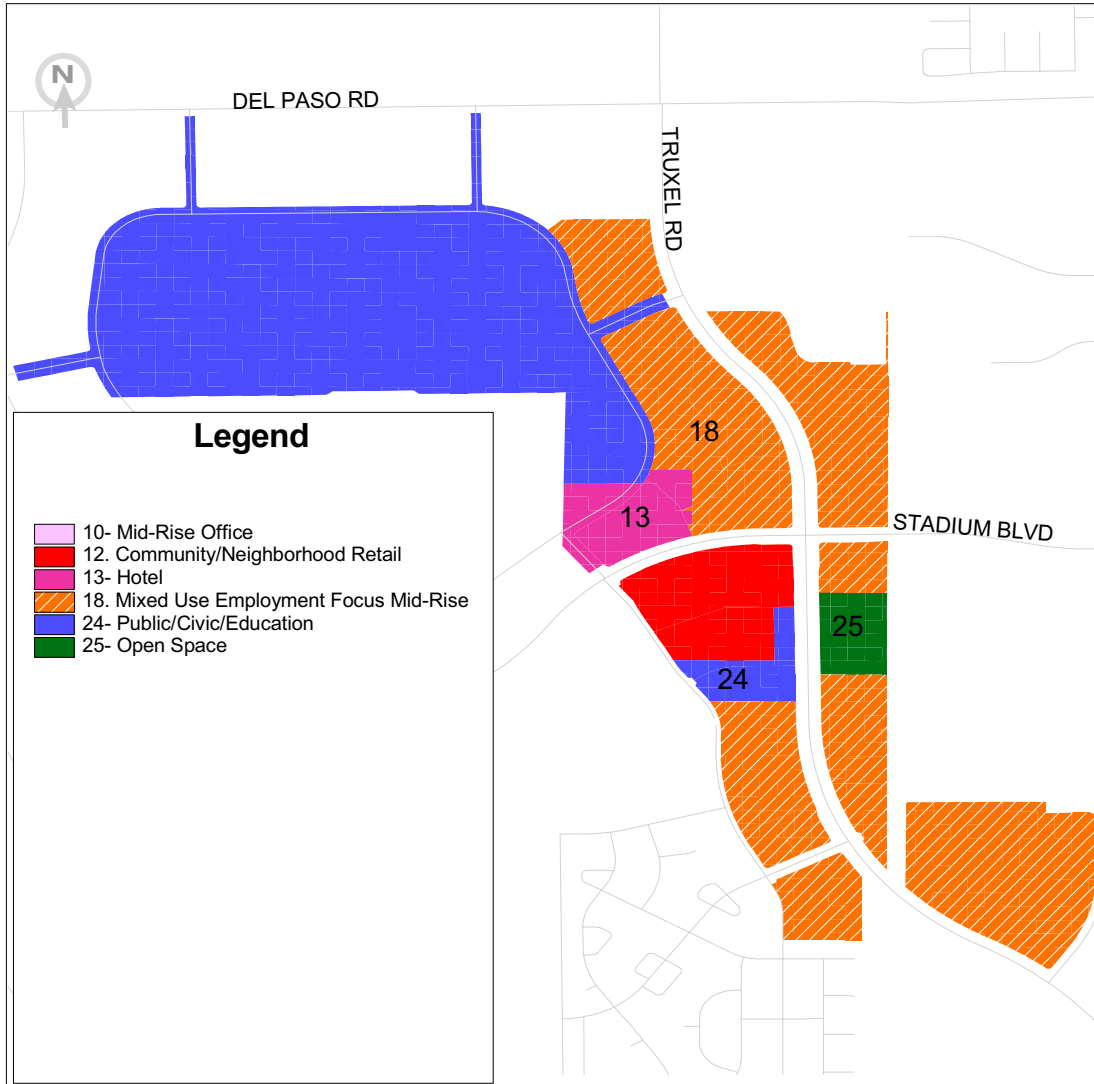


TABLE 7

Natomas Arena Truxel — Alternative Planning Scenario



Key Land Uses Featured



18 Mixed-Use Employment Focus Mid-Rise



13 Hotel



25 Open Space



24 Public/Civil/ Education

Key Elements of Planning Scenario

This alternative showed what they would do if the arena stayed. They made no changes to the arena, focusing instead on Arco Arena Blvd. Specific features of the plan include:

- Hotel adjacent to arena
- Open space and public land use

Resulted in the following changes from base case:

- Capacity for 130 fewer employees
- Capacity for 140 more dwelling units
- Changed land use mix from 6 to 7 employees per dwelling unit

PLACE³S Indicators

| | |
|---|-------|
| Total Employees | 9,793 |
| Total Residents | 2,656 |
| Employees per Dwelling Unit | 6.6 |
| Pedestrian Friendliness (1 = worst, 5 = best) | 3.4 |
| Change in Vehicle Miles Traveled per Household from Base Case* | -2% |

*See Natomas Area Truxel Detailed Indicators for more information

3000 S Street,
Suite 300
Sacramento, CA
95816

tel 916.457.2264
fax 916.457.3299
tdd 916.737.1718
www.sacog.org

Natomas Arena Truxel

Detailed PLACE³S Indicators

| | Base Case* | Table 1 Smart Growth | Table 7 Smart Growth | Table 7 Alternative | Table 8 Smart Growth | Table 11 Smart Growth | Table 12 Smart Growth |
|--|------------|----------------------------|----------------------------|------------------------|----------------------------|-----------------------------|-----------------------------|
| Total Employees | 9,928 | 11,886 | 9,346 | 9,793 | 6,616 | 13,754 | 10,067 |
| Total Dwelling Units | 1,617 | 3,420 | 5,901 | 1,476 | 1,828 | 1,658 | 2,783 |
| Total Residents | 2,910 | 6,156 | 10,761 | 2,656 | 3,363 | 2,984 | 5,046 |
| Employees per Dwelling Unit | 6.1 | 3.5 | 1.6 | 6.6 | 3.6 | 8.3 | 3.6 |
| Retail Jobs | 5,103 | 7,194 | 5,920 | 5,223 | 4,503 | 7,055 | 4,835 |
| Office Jobs | 2,651 | 4,426 | 3,302 | 2,378 | 1,774 | 4,981 | 2,975 |
| Industrial Jobs | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Public Jobs | 2,173 | 266 | 125 | 2,192 | 339 | 1,717 | 2,257 |
| Pedestrian Friendliness (1 = worst, 5 = best) | 3.4 | 3.7 | 3.5 | 3.4 | 3.3 | 3.3 | 3.4 |

Transportation PLACE³S Indicators
 Changes from Base Case*

| | Base Case* | Table 1 Smart Growth | Table 7 Smart Growth | Table 7 Alternative | Table 8 Smart Growth | Table 11 Smart Growth | Table 12 Smart Growth |
|--|------------|----------------------------|----------------------------|------------------------|----------------------------|-----------------------------|-----------------------------|
| Change in VT per Household | 0% | -6% | -11% | 0% | -2% | -6% | -7% |
| Change in VMT per Household | 0% | -23% | -37% | -2% | -10% | -9% | 2% |
| Change in VT per Retail Job | 0% | -31% | -28% | -5% | -20% | -29% | -15% |
| Change in VMT per Retail Job | 0% | -34% | -33% | -6% | -25% | -28% | -17% |
| Change in VT per Non-Retail Job | 0% | -30% | -26% | -8% | -20% | -24% | -15% |
| Change in VMT per Non-Retail Job | 0% | -49% | -41% | -12% | -33% | -33% | -24% |
| Change in Light Rail/BRT Boardings | 0% | 1% | 13% | -6% | -13% | 18% | 13% |

VT = Vehicle Trips

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

BRT= Bus Rapid Transit

* 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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