

**Draft Plan Bay Area  
Housing and Employment Distribution Revisions  
June 10, 2013**

Minor modifications have been made to the housing and employment distributions in the Draft Plan Bay Area (“Draft Plan”). These modifications take into account the considerable local input received on the land use plan to date. Specifically, the modifications reflect: (1) corrections to datasets that were used to develop the jobs and housing distributions in the Draft Plan; (2) adjustments to ensure consistency with Regional Housing Needs Allocation (RHNA); and (3) adjustments to local jurisdictions growth based on corrections to how the distribution methodology was applied. These modifications are described in more detail below. The revised employment and housing distribution tables are attached to this document. These minor modifications do not affect the conclusions of regional significance in the Draft Environmental Impact Report, nor do they impact the regional modeling results in a significant way.

**Corrections to Data Sets**

Several errors in the data used to develop the employment and housing distributions were identified both by ABAG staff and local jurisdictions. These include: errors in the number of jobs in specific jurisdictions within the National Establishment Time Series (NETS) data set that was used to develop the job distribution, errors in the U.S. Census housing data used to develop the housing distribution, and errors in local plan data that was used to develop the housing distribution.

*NETS Corrections*

The correction to the NETS base data was made for five jurisdictions including Hayward, Lafayette, Hillsborough, Unincorporated San Mateo County (specifically the San Francisco Airport area), Saratoga and Los Altos Hills. The corrections reduced 2010 jobs for each of these jurisdictions, with the exception of the San Francisco Airport, which saw a significant increase in 2010 jobs. The 2010 job shifts were contained within each county (reductions in one city meant a proportional increase in jobs for other cities within the county). The modified base data was then used to recalculate 2040 jobs, resulting in shifts in the 2040 job distribution for all jurisdictions throughout the region. However, the bulk of the shifts were contained within the counties in which the corrections were made. At the regional level, the overall shift of jobs is negligible.

*U.S. Census Corrections*

Two fixes were made to the U.S. Census 2010 housing unit and household data set that was used in the housing distribution. These include a reduction in the 2010 housing numbers for Colma, per a statement of correction from the U.S. Census Department, and a fix to the split of housing units and households within and outside Orinda’s Priority Development Area (PDA). The result of the first correction was an increase of 2010 units to the Unincorporated San Mateo County area adjacent to Colma. The result of the second is a change only in the 2040 housing figures for Orinda’s PDA. In both cases, housing growth for these jurisdictions was not modified.

*Corrections to local plan data*

A change was made to Cupertino’s “local plan feedback” number, used to develop the housing distribution, to correct an error found after adoption of the Jobs-Housing Connection Strategy in May of 2012. The result of this fix was a reduction of housing growth in Cupertino.

### **Adjustments to ensure consistency with RHNA**

Upon development of the Regional Housing Needs Allocation, ABAG found that the eight-year RHNA housing allocation for two jurisdictions, Clayton and Los Altos Hills, was higher than the housing growth for these jurisdictions in the thirty-year Plan Bay Area housing distribution. These jurisdictions received additional housing growth in the Plan Bay Area distribution so that total growth is equivalent to the RHNA number.

### **Adjustments to local jurisdiction growth based on corrections to application of methodology**

The formal public comment period for both documents closed on May 16, 2013. A number of jurisdictions commented on the levels of employment and housing growth allocated in the Draft Plan as being too high, too low, or overly concentrated in their cities' PDAs. Twenty jurisdictions requested adjustments to their job number, sixteen requested adjustments to their housing number, and five requested shifts in growth from their PDAs to other areas within their city.

The distribution of employment and housing growth in the Draft Plan takes into account a variety of factors—including input from jurisdictions, level of transit service, Vehicle Miles Travelled by Household, in-commuting by low-wage workers, housing values, existing employment base, and concentration of knowledge-based economic activity, among others. ABAG staff thoroughly reviewed each request for modification and the overall methodology assigning job and housing growth to each jurisdiction. Staff acknowledged that the application of the distribution methodologies in certain instances was not appropriate. Several modifications for a small number of areas are noted below.

For all other jurisdictions, staff deemed that the distribution methodology was applied appropriately and consistently. Employment and housing growth in these jurisdictions was found to be consistent with and comparable to similarly-sized cities, and could be reasonably accommodated over the thirty-year time-frame of the Draft Plan.

#### *Job Adjustments*

Upon review of the employment methodology and employment figures for Dublin and Livermore, additional job growth was assigned to these cities. Staff found that the employment distribution methodology is slightly under-allocating certain sectors of employment growth in these cities, given that the model bases growth largely on cities' existing jobs base and does not account well for current and anticipated employment growth rates. Dublin and Livermore are currently small job centers but have growing jobs in the knowledge-based sector. These cities were assigned proportionately fewer jobs than cities with larger current job bases but less capacity and slower expected rates of growth, such as Hayward and Unincorporated Alameda County. Growth in Hayward and Unincorporated Alameda County was reduced commensurate to the increases in Dublin and Livermore.

### *Housing Adjustments*

Housing growth for the portion of the El Camino Real Priority Development Area (PDA) in Burlingame was reduced. This is a reduction of the growth that was assigned to the Burlingame El Camino Real PDA as part of the additional housing growth allocation to several key job centers and locations along the core transit network in the Jobs-Housing Connection Strategy<sup>1</sup>. Staff found that this PDA was inappropriately assigned this additional housing growth given its close proximity to the San Francisco Airport. The balance of housing from this adjustment was distributed to all other cities and towns within the region per the growth distribution methodology.

Housing growth in the Plan was deemed to be quite low for Brentwood. The level of housing was adjusted upward to reflect a more reasonable rate of growth considering current development rates. The increase in housing growth in Brentwood is commensurate with the decrease in Cupertino.

Housing growth in the PDAs was reduced for the following jurisdictions: Lafayette, Walnut Creek, San Mateo, and Sunnyvale. In the case of Lafayette and Walnut Creek, staff acknowledges that a portion of the housing growth allocated to these jurisdictions' PDAs, given their small size, could be accommodated in the transit-accessible areas adjacent to the PDAs. In the case of San Mateo and Sunnyvale, it was recognized that housing growth was somewhat over-concentrated in the cities' PDAs in relation to the regional concentration of growth in the PDAs. Growth in San Mateo's PDAs was adjusted to achieve a lower concentration of growth, down from 81% to 77% of total city growth, and for Sunnyvale, growth in the PDAs was adjusted down from 83% to 79% of total city growth. The total growth for all four of these cities was not modified.

### **Conclusions**

These changes do not affect the regional significance conclusions in the Draft Environmental Impact Report, nor do they result in significant changes in the regional modeling results, including the conclusion that the Draft Plan achieves the greenhouse gas emissions reduction targets.

### *Appendix: Employment and Housing Distribution by Jurisdiction and PDA/Investment Area*

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<sup>1</sup> [http://onebayarea.org/pdf/Draft\\_Plan\\_Bay\\_Area/Draft\\_PBA\\_Forecast\\_of\\_Jobs\\_Population\\_and\\_Housing.pdf](http://onebayarea.org/pdf/Draft_Plan_Bay_Area/Draft_PBA_Forecast_of_Jobs_Population_and_Housing.pdf), p. 39

**Appendix: Employment and Housing Distribution by Jurisdiction and PDA/Investment Area**

## Employment Growth by Jurisdiction and PDA/Investment Area

### KEY

**Jurisdiction (Bold Italic)**  
Priority Development Area or  
Investment Area

### Alameda County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Alameda</b>		<b>24,070</b>	<b>33,220</b>	<b>9,160</b>	<b>38%</b>
Naval Air Station	Transit Town Center	1,220	8,420	7,200	
Northern Waterfront	Transit Neighborhood	2,440	3,440	1,000	
<b>Albany</b>		<b>4,230</b>	<b>5,630</b>	<b>1,400</b>	<b>33%</b>
San Pablo Avenue & Solano Avenue	Mixed-Use Corridor	1,920	2,440	520	
<b>Berkeley</b>		<b>77,110</b>	<b>99,330</b>	<b>22,220</b>	<b>29%</b>
Adeline Street	Mixed-Use Corridor	950	1,630	680	
Downtown	City Center	15,210	21,600	6,390	
San Pablo Avenue *	Mixed-Use Corridor	2,400	3,340	950	
South Shattuck	Mixed-Use Corridor	1,150	1,450	300	
Telegraph Avenue	Mixed-Use Corridor	1,740	2,560	820	
University Avenue *	Mixed-Use Corridor	1,410	1,990	580	
<b>Dublin</b>		<b>16,810</b>	<b>31,650</b>	<b>14,840</b>	<b>88%</b>
Downtown Specific Plan Area	Suburban Center	4,460	5,950	1,490	
Town Center	Suburban Center	310	3,010	2,700	
Transit Center	Suburban Center	0	9,030	9,030	
<b>Emeryville</b>		<b>16,070</b>	<b>23,610</b>	<b>7,550</b>	<b>47%</b>
Mixed-Use Core	City Center	11,280	18,450	7,170	
<b>Fremont</b>		<b>90,010</b>	<b>120,000</b>	<b>29,990</b>	<b>33%</b>
Centerville	Transit Neighborhood	4,030	4,470	440	
City Center	City Center	18,770	24,660	5,900	
Irvington District	Transit Town Center	5,470	5,650	180	
South Fremont/Warm Springs	Suburban Center	12,890	28,980	16,090	
<b>Hayward</b>		<b>68,140</b>	<b>87,820</b>	<b>19,680</b>	<b>29%</b>
Downtown	City Center	6,300	9,270	2,970	
South Hayward BART	Mixed-Use Corridor	320	810	480	
South Hayward BART	Urban Neighborhood	470	1,610	1,130	
The Cannery	Transit Neighborhood	1,450	2,320	870	
Mission Corridor	Mixed-Use Corridor	1,700	2,830	1,120	
<b>Livermore</b>		<b>38,450</b>	<b>53,210</b>	<b>14,760</b>	<b>38%</b>
Downtown	Suburban Center	2,880	3,710	830	
East Side	Suburban Center	16,370	24,360	8,000	
Isabel Avenue/BART Station Planning Area	Suburban Center	3,300	8,500	5,200	
<b>Newark</b>		<b>17,930</b>	<b>23,150</b>	<b>5,220</b>	<b>29%</b>
Dumbarton Transit Oriented Development	Transit Town Center	860	2,100	1,240	
Old Town Mixed Use Area	Transit Neighborhood	180	390	210	
<b>Oakland</b>		<b>190,490</b>	<b>275,760</b>	<b>85,260</b>	<b>45%</b>
Coliseum BART Station Area	Transit Town Center	5,160	12,430	7,270	
Downtown & Jack London Square	Regional Center	88,260	127,710	39,450	
Eastmont Town Center	Urban Neighborhood	3,460	5,320	1,860	
Fruitvale & Dimond Areas	Urban Neighborhood	8,150	15,700	7,550	
MacArthur Transit Village	Urban Neighborhood	10,600	12,880	2,280	
Transit Oriented Development Corridors	Mixed-Use Corridor	33,560	41,830	8,270	
West Oakland	Transit Town Center	7,440	14,910	7,470	
<b>Piedmont</b>		<b>1,930</b>	<b>2,410</b>	<b>490</b>	<b>25%</b>
<b>Pleasanton</b>		<b>54,340</b>	<b>69,640</b>	<b>15,300</b>	<b>28%</b>
Hacienda	Suburban Center	9,910	15,330	5,410	
<b>San Leandro</b>		<b>39,980</b>	<b>52,920</b>	<b>12,940</b>	<b>32%</b>
Bay Fair BART Transit Village Development *	Transit Town Center	1,440	2,700	1,260	
East 14th Street *	City Center	2,790	2,840	50	
	Mixed-Use Corridor	9,010	15,680	6,670	
<b>Union City</b>		<b>20,600</b>	<b>25,700</b>	<b>5,100</b>	<b>25%</b>
Intermodal Station District	City Center	340	2,810	2,470	
<b>Alameda County Unincorporated</b>		<b>34,300</b>	<b>43,600</b>	<b>9,300</b>	<b>27%</b>
Castro Valley BART	Transit Neighborhood	2,020	2,980	960	
East 14th Street and Mission Street	Mixed-Use Corridor	2,740	4,250	1,510	
Hesperian Boulevard	Transit Neighborhood	1,860	2,600	740	
Meekland Avenue Corridor	Transit Neighborhood	900	1,330	430	

## Employment Growth by Jurisdiction and PDA/Investment Area

### Contra Costa County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Antioch</b>		<b>19,090</b>	<b>25,530</b>	<b>6,430</b>	<b>34%</b>
Hillcrest eBART Station	Suburban Center	20	3,260	3,250	
Rivertown Waterfront	Transit Town Center	4,030	4,530	490	
<b>Brentwood</b>		<b>8,670</b>	<b>11,660</b>	<b>3,000</b>	<b>34%</b>
<b>Clayton</b>		<b>1,540</b>	<b>1,950</b>	<b>410</b>	<b>27%</b>
<b>Concord</b>		<b>47,640</b>	<b>69,450</b>	<b>21,810</b>	<b>46%</b>
Community Reuse Area	Regional Center	170	14,200	14,040	
Community Reuse Area	Transit Neighborhood	0	3,240	3,240	
Downtown	City Center	7,850	10,200	2,360	
<b>Danville</b>		<b>13,460</b>	<b>17,620</b>	<b>4,160</b>	<b>31%</b>
Downtown Danville	Transit Town Center	5,320	7,290	1,970	
<b>El Cerrito</b>		<b>5,880</b>	<b>7,310</b>	<b>1,430</b>	<b>24%</b>
San Pablo Avenue Corridor	Mixed-Use Corridor	1,850	2,240	390	
<b>Hercules</b>		<b>3,910</b>	<b>6,440</b>	<b>2,530</b>	<b>65%</b>
Central Hercules	Transit Neighborhood	800	1,830	1,030	
Waterfront District	Transit Town Center	1,230	1,890	650	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	730	1,180	450	
<b>Lafayette</b>		<b>9,940</b>	<b>12,430</b>	<b>2,490</b>	<b>25%</b>
Downtown	Transit Town Center	5,250	6,730	1,480	
<b>Martinez</b>		<b>18,320</b>	<b>22,490</b>	<b>4,160</b>	<b>23%</b>
Downtown	Transit Neighborhood	4,040	5,110	1,070	
<b>Moraga</b>		<b>4,740</b>	<b>5,940</b>	<b>1,190</b>	<b>25%</b>
Moraga Center	Transit Town Center	1,140	1,510	360	
<b>Oakley</b>		<b>3,750</b>	<b>6,680</b>	<b>2,930</b>	<b>78%</b>
Downtown	Transit Town Center	800	1,390	580	
Employment Area	Suburban Center	680	2,290	1,610	
Potential Planning Area	Transit Neighborhood	290	880	590	
<b>Orinda</b>		<b>5,530</b>	<b>6,940</b>	<b>1,410</b>	<b>25%</b>
Downtown	Transit Town Center	3,220	3,980	760	
<b>Pinole</b>		<b>6,740</b>	<b>8,490</b>	<b>1,740</b>	<b>26%</b>
Appian Way Corridor	Suburban Center	2,430	3,190	750	
Old Town	Transit Town Center	2,840	3,440	610	
<b>Pittsburg</b>		<b>14,180</b>	<b>19,800</b>	<b>5,620</b>	<b>40%</b>
Downtown	Transit Neighborhood	1,390	2,500	1,110	
Pittsburg/Bay Point BART Station	Transit Town Center	140	1,450	1,310	
Railroad Avenue eBART Station	Transit Town Center	5,610	7,930	2,320	
<b>Pleasant Hill</b>		<b>17,370</b>	<b>22,940</b>	<b>5,570</b>	<b>32%</b>
Buskirk Avenue Corridor	Mixed-Use Corridor	4,590	6,200	1,610	
Diablo Valley College	Transit Neighborhood	2,550	4,190	1,640	
<b>Richmond</b>		<b>30,790</b>	<b>42,320</b>	<b>11,530</b>	<b>37%</b>
Corridor	Mixed-Use Corridor	6,600	8,670	2,070	
South Richmond	Transit Neighborhood	7,030	9,360	2,340	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	1,790	3,010	1,210	
<b>San Pablo</b>		<b>7,470</b>	<b>9,660</b>	<b>2,190</b>	<b>29%</b>
San Pablo Avenue & 23rd Street	Mixed-Use Corridor	5,530	7,510	1,980	
Rumrill Boulevard	Empl. Investment Area	220	320	100	
<b>San Ramon</b>		<b>43,960</b>	<b>58,320</b>	<b>14,370</b>	<b>33%</b>
City Center	Suburban Center	10,430	17,800	7,360	
North Camino Ramon	Transit Town Center	11,430	14,460	3,030	
<b>Walnut Creek</b>		<b>41,720</b>	<b>57,380</b>	<b>15,660</b>	<b>38%</b>
West Downtown	Suburban Center	7,450	12,070	4,620	
<b>Contra Costa County Unincorporated</b>		<b>40,220</b>	<b>54,040</b>	<b>13,820</b>	<b>34%</b>
Contra Costa Centre	Mixed-Use Corridor	3,740	4,750	1,010	
Downtown El Sobrante	Mixed-Use Corridor	940	1,430	490	
North Richmond	Transit Neighborhood	1,490	1,980	500	
Pittsburg/Bay Point BART Station	Transit Neighborhood	400	1,150	750	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	680	990	310	

## Employment Growth by Jurisdiction and PDA/Investment Area

### Marin County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Belvedere</b>		430	480	50	12%
<b>Corte Madera</b>		7,940	8,260	320	4%
<b>Fairfax</b>		1,490	1,820	330	22%
<b>Larkspur</b>		7,190	7,810	620	9%
<b>Mill Valley</b>		5,980	6,790	810	14%
<b>Novato</b>		20,890	24,390	3,490	17%
<b>Ross</b>		510	590	80	16%
<b>San Anselmo</b>		3,740	4,360	610	17%
<b>San Rafael</b>		37,620	44,960	7,340	20%
Civic Center/North Rafael Town Center	Transit Town Center	5,660	6,860	1,200	
Downtown	City Center	8,250	10,480	2,230	
<b>Sausalito</b>		6,220	7,640	1,420	23%
<b>Tiburon</b>		2,340	2,690	340	15%
<b>Marin County Unincorporated</b>		16,380	19,360	2,980	18%
Urbanized 101 Corridor	Transit Neighborhood	2,260	2,960	700	

### Napa County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>American Canyon</b>		2,920	4,160	1,240	42%
Highway 29 Corridor	Mixed-Use Corridor	1,280	2,100	810	
<b>Calistoga</b>		2,220	2,640	420	19%
<b>Napa</b>		33,950	44,520	10,570	31%
Downtown Napa	Rural Investment Area	9,870	11,620	1,750	
Soscol Gateway Corridor	Rural Investment Area	1,080	1,960	870	
<b>St. Helena</b>		5,340	6,230	890	17%
<b>Yountville</b>		1,600	1,980	380	24%
<b>Napa County Unincorporated</b>		24,630	30,010	5,380	22%

### San Francisco County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>San Francisco</b>		568,720	759,500	190,780	34%
19th Avenue	Transit Town Center	9,980	13,570	3,590	
Balboa Park	Transit Neighborhood	2,690	3,460	770	
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	19,590	29,260	9,670	
Downtown-Van Ness-Geary	Regional Center	315,570	368,150	52,580	
Eastern Neighborhoods	Urban Neighborhood	61,070	70,890	9,820	
Market & Octavia	Urban Neighborhood	31,850	34,790	2,940	
Mission Bay	Urban Neighborhood	2,770	27,200	24,430	
Mission-San Jose Corridor	Mixed-Use Corridor	12,680	18,760	6,080	
Port of San Francisco	Mixed-Use Corridor	5,430	24,400	18,970	
San Francisco/San Mateo Bi-County Area (with Brisbane)	Transit Neighborhood	1,720	2,590	860	
Transbay Terminal	Regional Center	7,950	37,660	29,720	
Treasure Island	Transit Town Center	260	3,010	2,750	

## Employment Growth by Jurisdiction and PDA/Investment Area

### San Mateo County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Atherton</b>		<b>2,610</b>	<b>3,160</b>	<b>550</b>	<b>21%</b>
<b>Belmont</b>		<b>8,180</b>	<b>10,450</b>	<b>2,270</b>	<b>28%</b>
Villages of Belmont	Mixed-Use Corridor	1,250	2,500	1,250	
<b>Brisbane</b>		<b>6,780</b>	<b>7,670</b>	<b>890</b>	<b>13%</b>
San Francisco/San Mateo Bi-County Area (with San Francisco)	Suburban Center	500	960	460	
<b>Burlingame</b>		<b>29,540</b>	<b>37,780</b>	<b>8,240</b>	<b>28%</b>
Burlingame El Camino Real	Transit Town Center	12,290	17,920	5,630	
<b>Colma</b>		<b>2,780</b>	<b>3,200</b>	<b>420</b>	<b>15%</b>
<b>Daly City</b>		<b>20,760</b>	<b>26,580</b>	<b>5,820</b>	<b>28%</b>
Bayshore	Transit Town Center	1,100	3,230	2,130	
Mission Boulevard	Mixed-Use Corridor	3,770	5,200	1,430	
<b>East Palo Alto</b>		<b>2,670</b>	<b>3,680</b>	<b>1,000</b>	<b>38%</b>
Ravenswood	Transit Town Center	790	1,210	420	
<b>Foster City</b>		<b>13,780</b>	<b>17,350</b>	<b>3,570</b>	<b>26%</b>
<b>Half Moon Bay</b>		<b>5,030</b>	<b>6,020</b>	<b>990</b>	<b>20%</b>
<b>Hillsborough</b>		<b>1,850</b>	<b>2,250</b>	<b>410</b>	<b>22%</b>
<b>Menlo Park</b>		<b>28,890</b>	<b>34,980</b>	<b>6,090</b>	<b>21%</b>
El Camino Real Corridor and Downtown	Transit Town Center	5,620	7,650	2,050	
<b>Millbrae</b>		<b>6,870</b>	<b>9,300</b>	<b>2,430</b>	<b>35%</b>
Transit Station Area	Mixed-Use Corridor	1,340	3,370	2,040	
<b>Pacifica</b>		<b>5,870</b>	<b>7,100</b>	<b>1,230</b>	<b>21%</b>
<b>Portola Valley</b>		<b>1,500</b>	<b>1,770</b>	<b>270</b>	<b>18%</b>
<b>Redwood City</b>		<b>58,080</b>	<b>77,480</b>	<b>19,400</b>	<b>33%</b>
Downtown	City Center	10,430	14,060	3,630	
Broadway/Veterans Boulevard Corridor	Mixed-Use Corridor	8,480	11,900	3,420	
<b>San Bruno</b>		<b>12,710</b>	<b>16,950</b>	<b>4,240</b>	<b>33%</b>
Transit Corridors	Mixed-Use Corridor	6,620	10,520	3,900	
<b>San Carlos</b>		<b>15,870</b>	<b>19,370</b>	<b>3,510</b>	<b>22%</b>
Railroad Corridor	Transit Town Center	1,940	3,090	1,150	
<b>San Mateo</b>		<b>52,540</b>	<b>72,950</b>	<b>20,410</b>	<b>39%</b>
Downtown	City Center	4,370	6,970	2,600	
El Camino Real	Mixed-Use Corridor	2,260	5,660	3,410	
Rail Corridor	Transit Neighborhood	8,810	18,590	9,800	
<b>South San Francisco</b>		<b>43,550</b>	<b>53,790</b>	<b>10,240</b>	<b>24%</b>
Downtown	Transit Town Center	2,530	6,800	4,270	
<b>Woodside</b>		<b>1,760</b>	<b>2,060</b>	<b>310</b>	<b>17%</b>
<b>San Mateo County Unincorporated</b>		<b>23,570</b>	<b>31,180</b>	<b>7,600</b>	<b>32%</b>
Midcoast	Rural Investment Area	1,870	2,640	770	
<b>City County Association of Governments of San Mateo County</b>		<b>66,960</b>	<b>95,590</b>	<b>28,660</b>	<b>43%</b>
<b>El Camino Real:</b>					
Daly City **	Mixed-Use Corridor	3,820	5,210	1,380	
Colma	Mixed-Use Corridor	2,120	2,400	280	
South San Francisco	Mixed-Use Corridor	4,740	6,120	1,380	
San Bruno **	Mixed-Use Corridor	7,190	10,290	3,100	
Millbrae **	Mixed-Use Corridor	4,560	6,280	1,730	
San Mateo **	Mixed-Use Corridor	17,100	29,020	11,940	
San Carlos **	Mixed-Use Corridor	10,040	12,350	2,300	
Redwood City **	Mixed-Use Corridor	7,360	9,670	2,310	
Menlo Park **	Mixed-Use Corridor	5,520	7,510	2,000	
Uninc Daly City	Mixed-Use Corridor	300	410	120	
North Fair Oaks	Mixed-Use Corridor	3,600	5,650	2,050	
Unincorporated County	Mixed-Use Corridor	610	680	70	



## Employment Growth by Jurisdiction and PDA/Investment Area

### Santa Clara County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Campbell</b>		<b>27,320</b>	<b>35,170</b>	<b>7,850</b>	<b>29%</b>
Central Redevelopment Area	Transit Neighborhood	7,900	10,250	2,340	
<b>Cupertino</b>		<b>26,090</b>	<b>33,110</b>	<b>7,030</b>	<b>27%</b>
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	10,540	13,780	3,240	
<b>Gilroy</b>		<b>17,650</b>	<b>21,960</b>	<b>4,310</b>	<b>24%</b>
Downtown	Transit Town Center	2,380	3,620	1,240	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	2,380	2,990	600	
<b>Los Altos</b>		<b>14,760</b>	<b>18,240</b>	<b>3,480</b>	<b>24%</b>
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	5,690	7,250	1,560	
<b>Los Altos Hills</b>		<b>2,060</b>	<b>2,540</b>	<b>480</b>	<b>23%</b>
<b>Los Gatos</b>		<b>23,630</b>	<b>29,040</b>	<b>5,410</b>	<b>23%</b>
<b>Milpitas</b>		<b>45,190</b>	<b>57,810</b>	<b>12,630</b>	<b>28%</b>
Transit Area	Suburban Center	5,270	9,600	4,330	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	310	510	190	
<b>Monte Sereno</b>		<b>450</b>	<b>580</b>	<b>120</b>	<b>29%</b>
<b>Morgan Hill</b>		<b>17,570</b>	<b>22,140</b>	<b>4,570</b>	<b>26%</b>
Downtown	Transit Town Center	1,670	3,010	1,340	
<b>Mountain View</b>		<b>47,950</b>	<b>63,590</b>	<b>15,640</b>	<b>33%</b>
Downtown	Transit Town Center	9,450	10,310	860	
East Whisman	Empl. Investment Area	8,740	12,420	3,680	
El Camino Real Corridor	Mixed-Use Corridor	5,790	6,660	860	
North Bayshore	Suburban Center	7,400	15,110	7,700	
San Antonio Center	Transit Town Center	3,160	4,340	1,180	
Whisman Station	Transit Neighborhood	650	1,210	560	
<b>Palo Alto</b>		<b>89,690</b>	<b>119,470</b>	<b>29,780</b>	<b>33%</b>
California Avenue	Transit Neighborhood	3,390	5,060	1,670	
<b>San Jose</b>		<b>377,140</b>	<b>524,510</b>	<b>147,380</b>	<b>39%</b>
Bascom TOD Corridor	Mixed-Use Corridor	11,530	12,920	1,400	
Bascom Urban Village	Mixed-Use Corridor	1,710	2,670	960	
Berryessa Station	Transit Neighborhood	6,150	12,220	6,060	
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	880	1,720	840	
Camden Urban Village	Mixed-Use Corridor	5,610	7,640	2,040	
Capitol Corridor Urban Villages	Mixed-Use Corridor	2,340	5,590	3,250	
Capitol/Tully/King Urban Villages	Suburban Center	4,090	7,090	3,000	
Communications Hill	Transit Town Center	3,940	5,660	1,720	
Cottle Transit Village	Suburban Center	2,550	3,040	490	
Downtown "Frame"	City Center	26,930	31,320	4,390	
	Mixed-Use Corridor	10,020	13,460	3,440	
East Santa Clara/Alum Rock Corridor					
Greater Downtown	Regional Center	28,250	56,410	28,160	
International Business Park	Empl. Investment Area	11,670	19,810	8,130	
North San Jose	Regional Center	84,660	130,760	46,110	
Oakridge/Almaden Plaza Urban Village	Suburban Center	5,440	9,710	4,270	
Old Edenvale	Empl. Investment Area	6,920	14,750	7,830	
Saratoga TOD Corridor	Mixed-Use Corridor	3,530	5,540	2,000	
Stevens Creek TOD Corridor	Mixed-Use Corridor	5,690	8,040	2,350	
West San Carlos & Southwest Expressway Corridors	Mixed-Use Corridor	8,970	15,660	6,680	
Westgate/El Paseo Urban Village	Suburban Center	3,440	5,240	1,790	
	Mixed-Use Corridor	4,060	6,850	2,790	
Winchester Boulevard TOD Corridor					
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	22,590	24,880	2,290	
<b>Santa Clara</b>		<b>112,890</b>	<b>146,180</b>	<b>33,290</b>	<b>29%</b>
El Camino Real Focus Area	Mixed-Use Corridor	4,400	6,990	2,590	
Santa Clara Station Focus Area	City Center	10,070	12,820	2,750	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	10,320	14,520	4,200	

## Employment Growth by Jurisdiction and PDA/Investment Area

### Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Saratoga</b>		<b>9,910</b>	<b>11,640</b>	<b>1,730</b>	<b>17%</b>
<b>Sunnyvale</b>		<b>74,810</b>	<b>95,600</b>	<b>20,790</b>	<b>28%</b>
<i>Downtown &amp; Caltrain Station</i>	<i>Transit Town Center</i>	3,760	5,680	1,920	
<i>East Sunnyvale</i>	<i>Urban Neighborhood</i>	8,070	9,260	1,190	
<i>El Camino Real Corridor</i>	<i>Mixed-Use Corridor</i>	13,220	16,500	3,280	
<i>Lawrence Station Transit Village</i>	<i>Transit Neighborhood</i>	4,170	5,110	950	
<i>Moffett Park</i>	<i>Empl. Investment Area</i>	11,450	19,090	7,640	
<i>Peery Park</i>	<i>Empl. Investment Area</i>	5,990	8,000	2,010	
<i>Reamwood Light Rail Station</i>	<i>Empl. Investment Area</i>	3,060	3,740	690	
<i>Tasman Station ITR</i>	<i>Mixed-Use Corridor</i>	1,550	2,530	990	
<b>Santa Clara County Unincorporated</b>		<b>39,160</b>	<b>47,940</b>	<b>8,770</b>	<b>22%</b>

## Employment Growth by Jurisdiction and PDA/Investment Area

### Solano County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Benicia</b>		<b>14,240</b>	<b>18,930</b>	<b>4,680</b>	<b>33%</b>
Downtown	Transit Neighborhood	2,540	2,840	300	
Northern Gateway	Empl. Investment Area	6,780	10,930	4,150	
<b>Dixon</b>		<b>4,460</b>	<b>5,780</b>	<b>1,310</b>	<b>30%</b>
Downtown	Rural Investment Area	560	830	280	
<b>Fairfield</b>		<b>39,300</b>	<b>53,310</b>	<b>14,010</b>	<b>36%</b>
Downtown South (Jefferson Street)	Suburban Center	2,970	4,280	1,320	
Fairfield-Vacaville Train Station	Transit Town Center	340	2,650	2,310	
North Texas Street Core	Mixed-Use Corridor	1,420	2,420	1,000	
West Texas Street Gateway	Mixed-Use Corridor	1,680	2,890	1,210	
<b>Rio Vista</b>		<b>1,790</b>	<b>2,340</b>	<b>550</b>	<b>31%</b>
Downtown	Rural Investment Area	670	1,000	330	
<b>Suisun City</b>		<b>3,080</b>	<b>4,520</b>	<b>1,440</b>	<b>47%</b>
Downtown & Waterfront	Transit Town Center	1,040	1,960	930	
<b>Vacaville</b>		<b>29,800</b>	<b>41,120</b>	<b>11,310</b>	<b>38%</b>
Allison Area	Suburban Center	900	1,710	810	
Downtown	Transit Town Center	2,800	3,800	1,000	
<b>Vallejo</b>		<b>31,660</b>	<b>43,070</b>	<b>11,410</b>	<b>36%</b>
Waterfront & Downtown	Suburban Center	3,640	5,940	2,300	
<b>Solano County Unincorporated</b>		<b>8,010</b>	<b>10,870</b>	<b>2,860</b>	<b>36%</b>

### Sonoma County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040	% Growth
<b>Cloverdale</b>		<b>1,570</b>	<b>2,270</b>	<b>700</b>	<b>45%</b>
Downtown/SMART Transit Area	Transit Town Center	880	1,390	510	
<b>Cotati</b>		<b>2,920</b>	<b>3,860</b>	<b>940</b>	<b>32%</b>
Downtown and Cotati Depot	Transit Town Center	650	1,190	550	
<b>Healdsburg</b>		<b>6,440</b>	<b>8,210</b>	<b>1,780</b>	<b>27%</b>
<b>Petaluma</b>		<b>28,830</b>	<b>38,690</b>	<b>9,860</b>	<b>34%</b>
Central, Turning Basin/Lower Reach	Suburban Center	3,110	8,330	5,220	
<b>Rohnert Park</b>		<b>11,730</b>	<b>16,320</b>	<b>4,590</b>	<b>39%</b>
Central Rohnert Park	Transit Town Center	3,350	5,170	1,820	
Sonoma Mountain Village	Suburban Center	140	1,190	1,050	
<b>Santa Rosa</b>		<b>75,460</b>	<b>103,940</b>	<b>28,470</b>	<b>38%</b>
Downtown Station Area *	City Center	9,250	13,820	4,550	
Mendocino Avenue/Santa Rosa Avenue Corridor *	Mixed-Use Corridor	23,230	30,080	6,850	
North Santa Rosa Station *	Suburban Center	8,960	13,060	4,100	
Roseland	Transit Neighborhood	2,650	3,890	1,240	
Sebastopol Road Corridor	Mixed-Use Corridor	2,110	3,450	1,340	
<b>Sebastopol</b>		<b>5,650</b>	<b>7,300</b>	<b>1,650</b>	<b>29%</b>
Nexus Area	Rural Investment Area	5,440	7,010	1,570	
<b>Sonoma</b>		<b>6,650</b>	<b>8,650</b>	<b>2,000</b>	<b>30%</b>
<b>Windsor</b>		<b>5,610</b>	<b>7,760</b>	<b>2,150</b>	<b>38%</b>
Redevelopment Area	Suburban Center	1,020	1,830	810	
<b>Sonoma County Unincorporated</b>		<b>47,150</b>	<b>60,470</b>	<b>13,320</b>	<b>28%</b>
Forestville	Rural Investment Area	540	590	50	
Graton	Rural Investment Area	410	720	320	
Guerneville	Rural Investment Area	640	980	340	
Penngrove Urban Service Area	Rural Investment Area	340	610	260	
The Springs	Rural Investment Area	2,100	2,580	480	

\* Indicates PDAs that overlap within a jurisdiction. Job totals for the overlapping areas are assigned to one PDA only, with no duplicate counts.

\*\* Indicates C/CAG El Camino Real PDAs that overlap with another PDA. Job totals may duplicate jobs already listed in that city.

## Housing Growth by Jurisdiction and PDA/Investment Area

### KEY

**Jurisdiction (Bold Italic)**  
Priority Development Area or  
Investment Area

### Alameda County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Alameda</b>		<b>32,350</b>	<b>38,250</b>	<b>5,890</b>	<b>18%</b>	<b>30,120</b>	<b>36,570</b>	<b>6,450</b>	<b>21%</b>
Naval Air Station	Transit Town Center	1,460	5,470	4,010		1,090	5,040	3,950	
Northern Waterfront	Transit Neighborhood	1,070	1,830	760		990	1,760	780	
<b>Albany</b>		<b>7,890</b>	<b>9,060</b>	<b>1,170</b>	<b>15%</b>	<b>7,400</b>	<b>8,740</b>	<b>1,340</b>	<b>18%</b>
San Pablo Avenue & Solano Avenue	Mixed-Use Corridor	1,810	2,060	240		1,690	1,970	280	
<b>Berkeley</b>		<b>49,450</b>	<b>58,740</b>	<b>9,280</b>	<b>19%</b>	<b>46,030</b>	<b>55,980</b>	<b>9,950</b>	<b>22%</b>
Adeline Street	Mixed-Use Corridor	690	940	250		620	900	280	
Downtown	City Center	2,690	6,840	4,150		2,570	6,670	4,100	
San Pablo Avenue *	Mixed-Use Corridor	1,630	2,500	870		1,440	2,340	900	
South Shattuck	Mixed-Use Corridor	340	460	110		310	440	120	
Telegraph Avenue	Mixed-Use Corridor	1,110	1,470	360		990	1,400	410	
University Avenue *	Mixed-Use Corridor	1,480	2,030	550		1,390	1,940	550	
<b>Dublin</b>		<b>15,780</b>	<b>24,320</b>	<b>8,530</b>	<b>54%</b>	<b>14,910</b>	<b>23,610</b>	<b>8,700</b>	<b>58%</b>
Downtown Specific Plan Area	Suburban Center	830	1,790	960		790	1,750	950	
Town Center	Suburban Center	4,130	5,990	1,860		3,750	5,770	2,020	
Transit Center	Suburban Center	670	3,810	3,140		620	3,720	3,100	
<b>Emeryville</b>		<b>6,650</b>	<b>12,110</b>	<b>5,470</b>	<b>82%</b>	<b>5,690</b>	<b>11,620</b>	<b>5,930</b>	<b>104%</b>
Mixed-Use Core	City Center	4,150	9,620	5,470		3,530	9,300	5,780	
<b>Fremont</b>		<b>73,990</b>	<b>91,620</b>	<b>17,630</b>	<b>24%</b>	<b>71,000</b>	<b>89,090</b>	<b>18,090</b>	<b>25%</b>
Centerville	Transit Neighborhood	10,850	13,360	2,510		10,360	12,990	2,620	
City Center	City Center	7,310	10,210	2,900		6,870	9,910	3,040	
Irvington District	Transit Town Center	7,280	10,260	2,980		6,910	9,990	3,080	
South Fremont/Warm Springs	Suburban Center	2,330	5,310	2,980		2,180	5,150	2,970	
<b>Hayward</b>		<b>48,300</b>	<b>60,610</b>	<b>12,320</b>	<b>25%</b>	<b>45,370</b>	<b>58,850</b>	<b>13,490</b>	<b>30%</b>
Downtown	City Center	2,290	5,510	3,220		2,100	5,370	3,280	
South Hayward BART	Mixed-Use Corridor	180	1,360	1,170		170	1,330	1,160	
South Hayward BART	Urban Neighborhood	1,800	4,500	2,700		1,660	4,400	2,740	
The Cannery	Transit Neighborhood	340	1,100	750		330	1,070	740	
Mission Corridor	Mixed-Use Corridor	1,480	3,320	1,840		1,230	3,210	1,980	
<b>Livermore</b>		<b>30,340</b>	<b>40,040</b>	<b>9,700</b>	<b>32%</b>	<b>29,130</b>	<b>38,940</b>	<b>9,800</b>	<b>34%</b>
Downtown	Suburban Center	1,020	2,690	1,680		920	2,620	1,710	
East Side	Suburban Center	100	4,370	4,270		90	4,280	4,200	
Isabel Avenue/BART Station Planning Area	Suburban Center	530	4,000	3,470		470	3,910	3,440	
<b>Newark</b>		<b>13,410</b>	<b>17,100</b>	<b>3,680</b>	<b>28%</b>	<b>12,970</b>	<b>16,640</b>	<b>3,660</b>	<b>28%</b>
Dumbarton Transit Oriented Development	Transit Town Center	140	2,550	2,400		140	2,500	2,360	
Old Town Mixed Use Area	Transit Neighborhood	600	970	370		580	940	370	
<b>Oakland</b>		<b>169,710</b>	<b>221,160</b>	<b>51,450</b>	<b>30%</b>	<b>153,790</b>	<b>212,470</b>	<b>58,680</b>	<b>38%</b>
Coliseum BART Station Area	Transit Town Center	3,870	10,720	6,850		3,440	10,420	6,980	
Downtown & Jack London Square	Regional Center	11,910	26,200	14,290		10,630	25,390	14,770	
Eastmont Town Center	Urban Neighborhood	6,850	7,260	410		5,960	6,840	880	
Fruitvale & Dimond Areas	Urban Neighborhood	14,210	18,580	4,370		12,840	17,820	4,990	
MacArthur Transit Village	Urban Neighborhood	8,820	13,910	5,090		8,030	13,410	5,390	
Transit Oriented Development Corridors	Mixed-Use Corridor	67,370	77,500	10,130		60,970	74,320	13,350	
West Oakland	Transit Town Center	10,830	17,690	6,870		9,030	16,940	7,920	
<b>Piedmont</b>		<b>3,920</b>	<b>4,020</b>	<b>100</b>	<b>3%</b>	<b>3,800</b>	<b>3,890</b>	<b>90</b>	<b>2%</b>
<b>Pleasanton</b>		<b>26,050</b>	<b>33,160</b>	<b>7,110</b>	<b>27%</b>	<b>25,250</b>	<b>32,300</b>	<b>7,050</b>	<b>28%</b>
Hacienda	Suburban Center	1,310	4,900	3,590		1,270	4,800	3,530	
<b>San Leandro</b>		<b>32,420</b>	<b>39,630</b>	<b>7,210</b>	<b>22%</b>	<b>30,720</b>	<b>38,390</b>	<b>7,670</b>	<b>25%</b>
Bay Fair BART Transit Village Development *	Transit Town Center	660	1,560	900		630	1,520	890	
East 14th Street *	City Center	4,210	7,900	3,690		3,930	7,690	3,760	
	Mixed-Use Corridor	3,850	4,830	980		3,490	4,610	1,120	
<b>Union City</b>		<b>21,260</b>	<b>24,270</b>	<b>3,010</b>	<b>14%</b>	<b>20,430</b>	<b>23,650</b>	<b>3,220</b>	<b>16%</b>
Intermodal Station District	City Center	1,060	1,850	800		1,030	1,810	780	
<b>Alameda County Unincorporated</b>		<b>51,020</b>	<b>56,470</b>	<b>5,450</b>	<b>11%</b>	<b>48,520</b>	<b>54,590</b>	<b>6,070</b>	<b>13%</b>
Castro Valley BART	Transit Neighborhood	1,480	2,150	670		1,400	2,090	690	
East 14th Street and Mission Street	Mixed-Use Corridor	7,190	9,120	1,930		6,740	8,800	2,060	
Hesperian Boulevard	Transit Neighborhood	2,860	3,560	690		2,740	3,450	720	
Meekland Avenue Corridor	Transit Neighborhood	1,400	1,860	460		1,300	1,790	500	

## Housing Growth by Jurisdiction and PDA/Investment Area

### Contra Costa County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Antioch</b>		<b>34,850</b>	<b>40,340</b>	<b>5,490</b>	<b>16%</b>	<b>32,250</b>	<b>38,790</b>	<b>6,540</b>	<b>20%</b>
Hillcrest eBART Station	Suburban Center	160	2,450	2,290		150	2,400	2,250	
Rivertown Waterfront	Transit Town Center	1,600	3,430	1,830		1,430	3,330	1,900	
<b>Brentwood</b>		<b>17,520</b>	<b>19,420</b>	<b>1,900</b>	<b>11%</b>	<b>16,490</b>	<b>18,690</b>	<b>2,190</b>	<b>13%</b>
<b>Clayton</b>		<b>4,090</b>	<b>4,240</b>	<b>150</b>	<b>4%</b>	<b>4,010</b>	<b>4,150</b>	<b>150</b>	<b>3%</b>
<b>Concord</b>		<b>47,130</b>	<b>65,200</b>	<b>18,070</b>	<b>38%</b>	<b>44,280</b>	<b>63,190</b>	<b>18,920</b>	<b>43%</b>
Community Reuse Area	Regional Center	150	3,420	3,270		70	3,320	3,240	
Community Reuse Area	Transit Neighborhood	0	9,120	9,120		0	8,960	8,960	
Downtown	City Center	4,600	7,740	3,140		4,200	7,530	3,320	
<b>Danville</b>		<b>15,930</b>	<b>17,440</b>	<b>1,500</b>	<b>9%</b>	<b>15,420</b>	<b>16,920</b>	<b>1,500</b>	<b>10%</b>
Downtown Danville	Transit Town Center	1,450	2,200	750		1,370	2,130	760	
<b>El Cerrito</b>		<b>10,720</b>	<b>12,000</b>	<b>1,280</b>	<b>12%</b>	<b>10,140</b>	<b>11,560</b>	<b>1,410</b>	<b>14%</b>
San Pablo Avenue Corridor	Mixed-Use Corridor	700	1,180	480		630	1,150	510	
<b>Hercules</b>		<b>8,550</b>	<b>13,070</b>	<b>4,520</b>	<b>53%</b>	<b>8,120</b>	<b>12,690</b>	<b>4,570</b>	<b>56%</b>
Central Hercules	Transit Neighborhood	410	2,850	2,440		400	2,800	2,400	
Waterfront District	Transit Town Center	690	1,710	1,020		640	1,660	1,020	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	620	1,340	710		600	1,310	710	
<b>Lafayette</b>		<b>9,650</b>	<b>11,020</b>	<b>1,370</b>	<b>14%</b>	<b>9,220</b>	<b>10,640</b>	<b>1,420</b>	<b>15%</b>
Downtown	Transit Town Center	2,030	2,930	900		1,890	2,840	950	
<b>Martinez</b>		<b>14,980</b>	<b>16,240</b>	<b>1,270</b>	<b>8%</b>	<b>14,290</b>	<b>15,690</b>	<b>1,410</b>	<b>10%</b>
Downtown	Transit Neighborhood	820	1,510	690		750	1,460	710	
<b>Moraga</b>		<b>5,750</b>	<b>6,540</b>	<b>790</b>	<b>14%</b>	<b>5,570</b>	<b>6,350</b>	<b>780</b>	<b>14%</b>
Moraga Center	Transit Town Center	440	780	340		430	760	330	
<b>Oakley</b>		<b>11,480</b>	<b>17,010</b>	<b>5,520</b>	<b>48%</b>	<b>10,730</b>	<b>16,440</b>	<b>5,720</b>	<b>53%</b>
Downtown	Transit Town Center	560	1,740	1,180		520	1,690	1,180	
Employment Area	Suburban Center	580	1,480	900		560	1,450	890	
Potential Planning Area	Transit Neighborhood	1,060	2,310	1,260		980	2,240	1,260	
<b>Orinda</b>		<b>6,800</b>	<b>7,610</b>	<b>800</b>	<b>12%</b>	<b>6,550</b>	<b>7,340</b>	<b>790</b>	<b>12%</b>
Downtown	Transit Town Center	340	550	210		330	530	210	
<b>Pinole</b>		<b>7,160</b>	<b>8,240</b>	<b>1,080</b>	<b>15%</b>	<b>6,780</b>	<b>7,970</b>	<b>1,200</b>	<b>18%</b>
Appian Way Corridor	Suburban Center	560	1,150	590		520	1,110	590	
Old Town	Transit Town Center	1,430	1,540	110		1,300	1,470	180	
<b>Pittsburg</b>		<b>21,130</b>	<b>28,520</b>	<b>7,390</b>	<b>35%</b>	<b>19,530</b>	<b>27,510</b>	<b>7,990</b>	<b>41%</b>
Downtown	Transit Neighborhood	1,870	3,700	1,820		1,600	3,540	1,950	
Pittsburg/Bay Point BART Station	Transit Town Center	0	1,090	1,090		0	1,070	1,070	
Railroad Avenue eBART Station	Transit Town Center	3,930	7,470	3,530		3,600	7,240	3,640	
<b>Pleasant Hill</b>		<b>14,320</b>	<b>15,530</b>	<b>1,210</b>	<b>8%</b>	<b>13,710</b>	<b>15,060</b>	<b>1,360</b>	<b>10%</b>
Buskirk Avenue Corridor	Mixed-Use Corridor	1,730	1,820	90		1,620	1,750	130	
Diablo Valley College	Transit Neighborhood	360	660	300		330	640	310	
<b>Richmond</b>		<b>39,330</b>	<b>49,020</b>	<b>9,690</b>	<b>25%</b>	<b>36,090</b>	<b>47,090</b>	<b>11,000</b>	<b>30%</b>
Corridor	Mixed-Use Corridor	5,240	5,750	500		4,700	5,480	780	
South Richmond	Transit Neighborhood	3,590	4,960	1,380		3,250	4,740	1,490	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	1,870	3,460	1,590		1,710	3,350	1,640	
<b>San Pablo</b>		<b>9,570</b>	<b>11,460</b>	<b>1,890</b>	<b>20%</b>	<b>8,760</b>	<b>11,030</b>	<b>2,270</b>	<b>26%</b>
San Pablo Avenue & 23rd Street	Mixed-Use Corridor	2,780	4,250	1,470		2,530	4,110	1,580	
Rumrill Boulevard	Empl. Investment Area	430	430	0		400	410	20	
<b>San Ramon</b>		<b>26,220</b>	<b>31,550</b>	<b>5,330</b>	<b>20%</b>	<b>25,280</b>	<b>30,730</b>	<b>5,440</b>	<b>22%</b>
City Center	Suburban Center	490	1,410	920		480	1,390	910	
North Camino Ramon	Transit Town Center	130	1,910	1,780		40	1,820	1,780	
<b>Walnut Creek</b>		<b>32,680</b>	<b>40,050</b>	<b>7,370</b>	<b>23%</b>	<b>30,440</b>	<b>38,520</b>	<b>8,080</b>	<b>27%</b>
West Downtown	Suburban Center	1,520	4,100	2,580		1,270	3,970	2,700	
<b>Contra Costa County Unincorporated</b>		<b>62,400</b>	<b>67,090</b>	<b>4,690</b>	<b>8%</b>	<b>57,710</b>	<b>63,770</b>	<b>6,060</b>	<b>11%</b>
Contra Costa Centre	Mixed-Use Corridor	1,910	2,380	470		1,780	2,310	530	
Downtown El Sobrante	Mixed-Use Corridor	1,810	2,290	480		1,670	2,190	510	
North Richmond	Transit Neighborhood	1,240	1,530	290		1,030	1,410	380	
Pittsburg/Bay Point BART Station	Transit Neighborhood	1,170	1,870	700		1,020	1,800	780	
WCCTAC San Pablo Ave Corridor	Mixed-Use Corridor	1,740	1,910	170		1,590	1,830	240	

## Housing Growth by Jurisdiction and PDA/Investment Area

### Marin County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Belvedere</b>		1,050	1,070	20	2%	930	970	40	4%
<b>Corte Madera</b>		4,030	4,250	230	5%	3,790	4,080	280	8%
<b>Fairfax</b>		3,590	3,790	210	6%	3,380	3,620	240	7%
<b>Larkspur</b>		6,380	6,770	390	6%	5,910	6,450	540	9%
<b>Mill Valley</b>		6,530	6,920	390	6%	6,080	6,540	460	8%
<b>Novato</b>		21,160	22,220	1,070	5%	20,280	21,450	1,180	6%
<b>Ross</b>		880	940	50	7%	800	860	60	8%
<b>San Anselmo</b>		5,540	5,790	250	5%	5,240	5,530	290	6%
<b>San Rafael</b>		24,010	27,400	3,390	14%	22,760	26,490	3,730	16%
Civic Center/North Rafael Town Center	Transit Town Center	1,990	3,030	1,040		1,900	2,950	1,050	
Downtown	City Center	2,610	3,960	1,350		2,420	3,830	1,410	
<b>Sausalito</b>		4,540	4,790	260	6%	4,110	4,470	350	9%
<b>Tiburon</b>		4,030	4,250	220	5%	3,730	4,000	270	7%
<b>Marin County Unincorporated</b>		29,500	30,550	1,060	4%	26,190	27,580	1,390	5%
Urbanized 101 Corridor	Transit Neighborhood	4,580	5,020	440		4,290	4,810	520	

### Napa County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>American Canyon</b>		5,980	7,900	1,910	32%	5,660	7,630	1,980	35%
Highway 29 Corridor	Mixed-Use Corridor	440	1,980	1,540		400	1,930	1,530	
<b>Calistoga</b>		2,320	2,370	50	2%	2,020	2,130	110	5%
<b>Napa</b>		30,150	33,430	3,280	11%	28,170	32,020	3,860	14%
Downtown Napa	Rural Investment Area	150	640	490		130	620	490	
Soscol Gateway Corridor	Rural Investment Area	640	1,090	450		600	1,050	450	
<b>St. Helena</b>		2,780	2,830	60	2%	2,400	2,520	120	5%
<b>Yountville</b>		1,250	1,280	30	2%	1,050	1,110	60	6%
<b>Napa County Unincorporated</b>		12,280	13,030	750	6%	9,580	10,890	1,300	14%

### San Francisco County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>San Francisco</b>		376,940	469,430	92,480	25%	345,810	447,350	101,540	29%
19th Avenue	Transit Town Center	5,220	11,170	5,950		4,790	10,870	6,070	
Balboa Park	Transit Neighborhood	1,270	3,120	1,850		1,190	3,020	1,830	
Bayview/Hunters Point Shipyard/Candlestick Point	Urban Neighborhood	11,610	22,520	10,900		10,470	21,770	11,300	
Downtown-Van Ness-Geary	Regional Center	101,520	128,660	27,150		89,850	121,620	31,770	
Eastern Neighborhoods	Urban Neighborhood	34,270	45,690	11,420		31,650	43,820	12,170	
Market & Octavia	Urban Neighborhood	11,950	18,160	6,210		11,130	17,540	6,410	
Mission Bay	Urban Neighborhood	3,470	6,850	3,390		3,200	6,610	3,410	
Mission-San Jose Corridor	Mixed-Use Corridor	31,230	32,490	1,260		29,360	30,880	1,510	
Port of San Francisco	Mixed-Use Corridor	120	1,950	1,830		110	1,910	1,800	
San Francisco/San Mateo Bi-County Area (with Brisbane)	Transit Neighborhood	1,630	6,880	5,250		1,510	6,720	5,210	
Transbay Terminal	Regional Center	490	5,210	4,720		190	4,990	4,800	
Treasure Island	Transit Town Center	690	7,960	7,270		590	7,750	7,160	

## Housing Growth by Jurisdiction and PDA/Investment Area

### San Mateo County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Atherton</b>		2,530	2,750	220	9%	2,330	2,580	250	11%
<b>Belmont</b>		11,030	12,150	1,120	10%	10,580	11,790	1,210	11%
Villages of Belmont	Mixed-Use Corridor	920	1,830	910		890	1,790	900	
<b>Brisbane</b>		1,930	2,180	250	13%	1,820	2,090	270	15%
Suburban Center		0	0	0		0	0	0	
San Francisco/San Mateo Bi-County Area (with San Francisco)									
<b>Burlingame</b>		13,030	16,700	3,670	28%	12,360	16,170	3,800	31%
Burlingame El Camino Real	Transit Town Center	7,610	10,870	3,260		7,170	10,530	3,360	
<b>Colma</b>		430	680	240	58%	410	660	250	61%
<b>Daly City</b>		32,590	36,900	4,310	13%	31,090	35,770	4,680	15%
Baysshore	Transit Town Center	1,590	3,580	1,990		1,550	3,510	1,960	
Mission Boulevard	Mixed-Use Corridor	2,270	3,310	1,050		2,070	3,210	1,150	
<b>East Palo Alto</b>		7,820	8,670	860	11%	6,940	8,340	1,400	20%
Ravenswood	Transit Town Center	1,030	1,880	860		970	1,830	860	
<b>Foster City</b>		12,460	13,350	900	7%	12,020	12,950	930	8%
<b>Half Moon Bay</b>		4,400	4,660	270	6%	4,150	4,410	260	6%
<b>Hillsborough</b>		3,910	4,230	310	8%	3,690	4,010	320	9%
<b>Menlo Park</b>		13,090	15,090	2,000	15%	12,350	14,520	2,170	18%
El Camino Real Corridor and Downtown	Transit Town Center	1,130	2,050	920		1,010	1,980	970	
<b>Millbrae</b>		8,370	11,400	3,020	36%	7,990	11,050	3,060	38%
Transit Station Area	Mixed-Use Corridor	280	2,710	2,420		270	2,650	2,390	
<b>Pacifica</b>		14,520	15,130	610	4%	13,970	14,650	680	5%
<b>Portola Valley</b>		1,900	2,020	130	6%	1,750	1,900	160	9%
<b>Redwood City</b>		29,170	37,890	8,720	30%	27,960	36,860	8,900	32%
Downtown	City Center	1,060	6,310	5,250		990	6,180	5,190	
Broadway/Veterans Boulevard Corridor	Mixed-Use Corridor	770	2,300	1,530		730	2,250	1,520	
<b>San Bruno</b>		15,360	19,820	4,460	29%	14,700	19,170	4,470	30%
Transit Corridors	Mixed-Use Corridor	4,330	7,660	3,330		4,140	7,450	3,320	
<b>San Carlos</b>		12,020	13,800	1,780	15%	11,520	13,390	1,870	16%
Railroad Corridor	Transit Town Center	460	1,230	770		440	1,200	760	
<b>San Mateo</b>		40,010	50,200	10,180	25%	38,230	48,620	10,390	27%
Downtown	City Center	540	1,610	1,070		500	1,560	1,060	
El Camino Real	Mixed-Use Corridor	880	2,080	1,200		840	2,030	1,200	
Rail Corridor	Transit Neighborhood	520	5,180	4,660		500	5,080	4,580	
<b>South San Francisco</b>		21,810	28,740	6,920	32%	20,940	27,900	6,970	33%
Downtown	Transit Town Center	1,590	4,700	3,120		1,510	4,600	3,090	
<b>Woodside</b>		2,160	2,250	90	4%	1,980	2,080	110	5%
<b>San Mateo County Unincorporated</b>		22,510	27,470	4,960	22%	21,070	26,170	5,100	24%
Midcoast	Rural Investment Area	3,900	4,900	1,000		3,670	4,660	990	
<b>City County Association of Governments of San Mateo County</b>		46,710	71,390	24,690	53%	44,100	69,360	25,270	57%
<b>El Camino Real:</b>									
Daly City **	Mixed-Use Corridor	5,960	7,230	1,270		5,570	7,000	1,430	
Colma	Mixed-Use Corridor	410	650	240		390	640	250	
South San Francisco	Mixed-Use Corridor	5,670	9,200	3,530		5,450	8,970	3,520	
San Bruno **	Mixed-Use Corridor	4,350	6,930	2,580		4,150	6,730	2,580	
Millbrae **	Mixed-Use Corridor	2,910	5,100	2,190		2,730	4,950	2,230	
San Mateo **	Mixed-Use Corridor	13,180	19,990	6,810		12,490	19,400	6,910	
San Carlos **	Mixed-Use Corridor	3,570	4,730	1,160		3,350	4,600	1,250	
Redwood City **	Mixed-Use Corridor	4,820	7,020	2,210		4,560	6,830	2,280	
Menlo Park **	Mixed-Use Corridor	2,850	3,850	1,000		2,650	3,730	1,080	
Uninc Daly City	Mixed-Use Corridor	400	430	30		320	400	80	
North Fair Oaks	Mixed-Use Corridor	2,540	6,180	3,640		2,400	6,030	3,630	
Unincorporated County	Mixed-Use Corridor	50	80	30		40	80	30	

## Housing Growth by Jurisdiction and PDA/Investment Area

### Santa Clara County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Campbell</b>		<b>16,950</b>	<b>19,990</b>	<b>3,040</b>	<b>18%</b>	<b>16,160</b>	<b>19,440</b>	<b>3,270</b>	<b>20%</b>
Central Redevelopment Area	Transit Neighborhood	1,340	2,820	1,470		1,260	2,750	1,490	
<b>Cupertino</b>		<b>21,030</b>	<b>24,790</b>	<b>3,760</b>	<b>18%</b>	<b>20,180</b>	<b>24,040</b>	<b>3,860</b>	<b>19%</b>
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	3,160	5,570	2,410		2,980	5,400	2,420	
<b>Gilroy</b>		<b>14,850</b>	<b>17,570</b>	<b>2,720</b>	<b>18%</b>	<b>14,180</b>	<b>17,050</b>	<b>2,870</b>	<b>20%</b>
Downtown	Transit Town Center	980	2,910	1,930		880	2,820	1,940	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	1,880	1,880	0		1,730	1,800	70	
<b>Los Altos</b>		<b>11,200</b>	<b>12,310</b>	<b>1,100</b>	<b>10%</b>	<b>10,750</b>	<b>11,850</b>	<b>1,100</b>	<b>10%</b>
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	750	1,200	450		700	1,160	460	
<b>Los Altos Hills</b>		<b>3,000</b>	<b>3,130</b>	<b>130</b>	<b>4%</b>	<b>2,830</b>	<b>2,980</b>	<b>150</b>	<b>5%</b>
<b>Los Gatos</b>		<b>13,050</b>	<b>13,830</b>	<b>780</b>	<b>6%</b>	<b>12,360</b>	<b>13,220</b>	<b>870</b>	<b>7%</b>
<b>Milpitas</b>		<b>19,810</b>	<b>32,430</b>	<b>12,620</b>	<b>64%</b>	<b>19,180</b>	<b>31,680</b>	<b>12,500</b>	<b>65%</b>
Transit Area	Suburban Center	790	7,870	7,080		750	7,730	6,970	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	460	780	320		450	760	310	
<b>Monte Sereno</b>		<b>1,290</b>	<b>1,370</b>	<b>80</b>	<b>6%</b>	<b>1,210</b>	<b>1,300</b>	<b>80</b>	<b>7%</b>
<b>Morgan Hill</b>		<b>12,860</b>	<b>16,690</b>	<b>3,830</b>	<b>30%</b>	<b>12,330</b>	<b>16,150</b>	<b>3,820</b>	<b>31%</b>
Downtown	Transit Town Center	570	1,990	1,420		510	1,930	1,420	
<b>Mountain View</b>		<b>33,880</b>	<b>43,280</b>	<b>9,400</b>	<b>28%</b>	<b>31,960</b>	<b>41,800</b>	<b>9,850</b>	<b>31%</b>
Downtown	Transit Town Center	5,240	6,390	1,150		4,790	6,030	1,240	
East Whisman	Empl. Investment Area	720	720	0		690	690	0	
El Camino Real Corridor	Mixed-Use Corridor	9,190	11,150	1,960		8,740	10,830	2,090	
North Bayshore	Suburban Center	360	1,790	1,420		350	1,750	1,410	
San Antonio Center	Transit Town Center	3,590	6,350	2,760		3,420	6,180	2,770	
Whisman Station	Transit Neighborhood	670	1,670	1,010		650	1,640	990	
<b>Palo Alto</b>		<b>28,220</b>	<b>35,630</b>	<b>7,410</b>	<b>26%</b>	<b>26,490</b>	<b>34,370</b>	<b>7,880</b>	<b>30%</b>
California Avenue	Transit Neighborhood	800	1,650	850		750	1,600	850	
<b>San Jose</b>		<b>314,040</b>	<b>443,320</b>	<b>129,280</b>	<b>41%</b>	<b>301,370</b>	<b>432,030</b>	<b>130,660</b>	<b>43%</b>
Bascom TOD Corridor	Mixed-Use Corridor	680	2,240	1,560		650	2,190	1,540	
Bascom Urban Village	Mixed-Use Corridor	1,780	2,590	810		1,670	2,520	850	
Berryessa Station	Transit Neighborhood	1,880	7,990	6,110		1,850	7,850	6,000	
Blossom Hill/Snell Urban Village	Mixed-Use Corridor	640	1,720	1,080		610	1,690	1,070	
Camden Urban Village	Mixed-Use Corridor	490	1,480	1,000		480	1,460	980	
Capitol Corridor Urban Villages	Mixed-Use Corridor	860	7,100	6,240		820	6,960	6,140	
Capitol/Tully/King Urban Villages	Suburban Center	1,090	3,340	2,250		1,060	3,270	2,210	
Communications Hill	Transit Town Center	6,810	10,150	3,340		6,540	9,910	3,370	
Cottle Transit Village	Suburban Center	0	3,580	3,580		0	3,510	3,510	
Downtown "Frame"	City Center	18,120	28,210	10,090		16,980	27,410	10,440	
East Santa Clara/Alum Rock Corridor	Mixed-Use Corridor	7,180	13,380	6,200		6,750	12,980	6,230	
Greater Downtown	Regional Center	4,590	19,750	15,160		3,670	19,310	15,650	
International Business Park	Empl. Investment Area	200	200	0		190	190	0	
North San Jose	Regional Center	10,880	43,740	32,860		10,420	42,830	32,410	
Oakridge/Almaden Plaza Urban Village	Suburban Center	1,910	9,210	7,300		1,790	9,030	7,240	
Old Edenvale	Empl. Investment Area	150	150	0		140	140	0	
Saratoga TOD Corridor	Mixed-Use Corridor	2,430	3,550	1,120		2,340	3,470	1,130	
Stevens Creek TOD Corridor	Mixed-Use Corridor	2,620	7,800	5,170		2,500	7,630	5,120	
West San Carlos & Southwest Expressway Corridors	Mixed-Use Corridor	11,150	20,960	9,810		10,320	20,420	10,100	
Westgate/El Paseo Urban Village	Suburban Center	850	3,340	2,490		800	3,270	2,480	
Winchester Boulevard TOD Corridor	Mixed-Use Corridor	4,850	6,850	2,000		4,630	6,690	2,050	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	25,920	30,950	5,030		24,880	30,100	5,220	
<b>Santa Clara</b>		<b>45,150</b>	<b>58,930</b>	<b>13,780</b>	<b>31%</b>	<b>43,020</b>	<b>57,260</b>	<b>14,230</b>	<b>33%</b>
El Camino Real Focus Area	Mixed-Use Corridor	1,840	5,400	3,560		1,650	5,220	3,580	
Santa Clara Station Focus Area	City Center	480	3,880	3,410		450	3,810	3,360	
VTA Cores, Corridors, and Station Areas	Mixed-Use Corridor	2,080	3,540	1,460		1,970	3,440	1,480	



## Housing Growth by Jurisdiction and PDA/Investment Area

### Santa Clara County (continued)

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Saratoga</b>		<b>11,120</b>	<b>11,760</b>	<b>630</b>	<b>6%</b>	<b>10,730</b>	<b>11,360</b>	<b>630</b>	<b>6%</b>
<b>Sunnyvale</b>		<b>55,790</b>	<b>74,820</b>	<b>19,030</b>	<b>34%</b>	<b>53,380</b>	<b>72,800</b>	<b>19,410</b>	<b>36%</b>
<i>Downtown &amp; Caltrain Station</i>	<i>Transit Town Center</i>	1,840	3,810	1,980		1,730	3,710	1,980	
<i>East Sunnyvale</i>	<i>Urban Neighborhood</i>	1,020	4,280	3,260		950	4,170	3,220	
<i>El Camino Real Corridor</i>	<i>Mixed-Use Corridor</i>	10,990	15,410	4,410		10,350	14,940	4,590	
<i>Lawrence Station Transit Village</i>	<i>Transit Neighborhood</i>	1,660	4,420	2,760		1,560	4,330	2,770	
<i>Moffett Park</i>	<i>Empl. Investment Area</i>	20	20	0		20	20	0	
<i>Peery Park</i>	<i>Empl. Investment Area</i>	130	130	0		110	120	10	
<i>Reamwood Light Rail Station</i>	<i>Empl. Investment Area</i>	0	0	0		0	0	0	
<i>Tasman Station ITR</i>	<i>Mixed-Use Corridor</i>	1,440	3,270	1,830		1,390	3,200	1,810	
<b>Santa Clara County Unincorporated</b>		<b>29,690</b>	<b>32,500</b>	<b>2,820</b>	<b>9%</b>	<b>28,080</b>	<b>31,070</b>	<b>2,990</b>	<b>11%</b>

## Housing Growth by Jurisdiction and PDA/Investment Area

### Solano County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Benicia</b>		<b>11,310</b>	<b>12,690</b>	<b>1,380</b>	<b>12%</b>	<b>10,690</b>	<b>12,250</b>	<b>1,560</b>	<b>15%</b>
Downtown	Transit Neighborhood	600	1,530	930		530	1,480	950	
Northern Gateway	Empl. Investment Area	0	0	0		0	0	0	
<b>Dixon</b>		<b>6,170</b>	<b>6,660</b>	<b>490</b>	<b>8%</b>	<b>5,860</b>	<b>6,430</b>	<b>580</b>	<b>10%</b>
Downtown	Rural Investment Area	740	990	250		690	960	270	
<b>Fairfield</b>		<b>37,180</b>	<b>48,300</b>	<b>11,120</b>	<b>30%</b>	<b>34,480</b>	<b>46,430</b>	<b>11,950</b>	<b>35%</b>
Downtown South (Jefferson Street)	Suburban Center	680	1,100	420		600	1,060	460	
Fairfield-Vacaville Train Station	Transit Town Center	410	6,450	6,050		90	6,060	5,970	
North Texas Street Core	Mixed-Use Corridor	1,770	3,470	1,700		1,600	3,370	1,780	
West Texas Street Gateway	Mixed-Use Corridor	1,120	3,550	2,430		1,020	3,450	2,440	
<b>Rio Vista</b>		<b>3,890</b>	<b>4,260</b>	<b>370</b>	<b>10%</b>	<b>3,450</b>	<b>3,950</b>	<b>500</b>	<b>14%</b>
Downtown	Rural Investment Area	360	720	360		300	680	380	
<b>Suisun City</b>		<b>9,450</b>	<b>10,820</b>	<b>1,370</b>	<b>14%</b>	<b>8,920</b>	<b>10,490</b>	<b>1,570</b>	<b>18%</b>
Downtown & Waterfront	Transit Town Center	1,180	2,230	1,040		1,090	2,160	1,060	
<b>Vacaville</b>		<b>32,810</b>	<b>36,910</b>	<b>4,100</b>	<b>12%</b>	<b>31,090</b>	<b>35,860</b>	<b>4,770</b>	<b>15%</b>
Allison Area	Suburban Center	610	700	100		550	690	130	
Downtown	Transit Town Center	250	940	690		220	920	690	
<b>Vallejo</b>		<b>44,430</b>	<b>46,980</b>	<b>2,540</b>	<b>6%</b>	<b>40,560</b>	<b>44,900</b>	<b>4,340</b>	<b>11%</b>
Waterfront & Downtown	Suburban Center	1,130	1,970	840		980	1,920	950	
<b>Solano County Unincorporated</b>		<b>7,450</b>	<b>8,950</b>	<b>1,500</b>	<b>20%</b>	<b>6,710</b>	<b>8,400</b>	<b>1,690</b>	<b>25%</b>

### Sonoma County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040	% Growth	2010	2040	2010-2040	% Growth
<b>Cloverdale</b>		<b>3,430</b>	<b>4,210</b>	<b>790</b>	<b>23%</b>	<b>3,180</b>	<b>4,040</b>	<b>860</b>	<b>27%</b>
Downtown/SMART Transit Area	Transit Town Center	1,150	1,880	730		1,040	1,800	760	
<b>Cotati</b>		<b>3,140</b>	<b>3,650</b>	<b>510</b>	<b>16%</b>	<b>2,980</b>	<b>3,530</b>	<b>560</b>	<b>18%</b>
Downtown and Cotati Depot	Transit Town Center	890	1,290	400		830	1,250	410	
<b>Healdsburg</b>		<b>4,800</b>	<b>5,000</b>	<b>200</b>	<b>4%</b>	<b>4,390</b>	<b>4,650</b>	<b>270</b>	<b>6%</b>
<b>Petaluma</b>		<b>22,740</b>	<b>25,440</b>	<b>2,700</b>	<b>12%</b>	<b>21,740</b>	<b>24,620</b>	<b>2,880</b>	<b>13%</b>
Central, Turning Basin/Lower Reach	Suburban Center	810	2,570	1,760		750	2,500	1,750	
<b>Rohnert Park</b>		<b>16,550</b>	<b>20,160</b>	<b>3,610</b>	<b>22%</b>	<b>15,810</b>	<b>19,600</b>	<b>3,790</b>	<b>24%</b>
Central Rohnert Park	Transit Town Center	1,360	2,320	960		1,300	2,270	970	
Sonoma Mountain Village	Suburban Center	200	2,210	2,010		200	2,170	1,980	
<b>Santa Rosa</b>		<b>67,400</b>	<b>83,430</b>	<b>16,030</b>	<b>24%</b>	<b>63,590</b>	<b>80,580</b>	<b>16,990</b>	<b>27%</b>
Downtown Station Area *	City Center	2,230	6,130	3,900		2,080	5,980	3,900	
Mendocino Avenue/Santa Rosa Avenue Corridor *	Mixed-Use Corridor	6,280	7,720	1,440		5,850	7,460	1,610	
North Santa Rosa Station *	Suburban Center	4,240	6,200	1,960		3,960	6,040	2,090	
Roseland	Transit Neighborhood	3,570	6,480	2,920		3,400	6,300	2,900	
Sebastopol Road Corridor	Mixed-Use Corridor	2,610	4,630	2,020		2,400	4,480	2,080	
<b>Sebastopol</b>		<b>3,470</b>	<b>3,890</b>	<b>430</b>	<b>12%</b>	<b>3,280</b>	<b>3,710</b>	<b>430</b>	<b>13%</b>
Nexus Area	Rural Investment Area	2,510	2,890	390		2,360	2,750	400	
<b>Sonoma</b>		<b>5,540</b>	<b>5,840</b>	<b>300</b>	<b>5%</b>	<b>4,960</b>	<b>5,390</b>	<b>430</b>	<b>9%</b>
<b>Windsor</b>		<b>9,540</b>	<b>11,460</b>	<b>1,920</b>	<b>20%</b>	<b>8,960</b>	<b>10,880</b>	<b>1,910</b>	<b>21%</b>
Redevelopment Area	Suburban Center	1,430	2,640	1,200		1,370	2,550	1,190	
<b>Sonoma County Unincorporated</b>		<b>67,970</b>	<b>73,400</b>	<b>5,430</b>	<b>8%</b>	<b>56,950</b>	<b>63,740</b>	<b>6,790</b>	<b>12%</b>
Forestville	Rural Investment Area	990	1,390	400		890	1,290	400	
Graton	Rural Investment Area	570	1,000	440		530	960	430	
Guerneville	Rural Investment Area	460	870	410		370	780	410	
Penngrove Urban Service Area	Rural Investment Area	440	820	380		420	790	380	
The Springs	Rural Investment Area	5,110	6,200	1,090		4,700	5,850	1,150	

\* Indicates PDA that overlap within a jurisdiction. Housing totals for the overlapping areas are assigned to one PDA only, with no duplicate counts.

\*\* Indicates C/CAG El Camino Real PDAs that overlap with another PDA. Housing totals may duplicate jobs already listed in that city.