**GALT**

<table>
<thead>
<tr>
<th>SCENARIO</th>
<th>Base Case</th>
<th>Draft Preferred Blueprint Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth in Jobs: 2000-2050</td>
<td>8,809</td>
<td>13,991</td>
</tr>
<tr>
<td>Growth in Housing Units: 2000-2050</td>
<td>13,351</td>
<td>7,317</td>
</tr>
<tr>
<td>Balance of Jobs/Housing in 2000:</td>
<td>0.3</td>
<td>0.3</td>
</tr>
<tr>
<td>Balance of Jobs/Housing Growth (2000-2050):</td>
<td>0.7</td>
<td>1.9</td>
</tr>
<tr>
<td>Balance of Jobs/Housing in 2050:</td>
<td>0.5</td>
<td>1.1</td>
</tr>
</tbody>
</table>

**New Housing Growth through 2050 (by type):**
- Rural Residential (Existing 8%): 3% 0%
- Large Lot Single Family (Existing 61%): 75% 45%
- Small Lot Single Family (Existing 1%): 1% 23%
- Attached Products (Existing 30%): 21% 32%

**Total Housing Product Mix through 2050:**
- Rural Residential: 5% 5%
- Large Lot Single Family: 70% 54%
- Small Lot Single Family: 1% 11%
- Attached Products: 24% 31%

**New Job Growth through 2050 (by sector):**
- Retail Jobs (Existing 48%): 83% 24%
- Office Jobs (Existing 19%): 9% 57%
- Industrial Jobs (Existing 17%): 7% 21%
- Public/Quasi-Public Jobs (Existing 15%): 1% -1%

**Total Job Mix through 2050:**
- Retail Jobs: 74% 28%
- Office Jobs: 12% 50%
- Industrial Jobs: 10% 20%
- Public/Quasi-Public Jobs: 4% 2%

**Growth through Re-investment in 2050:**
- Jobs: 0% 8%
- Dwelling Units: 0% 10%

**Type of Trips:**
- Auto: 94.0% 82.6%
- Transit: 0.0% 1.5%
- Bike and Pedestrian: 6.0% 15.9%

**Vehicle Miles Traveled**
- Per Day per Household: 43.9 31.5
- Pct Vehicle Hours in Heavy Congestion on Freeways and Arterials: 12% 3%

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**Discussion Draft Preferred Scenario Summary**

Galt's growth is led by an increase in nearly 14,000 jobs, helping to create a balanced community, with a wide range of houses and jobs:
- Enough retail growth is provided to meet local demand without requiring residents to travel long distances;
- Housing growth is a good blend of large and small lot single family and attached townhomes, rowhouses, condominiums and apartments;
- Approximately 10% of the growth is through reinvestment in and around the downtown area, helping to ensure a vibrant hub for the city;
- The city's growth pattern is mainly north-south along the highway corridor and does not build out the full extent of its sphere of influence to the east and west.