### ARDEN ARCADE/CARMICHAEL/FAIR OAKS/ORANGEVALE

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Base Case</th>
<th>Draft Preferred Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth in Jobs: 2000-2050</td>
<td>4,759</td>
<td>12,703</td>
</tr>
<tr>
<td>Growth in Housing Units: 2000-2050</td>
<td>3,989</td>
<td>15,958</td>
</tr>
<tr>
<td>Balance of Jobs/Housing in 2000:</td>
<td>1.0</td>
<td>1.0</td>
</tr>
<tr>
<td>Balance of Jobs/Housing Growth (2000-2050):</td>
<td>1.2</td>
<td>0.8</td>
</tr>
<tr>
<td>Balance of Jobs/Housing in 2050:</td>
<td>1.0</td>
<td>1.0</td>
</tr>
</tbody>
</table>

**New Housing Growth through 2050 (by type):**

- Rural Residential (Existing 1%): 6% - 0%
- Large Lot Single Family (Existing 64%): 17% - 17%
- Small Lot Single Family (Existing 0%): 2% - 41%
- Attached Products (Existing 35%): 75% - 42%

**Total Housing Product Mix through 2050:**

- Rural Residential: 1% - 1%
- Large Lot Single Family: 63% - 58%
- Small Lot Single Family: 0% - 6%
- Attached Products: 36% - 36%

**New Job Growth through 2050 (by sector):**

- Retail Jobs (Existing 36%): 47% - 45%
- Office Jobs (Existing 46%): 52% - 54%
- Industrial Jobs (Existing 0.4%): 0% - -1%
- Public/Quasi-Public Jobs (Existing 17%): 1% - 1%

**Total Job Mix through 2050:**

- Retail Jobs: 37% - 37%
- Office Jobs: 46% - 47%
- Industrial Jobs: 0% - 1%
- Public/Quasi-Public Jobs: 16% - 15%

**Growth through Re-investment in 2050:**

- Jobs: 0% - 0%
- Dwelling Units: 0% - 32%

**Type of Trips:**

- Auto: 94.1% - 91.6%
- Transit: 0.9% - 1.9%
- Bike and Pedestrian: 5.1% - 6.5%

**Vehicle Miles Traveled**

- Per Day per Household: 36.1 - 33.5
- Pct Vehicle Hours in Heavy Congestion on Freeways and Arterials: 23% - 32%

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**Discussion Draft Preferred Scenario Summary**

These unincorporated inner neighborhoods experience modest growth in jobs and housing:

- The growth focus is mixed-use products along transportation corridors such as Watt, Fulton, El Camino and Marconi;
- The growth is driven slightly more by housing than jobs (0.8 jobs per household);
- Most of the housing growth is large and small lot single family products, but a significant minority is from attached rowhouses, townhomes, condominiums and apartments;
- Nearly a third of the growth in housing is through reinvestment on parcels with existing development along transportation corridors.