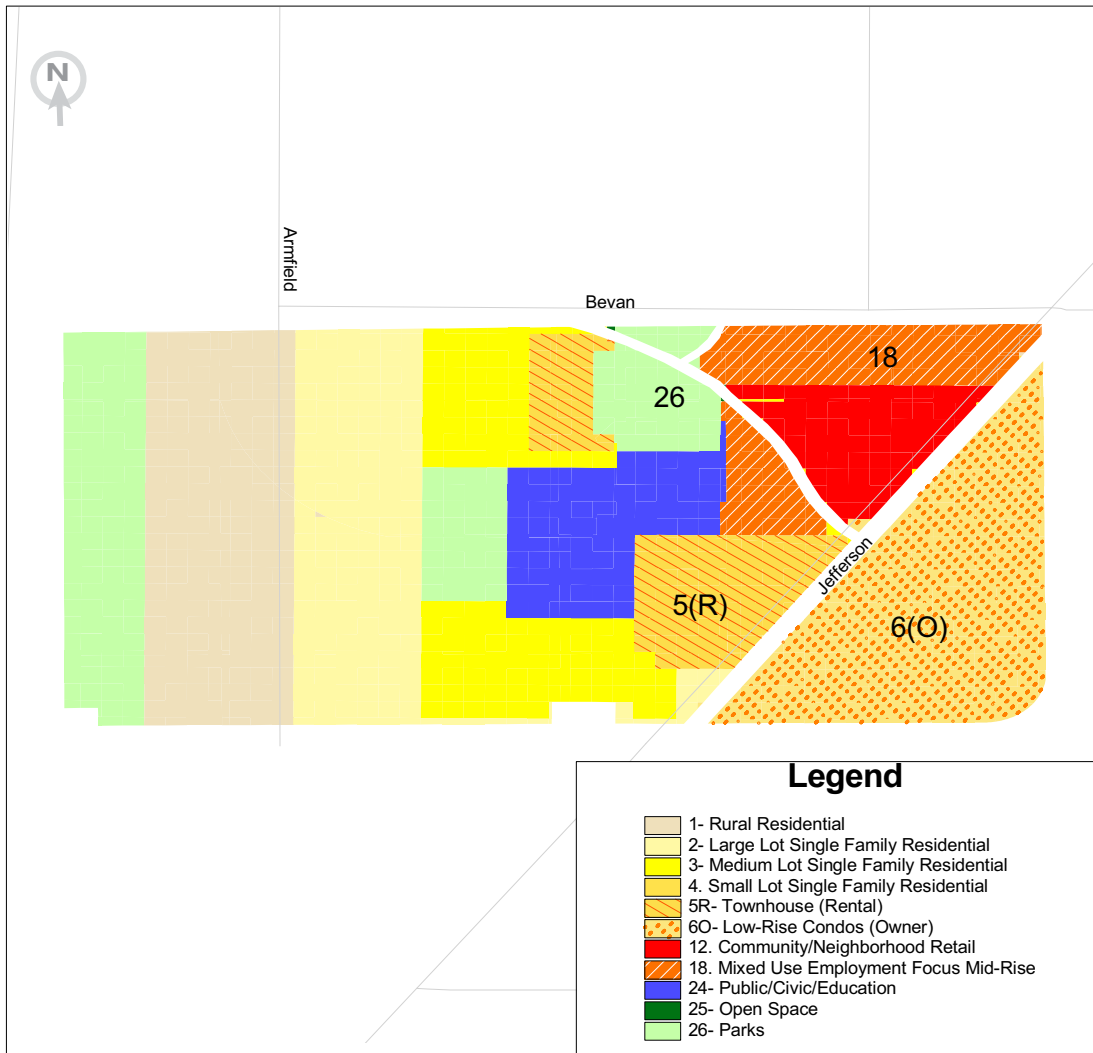


TABLE 10

Southport— Smart Growth Planning Scenario



Key Land Uses Featured



18 Mixed-Use Employment Focus Mid-Rise



26 Parks



5(R) Townhouse (Rental)



6(O) Low-Rise Condos (Owner)

Key Elements of Planning Scenario

This group achieved a good jobs/housing balance, provided trails for walking and biking, and designed transit-oriented development around future light rail. Specific features of the plan include:

- School/church community center as a hub of neighborhood
- Townhouses, medium lot single family, and mid-rise mixed-use employment around center
- Open space along Sacramento River
- Rural residential on outskirts
- Transit center

Resulted in the following changes from base case:

- Capacity for 1,800 more employees
- Capacity for 800 more dwelling units
- Improved land use mix from 0 to 1 employee per dwelling unit

PLACE³S Indicators

| | |
|---|-------|
| Total Employees | 2,070 |
| Total Residents | 4,213 |
| Employees per Dwelling Unit | 1.1 |
| Pedestrian Friendliness (1 = worst, 5 = best) | 2.3 |
| Change in Vehicle Miles Traveled per Household from Base Case* | -31% |

*See Southport Detailed Indicators for more information

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DETAILED INDICATORS

Southport

| | Base Case* | Table 7 Smart Growth | Table 8A Smart Growth | Table 8B Smart Growth | Table 9 Smart Growth | Table 10 Smart Growth |
|--|------------|----------------------------|-----------------------------|-----------------------------|----------------------------|-----------------------------|
| Total Employees | 283 | 1,092 | 2,076 | 927 | 3,097 | 2,070 |
| Total Dwelling Units | 1,154 | 1,161 | 1,318 | 469 | 1,538 | 1,963 |
| Total Residents | 3,173 | 2,789 | 2,828 | 933 | 3,422 | 4,213 |
| Employees per Dwelling Unit | 0.3 | 0.9 | 1.6 | 2.0 | 2.0 | 1.1 |
| Retail Jobs | 0 | 759 | 1,314 | 270 | 1,939 | 1,298 |
| Office Jobs | 0 | 84 | 0 | 393 | 676 | 358 |
| Industrial Jobs | 0 | 0 | 0 | 0 | 222 | 0 |
| Public Jobs | 283 | 250 | 762 | 264 | 260 | 414 |
| Pedestrian Friendliness (1 = worst, 5 = best) | 2.1 | 2.3 | 2.5.1 | 2.9 | 2.6 | 2.3 |

Transportation PLACE³S Indicators Changes from Base Case*

| | Base Case* | Table 7 Smart Growth | Table 8A Smart Growth | Table 8B Smart Alternative Plan | Table 9 Smart Growth | Table 10 Smart Growth |
|--|------------|----------------------------|-----------------------------|--|----------------------------|-----------------------------|
| Change in VT per Household | 0% | -9% | -17% | -21% | -13% | -14% |
| Change in VMT per Household | 0% | -32% | -29% | -44% | -39% | -31% |
| Change in VT per Retail Job | 0% | -28% | -28% | -41% | -36% | -28% |
| Change in VMT per Retail Job | 0% | -43% | -44% | -51% | -47% | -44% |
| Change in VT per Non-Retail Job | 0% | -35% | -39% | -46% | -39% | -39% |
| Change in VMT per Non-Retail Job | 0% | -43% | -43% | -52% | -48% | -43% |

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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