

**Key Land Uses Featured**



10 Mid-Rise Office



24 Public/Civic/Education



22 Light Industrial



1 Rural Residential



12 Community/Neighborhood Retail

**Key Elements of Base Case**

The study area is split by I-80, and is zoned mostly retail rural residential and light industrial. The community is currently developing an economic development strategy for this corridor. Specific features of the base case include:

- Mixed-use potential on east side of I-80
- Forested open space

**PLACE<sup>3</sup>S Indicators**

Total Employees .....	2,407
Total Residents .....	235
Employees per Dwelling Unit .....	28.1
Pedestrian Friendliness (1 = worst, 5 = best) .....	1.6
Change in Vehicle Miles Traveled per Household from Base Case* .....	0%

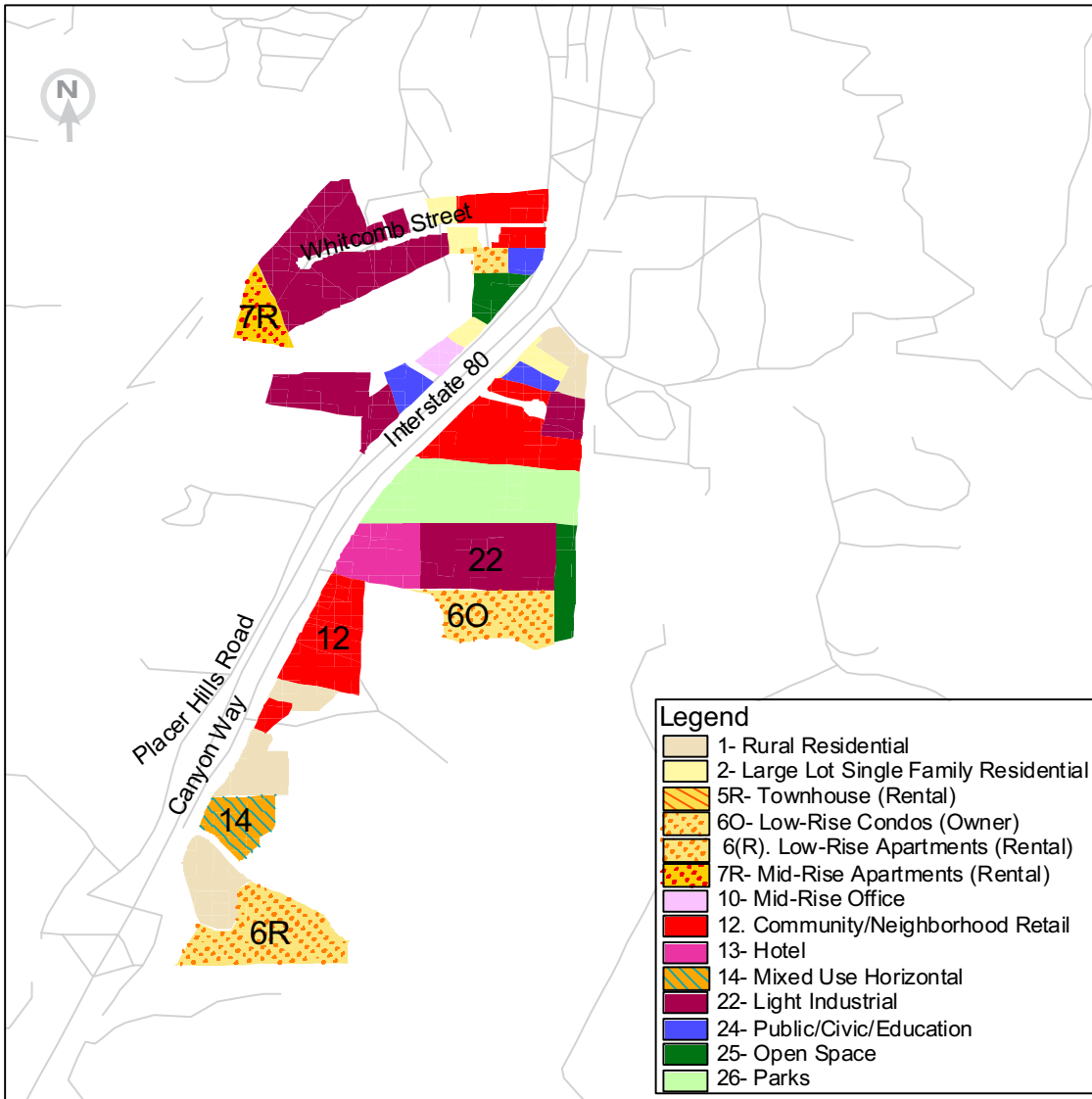
*\*See I-80 Detailed Indicators for more information*

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TABLE 1

I-80— Smart Growth Scenario



**Key Land Uses Featured**



7 Mid-Rise Condos



22 Light Industrial



6 Low-Rise Condos



12 Community/Neighborhood Retail



14 Mixed-Use Retail/Residential Horizontal

**Key Elements of Planning Scenario**

Citizens created a land use scenario with horizontal mixed-use containing small shops and restaurants along Bunch Creek, allowing residents to walk to retail establishments. Specific features of the plan include:

- Pedestrian bridge across I-80
- Additional light industrial land use on Whitcomb St.
- Hotel visible from I-80
- Urgent care center
- Low-rise condos and apartments

Resulted in the following changes from the base case:

- Capacity for 80 more employees
- Capacity for 500 more dwelling units
- Improved land use mix from 28 to 4 employees per dwelling unit

**PLACE<sup>3</sup>S Indicators**

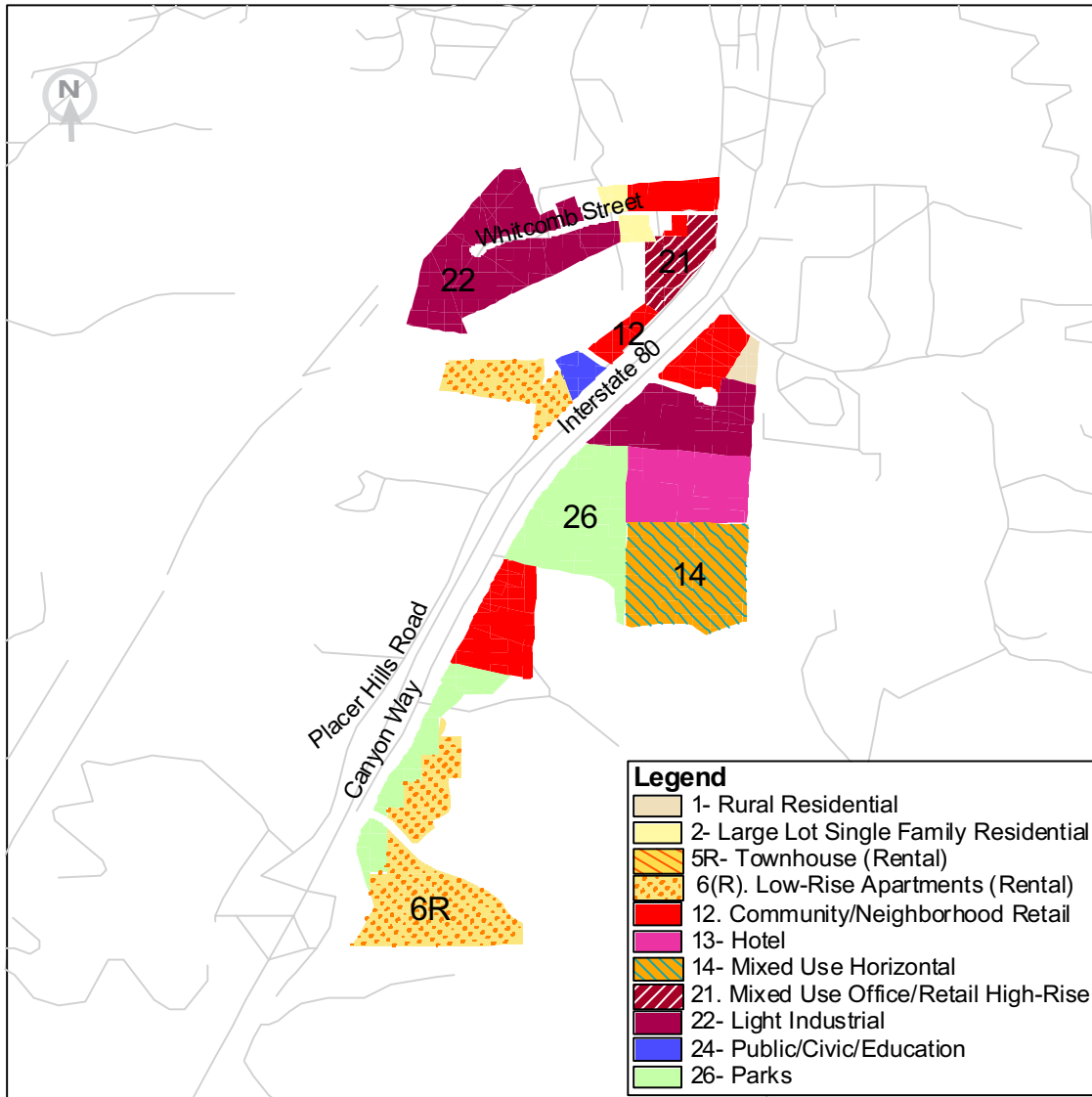
Total Employees .....	2,486
Total Residents .....	1,098
Employees per Dwelling Unit .....	4.3
Pedestrian Friendliness (1 = worst, 5 = best) .....	2.3
Change in Vehicle Miles Traveled per Household from Base Case* .....	-36%

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I-80— Smart Growth Scenario



**Key Land Uses Featured**



21 Mixed-Use Retail/Office High-Rise



22 Light Industrial



12 Community/Neighborhood Retail



26 Parks



14 Mixed-Use Retail/Residential Horizontal

**Key Elements of Planning Scenario**

Participants desired a linear park along Bunch Creek to preserve the integrity of the riparian habitat. Participants suggested retail development along both sides of I-80 for visibility.

- Additional light industrial land use on Whitcomb St.
- Low-rise apartments near southern boundary of the study area
- Mixed-use office/retail facing I-80

Resulted in the following changes from the base case:

- Capacity for 1,200 more employees
- Capacity for 600 more dwelling units
- Improved land use mix from 28 to 5 employees per dwelling unit

**PLACE<sup>3</sup>S Indicators**

Total Employees .....	3,648
Total Residents .....	1,284
Employees per Dwelling Unit .....	5.5
Pedestrian Friendliness (1 = worst, 5 = best) .....	2.5
Change in Vehicle Miles Traveled per Household from Base Case* .....	-34%

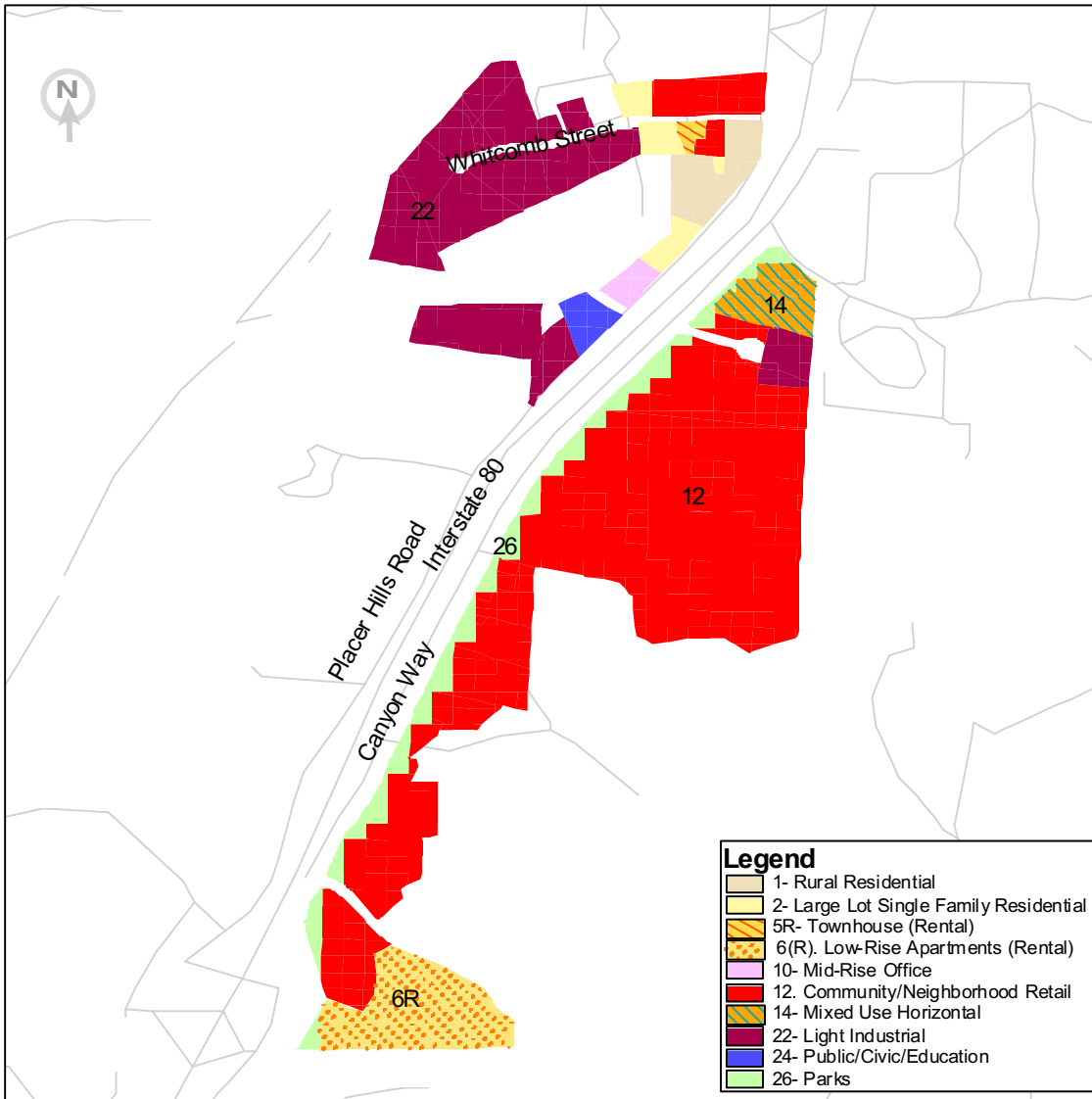
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TABLE 3

I-80— Smart Growth Scenario



**Key Land Uses Featured**



22 Light Industrial



14 Mixed-Use Retail/  
Residential Horizontal



26 Parks



12 Community/  
Neighborhood Retail



6 Low-Rise Condos

**Key Elements of Planning Scenario**

A pedestrian corridor and preservation of the Bunch Creek open space was the central theme of this land use scenario. Existing vacant lands were changed to horizontal mixed-use and apartments, which would provide residents with access to the open space corridor. Specific features of the plan include:

- Additional light industrial land use on Whitcomb St.
- Retail along I-80 corridor

Resulted in following changes from the base case:

- Capacity for 1,500 more employees
- Capacity for 200 more dwelling units
- Improved land use mix from 28 to 14 employees per dwelling unit

**PLACE<sup>3</sup>S Indicators**

Total Employees .....	3,916
Total Residents .....	531
Employees per Dwelling Unit .....	14.4
Pedestrian Friendliness (1 = worst, 5 = best) .....	2.1
Change in Vehicle Miles Traveled per Household from Base Case* .....	-12%

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	<b>Base Case*</b>	<b>Table 1 Smart Growth</b>	<b>Table 2 Smart Growth</b>	<b>Table 3 Smart Growth</b>
Total Employees .....	2,407	2,486	3,648	3,916
Total Dwelling Units .....	86	582	661	272
Total Residents .....	235	1,098	1,284	531
Employees per Dwelling Unit .....	28.1	4.3	5.5	14.4
Retail Jobs .....	1,988	1,435	2,023	3,185
Office Jobs .....	194	524	1,202	338
Industrial Jobs .....	178	463	394	364
Public Jobs .....	47	65	28	28
Pedestrian Friendliness (1 = worst, 5 = best) ...	1.6	2.3	2.5	2.1

Transportation PLACE<sup>3</sup>S Indicators  
 Changes from Base Case\*

	<b>Base Case*</b>	<b>Table 1 Smart Growth</b>	<b>Table 2 Smart Growth</b>	<b>Table 3 Alternative Plan</b>
Change in VT per Household .....	0%	-22%	-22%	-20%
Change in VMT per Household .....	0%	-36%	-34%	-12%
Change in VT per Retail Job .....	0%	-29%	-30%	-2%
Change in VMT per Retail Job .....	0%	-36%	-38%	11%
Change in VT per Non-Retail Job .....	0%	-5%	-11%	-1%
Change in VMT per Non-Retail Job .....	0%	-24%	-31%	-5%

VT = Vehicle Trips

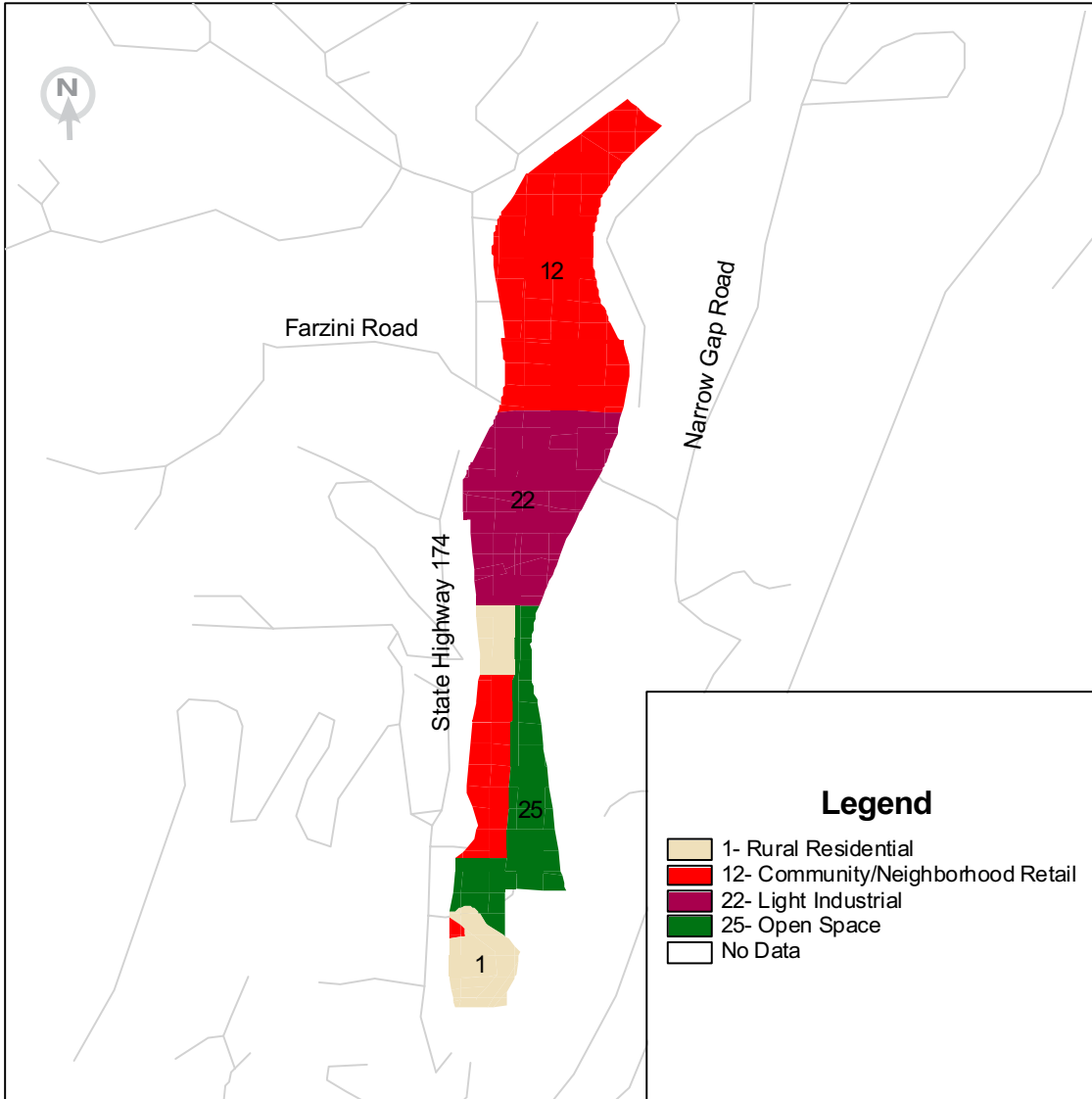
VMT = Vehicle Miles Traveled, and it is an indicator of energy use and air emissions

\* The "Base Case" future assumes that existing land uses remain through a 50-year time frame and that vacant parcels will be developed at their current general plan land use designation.

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East Colfax



**Key Land Uses Featured**



12 Community/Neighborhood Retail



22 Light Industrial



25 Open Space



1 Rural Residential

**Legend**

- 1- Rural Residential
- 12- Community/Neighborhood Retail
- 22- Light Industrial
- 25- Open Space
- No Data

**Key Elements of Base Case**

Rt. 174, which runs along the east side of the study area, is currently a commute route to Grass Valley/Nevada City and also a recreation and tourism route to Rollins Lake. The current zoning is highway commercial and light industrial. Specific features of the base case include:

- Scenic views
- Recreational entertainment potential
- Steep slopes on some of the terrain

**PLACE<sup>3</sup>S Indicators**

Total Employees .....	996
Total Residents .....	9
Employees per Dwelling Unit .....	296.1
Pedestrian Friendliness (1 = worst, 5 = best) .....	2.3
Change in Vehicle Miles Traveled per Household from Base Case* .....	0%

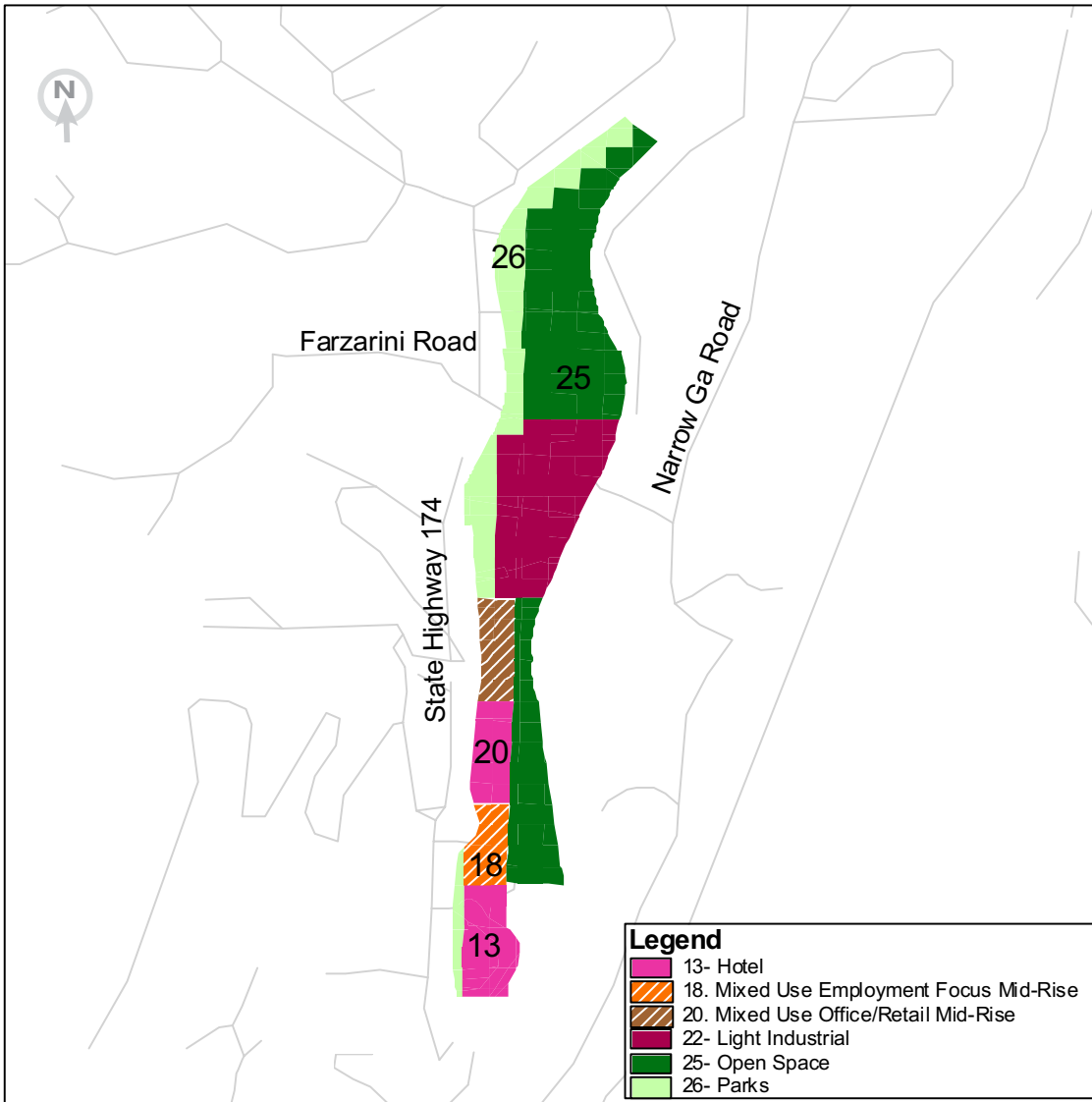
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TABLE 3

East Colfax— Smart Growth Scenario



**Key Land Uses Featured**



25 Open Space



26 Parks



20 Mixed-Use Retail/  
Office Mid-Rise



18 Mixed-Use  
Employment Focus  
Mid-Rise



13 Hotel

**Key Elements of Planning Scenario**

Citizens extended Colfax’s downtown north along Rt. 174. Safety along Rt. 174 for pedestrian access was a vital concern of the participants. Specific features of the plan include:

- Pedestrian corridor along Rt. 174
- A combination of mixed-use employment focus and a hotel convention center at southern end of study area
- Preserve the atmosphere of the historic downtown
- Maintain the mountain views

Resulted in the following changes from the base case:

- Capacity for 300 fewer employees
- Capacity for 16 more dwelling units
- Changed land use mix from 300 to 37 employees per dwelling unit

**PLACE<sup>3</sup>S Indicators**

Total Employees .....	697
Total Residents .....	34
Employees per Dwelling Unit .....	36.8
Pedestrian Friendliness (1 = worst, 5 = best) .....	3.8
Change in Vehicle Miles Traveled per Household from Base Case* .....	-17%

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# DETAILED INDICATORS

## East Colfax

	Base Case*	Table3 Smart Growth
Total Employees .....	996	697
Total Dwelling Units .....	3	19
Total Residents .....	9	34
Employees per Dwelling Unit .....	296.1	36.8
Retail Jobs .....	766	316
Office Jobs .....	101	282
Industrial Jobs .....	129	99
Public Jobs .....	0	0
Pedestrian Friendliness (1 = worst, 5 = best) .....	2.3	3.8

### Transportation PLACE<sup>3</sup>S Indicators Changes from Base Case\*

	Base Case*	Table3 Smart Growth
Change in VT per Household .....	0%	-22%
Change in VMT per Household .....	0%	-17%
Change in VT per Retail Job .....	0%	-3%
Change in VMT per Retail Job .....	0%	6%
Change in VT per Non-Retail Job .....	0%	3%
Change in VMT per Non-Retail Job .....	0%	-4%

VT = Vehicle Trips

VMT = Vehicle Miles Traveled, and it is an indicator of energy use and air emissions

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