 11% of growth in housing through re-investment.
- Major growth on properties currently used for aggregate mining and processing.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- B and C have a balance of jobs and housing growth; D has more housing than jobs growth.
- D has 11% of jobs growth through re-investment, while B and C have no net increase in jobs through re-investment (in fact, some existing employment lands are redeveloped for housing uses).

Rancho Cordova

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	28,087	44,442	48,163	73,864
Growth in Housing Units: 2000-2050	27,291	54,797	54,389	61,873
Balance of Jobs/Housing Growth	1.0	0.8	0.9	1.2
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 48%)	80%	40%	40%	30%
Small Lot Single Family (Existing 1%)	1%	29%	30%	44%
Attached Products (Existing 51%)	19%	31%	29%	26%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	67%	42%	43%	34%
Small Lot Single Family	1%	22%	22%	34%
Attached Products	32%	36%	35%	32%
Growth through Re-Investment in 2050:				
Jobs	0%	-1%	-1%	4%
Dwelling Units	0%	3%	4%	8%
Type of Trips:				
Auto	93.4%	79.8%	80.2%	76.0%
Transit	1.5%	4.8%	4.7%	5.0%
Bike and Pedestrian	5.2%	15.4%	15.1%	18.9%
Vehicle Miles Traveled				
Per Day Per Household	49.8	35.7	35.9	32.8
Pct. Vehicle Hours in Heavy Congestion				
	48%	32%	34%	32%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Much higher levels of growth than A.
- Some re-investment along Folsom Blvd, including around Light Rail Stations.
- Major amounts of mixed-use growth on Aerojet property (note: growth on Aerojet is NOT included in the re-investment statistics).

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Different mixes of jobs and housing growth (B and C have more housing than jobs growth, while D is the reverse).
- D has significantly more total growth than B or C.
- D has the most growth through re-investment (4% of new jobs, 8% of new dwelling units).

Arden Arcade/Carmichael/Fair Oaks/Orangevale

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	5,861	19,255	22,447	28,788
Growth in Housing Units: 2000-2050	3,767	14,600	13,723	30,947
Balance of Jobs/Housing Growth	1.6	1.3	1.6	0.9
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 1%)	6%	0.1%	0.1%	0%
Large Lot Single Family (Existing 65%)	17%	19%	20%	0%
Small Lot Single Family (Existing 0%)	2%	36%	38%	38%
Attached Products (Existing 34%)	75%	45%	42%	62%
Total Housing Product Mix Through 2050:				
Rural Residential	1%	1%	1%	1%
Large Lot Single Family	63%	59%	59%	50%
Small Lot Single Family	0%	5%	5%	9%
Attached Products	36%	36%	35%	41%
Growth through Re-Investment in 2050:				
Jobs	0%	-4%	-4%	56%
Dwelling Units	0%	18%	20%	42%
Type of Trips:				
Auto	93.1%	92.0%	91.6%	84.3%
Transit	1.4%	2.2%	2.3%	3.2%
Bike and Pedestrian	5.5%	5.8%	6.1%	12.5%
Vehicle Miles Traveled				
Per Day Per Household	35.0	33.7	33.2	29.6
Pct. Vehicle Hours in Heavy Congestion	33%	37%	39%	41%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Much higher levels of growth than A.
- Significant amounts of housing growth through re-investment in existing developed properties.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Different mixes of jobs and housing growth (B is fairly balanced, C has much more jobs than housing growth, and D has more housing than jobs growth).
- D has the highest growth rate.
- D has highest levels of re-investment (56% of all job growth and 42% of all housing growth).

East/Southeast County

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	36,072	7,237	10,440	12,757
Growth in Housing Units: 2000-2050	109,790	20,459	26,201	25,209
Balance of Jobs/Housing Growth	0.3	0.4	0.4	0.5
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 3%)	0.7%	0.1%	0.1%	0%
Large Lot Single Family (Existing 26%)	83%	42%	48%	20%
Small Lot Single Family (Existing 1%)	1%	27%	29%	45%
Attached Products (Existing 69%)	16%	31%	23%	35%
Total Housing Product Mix Through 2050:				
Rural Residential	1%	1%	1%	1%
Large Lot Single Family	80%	38%	44%	21%
Small Lot Single Family	1%	20%	23%	36%
Attached Products	19%	41%	32%	42%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips				
Auto	91.8%	91.9%	92.0%	93.3%
Transit	0.8%	2.5%	1.9%	1.7%
Bike and Pedestrian	7.4%	5.6%	6.1%	5.0%
Vehicle Miles Traveled				
Per Day Per Household	48.0	63.6	61.0	50.4
Pct. Vehicle Hours in Heavy Congestion	54%	13%	12%	14%

MAJOR SIMILARITIES— ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Much less growth in B, C and D than A.
- Build-out of Rancho Murieta.
- All growth through greenfield development (growth on Aerojet property is NOT included in the re-investment statistics).
- Major growth on the Aerojet property.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- B and C include growth south of, but adjacent to, the Folsom Sphere of Influence.
- D has the highest amount of growth, due entirely to a somewhat higher level of density for the new growth in Rancho Murieta.

Folsom

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	38,291	39,059	39,522	25,484
Growth in Housing Units: 2000-2050	19,376	17,942	20,823	19,875
Balance of Jobs/Housing Growth	2.0	2.2	1.9	1.3
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 0.1%)	0%	0%	0%	0%
Large Lot Single Family (Existing 75%)	74%	37%	39%	33%
Small Lot Single Family (Existing 1%)	2%	31%	33%	35%
Attached Products (Existing 24%)	24%	32%	28%	31%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	75%	57%	57%	54%
Small Lot Single Family	1%	15%	17%	18%
Attached Products	24%	28%	26%	28%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	6%
Dwelling Units	0%	5%	5%	12%
Type of Trips:				
Auto	94.9%	89.7%	89.4%	88.3%
Transit	0.6%	2.3%	2.4%	3.1%
Bike and Pedestrian	4.6%	8.0%	8.2%	8.6%
Vehicle Miles Traveled				
Per Day Per Household	56.2	47.7	47.1	44.9
Pct. Vehicle Hours in Heavy Congestion	47%	28%	28%	24%

MAJOR SIMILARITIES—ALL SCENARIOS

All scenarios include some amount of growth in the Folsom Sphere of Influence south of Highway 50.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Modest amounts of growth through re-investment within current city boundaries.
- Protection of natural resources (mainly hardwoods) in western portion of the Sphere of Influence.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Growth pattern in B and C has much more employment than housing growth, while D has a balance of uses (largely because of less employment growth, rather than more housing growth).
- Amount of land developed in the Sphere of Influence by 2050 varies, with D having the least growth.
- B and C each include 5% of housing growth through re-investment, while D has 12% of housing growth and 6% of employment growth through re-investment.

Citrus Heights

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	1,529	12,318	12,318	11,973
Growth in Housing Units: 2000-2050	880	10,962	10,962	10,387
Balance of Jobs/Housing Growth	1.7	1.1	1.1	1.2
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 0.1%)	0%	0%	0%	0%
Large Lot Single Family (Existing 62%)	43%	5%	5%	1%
Small Lot Single Family (Existing 1%)	11%	22%	22%	40%
Attached Products (Existing 36%)	47%	73%	73%	58%
Total Housing Product Mix Through 2050:				
Rural Residential	0.1%	0.1%	0.1%	0.1%
Large Lot Single Family	62%	49%	49%	49%
Small Lot Single Family	1%	6%	6%	10%
Attached Products	37%	45%	45%	41%
Growth through Re-Investment in 2050:				
Jobs	0%	86%	86%	74%
Dwelling Units	0%	76%	76%	64%
Type of Trips:				
Auto	93.4%	91.8%	91.2%	87.9%
Transit	1.5%	2.3%	2.5%	2.3%
Bike and Pedestrian	5.0%	5.8%	6.3%	9.8%
Vehicle Miles Traveled				
Per Day Per Household	41.1	37.2	36.5	34.9
Pct. Vehicle Hours in Heavy Congestion	36%	39%	38%	35%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Significantly more growth in Citrus Heights than A.
- Balance of growth in jobs and houses.
- Majority of growth through re-investment in areas with existing development.

MAJOR DIFFERENCES SCENARIOS B, C AND D

None.

Rio Linda / McClellan

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	14,868	51,618	51,835	68,842
Growth in Housing Units: 2000-2050	14,024	36,097	42,051	29,052
Balance of Jobs/Housing Growth	1.1	1.4	1.2	2.4
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 2%)	9%	1%	1%	2%
Large Lot Single Family (Existing 69%)	55%	37%	35%	21%
Small Lot Single Family (Existing 0%)	2%	20%	22%	35%
Attached Products (Existing 29%)	34%	42%	43%	42%
Total Housing Product Mix Through 2050:				
Rural Residential	4%	1%	1%	2%
Large Lot Single Family	65%	54%	51%	49%
Small Lot Single Family	1%	10%	11%	15%
Attached Products	31%	36%	36%	35%
Growth through Re-Investment in 2050:				
Jobs	0%	27%	27%	12%
Dwelling Units	0%	8%	14%	39%
Type of Trips:				
Auto	86.9%	82.0%	80.0%	80.1%
Transit	4.0%	5.8%	7.1%	5.6%
Bike and Pedestrian	9.2%	12.2%	12.9%	14.3%
Vehicle Miles Traveled				
Per Day Per Household	57.3	48.3	46.9	46.1
Pct. Vehicle Hours in Heavy Congestion	45%	37%	36%	33%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Significant amounts of growth on McClellan and surrounding properties (much higher than A).
- Significant amounts of growth through re-investment in existing properties.
- High levels of growth through re-investment in all three, mainly along Watt Avenue.

MAJOR DIFFERENCES SCENARIOS B, C AND D

More jobs than housing growth in all three, but fairly even balance in B and C. Much higher jobs than housing growth in D.

North Natomas Vision Area

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	10,846	9,817	21,196	9,622
Growth in Housing Units: 2000-2050	25,858	35,063	46,056	30,992
Balance of Jobs/Housing Growth	0.4	0.3	0.5	0.3
New Housing Growth Through 2050(by type):				
Rural Residential (Existing N/A)	0%	0%	0%	0%
Large Lot Single Family (Existing N/A)	86%	30%	12%	7%
Small Lot Single Family (Existing N/A)	1%	45%	59%	63%
Attached Products (Existing N/A)	14%	24%	28%	30%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	86%	30%	12%	7%
Small Lot Single Family	1%	45%	59%	63%
Attached Products	14%	24%	28%	30%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	92.7%	79.2%	71.2%	72.8%
Transit	1.8%	7.4%	9.5%	11.0%
Bike and Pedestrian	5.6%	13.4%	19.3%	16.2%
Vehicle Miles Traveled				
Per Day Per Household	51.0	36.5	32.9	32.4
Pct. Vehicle Hours in Heavy Congestion	42%	37%	55%	31%

MAJOR SIMILARITIES—ALL SCENARIOS

- Significant portions of this area are developed, primarily for housing and neighboring serving jobs (e.g. retail, professional services).
- All growth is “greenfield.”

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Open space buffers along the northern County boundary and the Sacramento River are maintained.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Scenario C has significantly higher amounts of growth than the other scenarios.
- Scenario D is the only one with “vacant urban” land designated south of the Airport/Metro Air Park.

Sacramento International Airport / Metro Air Park

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	22,582	19,003	18,345	17,974
Growth in Housing Units: 2000-2050	5,087	5	529	564
Balance of Jobs/Housing Growth	4.4	3,800	35	32
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 7%)	1%	0%	0%	0%
Large Lot Single Family (Existing 12%)	95%	60%	1%	0%
Small Lot Single Family (Existing 0%)	0%	40%	90%	97%
Attached Products (Existing 81%)	4%	0%	10%	3%
Total Housing Product Mix Through 2050:				
Rural Residential	1%	7%	3%	3%
Large Lot Single Family	89%	13%	6%	5%
Small Lot Single Family	0%	1%	51%	56%
Attached Products	10%	80%	41%	36%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	3%
Type of Trips:				
Auto	NA	NA	NA	NA
Transit	NA	NA	NA	NA
Bike and Pedestrian	NA	NA	NA	NA
Vehicle Miles Traveled				
Per Day Per Household	NA	NA	NA	NA
Pct. Vehicle Hours in Heavy Congestion	NA	NA	NA	NA

MAJOR SIMILARITIES—ALL SCENARIOS

Significant job growth, both at the Airport and newly developing Metro Air Park.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Virtually no housing growth.

MAJOR DIFFERENCES SCENARIOS B, C AND D

D includes a re-located State Fairgrounds to the southwest portion of Metro Air Park.