

# CALIFORNIA STATEWIDE **PRELIMINARY** SCENARIO RESULTS

**BUSINESS AS USUAL:** Growth pattern based on past trends. A significant portion of growth takes place at the edges of urban areas, with a fair amount of larger-lot single family development.

**COMPACT GROWTH:** Focuses a majority of growth in and around existing cities and towns and aligns with the housing demand profile presented in recent studies of California regions (details on following page).

## 2050 SCENARIO RESULTS

Scenarios analyzed using  
Calthorpe Associates' RapidFire Model  
(See reverse for assumptions.)

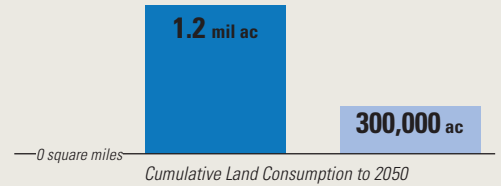
**BUSINESS  
AS USUAL**

**COMPACT  
GROWTH**

### LAND CONSUMPTION

Trend development patterns will expand the state's urban footprint by 2050, consuming an additional 1.2 million acres of farmland, open space, and recreation areas. The Compact Growth scenario **saves 860,000 acres** of this resource.

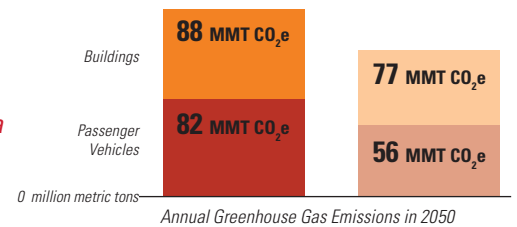
*Saves over 12 times  
the land area of  
the City of Fresno.*



### GREENHOUSE GAS EMISSIONS

More compact development patterns, along with more efficient cars and buildings, cleaner fuels, and a cleaner energy portfolio are all essential in reducing GHG emissions. The Compact Growth scenario prevents the release of **37 million metric tons** of carbon dioxide equivalent in 2050, or 22% less than a Business as Usual future.

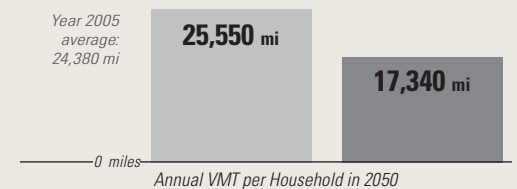
*GHG reduction  
equivalent to taking  
18 million cars off  
California roads for a  
year.*



### VEHICLE MILES TRAVELED (VMT)

Automobile emissions account for about 40% of carbon emissions in California. The Compact Growth scenario, with more walkable, transit-oriented development, reduces passenger vehicle VMT by over **2.9 trillion miles** to 2050.

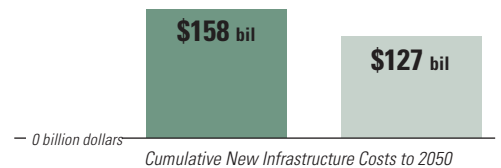
*VMT reduction  
equivalent to  
taking ALL cars off  
California's roads  
for almost 10 years.*



### INFRASTRUCTURE COSTS

Infrastructure costs rise in line with land consumption, as dispersed development calls for longer extensions of sewers, water pipes, local roadways, and utility lines. Through 2050, the Compact Growth scenario **saves more than \$31 billion** in infrastructure capital and operations and maintenance costs, about \$6,300 per new housing unit.

*Saves \$6,300 per new  
housing unit, or over  
\$785 million per year.*



### PUBLIC HEALTH

Auto-related air pollution results in a spectrum of respiratory and cardiovascular health issues, leading to hospital visits, work loss days, and premature mortality. Health incidences, and their related costs, are reduced along with VMT. The Compact Growth scenario avoids **75,000 health incidences and \$980 million in health costs** in 2035.

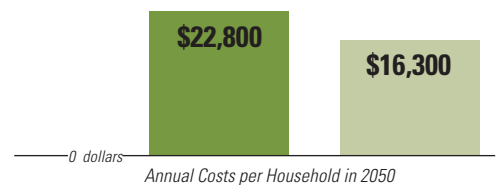
*Less pollution avoids  
\$980 million in health  
costs.*



### HOUSEHOLD COSTS

More centrally located homes and more compact building types can dramatically reduce household driving and utility costs. Households in the Compact Growth scenario spend **\$6,500 less per year** on auto-related costs and utility bills.

*Saves \$6,500 per  
household on annual  
auto costs and utility  
bills.*



### BUILDING ENERGY USE

Due to its greater proportion of more compact building types, the Compact Growth scenario **cuts annual energy use in our homes and businesses by 12%**. This leads to lower household utility bills, greater energy security, and lower carbon emissions.

*Saves enough energy  
annually to power  
over 2 million homes.*

