

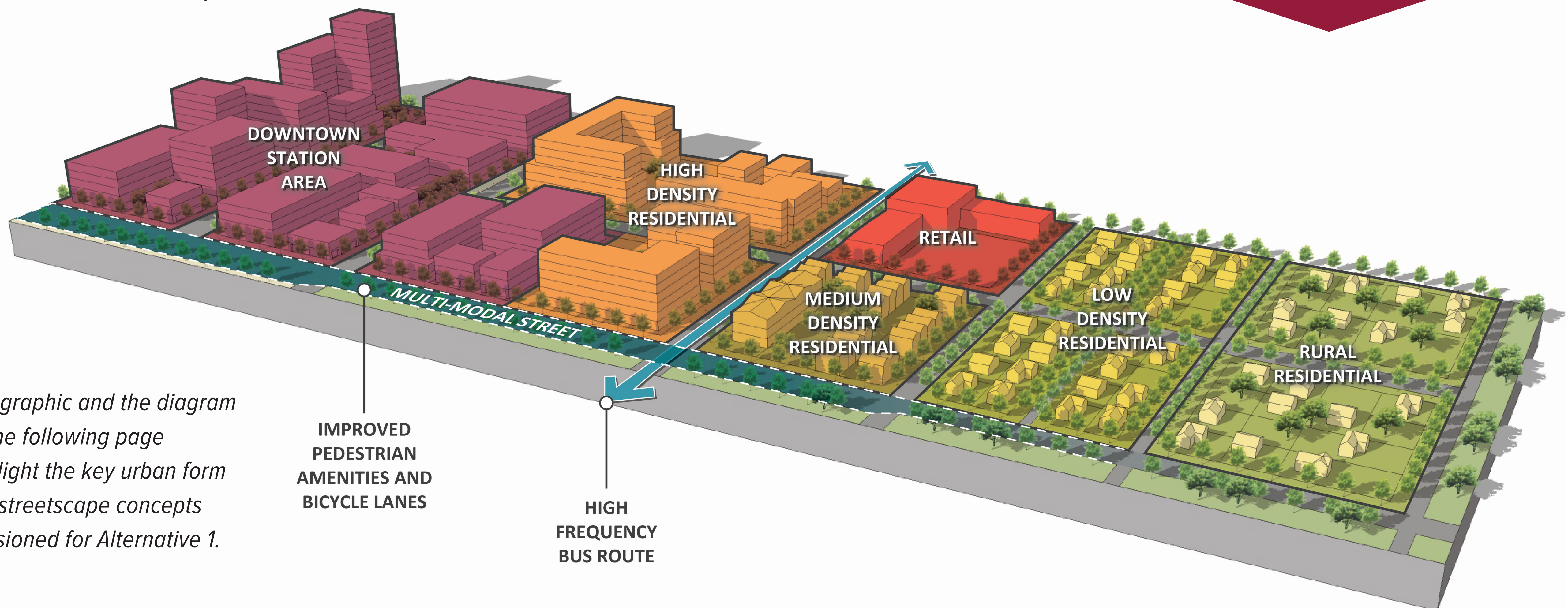


Alternative 1: Central Corridors

This alternative would focus future commercial and residential growth near Downtown and along central thoroughfares that are connected to transit facilities. Most community needs, such as jobs, retail, and commercial services, could be met in or near the central part of the city. This compact form of development is efficient and consistent with the recent Downtown Specific Plan, and would be supported by a robust transit system.

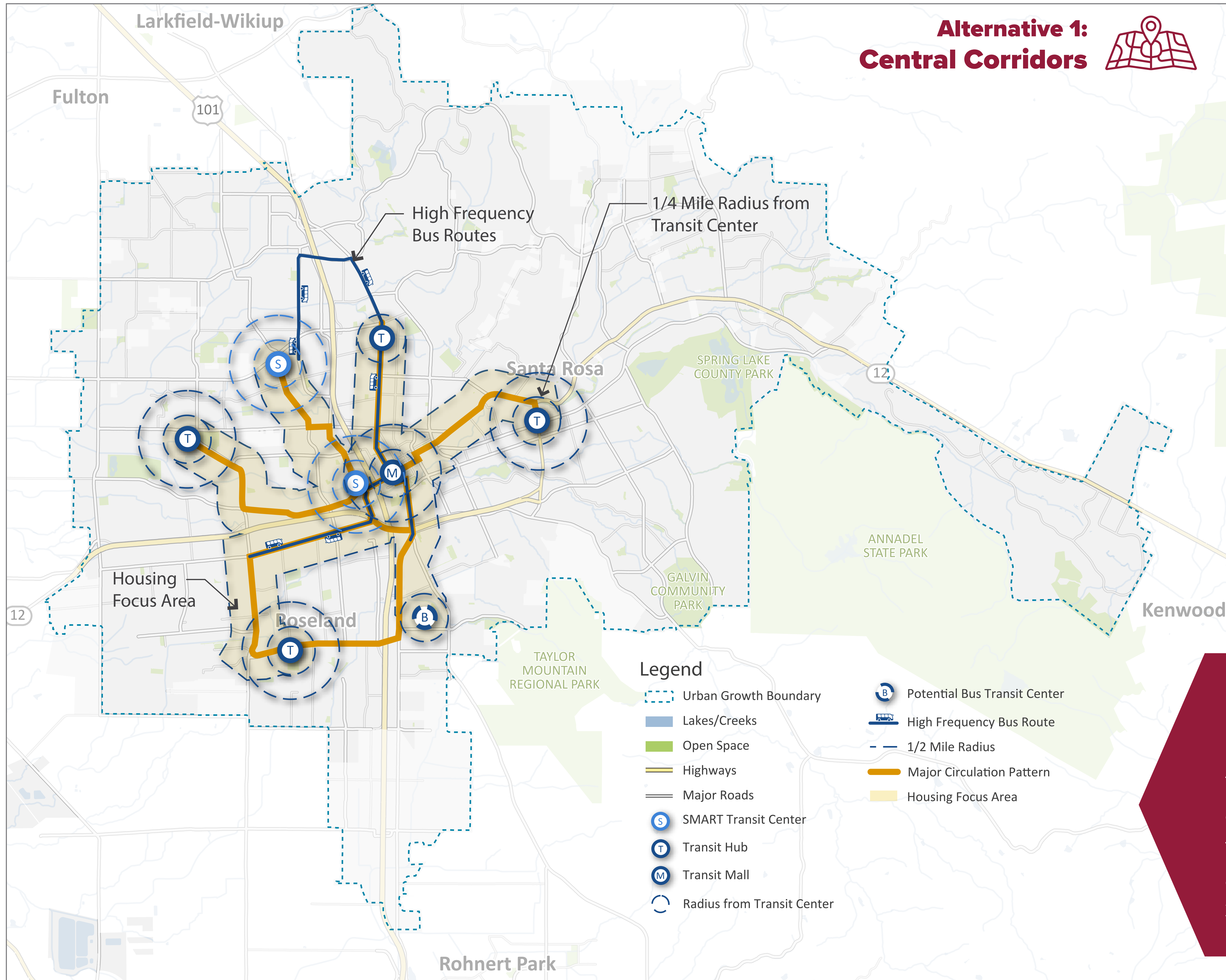
This alternative...

- ▶ Focuses 54% of new housing either Downtown or along central transit lines
- ▶ Limits new housing near freeways to what is already allowed
- ▶ Limits new housing in the wildland urban interface (WUI) area to what is already allowed



This graphic and the diagram on the following page highlight the key urban form and streetscape concepts envisioned for Alternative 1.

Alternative 1: Central Corridors



Legend

- Urban Growth Boundary
- Lakes/Creeks
- Open Space
- Highways
- Major Roads
- SMART Transit Center
- Transit Hub
- Transit Mall
- Radius from Transit Center
- Potential Bus Transit Center
- High Frequency Bus Route
- 1/2 Mile Radius
- Major Circulation Pattern
- Housing Focus Area

New Housing

IN FOCUS AREAS
19,600 units / 54%

OUTSIDE FOCUS AREAS
17,000 units / 46%

CITYWIDE
36,600 units