

TALL

REGIONAL FORUM

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ORDER

REGIONAL SCENARIOS

Statistics by Subareas

SACRAMENTO REGION

Blueprint
TRANSPORTATION LAND USE STUDY



INTRODUCTION

This booklet explains how each county and community is affected by each of the Blueprint Regional Scenarios. Through the Blueprint Project four scenarios for how this region could grow through the year 2050 have been developed and analyzed. Scenario A, also known as the Base Case, represents how the region might look and function in 2050 if development trends from the late 1990's and early part of this century were to continue. This scenario was built mainly by SACOG planning staff, with review by local government planners. Scenarios B, C and D all use Smart Growth principles to shape growth, but in slightly different ways:

- Housing densities are higher and the range of housing product choice is greater in B, C and D than A.
- Jobs and housing growth are fairly balanced in the various sub-areas of the region in B, C and D, but not in all sub-areas in A.
- Scenarios B, C and D all include some amount of growth through reinvestment in existing developed areas, while A does not.
- There is more emphasis on transit, walking and biking in B, C and D than A.

Differences between B, C and D include the following:

- The outer edges of the region see their highest growth levels in B.
- The inner ring suburban areas see their highest growth levels in C.
- The areas in the geographic center of the region see their highest growth levels in D.
- Scenario D also has somewhat higher levels of growth through reinvestment and infill than B and C, and housing densities are higher, including slightly higher percentages of housing growth through attached products.

Statistics for local areas in this document can be compared to the regional figures in the Appendix to see how the local impacts of the four scenarios compare to the regional impacts.

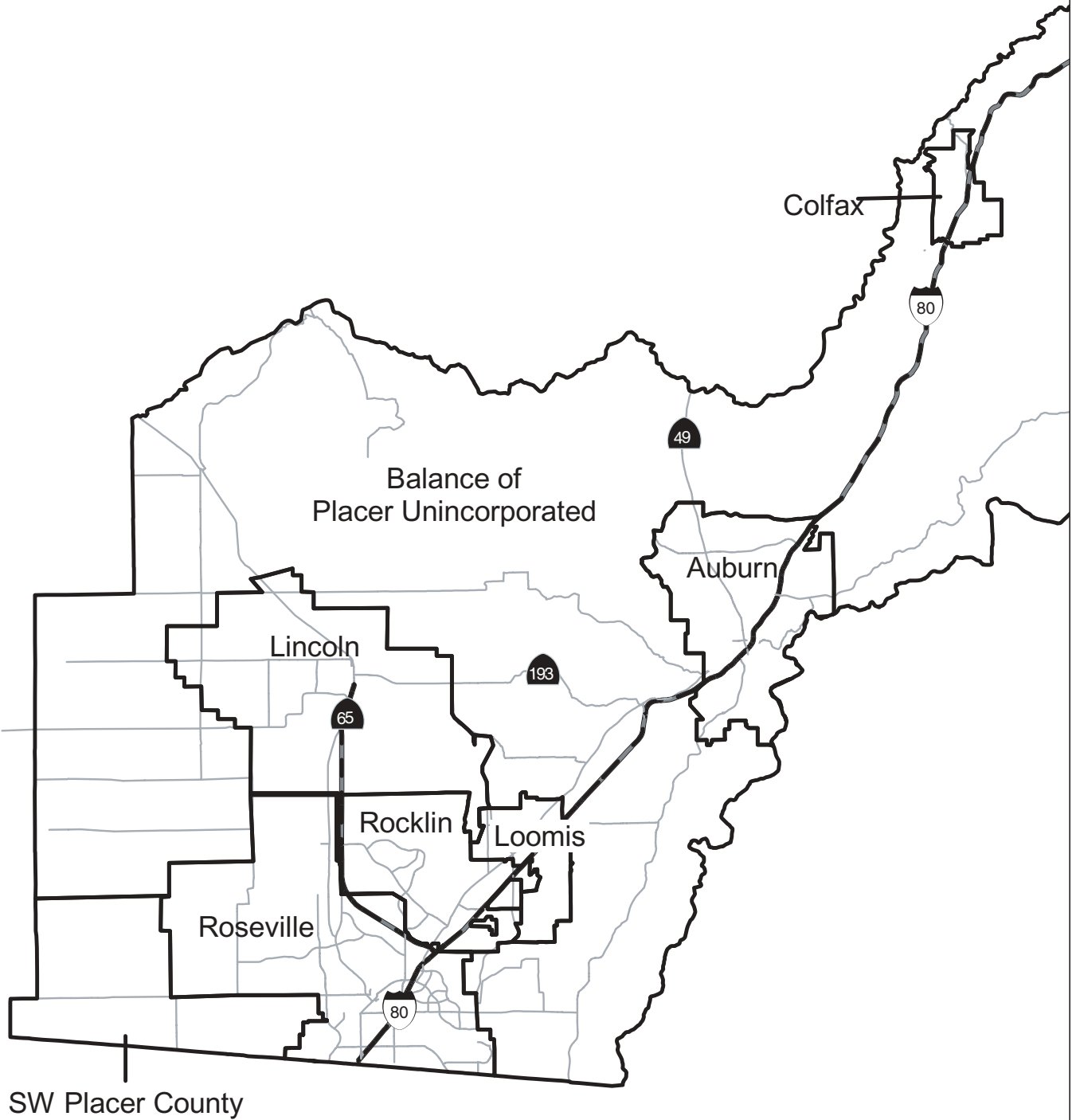
Scenario B, C and D were developed over an 18-month period from input from 2,700 citizens at 37 public workshops throughout the region, and with advice from regional and local planners. The scenarios are built using a very detailed, complex data base of approximately 750,000 parcels in the region. The scenarios, however, are intended to be conceptual and not prescriptive. Their purpose is to test different land use and transportation principles, not be a specific map that is intended for direct implementation or action by local governments. It is expected that the final Blueprint scenario adopted by the SACOG Board later this year will help to provide a guide and framework for local land decisions in the future, as well as be one input into the SACOG Board's next update to the Metropolitan Transportation Plan.

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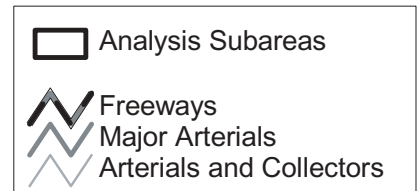
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PLACER COUNTY SUBAREAS



SW Placer County



Placer County Totals

SCENARIO	A	B	C	D
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
New Housing Growth Through 2050 (by type):				
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%
Total Housing Product Mix Through 2050:				
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%
Growth through Re-Investment in 2050:				
Jobs	0%	19%	18%	20%
Dwelling Units	0%	2%	2%	2%
Type of Trips:				
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	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

SCENARIO	A	B	C	D
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
New Housing Growth Through 2050 (by type):				
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%
Total Housing Product Mix Through 2050:				
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%
Growth through Re-Investment in 2050:				
Jobs	0%	4%	5%	5%
Dwelling Units	0%	0%	0%	0%
Type of Trips				
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

SCENARIO	A	B	C	D
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
New Housing Growth Through 2050 (by type):				
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%
Total Housing Product Mix Through 2050:				
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%
Growth through Re-investment in 2050:				
Jobs	0%	32%	32% ^s	32%
Dwelling Units	0%	2%	2%	2%
Type of Trips				
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

SCENARIO	A	B	C	D
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
New Housing Growth Through 2050(by type):				
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%
Total Housing Product Mix Through 2050:				
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%
Growth through Re-investment in 2050:				
Jobs	0%	6%	6%	8%
Dwelling Units	0%	2%	1%	1%
Type of Trips				
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

SCENARIO	A	B	C	D
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
New Housing Growth Through 2050 (by type):				
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%
Total Housing Product Mix Through 2050:				
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%
Growth through Re-investment in 2050:				
Jobs	0%	35%	29%	31%
Dwelling Units	0%	6%	5%	5%
Type of Trips:				
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

SCENARIO	A	B	C	D
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
New Housing Growth Through 2050 (by type):				
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%
Total Housing Product Mix Through 2050:				
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%
Growth through Re-investment in 2050:				
Jobs	0%	39%	19%	39%
Dwelling Units	0%	13%	4%	13%
Type of Trips:				
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

SCENARIO	A	B	C	D
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
New Housing Growth Through 2050(by type):				
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%
Total Housing Product Mix Through 2050:				
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%
Growth through Re-investment in 2050:				
Jobs	0%	23%	24%	25%
Dwelling Units	0%	10%	7%	8%
Type of Trips:				
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
New Housing Growth Through 2050(by type):				
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%
Total Housing Product Mix Through 2050:				
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%
Growth through Re-investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
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

SCENARIO	A	B	C	D
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
New Housing Growth Through 2050(by type):				
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%
Total Housing Product Mix Through 2050:				
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%
Growth through Re-investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
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.

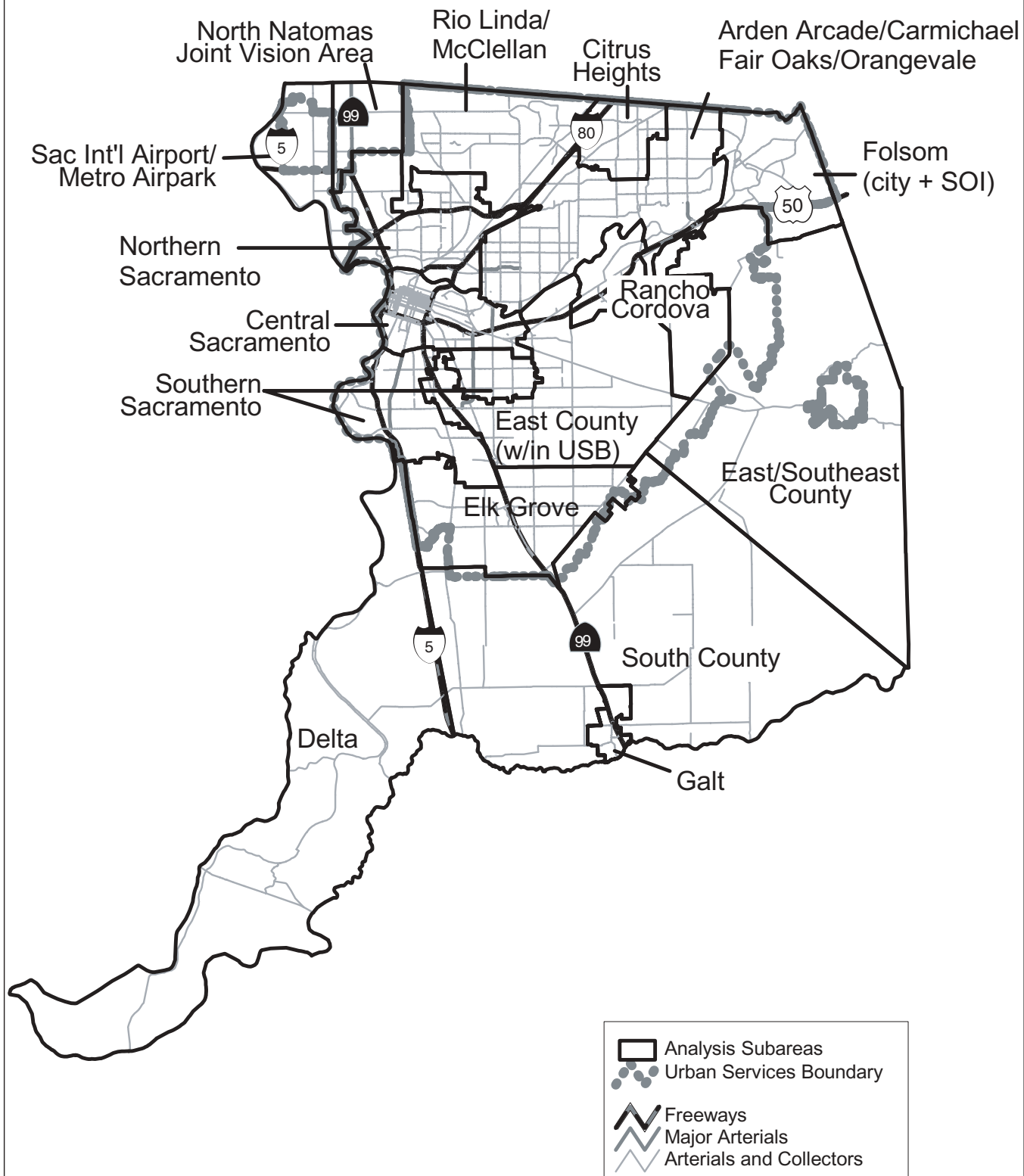
MAJOR SIMILARITIES – SCENARIOS B, C AND D

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.

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.

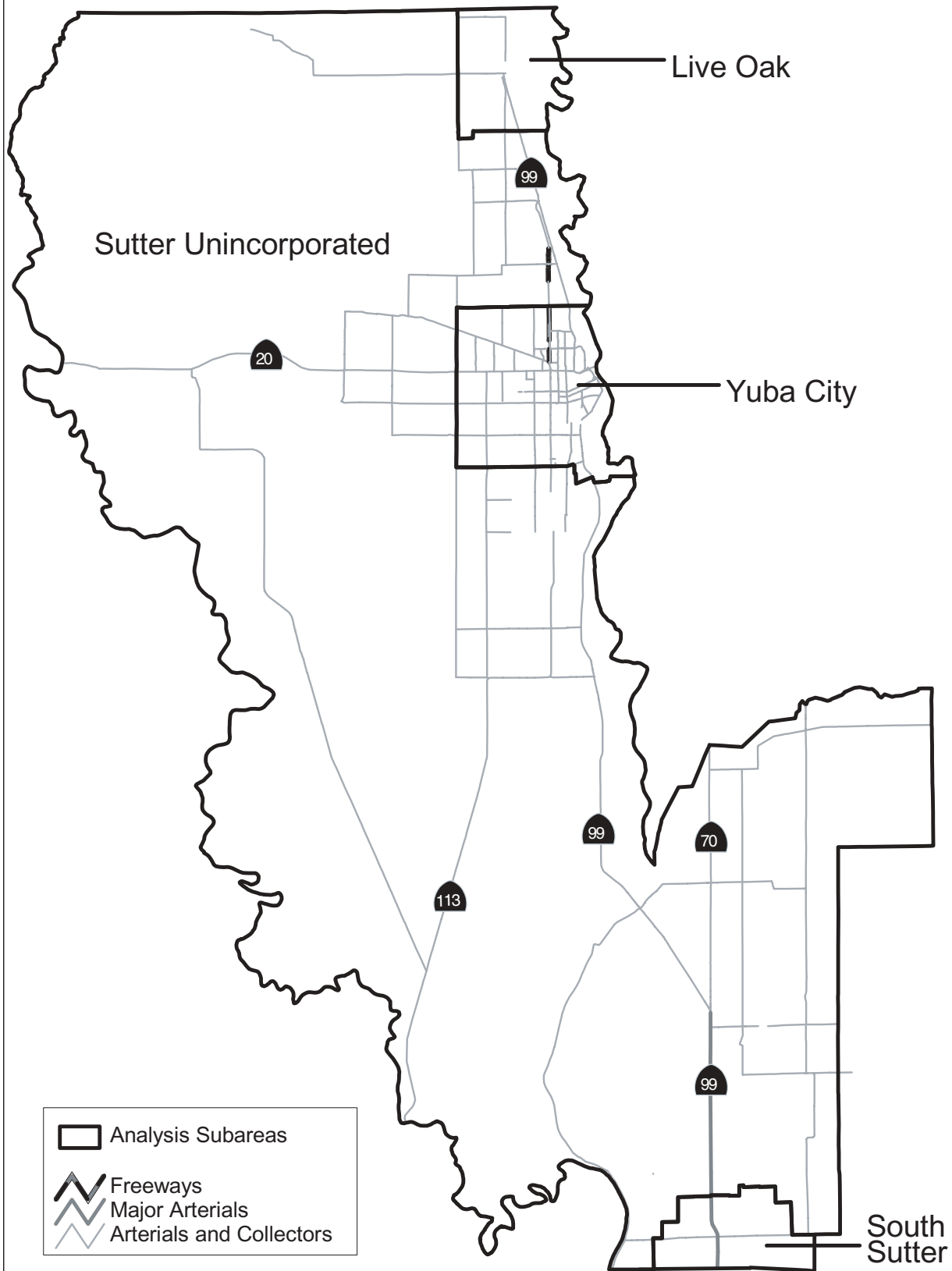
MAJOR SIMILARITIES—SCENARIOS B, C AND D

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.

SUTTER COUNTY SUBAREAS



Sutter County

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	36,153	52,561	55,633	36,120
Growth in Housing Units: 2000-2050	49,078	39,911	31,402	36,612
Balance of Jobs/Housing Growth	0.74	1.32	1.77	0.99
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 4%)	1%	1%	0%	1%
Large Lot Single Family (Existing 73%)	86%	43%	41%	43%
Small Lot Single Family (Existing 5%)	1%	5%	7%	4%
Attached Products (Existing 18%)	12%	51%	52%	52%
Total Housing Product Mix through 2050:				
Rural Residential	2%	2%	2%	2%
Large Lot Single Family	81%	56%	56%	56%
Small Lot Single Family	2%	12%	15%	11%
Attached Products	14%	30%	26%	30%
Growth through Re-Investment in 2050:				
Jobs	0%	-4%	-3%	-4%
Dwelling Units	0%	6%	5%	3%
Type of Trips:				
Auto	95.0%	83.2%	85.8%	86.2%
Transit	0.6%	2.0%	2.0%	1.4%
Bike and Pedestrian	4.3%	14.9%	12.2%	12.4%
Vehicle Miles Traveled				
Per Day Per Household	49.2	37.5	33.7	35.1
Pct. Vehicle Hours in Heavy Congestion				
	16%	5%	5%	7%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Growth footprints do not exceed the current Sphere of Influence.
- Similar percentages of growth in all housing products.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Scenario C has a mixed-use employment center in South Sutter.
- Scenario B has an industrial center in South Sutter with no housing.
- More growth through re-investment in B and C, particularly housing in the following downtown and surrounding areas:
 - Highway 99 & 20 intersection and corridors in Yuba City
 - Both ends of 99 corridor in Live Oak
 - Jobs/housing balance is closer to optimal in B and D.

Sutter County Transportation Project Summary

COUNTY	TYPE	DESCRIPTION	A		B		C		D		
			MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	
Sutter	ROAD	Add interchange, Placer Parkway at Route 99, 4 lanes	1		1		1		1		
		Add interchange, Riego Rd at Route 99, 2 lanes	1		1		1		1		
		Add interchange, Sankey Rd at Route 99, 4 lanes	1		1		1		1		
		Add urban interchange, Route 20 at Route 99, Yuba City		1		1		1		1	
		Build new 3rd Feather River bridge, Rte. 99(Bogue Rd) to Yuba Co.	1		1						
		Build new 3rd Feather River bridge, Rte.99/Lincoln Rd to Yuba Co.								1	
		Build new 4-lane expwy Route 70, Route 99 to Yuba Co.	1		1		1		1		
		Build new 4th Feather River bridge, Lincoln Rd to Yuba Co.		1							
		Build new Placer Pkwy, Route 99 to Placer Co. line, 2 lanes	1		1		1		1		
		Replace & widen 5th St. bridge to 4 lanes, Marysville to Yuba City				1					
		Replace & widen 5th St. bridge to 6 lanes, Marysville to Yuba City							1		
		Widen new 3rd Feather River bridge and approach roads to 4 lanes				1					
		Widen Placer Parkway to 4 lanes, Route 99/70 to Placer Co.		1		1					
		Widen Placer Parkway/Riego to 6 lanes, Route 99/70 to Placer Co.							1		
		Widen Riego Rd to 4 lanes, Route 99/70 to Placer Co. line	1		1		1		1		
		Widen Riego Rd/Baseline to 6 lanes, Route 99/70 to Placer Co.				1					
		Widen Route 20 to 6 lanes, Township Rd to Walton Rd		1							
		Widen Route 20 to 6 lanes, Walton Rd to Rocca Way, YC	1		1		1		1		
		Widen Route 99 to 4 lanes, Eager Rd to Butte Co.		1		1		1	1		
		Widen Route 99 to 4-lane expwy, across Feather Riv. bridge	1		1		1		1		
		Widen Route 99 to 4-lane expwy, Central St to O'Banion Rd	1		1		1		1		
		Widen Route 99 to 4-lane expwy, Route 70 to Garden Hwy	1		1		1		1		
		Widen Route 99 to 6 lanes, Bogue Road to Route 20				1		1			
	ROAD Total			11	5	11	7	10	5	11	2
	ST HWY	Add HOV lanes to Route 70, Route 99 to Yuba Co.			1						
		Add HOV lanes to Route 99/70, I5 to Route99/Route 70 Wye				1			1		1
		Widen Route 99 to 4 lanes, Eager Rd to Butte Co.									1
ST HWY Total				1		1		1		3	
Sutter Total			11	6	11	8	10	6	11	5	

Live Oak

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	6,981	3,297	2,304	3,765
Growth in Housing Units: 2000-2050	7,090	5,504	2,155	3,795
Balance of Jobs/Housing Growth	0.98	.59	1.06	1.00
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 1%)	0%	0%	0%	3%
Large Lot Single Family (Existing 79%)	94%	91%	51%	57%
Small Lot Single Family (Existing 5%)	0%	2%	8%	9%
Attached Products (Existing 14%)	6%	7%	41%	31%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	1%	2%
Large Lot Single Family	91%	88%	64%	64%
Small Lot Single Family	1%	3%	7%	8%
Attached Products	8%	9%	29%	26%
Growth through Re-Investment in 2050:				
Jobs	0%	-3%	-3%	0%
Dwelling Units	0%	7%	7%	8%
Type of Trips:				
Auto	95.2%	96.7%	96.7%	96.8%
Transit	0.1%	0.1%	0.1%	0.0%
Bike and Pedestrian	4.7%	3.2%	3.2%	3.2%
Vehicle Miles Traveled				
Per Day Per Household	63.7	66.6	60.6	56.2
Pct. Vehicle Hours in Heavy Congestion	6%	3%	0%	1%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Amounts of growth through re-investment are fairly similar and are concentrated in Live Oak Blvd. and both ends of the Hwy 99 corridor.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Much better jobs/housing balance in C and D.
- Overall growth declines in C compared to B and D.
- Less growth outside current city boundaries in C and D.
- Amount of attached housing products is higher in C and D.

Yuba City

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	14,731	40,838	34,990	31,738
Growth in Housing Units: 2000-2050	24,476	32,854	26,962	30,686
Balance of Jobs/Housing Growth	0.60	1.24	1.29	1.03
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 1%)	0%	1%	0%	0%
Large Lot Single Family (Existing 75%)	81%	33%	41%	38%
Small Lot Single Family (Existing 5%)	1%	21%	27%	18%
Attached Products (Existing 19%)	18%	46%	32%	44%
Total Housing Product Mix through 2050:				
Rural Residential	0%	1%	0%	0%
Large Lot Single Family	78%	51%	59%	54%
Small Lot Single Family	3%	14%	16%	12%
Attached Products	18%	34%	25%	33%
Growth through Re-Investment in 2050:				
Jobs	0%	-5%	-5%	-4%
Dwelling Units	0%	7%	6%	2%
Type of Trips:				
Auto	95.7%	80.0%	83.2%	84.2%
Transit	0.4%	2.3%	1.9%	1.5%
Bike and Pedestrian	3.9%	17.6%	14.9%	14.2%
Vehicle Miles Traveled				
Per Day Per Household	40.1	28.9	27.6	28.5
Pct. Vehicle Hours in Heavy Congestion	6%	9%	8%	13%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Growth footprint does not exceed the current Sphere of Influence.
- Similar percentages of attached housing products.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Overall growth declines slightly from B to C to D.
- Much more growth through re-investment in B and C, particularly housing in the Highway 99 & 20 intersection and corridors.
- Jobs/housing balance is closer to optimal in B and C.

South Sutter

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	1,412	7,747	18,096	0
Growth in Housing Units: 2000-2050	5	0	6,530	0
Balance of Jobs/Housing Growth	282.4	0	2.77	0
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 100%)	100%	0%	0%	0%
Large Lot Single Family (Existing 0%)	0%	0%	39%	0%
Small Lot Single Family (Existing 0%)	0%	0%	21%	0%
Attached Products (Existing 0%)	0%	0%	40%	0%
Total Housing Product Mix Through 2050:				
Rural Residential	100%	100%	0%	100%
Large Lot Single Family	0%	0%	39%	0%
Small Lot Single Family	0%	0%	21%	0%
Attached Products	0%	0%	40%	0%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	89.8%	96.5%	93.4%	91.3%
Transit	3.3%	1.3%	2.2%	4.2%
Bike and Pedestrian	6.9%	2.2%	4.4%	4.5%
Vehicle Miles Traveled				
Per Day Per Household	64.4	111.8	41.4	78.2
Pct. Vehicle Hours in Heavy Congestion				
	26%	0%	5%	0%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

None.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Job growth increases significantly from A to B to C.
- Scenario B is composed of an Office/Retail/Industrial complex.
- Scenario C is a Mixed-Use employment center and is the only scenario with housing in the South Sutter area.

Sutter Co. Unincorporated

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	13,029	679	243	617
Growth in Housing Units: 2000-2050	17,506	1,643	2	2,131
Balance of Jobs/Housing Growth	0.74	0.41	N/A	0.29
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 28%)	3%	9%	0%	7%
Large Lot Single Family (Existing 54%)	91%	88%	0%	91%
Small Lot Single Family (Existing 5%)	0%	2%	0%	2%
Attached Products (Existing 13%)	6%	1%	100%	1%
Total Housing Product Mix Through 2050:				
Rural Residential	8%	22%	28%	21%
Large Lot Single Family	84%	64%	54%	67%
Small Lot Single Family	1%	4%	5%	4%
Attached Products	7%	10%	14%	9%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	96.2%	94.8%	94.9%	95.0%
Transit	0.0%	0.0%	0.0%	0.0%
Bike and Pedestrian	3.8%	5.2%	5.1%	5.0%
Vehicle Miles Traveled				
Per Day Per Household	74.4	71.4	71.5	71.1
Pct. Vehicle Hours in Heavy Congestion	16%	4%	0%	4%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

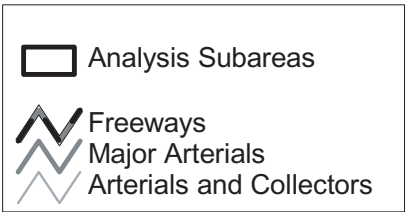
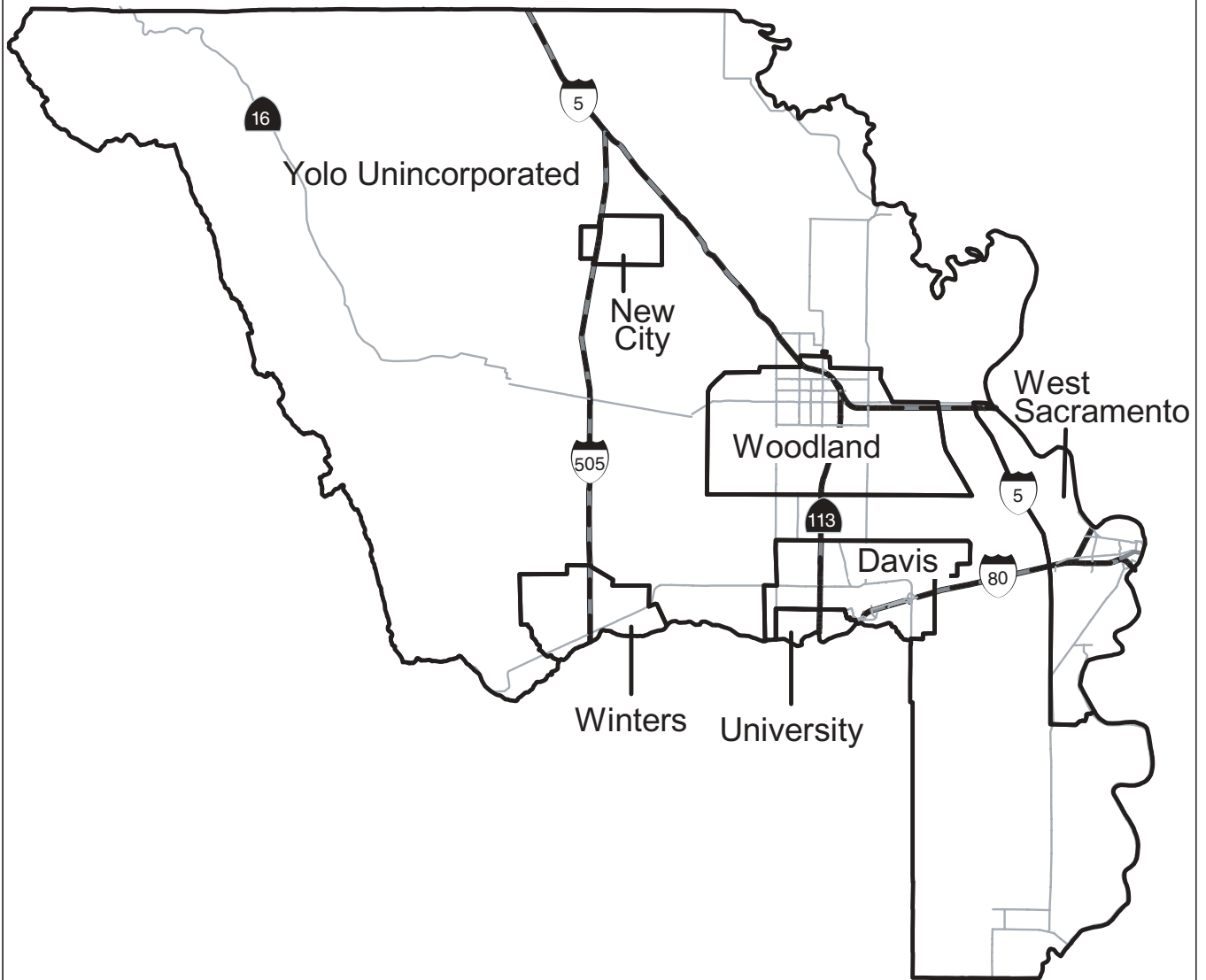
MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Overall amount of job and housing growth is significantly lower than A.
- Virtually all housing growth is in detached products.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Overall growth declines slightly from B to C to D.
- Growth through housing is higher in B and D.

YOLO COUNTY SUBAREAS



Yolo County Totals

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	140,414	122,907	102,312	92,256
Growth in Housing Units: 2000-2050	103,126	104,477	79,942	74,643
Balance of Jobs/Housing Growth	1.4	1.2	1.3	1.2
Percent of Housing Growth through:				
Rural Residential (Existing 1%)	0%	0%	0%	0%
Large Lot Single Family (Existing 58%)	67%	44%	43%	42%
Small Lot Single Family (Existing 20%)	13%	27%	24%	23%
Attached Products (Existing 21%)	20%	29%	33%	35%
Total Housing Product Mix through 2050:				
Rural Residential	1%	0%	1%	1%
Large Lot Single Family	64%	47%	47%	47%
Small Lot Single Family	15%	25%	23%	22%
Attached Products	20%	27%	29%	31%
Growth through Re-Investment in 2050:				
Jobs	0%	6%	13%	14%
Dwelling Units	0% ^s	7%	16%	20%
Type of Trips:				
Auto	85.7%	78.7%	76.8%	75.8%
Transit	2.2%	4.3%	6.3%	6.2%
Bike and Pedestrian	12.1%	17.1%	16.9%	18.0%
Vehicle Miles Traveled				
Per Day Per Household*	43.8	34.6	34.2	34.9
Pct. Vehicle Hours in Heavy Congestion	55%	39%	41%	41%

MAJOR SIMILARITIES—ALL SCENARIOS

An overall balance of jobs and housing throughout the county.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Balance of jobs and housing are fairly similar.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Scenario B includes the addition of a New City located north of Woodland near the Interstate 5 and Interstate 505 interchange.
- Much more growth through re-investment in C and D, particularly housing in the downtown and surrounding areas or Davis and West Sacramento.

**University-related, non-residential travel is excluded.*

Yolo County Transportation Project Summary

COUNTY	TYPE	DESCRIPTION	A		B		C		D		
			MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	
Yolo	CRT	Acquire 5 commuter rail trains for Sacramento to Dixon service	1		1		1		1		
		Add 5 commuter rail trains for Sacramento to Dixon service								1	
		Add 8 commuter rail trains, Dixon to Sacramento service						1			
		Add 4 commuter rail trains, Dixon to Sacramento service				1					
	CRT Total			1		1	1	1	1	1	
	LRT	Extend light rail, Sacramento to Enterprise Dr, West Sac.	1				1				
		Extend light rail, Sacramento to Harbor Blvd, West Sac.							1		
		Extend light rail, W.Sac., Harbor Blvd. to Southport (Linden) via YSLRR				1					
	LRT Total			1			1	1		1	
	ROAD	Add 2 freeway ramps, I-5 at Rt. 113, Woodland	1		1		1		1		
		Build new 4-lane road, West Sac. (Bryte) to I-5				1		1		1	
		Build new Sac. River bridge, 43rd Avenue to Southport, 2 lanes				1		1			
		Build new Sac. River bridge, Broadway to 15th, 4 lanes						1		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 interchange, Reed Ave at I-80, West Sac.	1		1		1		1		
		Reconstruct & widen interchanges, Roads 13/14 at I-5 & I-505				1					
		Reconstruct interchange, Covell Blvd at Rt. 113, Davis	1		1		1		1		
		Reconstruct interchange, Enterprise Dr. at I-80, West Sac.	1		1		1		1		
		Reconstruct interchange, Harbor Blvd at US50, West Sac.	1		1		1		1		
		Reconstruct interchange, Richards Blvd at I-80, Davis	1		1		1		1		
		Reconstruct interchange, Road 102 at I-5, Woodland	1		1		1		1		
		Widen interchanges (I80 & Rt 113) & access roads to UC Davis				1		1		1	
		Widen Road 102 to 4 lanes, Davis to Woodland		1		1		1		1	
		Widen Road 24 to 4 lanes, Road 98 to Route 16		1							
		Widen Road 98 to 4 lanes, Davis to Woodland		1							
		Widen Route 128 to 4 lanes, I-5 thru Winters		1							
		Widen Road 13/14, I-5 to I-505, to 4 lanes for New Town				1					
	ROAD Total			7	5	7	8	7	6	7	5
	ST HWY	Add HOV lanes to I-5, Sacramento Airport to Woodland		1		1		1		1	
		Add HOV lanes to I-80, West Sac to Davis	1		1		1		1		
		Widen Route 113 to 6 lanes, Davis to Woodland		1							
ST HWY Total			1	2	1	1	1	1	1	1	
Yolo Total			10	7	9	11	10	8	10	7	

West Sacramento

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	54,517	52,664	55,601	47,605
Growth in Housing Units: 2000-2050	27,858	45,589	43,900	38,381
Balance of Jobs/Housing Growth	2.0	1.2	1.2	1.2
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 3%)	1%	1%	1%	1%
Large Lot Single Family (Existing 53%)	48%	40%	35%	32%
Small Lot Single Family (Existing 26%)	22%	28%	30%	28%
Attached Products (Existing 18%)	29%	32%	34%	40%
Total Housing Product Mix Through 2050:				
Rural Residential	2%	1%	1%	1%
Large Lot Single Family	49%	42%	39%	36%
Small Lot Single Family	23%	27%	29%	27%
Attached Products	26%	29%	31%	35%
Growth through Re-Investment in 2050:				
Jobs	0%	2%	10%	9%
Dwelling Units	0%	13%	23% ^s	29%
Type of Trips:				
Auto	91.2%	81.3%	81.2%	78.0%
Transit	2.1%	5.4%	5.9%	6.9%
Bike and Pedestrian	6.8%	13.3%	12.9%	15.1%
Vehicle Miles Traveled				
Per Day Per Household	43.4	34.6	34.7	32.6
Pct. Vehicle Hours in Heavy Congestion	54%	32%	33%	33%

MAJOR SIMILARITIES—ALL SCENARIOS

Growth in jobs in West Sacramento remains fairly similar throughout all scenarios.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- A jobs/housing balance of 1.2
- Increased attached residential dwelling units from A.
- Major growth occurs in the core area of the city, especially in the Capital corridor and the Triangle.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Overall growth declines slightly from B to C to D.
- Much more growth through re-investment in C and D, particularly in the Capital Corridor and the Triangle.
- Less growth in north and south West Sacramento greenfield areas from B to C to D.

Davis

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	22,723	12,710	13,848	13,523
Growth in Housing Units: 2000-2050	17,073	10,906	11,007	11,448
Balance of Jobs/Housing Growth	1.3	1.2	1.2	1.2
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 58%)	60%	43%	42%	42%
Small Lot Single Family (Existing 19%)	12%	24%	21%	20%
Attached Products (Existing 24%)	28%	33%	37%	39%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	59%	49%	49%	48%
Small Lot Single Family	14%	22%	20%	19%
Attached Products	26%	29%	31%	32%
Growth through Re-Investment in 2050:				
Jobs	0%	21%	24%	24%
Dwelling Units	0%	7%	15%	16%
Type of Trips:				
Auto	76.7%	63.6%	65.8%	65.3%
Transit	3.4%	7.3%	9.7%	8.7%
Bike and Pedestrian	19.9%	29.1%	24.4%	25.9%
Vehicle Miles Traveled				
Per Day Per Household	31.5	27.1	26.5	27.2
Pct. Vehicle Hours in Heavy Congestion	62%	37%	39%	40%

MAJOR SIMILARITIES—ALL SCENARIOS

The jobs/housing balance is good in each scenario.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- A 1.2 jobs to housing ratio, and similar growth in each.
- Overall increase in attached residential dwelling units from A.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- An increase in attached residential dwelling units from B to C to D.
- Scenario D and C have more growth through Re-Investment.

University (Davis)

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	5,869	3,549	3,701	3,669
Growth in Housing Units: 2000-2050	1,204	2,027	1,928	1,613
Balance of Jobs/Housing Growth	4.9	1.8	1.9	2.3
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 0%)	0%	0%	0%	0%
Small Lot Single Family (Existing 25%)	35%	47%	33%	39%
Attached Products (Existing 75%)	65%	53%	67%	61%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	0%	0%	0%	0%
Small Lot Single Family	31%	39%	30%	34%
Attached Products	69%	61%	70%	66%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	64.0%	54.9%	54.0%	54.6%
Transit	1.4%	2.2%	2.4%	2.4%
Bike and Pedestrian	34.6%	42.9%	43.6%	43.1%
Vehicle Miles Traveled				
Per Day Per Household	9.0	9.6	9.1	9.5
Pct. Vehicle Hours in Heavy Congestion	62%	37%	39%	40%

MAJOR SIMILARITIES—ALL SCENARIOS

Similar amount of land utilized for the University.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Improved jobs/housing balance from Scenario A.
- Overall better jobs/housing balance on the campus from A.

MAJOR DIFFERENCES SCENARIOS B, C AND D

Increased attached residential dwelling units in C.

Woodland

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	29,830	21,289	21,074	17,625
Growth in Housing Units: 2000-2050	29,978	20,237	16,278	16,383
Balance of Jobs/Housing Growth	1.0	1.0	1.3	1.1
Percent of Housing Growth through 2050 (by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 66%)	76%	61%	55%	55%
Small Lot Single Family (Existing 18%)	9%	19%	18%	18%
Attached Products (Existing 16%)	15%	20%	27%	27%
Total Housing Product Mix through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	73%	63%	59%	59%
Small Lot Single Family	12%	19%	18%	18%
Attached Products	15%	19%	23%	23%
Growth through Re-Investment in 2050:				
Jobs	0%	5%	14%	13%
Dwelling Units	0%	4%	14%	14%
Type of Trips:				
Auto	91.3%	88.4%	83.3%	86.5%
Transit	1.4%	2.1%	3.5%	3.1%
Bike and Pedestrian	7.2%	9.5%	13.2%	10.4%
Vehicle Miles Traveled				
Per Day Per Household	42.2	37.6	35.4	37.4
Pct. Vehicle Hours in Heavy Congestion	43%	35%	33%	37%

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- An increase in attached residential products from A.
- Increased re-investment in all three scenarios along Main Street.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Employment growth declines slightly from B to C and D, housing decreases from B to C and D, which are similar.
- Increase growth through re-investment in C and D, particularly along Main Street.

Winters

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	7,128	2,926	2,875	2,875
Growth in Housing Units: 2000-2050	8,298	2,813	2,939	2,939
Balance of Jobs/Housing Growth	0.9	1.0	1.0	1.0
Percent of Housing Growth through 2050(by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 79%)	69%	63%	52%	52%
Small Lot Single Family (Existing 12%)	11%	26%	19%	19%
Attached Products (Existing 9%)	20%	10%	28%	28%
Total Housing Product Mix through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	71%	68%	60%	60%
Small Lot Single Family	11%	22%	17%	17%
Attached Products	18%	10%	23%	23%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	88.2%	80.5%	78.6%	78.7%
Transit	0.0%	0.0%	0.0%	0.0%
Bike and Pedestrian	11.8%	19.5%	21.4%	21.3%
Vehicle Miles Traveled				
Per Day Per Household	65.0	51.7	50.4	50.7
Pct. Vehicle Hours in Heavy Congestion	21%	0%	0%	0%

MAJOR SIMILARITIES—ALL SCENARIOS

Jobs/housing balance remains around 1.0.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

Overall amount of growth in jobs and housing.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Percentage of attached residential dwelling units increases in C and D
- More land east of Interstate 505 set aside for future urban development in Scenario B.

New City

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	0	23,957	0	0
Growth in Housing Units: 2000-2050	0	18,682	0	0
Balance of Jobs/Housing Growth	0	1.3	0	0
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 0%)	0%	18%	0%	0%
Small Lot Single Family (Existing 0%)	0%	45%	0%	0%
Attached Products (Existing 0%)	0%	36%	0%	0%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	0%	18%	0%	0%
Small Lot Single Family	0%	45%	0%	0%
Attached Products	0%	36%	0%	0%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	NA	91.9%	NA	NA
Transit	NA	0.1%	NA	NA
Bike and Pedestrian	NA	8.0%	NA	NA
Vehicle Miles Traveled				
Per Day Per Household	NA	34.8	NA	NA
Pct. Vehicle Hours in Heavy Congestion	NA	1%	NA	NA

MAJOR SIMILARITIES—ALL SCENARIOS

None.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

None.

MAJOR DIFFERENCES SCENARIOS B, C AND D

Only Scenario B sees the addition of a New City, which has a good balance of jobs and housing (i.e. it is not a “bedroom community”).

Yolo Unincorporated

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	7,236	5,812	5,213	6,083
Growth in Housing Units: 2000-2050	16,813	4,213	3,890	3,959
Balance of Jobs/Housing Growth	0.4	1.4	1.3	1.5
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 7%)	1%	0%	0%	0%
Large Lot Single Family (Existing 54%)	82%	60%	46%	57%
Small Lot Single Family (Existing 24%)	9%	27%	26%	25%
Attached Products (Existing 15%)	9%	13%	28%	18%
Total Housing Product Mix through 2050:				
Rural Residential	2%	2%	1%	2%
Large Lot Single Family	77%	58%	48%	56%
Small Lot Single Family	11%	26%	26%	25%
Attached Products	10%	14%	24%	17%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	91.2%	77.4%	70.5%	89.3%
Transit	1.2%	5.0%	6.6%	1.4%
Bike and Pedestrian	7.5%	17.6%	22.9%	9.3%
Vehicle Miles Traveled				
Per Day Per Household	71.3	40.8	37.2	70.5
Pct. Vehicle Hours in Heavy Congestion	75%	65%	67%	66%

MAJOR SIMILARITIES—ALL SCENARIOS

The unincorporated areas of Yolo County see moderate growth, especially in Clarksburg, Knights-Landing, and Dunnigan.

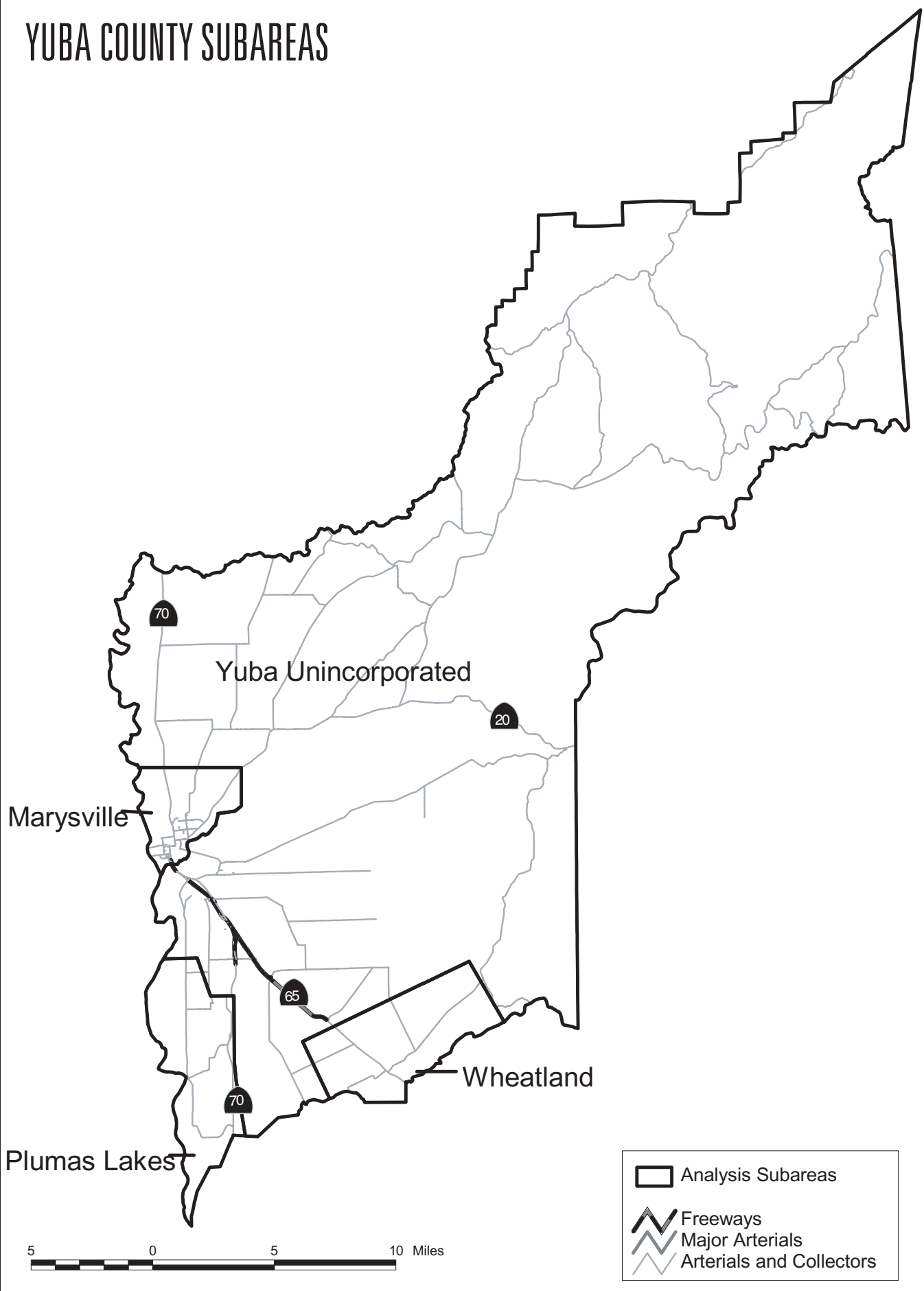
MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Overall amount of growth in jobs and housing are fairly similar.
- Significant improvement in jobs-housing balance in all three scenarios.

MAJOR DIFFERENCES SCENARIOS B, C AND D

Scenario C sees an increase in attached housing products with a small mixed-use center in Clarksburg.

YUBA COUNTY SUBAREAS



Marysville

Yuba Unincorporated

Wheatland

Plumas Lakes

5 0 5 10 Miles

- Analysis Subareas
- Freeways
- Major Arterials
- Arterials and Collectors

Yuba County

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	45,266	82,438	50,299	49,901
Growth in Housing Units: 2000-2050	60,345	72,449	39,971	42,843
Balance of Jobs/Housing Growth	0.75	1.14	1.26	1.17
New Housing Growth through 2050 (by type):				
Rural Residential (Existing 23%)	12%	1%	1%	1%
Large Lot Single Family (Existing 55%)	81%	26%	36%	36%
Small Lot Single Family (Existing 1%)	1%	52%	42%	43%
Attached Products (Existing 20%)	6%	22%	20%	20%
Total Housing Product Mix through 2050:				
Rural Residential	15%	6%	9%	9%
Large Lot Single Family	74%	33%	43%	43%
Small Lot Single Family	1%	40%	27%	28%
Attached Products	10%	21%	20%	20%
Growth through Re-Investment in 2050:				
Jobs	0% jobs	2% jobs	2% jobs	2% jobs
Dwelling Units	0%	6%	6%	6%
Type of Trips:				
Auto	95.9%	92.6%	92.1%	91.8%
Transit	0.1%	0.4%	0.4%	0.3%
Bike and Pedestrian	3.9%	7.0%	7.6%	7.9%
Vehicle Miles Traveled				
Per Day Per Household	52.0	30.8	35.3	38.0
Pct. Vehicle Hours in Heavy Congestion	12%	12%	8%	17%

MAJOR SIMILARITIES—ALL SCENARIOS

- Housing remains mostly detached single family.
- Beale AFB assumed to remain active.
- The Highway 65 corridor receives additional development, mostly industrial jobs.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Jobs/housing balance gets better than in scenario A.
- Much more community-serving retail and office is added.
- Detached housing shifts from 99% large lot single family and 1% small lot single family in Scenario A to 35-50% small lot single family products.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- The outward expansion of growth declines from B to C to D.
- In Scenario D, no new entitlements for development are allowed in the floodplains.

Yuba County Transportation Project Summary

COUNTY	TYPE	DESCRIPTION	A		B		C		D	
			MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	MTP	POST MTP
Yuba	ROAD	Add interchange, Algodon Rd at Route 70, 2 lanes	1		1		1		1	
		Add interchange, Feather River Blvd at Route 70, 2 lanes	1		1		1		1	
		Build new 3rd Feather Riv. bridge, Sutter Co. to Route 70/McGowan			1					
		Build new 3rd Feather River bridge, Sutter Co. to Route 70	1							
		Build new 3rd Feather River bridge, Sutter Co. to Route 70/Erle Rd.								1
		Build new 4-lane expwy Route 65, Wheatland bypass	1		1		1		1	
		Build new 4-lane expwy Route 70, Sutter Co. to McGowan	1		1		1		1	
		Build new 4th Feather River bridge, Sutter Co. to Erle Rd		1						
		Build new Loop Rd, east side of Wheatland		1		1		1		1
		Build new Route 70 connector, Route 20 to Route 70 North, 2 lanes						1		
		Build new Route 70 expwy, Marysville to Butte Co., 2 lanes	1		1					
		Marysville bypass Route 70, 2 lanes	1		1					
		Marysville bypass on east levee, Rte 70 to Rte 20, 4 lanes						1		
		Marysville bypass, widen Route 70 to 4 lanes, Rte. 65 to Rte. 20		1		1				
		Replace & widen 5th St. bridge to 4 lanes, Marysville to Yuba City				1				1
		Replace & widen 5th St. bridge to 6 lanes, Marysville to Yuba City						1		
		Widen Feather River Blvd interchange to 4 lanes at Route 70 (N)				1		1		1
		Widen McGowan Pkwy to 6 lanes, Feather River Blvd to Route 65				1		1		
		Widen McGowan Pkwy to 6 lanes, Rte. 70 to Route 65								1
		Widen new 3rd Feather River bridge and approach roads to 4 lanes				1				
Widen Route 20, Route 70 to Marysville bypass				1						
Widen Route 70 to 4-lane expwy, Marysville to Butte Co.		1				1		1		
Widen Route 70 to 6-lanes in Marysville, 1st St. to 9th St.	1		1		1		1			
Widen Route 70 via E St./B St. to 6 lanes thru Marysville								1		
	ROAD Total									
Yuba Total			8	4	8	7	6	6	7	5

Marysville

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	44	1,573	1,092	-1,106
Growth in Housing Units: 2000-2050	3,257	9,435	6,807	1,120
Balance of Jobs/Housing Growth	0.01	0.17	0.16	-0.99
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 1%)	2%	0%	0%	0%
Large Lot Single Family (Existing 46%)	80%	0%	0%	8%
Small Lot Single Family (Existing 1%)	1%	50%	39%	30%
Attached Products (Existing 52%)	16%	50%	61%	62%
Total Housing Product Mix Through 2050:				
Rural Residential	1%	0%	0%	0%
Large Lot Single Family	60%	15%	19%	39%
Small Lot Single Family	1%	34%	24%	7%
Attached Products	37%	51%	57%	54%
Growth through Re-Investment in 2050:				
Jobs	0%	15%	20%	N/A
Dwelling Units	0%	7%	10%	59%
Type of Trips:				
Auto	94.2%	83.4%	84.4%	83.3%
Transit	0.7%	2.3%	1.9%	1.8%
Bike and Pedestrian	5.1%	14.3%	13.7%	14.9%
Vehicle Miles Traveled				
Per Day Per Household	31.4	24.9	25.1	24.7
Pct. Vehicle Hours in Heavy Congestion	7%	25%	16%	19%

MAJOR SIMILARITIES—ALL SCENARIOS

Vacant parcels in and around downtown develop mostly as residential.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- E Street and Yuba/B Street corridors redevelop as low density mixed-use.
- Housing grows much more than employment.
- Jobs/housing balance is poor for the growth increment.
- The re-investment of the Yuba/B St. corridor replaces many light industrial jobs with office and retail.

MAJOR DIFFERENCES SCENARIOS B, C AND D

Overall growth declines from B to C to D reflected by varying levels of growth in the north part of the city. In scenario D there is no growth in the floodplain, north of the city.

Wheatland

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	2,718	19,571	16,058	9,410
Growth in Housing Units: 2000-2050	17,585	21,456	11,905	10,540
Balance of Jobs/Housing Growth	0.15	0.91	1.35	0.89
New Housing Growth Through 2050(by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 72%)	99%	26%	58%	39%
Small Lot Single Family (Existing 3%)	0%	58%	33%	48%
Attached Products (Existing 25%)	1%	16%	9%	13%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	98%	28%	59%	41%
Small Lot Single Family	0%	56%	31%	45%
Attached Products	2%	16%	10%	14%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	95.7%	94.9%	94.6%	94.9%
Transit	0.0%	0.2%	0.3%	0.2%
Bike and Pedestrian	4.3%	4.9%	5.1%	4.9%
Vehicle Miles Traveled				
Per Day Per Household	48.8	26.2	26.8	31.4
Pct. Vehicle Hours in Heavy Congestion	28%	17%	6%	21%

MAJOR SIMILARITIES—ALL SCENARIOS

- Wheatland fills in its Sphere of Influence except for areas affected by the Beale noise contours.
- Housing remains mostly detached single family.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Jobs/housing balance gets substantially better than scenario A.
- A hospital and medical offices are included in the plan.
- Much more community-serving retail and office is added.
- A light industrial park is added to the east side of the city.

MAJOR DIFFERENCES SCENARIOS B, C AND D

In scenario D, no development is allowed in the floodplains thereby leaving vacant a large area in the south-east part of the city and lands along Dry Creek and Grasshopper Slough.

Plumas Lakes

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	11,830	16,735	9,106	8,935
Growth in Housing Units: 2000-2050	14,723	15,076	14,298	17,932
Balance of Jobs/Housing Growth	0.80	1.11	0.64	0.50
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 100%)	93%	74%	53%	53%
Small Lot Single Family (Existing 0%)	1%	26%	41%	33%
Attached Products (Existing 0%)	6%	0%	7%	13%
Total Housing Product Mix Through 2050:				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	94%	76%	56%	56%
Small Lot Single Family	1%	24%	38%	31%
Attached Products	6%	0%	6%	13%
Growth through Re-Investment in 2050:				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
Type of Trips:				
Auto	95.6%	94.4%	93.4%	93.6%
Transit	0.0%	0.2%	0.2%	0.2%
Bike and Pedestrian	4.4%	5.4%	6.4%	6.2%
Vehicle Miles Traveled				
Per Day Per Household	45.4	26.4	28.8	33.6
Pct. Vehicle Hours in Heavy Congestion	1%	3%	1%	10%

MAJOR SIMILARITIES—ALL SCENARIOS

- The specific plan area builds out.
- No re-urbanization occurs.
- Housing is largely in lower density products.

MAJOR SIMILARITIES—SCENARIOS B, C AND D

See above

MAJOR DIFFERENCES SCENARIOS B, C AND D

- Scenario D is unique in that no building was permitted in the floodplains. Subsequently, Plumas Lakes absorbs much of the housing displaced in other urban areas of the county.
- Jobs/housing balances decline from B to C to D as employment drops from B to C and D reflecting changes in scenario themes.
- The percentage of attached housing increases from B to C to D.
- Net residential densities rise slightly from B to C to D.

Unincorporated Yuba County

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	32,254	44,559	24,034	32,662
Growth in Housing Units: 2000-2050	24,780	26,095	6,961	13,573
Balance of Jobs/Housing Growth	1.30	1.71	3.45	2.41
New Housing Growth Through 2050 (by type):				
Rural Residential (Existing 33%)	30%	3%	6%	3%
Large Lot Single Family (Existing 54%)	61%	6%	2%	15%
Small Lot Single Family (Existing 1%)	1%	63%	64%	51%
Attached Products (Existing 12%)	8%	28%	28%	31%
Total Housing Product Mix Through 2050:				
Rural Residential	31%	14%	25%	19%
Large Lot Single Family	58%	24%	38%	36%
Small Lot Single Family	1%	39%	20%	24%
Attached Products	10%	22%	17%	21%
Growth through Re-Investment in 2050:				
Jobs	0%	4%	3%	2%
Dwelling Units	0%	14%	28%	14%
Type of Trips:				
Auto	94.3%	87.7%	86.1%	92.5%
Transit	1.2%	3.2%	4.9%	2.5%
Bike and Pedestrian	4.5%	9.1%	8.9%	5.0%
Vehicle Miles Traveled				
Per Day Per Household	66.6	44.6	48.0	58.0
Pct. Vehicle Hours in Heavy Congestion				
	9%	6%	7%	17%

MAJOR SIMILARITIES—ALL SCENARIOS

- The Highway 65 corridor receives additional development, mostly industrial jobs.
- Area between Olivehurst and Linda along HWY 65 urbanizes to varying degrees, mostly residential.
- Beale AFB remains active and no residential development is allowed in its noise contour.

MAJOR SIMILARITIES— SCENARIOS B, C AND D

Growth through re-investment in Olivehurst and Linda.

MAJOR DIFFERENCES SCENARIOS B, C AND D

- In scenario B, there is a large amount of housing in the HWY 65 corridor giving a better jobs-housing balance.
- In scenario D, no development is allowed in the floodplains.

APPENDICES

RELATIONSHIP OF BLUEPRINT COUNTY SCENARIOS TO REGIONAL SCENARIOS

County Scenarios	# of County Small Groups that picked Scenario as #1 Preference	County Scenario is included in the following regional scenario (in modified form)
Placer		
Scenario A	0	A
Scenario B	5	B
Scenario C	5	D
Scenario D	10	C
Sacramento		
Scenario A	0	A
Scenario B	6	none
Scenario C	22	B and C
Scenario D	32	D
Sutter		
Scenario A	1	A
Scenario B	6	C
Scenario C	6	B
Scenario D	2	D
Yolo		
Scenario A	0	A
Scenario B	2	none
Scenario C	4	B
Scenario D	24	C and D
Yuba		
Scenario A	0	A
Scenario B	4	D
Scenario C	6	C
Scenario D	2	B

SCENARIO SUBAREA COMPARISON OF NEW EMPLOYEES AND DWELLING UNITS (EXCLUDES EXISTING DEVELOPMENT)

Placer Co.	General geographic location of Node	SCENARIO A		SCENARIO B		SCENARIO C		SCENARIO D	
		EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS
	Lincoln	10,229	2,807	43,569	44,158	35,811	40,210	36,702	33,114
	Loomis	837	597	1,372	2,159	1,374	1,982	1,375	1,869
	Rocklin	39,682	27,441	39,448	11,101	36,694	13,475	29,728	12,842
	Roseville	8,243	619	95,250	30,652	122,043	38,830	98,737	30,795
	Colfax	11,334	28,412	1,173	297	821	550	1,192	298
	Auburn	60,928	73,964	15,235	5,127	10,595	5,324	10,106	4,527
	SW Placer Co. Unincorporated	31,505	5,652	18,144	39,567	25,696	54,019	8,571	32,322
	Balance of Unincorporated Co.	75,526	11,739	2,688	8,132	2,720	5,776	463	3,546
		238,284	151,231	216,879	141,193	235,754	160,166	186,874	119,313

Sacramento Co.	General geographic location of Node	SCENARIO A		SCENARIO B		SCENARIO C		SCENARIO D	
		EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS
	City of Sacramento (1)	156,022	22,293	67,023	52,798	69,036	61,519	99,129	94,536
	City of Sacramento (2)	28,652	739	58,040	29,212	62,535	36,058	84,440	48,515
	City of Sacramento (3)	21,767	10,401	28,873	24,560	34,100	28,532	54,050	34,311
	Delta (4)	0	354	0	9	0	9	0	2
	Elk Grove (5)	42,020	35,737	74,432	58,371	75,150	60,607	76,909	57,455
	South County (6)	21,000	79,664	1,414	3,133	2,678	7,044	484	50
	East County (w/in USB) (7)	37,839	38,084	102,960	82,768	100,752	81,903	85,926	90,794
	Rancho Cordova (8)	28,087	27,291	44,442	54,797	48,163	54,389	73,864	61,873
	A-A/Carm/FO/Orangevale (9)	5,861	3,767	19,255	14,600	22,447	13,723	28,788	30,947
	East/Southeast County (10)	36,072	109,790	7,237	20,459	10,440	26,201	12,757	25,209
	Folsom (city + SOI) (11)	38,291	19,376	39,059	17,942	39,522	20,823	25,484	19,875
	Citrus Heights (12)	1,529	880	12,318	10,962	10,962	10,962	11,973	10,387
	RioLinda/McClellan (13)	14,868	14,024	51,618	36,097	51,835	42,051	68,842	29,052
	N Natomas Joint Vision Area (14)	10,846	25,858	9,817	35,063	21,196	46,056	9,622	30,992
	Galt (15)	8,809	13,351	8,674	10,100	6,277	8,394	5,376	5,571
	Sac Int'l Airport/Metro Airpark (16)	22,582	5,087	19,003	5	18,345	529	17,974	564
		474,245	406,696	544,165	450,876	574,794	498,800	655,618	540,133

Sutter Co.	General geographic location of Node	SCENARIO A		SCENARIO B		SCENARIO C		SCENARIO D	
		EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS
	Live Oak	6,981	7,091	3,297	5,504	2,304	2,155	3,765	3,793
	South Sutter	1,412	5	7,747	0	18,096	6,530	0	0
	Unincorporated	13,029	17,506	679	1,643	243	-5	617	2,131
	Yuba City	14,731	24,476	40,838	32,854	34,990	26,962	31,738	30,687
		36,153	49,078	52,561	40,001	55,633	35,642	36,120	36,611

Yolo Co.	General geographic location of Node	SCENARIO A		SCENARIO B		SCENARIO C		SCENARIO D	
		EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS
	Davis	22,723	17,073	12,710	10,906	13,848	11,007	13,523	11,448
	New City	0	0	23,957	18,682	0	0	0	0
	University	19,067	1,203	3,549	2,027	3,701	1,928	4,545	1,533
	West Sacramento	54,517	27,858	52,664	45,589	55,601	43,900	47,605	38,381
	Winters	7,128	8,298	2,926	2,823	2,875	2,939	2,875	2,939
	Woodland	29,830	29,978	21,289	20,237	21,074	16,278	17,625	16,383
	Yolo Unincorporated	7,171	16,722	5,812	4,213	5,213	3,890	6,083	3,959
		140,436	101,132	122,907	104,477	102,312	79,942	92,256	74,643

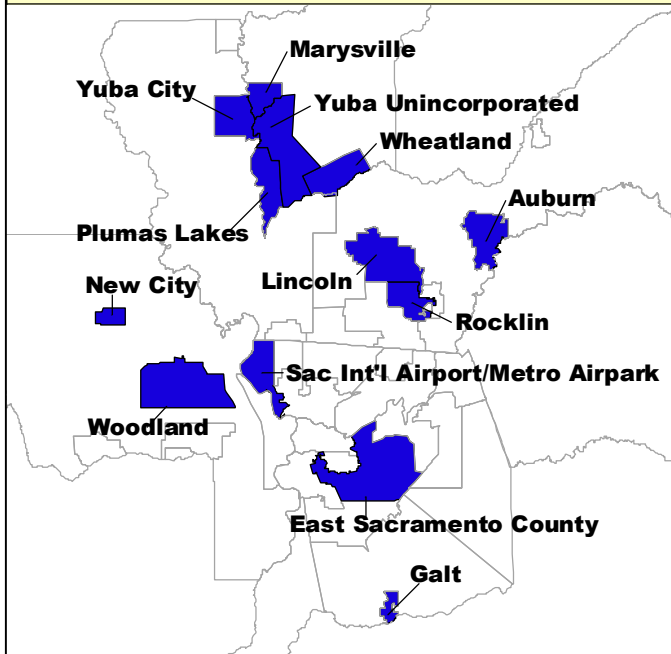
Yuba Co.	General geographic location of Node	SCENARIO A		SCENARIO B		SCENARIO C		SCENARIO D	
		EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS	EMPLOYEES	DWELLING UNITS
	Marysville	44	3,257	1,573	9,435	1,092	6,807	-1,106	1,118
	Plumas Lakes	11,830	14,723	16,735	15,300	9,106	14,298	8,935	17,742
	Unincorporated	32,254	24,780	44,559	27,045	24,043	6,961	32,662	13,524
	Wheatland	2,718	17,585	19,571	21,569	16,058	11,905	9,410	10,459
		46,846	60,345	82,438	73,349	50,299	39,971	49,901	42,843

BLUEPRINT REGIONAL LAND USE-TRANSPORTATION SCENARIOS
Key Statistics

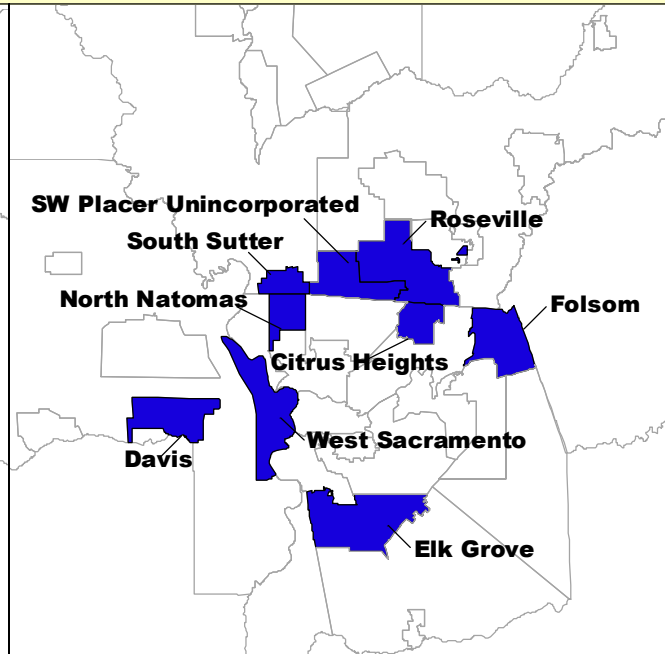
	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
Planning Themes	Future development same as recent past (fairly low density). Outward growth pattern, jobs-housing imbalances in sub-areas	More housing through re-urbanization, mix of land uses, cities on "edge" get their most growth	Slightly higher housing densities and re-urbanization than B, mix of land uses, "inner ring" areas get their most growth	Highest housing densities and re-urbanization levels, mix of land uses, "core" areas get their most growth
Population by County in 2050				
El Dorado	285,000	187,000	187,000	187,000
Placer	544,000	561,000	693,000	544,000
Sacramento	2,142,000	2,072,000	2,040,000	2,142,000
Yuba	189,000	405,000	189,000	189,000
Yuba	201,000	405,000	169,000	169,000
Region	3,817,000	3,817,000	3,817,000	3,817,000
Percent of Region's New Growth (jobs + houses) through 2050				
El Dorado	7%	3%	3%	3%
Placer	21%	10%	21%	10%
Sacramento	46%	53%	57%	63%
Yuba	5%	5%	5%	4%
Yuba	43%	12%	10%	9%
Yuba	6%	8%	5%	5%
Housing Types: Growth through 2050				
Rural Residential (9% existing)	4%	1%	1%	1%
Single Family Attached (33% existing)	76%	32%	25%	23%
Single Family Detached (3% existing)	2%	3%	50%	53%
Attached (29% existing)	16%	35%	40%	41%
All Housing TYPES in 2050				
Single Residential (9% existing)	5%	2%	3%	3%
Single Family Attached (33% existing)	89%	46%	45%	43%
Single Family Detached (3% existing)	2%	10%	15%	20%
Attached (29% existing)	26%	33%	35%	36%
Percent Growth through 60-investment (i.e. new construction on lots with buildings today)	0% jobs 0% housing	7% jobs 7% housing	7% jobs 10% housing	15% jobs 18% housing
Percent Growth with 1/4 mile of 15 minutes (or more frequent) transit services (train, bus)	5% jobs 2% housing	32% jobs 27% housing	40% jobs 35% housing	44% jobs 35% housing
Percent Growth through Infill (vs. Greenfield)	50% jobs 27% housing	55% jobs 39% housing	57% jobs 38% housing	62% jobs 44% housing
Jobs per Household for Growth (1.2 = regional average)				
Placer County	1.6	1.5	1.5	1.6
Sacramento County - south of American River	0.7	1.1	1.1	1.1
Sacramento County - north of American River	1.3	1.2	1.1	1.4
Sacramento County - Sac. City downtown/east Sac.	38.8	2.0	1.7	1.7
Sutter County	0.7	1.3	1.6	1.0
Yuba County	1.4	1.2	1.3	1.2
Yuba County	0.8	1.1	1.3	1.2
Jobs per Household for Total (1.2 = regional average)				
Placer County	1.5	1.4	1.4	1.4
Sacramento County - south of American River	0.9	1.2	1.1	1.2
Sacramento County - north of American River	1.6	1.2	1.2	1.2
Sacramento County - Sac. City downtown/east Sac.	4.1	2.9	2.7	2.6
Sutter County	0.8	1.2	1.3	1.0
Yuba County	1.4	1.4	1.5	1.5
Yuba County	0.8	1.1	1.2	1.1
Additional square miles of urban land through 2050	661	288	283	244
Prime, Unique and Statewide Sign.-Ag. Lands Converted to Urban Uses through 2050 (in sq. miles)	166	97	90	66
Acres of park land provided within new urbanized acres (standard of 10 acres per 1000 people)	17,000	17,000	17,000	17,000
Potential Exterior Water Consumption per Household (compared to Scenario A)	100%	48%	45%	40%
Types of Trips				
Auto (existing - 92%)	91.0%	83.2%	81.8%	79.9%
Transit (existing - 1.1%)	1.6%	4.0%	4.8%	4.8%
Bike and Pedestrian (existing - 6.9%)	7.3%	12.7%	13.4%	15.3%
Transit Share of Work Trips (3.3% existing)	2.2%	6.6%	7.1%	7.9%
Total Transit Trips (93,000 in 2000)	288,000	755,000	911,000	903,000
Vehicle Miles Traveled Per Day Per Household (41.9 existing)	51.08	37.6	36.7	35.7
Veh. Miles Traveled Per Day Per HH as % of Scen A	100%	72%	71%	68%
Percent of Travel Time in Heavy Congestion (23% existing)	41%	29%	30%	29%
Increase in Miles of Transit Service at least every 15 minutes (compared to Scenario "A")	0%	79%	82%	81%
Transportation Capital Costs (Total all projects through 2050)	\$14.7 billion	\$13.4 billion	\$12.8 billion	\$13.0 billion
Transp. Ann. Operating Costs (passenger fares + public costs in the year 2050) (existing: \$165 million)	\$412 million	\$503 million	\$533 million	\$501 million
Per Capita per month public costs for transit operations (2050) (existing: \$5.50)	\$7.10	\$5.85	\$5.40	\$4.75
Vehicle Emissions per Capita Compared to Scen. A (Carbon Dioxide and Particulates)	100%	86%	86%	85%

Areas Receiving Their Highest Growth Rates in Scenario:

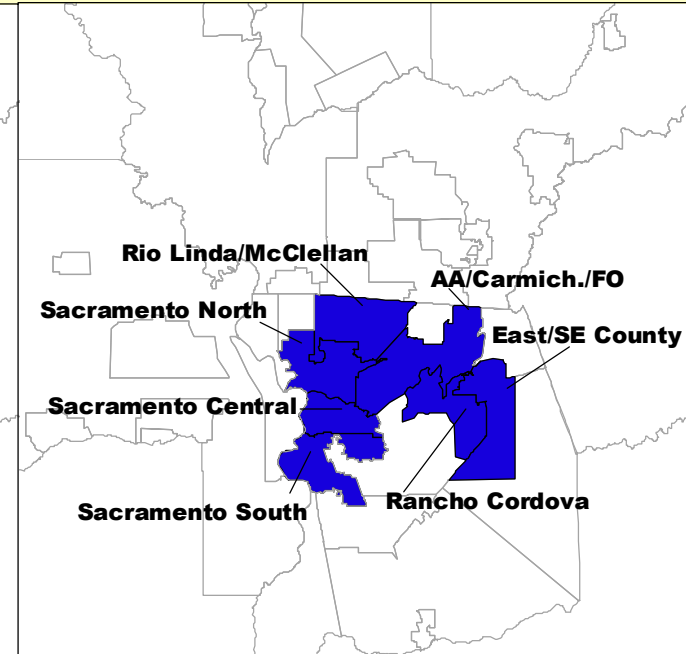
B



C



D



Blueprint Neighborhood Study Area Locations

Sutter County

- 1. Yuba City Infill
- 2. Sutter Greenfield
- 3. Live Oak Luther
- 4. Live Oak Central

Yuba County

- 18. Yuba County Linda Neighborhood
- 19. Yuba County Airport
- 20. Wheatland Greenfield East
- 21. Wheatland Greenfield West
- 22. Marysville E Street
- 23. Marysville Yuba Street

Placer County

- 5. Roseville Fairgrounds
- 6. Rocklin East
- 7. Rocklin Downtown
- 8. Riverside Corridor
- 9. North Auburn
- 10. Loomis
- 11. Lincoln Greenfield
- 12. Lincoln Infill
- 13. Granite Bay
- 14. East Colfax
- 15. Colfax I-80
- 16. Auburn Infill
- 17. Auburn Greenfield

Yolo County

- 24. Woodland Armfield Avenue
- 25. Woodland Greenfield
- 26. Winters Infill
- 27. Winters Greenfield
- 28. West Sacramento CBD
- 29. West Sacramento Southport
- 30. Davis Fifth Street
- 31. Davis Covell Village






El Dorado County

- 32. Placerville Infill
- 33. Placerville Greenfield

Sacramento County

- | | |
|------------------------------|------------------------------|
| 34. Watt Ave/North Highlands | 49. Elk Grove SEPA |
| 35. Stockton Blvd. | 50. Elk Grove Bruceville Rd. |
| 36. Watt Ave/North Highlands | 51. Delta Shores |
| 37. Riverfront | 52. Del Paso |
| 38. Rancho Cordova Aerojet | 53. College Greens |
| 39. Rancho Cordova Zinfandel | 54. Sac City McClellan |
| 40. Sac Railyards | 55. Antelope Road |
| 41. Oak Park | 56. Auburn Boulevard |
| 42. Northgate I-80 | 57. Carmichael |
| 43. Galt Market Street | 58. C Street |
| 44. Galt Crystal-Boessow | 59. Broadway |
| 45. Fruitridge | 60. Arena/Truxel |
| 46. Folsom | 61. Arden/Arcade |
| 47. Florin Rd | |
| 48. Fair Oaks | |

Legend

-  Workshop Location
-  City Boundary
-  County Boundary
-  Highways
-  Major Roads

0 5 10 20 Miles



http://www.sacregionblueprint.org/sacregionblueprint/your_involvement/wrapup.cfm