

Scenarios Planning

Achieving a Common Vision for the Future

Alan Matheson



**Envision
Utah** How we grow matters.

Utah Is Consistently Ranked Among the Best

#1 Best State for Business and Careers, 2010 – *Forbes*

1st in the Nation for Economic Outlook, 2010 – *ALEC-Laffer, Rich States Poor States*

1st for Competitive Environment, 2010 – *ALEC-Laffer, Rich States Poor States*

1st for Best Quality of Life 2010 – *Business Facilities*

1st for Economic Dynamism, 2008 – *Kauffman Foundation*

1st for Technology Concentration and Dynamism, 2009 – *Milken Institute*

#1 Most Fiscally Fit State 2010 - *Forbes*

1st for Best Managed State in the Nation – *The Pew Center*

2nd Best Pro-Business State, 2010 – *Pollina Report*

2nd Best Education Climate, 2010 – *Business Facilities*

5th Best City for the Next Decade Salt Lake City 2010 - *Kiplinger*

The “Utah Model”

National Recognition of Utah Collaboration

- n “As a practicing professional planner, I’ve found it refreshing to visit a region that is so intently focused on moving forward with high value placed on the quality of civic engagement, and with leaders so committed to the value of place — and collaborative decision making.”
-- David Boyd, Citiwire (August 2010)
- n “While much of the nation sputters along, Utah continues to reinvent itself in dramatic ways.”
-- Allen Best, Planning Magazine (October 2010)
- n “Envision Utah has been a great tool for us in communicating to companies that this is a community that works together.”
-- Jeff Edwards, Economic Development Corp. of Utah (as quoted in the Arizona Republic, Feb. 2010)

Regional Visioning

- A revolution in “scale appropriate” problem solving
- Empowers regions to enhance quality of life *and* successfully compete in the new global paradigm

**Regional Visioning is the
Natural Evolution of “Place Making”
to a Larger Scale**

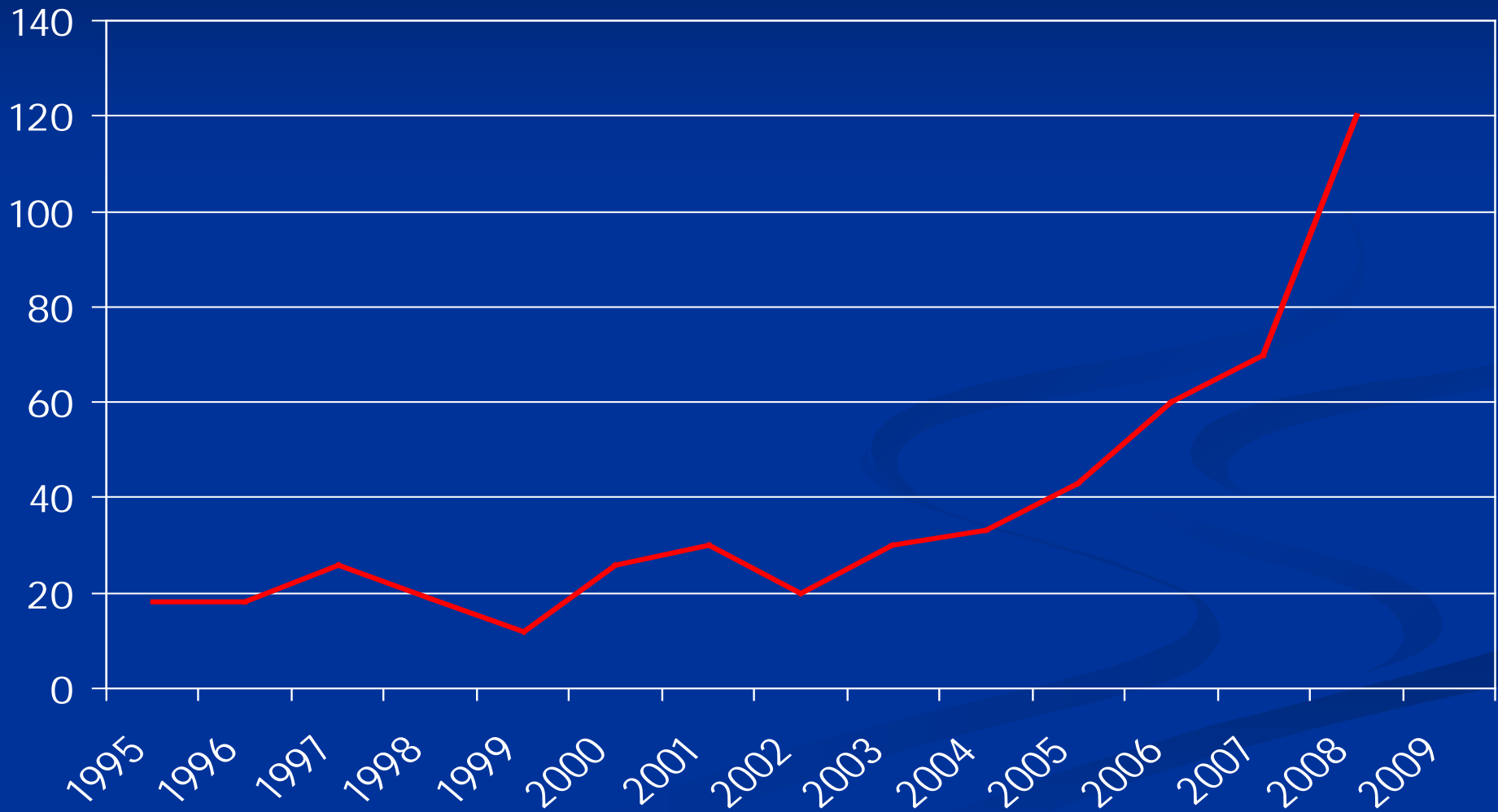
**The process of
Regional Visioning
is a powerful tool to meet
difficult challenges and create
sustainable communities and
regions**

What are some of those trends and challenges?

Trend Impact?

Skyrocketing Energy Costs

Oil prices continue to rise





The End of Cheap Food

Trend Impact?

**Housing Prices are
“Out of Control”**

**FINALLY FOUND
A PLACE
I COULD AFFORD**



A PLACE

I COULD AFFORD

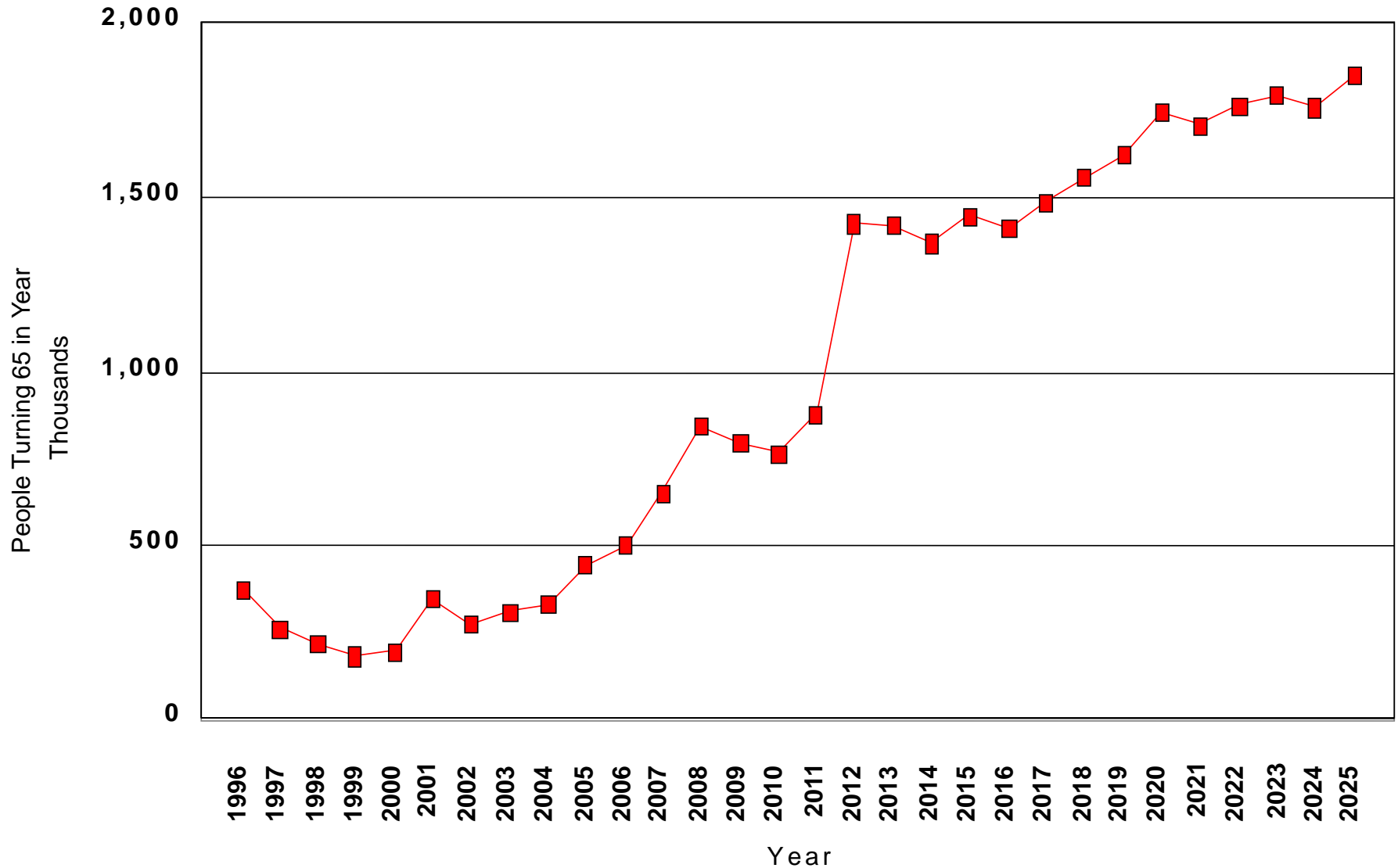


Florida

Trend Impact?

**Aging Population and
Declining Household
Size**

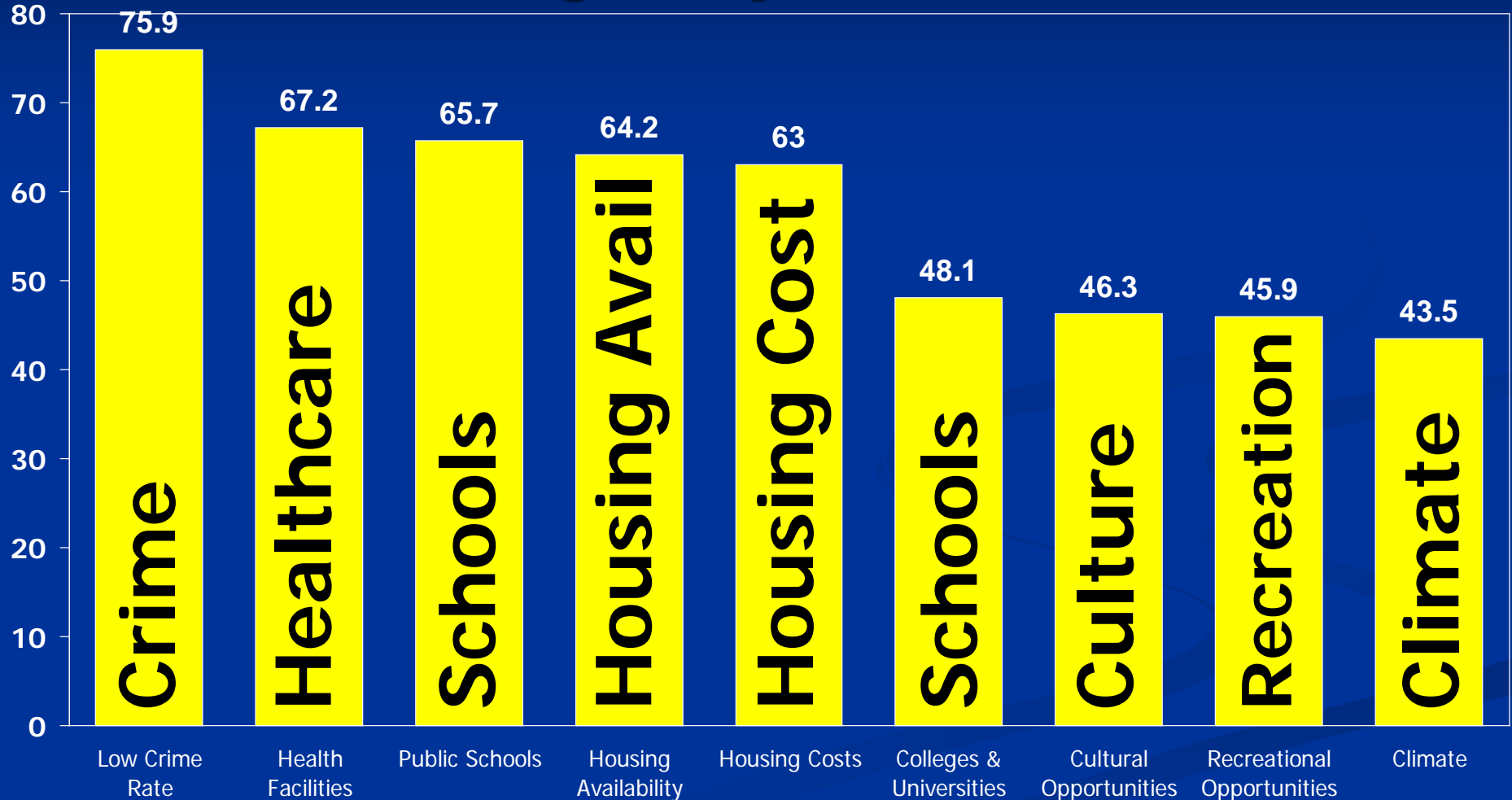
People Turning 65 Annually 1996-2025



Trend Impact?

Deep recession, job loss,
difficulty attracting good
jobs to the region

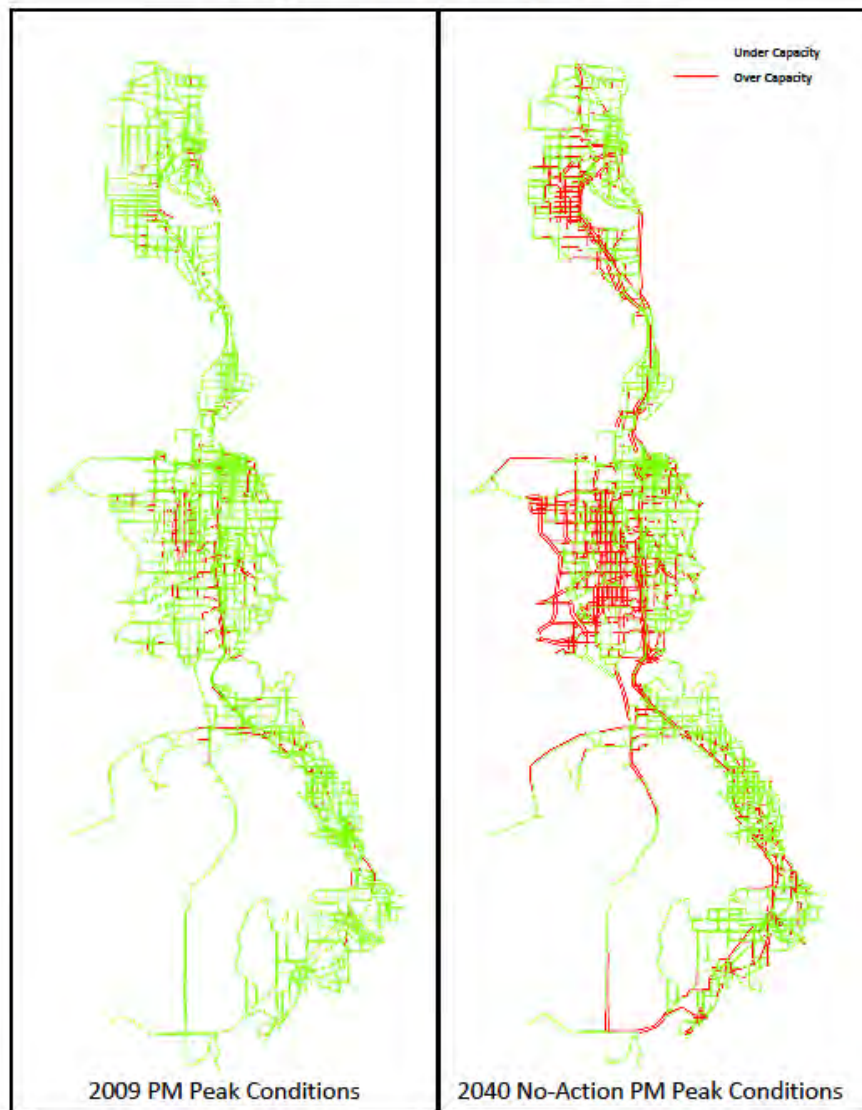
Economic Development Driver: Quality of Life



Trend Impact?

- **Worse congestion**
- **Longer commutes**
- **Insufficient and aging infrastructure**

Wasatch Front Congestion Comparison



Trend Impact?

What About Climate Change?



Positive proof of global warming.



**18th
Century**

1900

1950

1970

1980

1990

2006

**The Goal is Sustainability.
What is it?**



Hawai'i 2050 Sustainability Plan

Charting a course for Hawai'i's sustainable future

The State's first definition of sustainability

A Hawai'i that achieves the following:

- Respects the culture, character, beauty and history of our state's island communities
- Strikes a balance among economic, social and community, and environmental priorities
- Meets the needs of the present without compromising the ability of future generations to meet their own needs

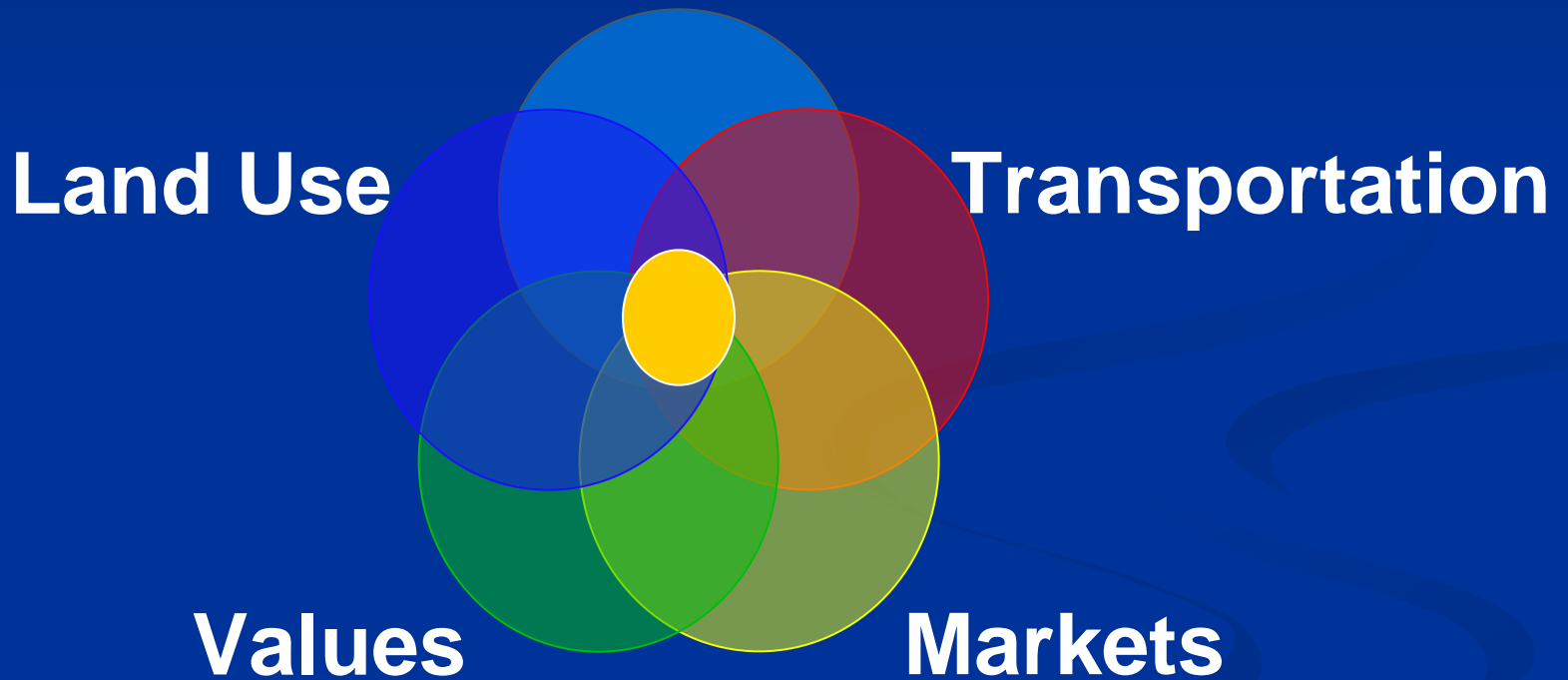
What is Strategic Visioning?

Analysis of alternative scenarios to make wise decisions in the face of uncertainty.

A vision is not a forecast, but a strategy to preserve best options.

Vision & Strategic Plan

Environment



The Vision must be focused, balanced, and centered

Why Do Regional Visioning?

To help the public and today's decision makers understand the long-term consequences of the choices they make now

(Vision Horizon?)





History of Planning in Utah



Utah Faced Serious Challenges In 1997

- A million new residents by 2020
- Air quality at risk
- Doubling urban land by 2020
- New water sources needed by 2010
- Crowding and congestion increasing
- Business and personal costs rising
- Infrastructure needs outstripping resources



**Formed in 1997 by the Coalition for Utah's
Future to evaluate and address growth**

Greater Wasatch Area

**Over 500 City
Council
Members**

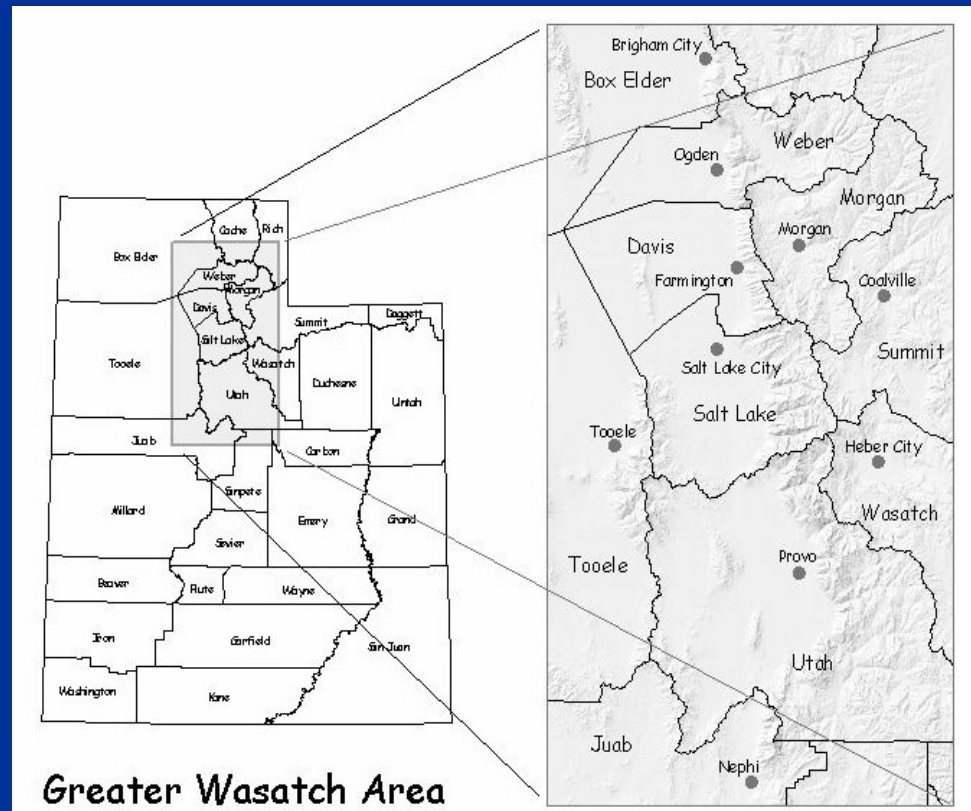
**Over 500 Planning
Commissioners**

**30 County
Commissioners**

90 Mayors

**100's of developers,
realtors and other
key stakeholders**

- **10 Counties**
- **90 Cities and Towns**
- **157 Special Service Districts**



Broad Scope of Community

- n Business Leaders
- n Developers
- n Utility Companies
- n Local and State Government
- n Conservation and Citizen Groups
- n Religious Leaders
- n Education
- n Media



Traditional Planning Approach

- Decide – through analysis and research
- Educate – the public about the solution
- Announce – the plan
- Defend – the plan and yourself

Traditional Planning Approach

n D

n E

n A

n D

Improved Process

VALUES *(What do people want?)*

VISION *(How will our Region provide it?)*

STRATEGY *(How do we implement?)*

PLAN

FUND

BUILD

Process Lesson:

Have One Foot in
“*MEMORY*”
and
the Other Foot in
“*PROPHECY*”

**A Visit
by
Brigham Young,
Utah's First Regional Planner**



Communication Lesson:

Use *Scenarios*

to Give the Public Choices

Why use scenarios analysis?

- n Contrasts long-term consequences of today's decisions
- n Gives the public choices and ownership of their region
- n Helps address uncertainty
- n Provides a quick, painless way to test policy choices
- n Fosters consensus, political will
- n Reveals and promotes new strategies

Regional Visioning

Uses **Scenarios**

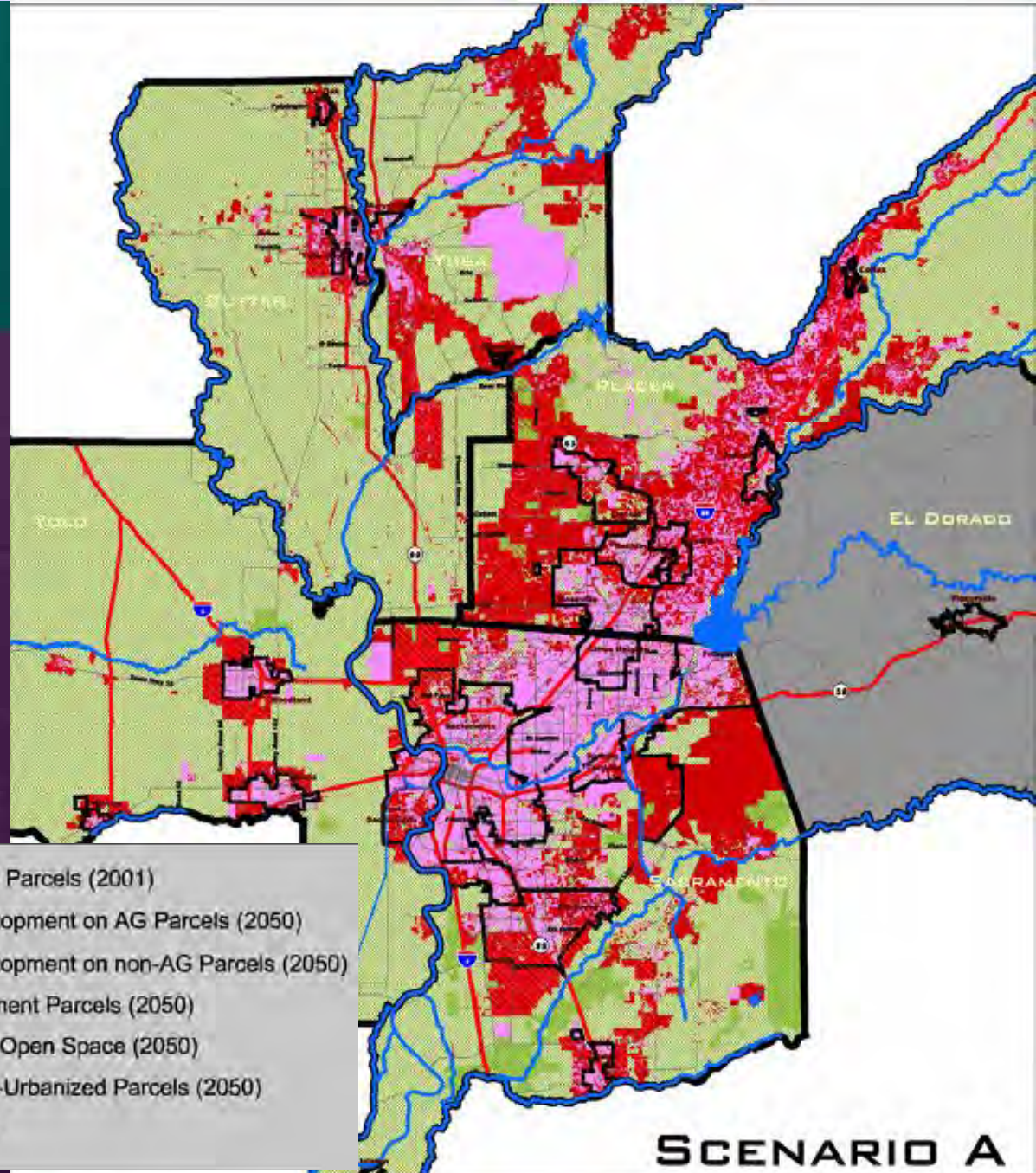
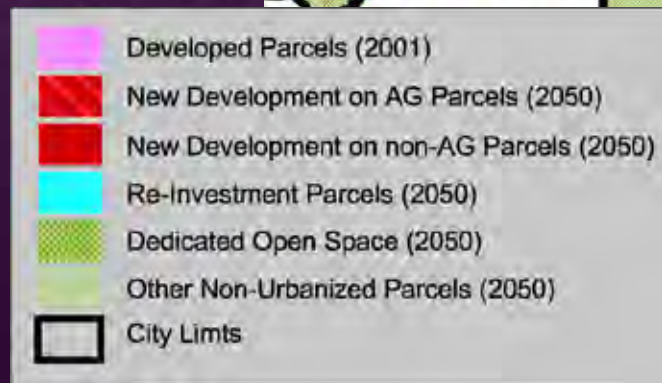
to Ask Important Questions

and help the Public Make

Tradeoffs

Sacramento A

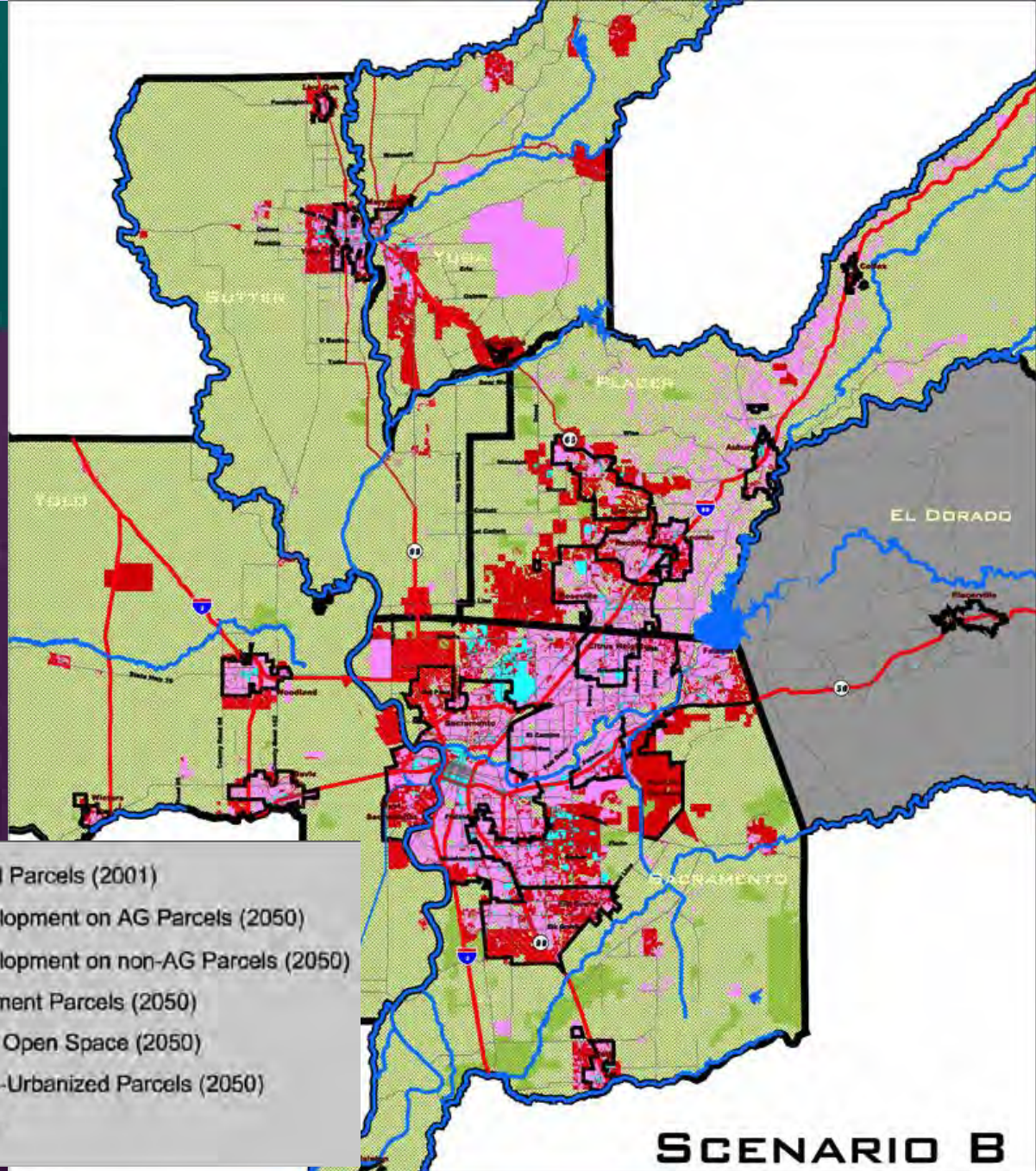
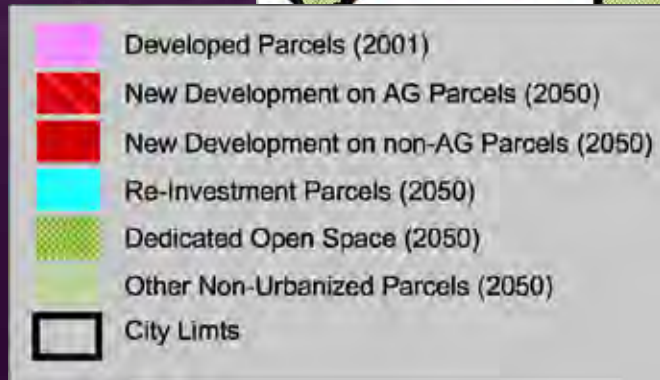
Urban Footprint — 2050



SCENARIO A

B

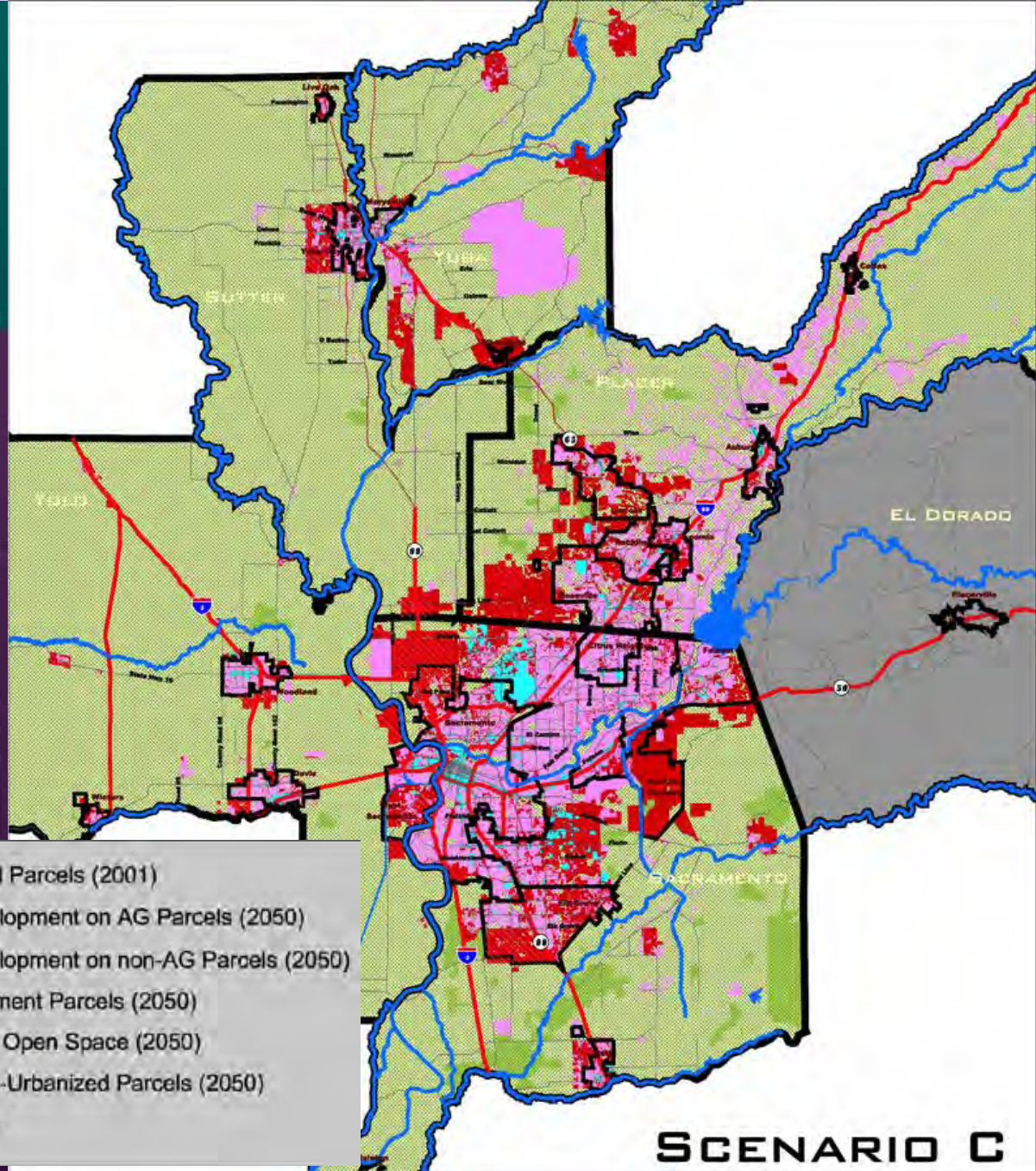
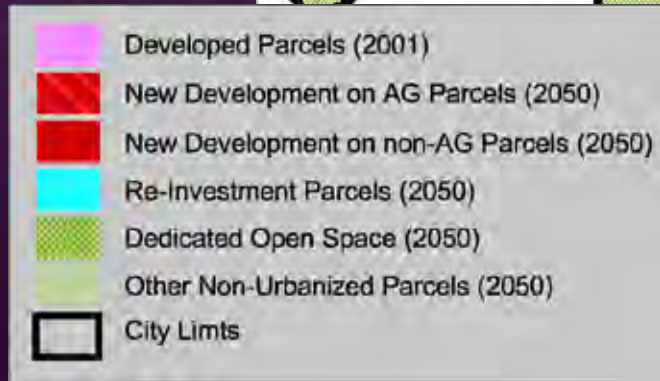
Urban Footprint — 2050



SCENARIO B

C

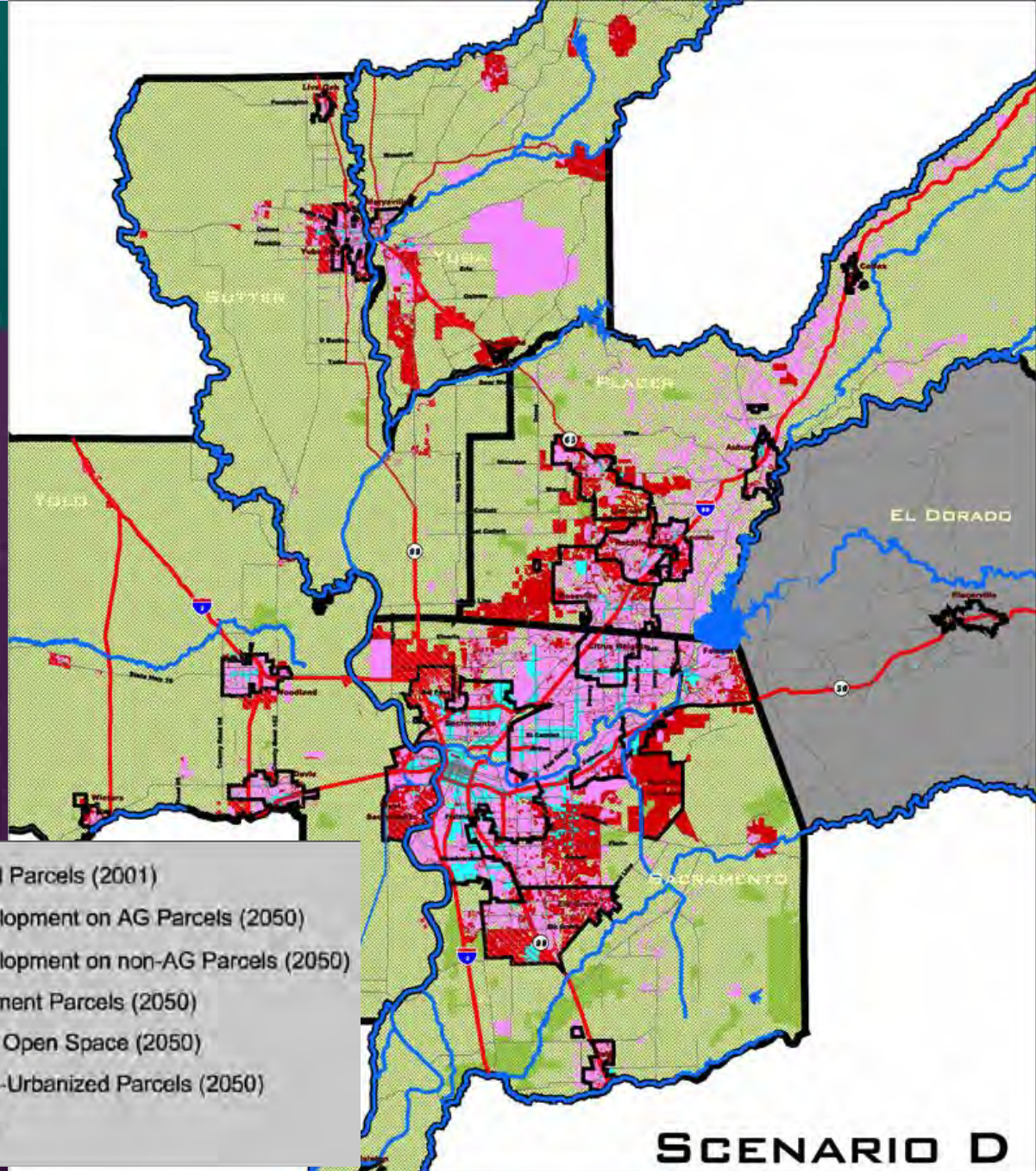
Urban Footprint — 2050



SCENARIO C

D

Urban Footprint — 2050

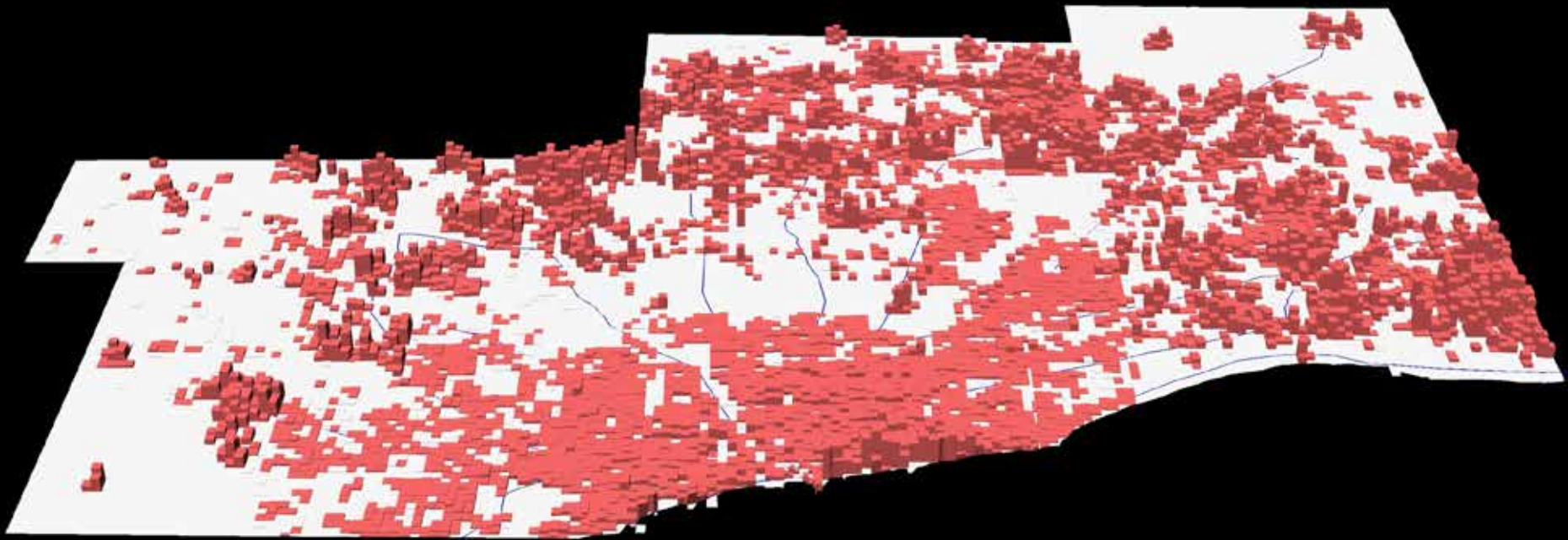


SCENARIO D

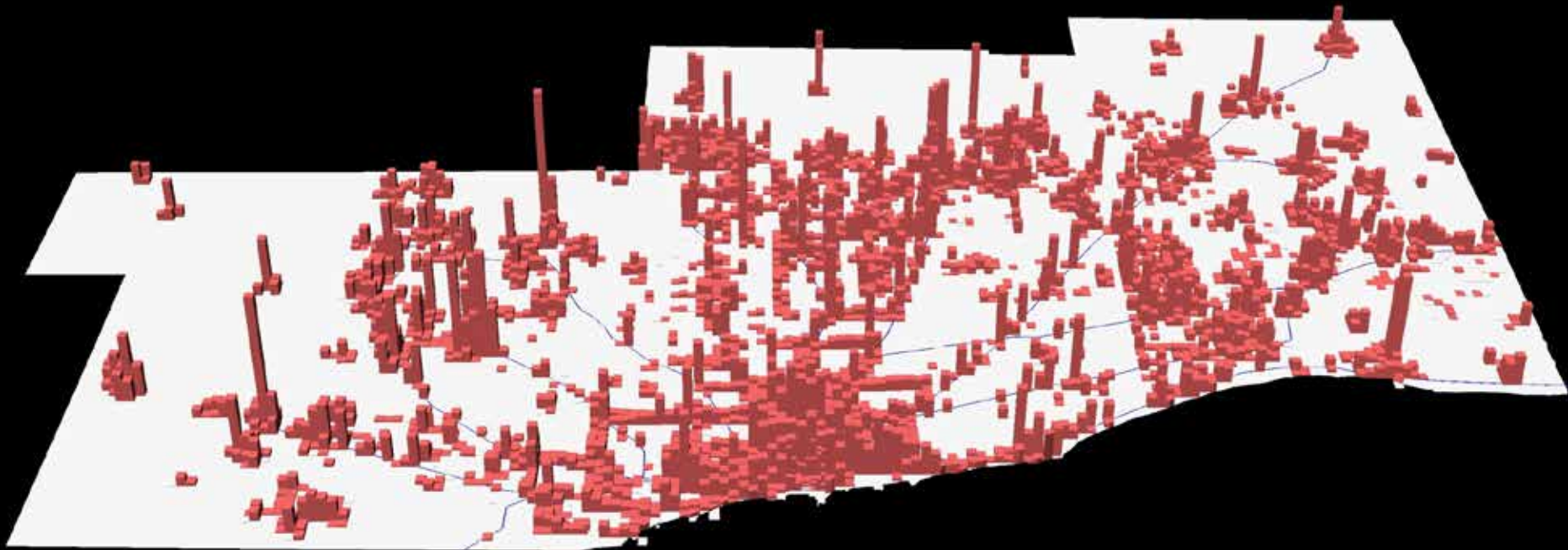


The Metropolis Plan
Choices for the Chicago Region

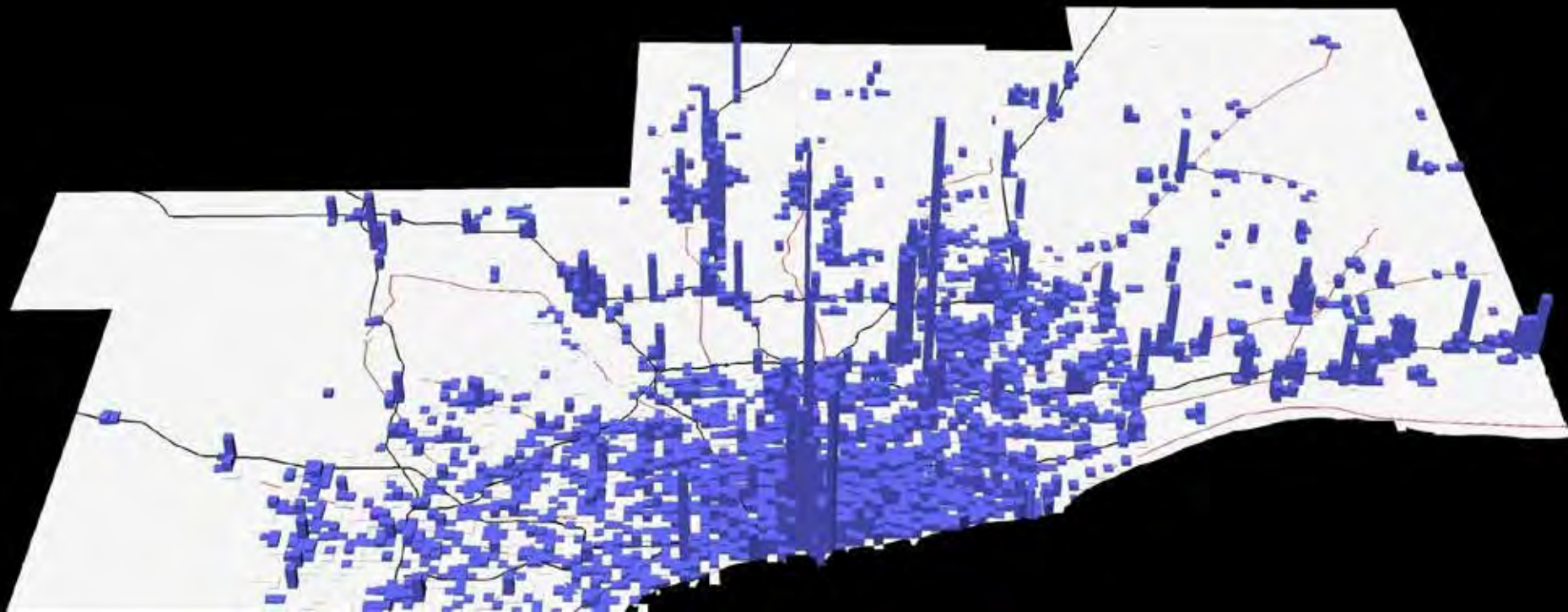
Household Distribution Business as Usual



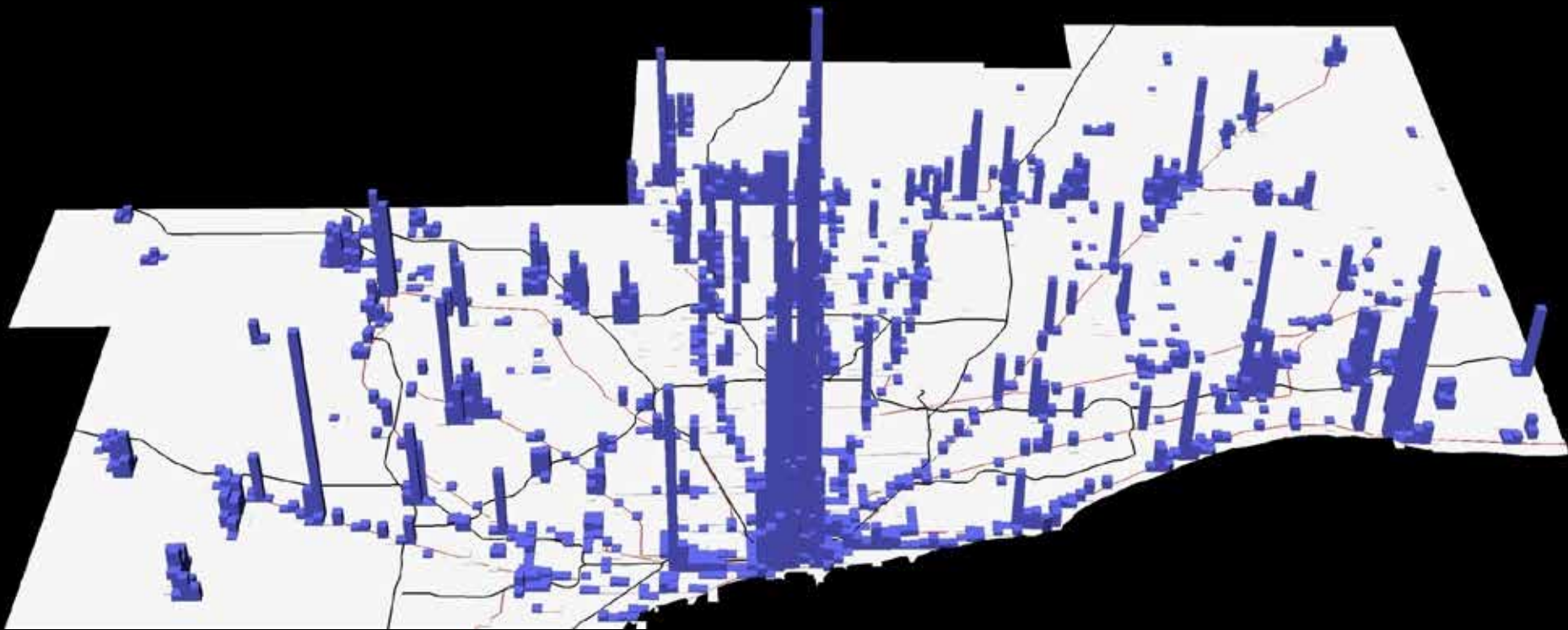
Household Distribution Metropolis Alternative



Employment Distribution Business as Usual



Employment Distribution Metropolis Alternative



2030 Metropolis Plan Concept

Six County Metropolitan Chicago Area

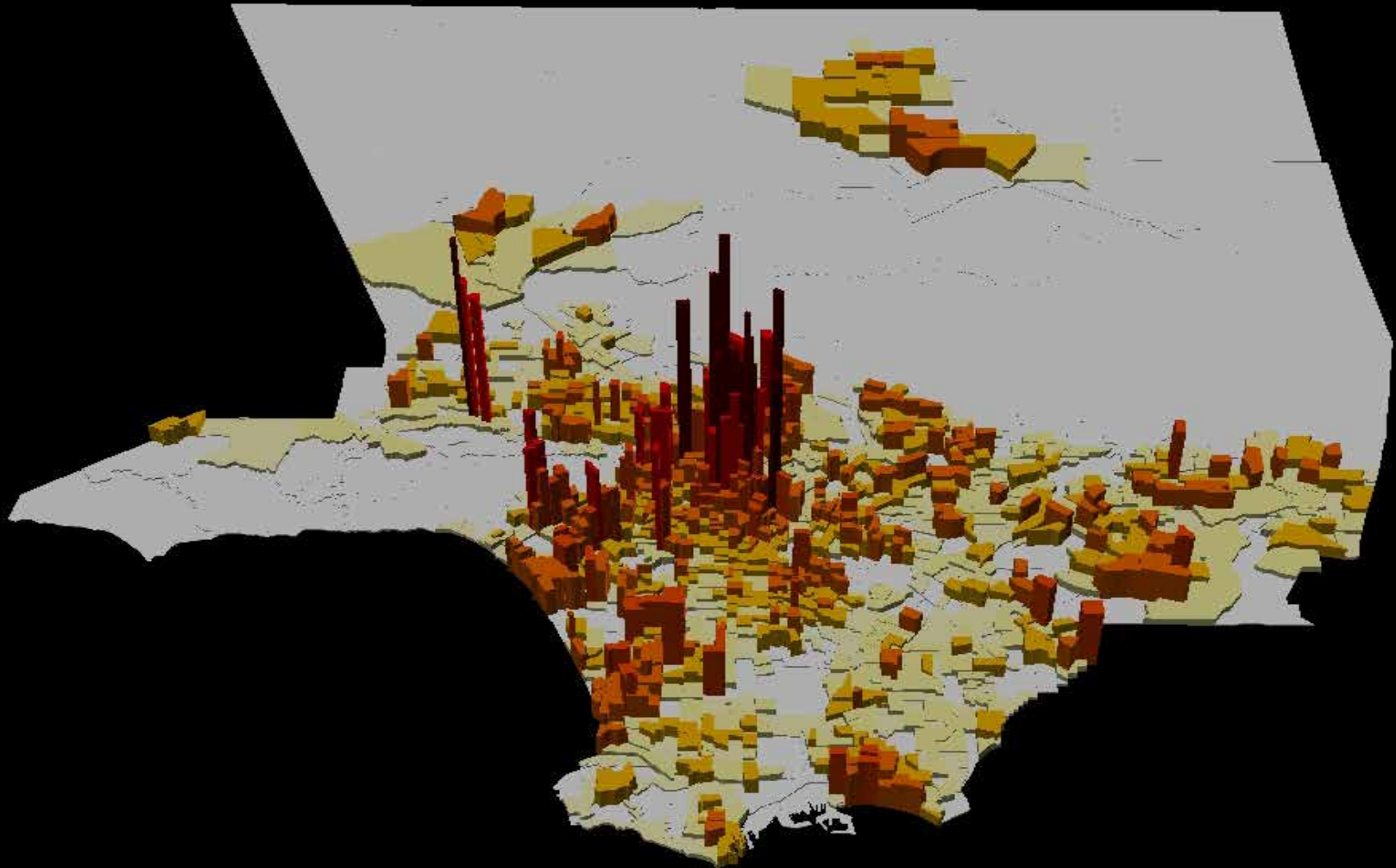


Source: Chicago Metropolis 2020 Technical Report

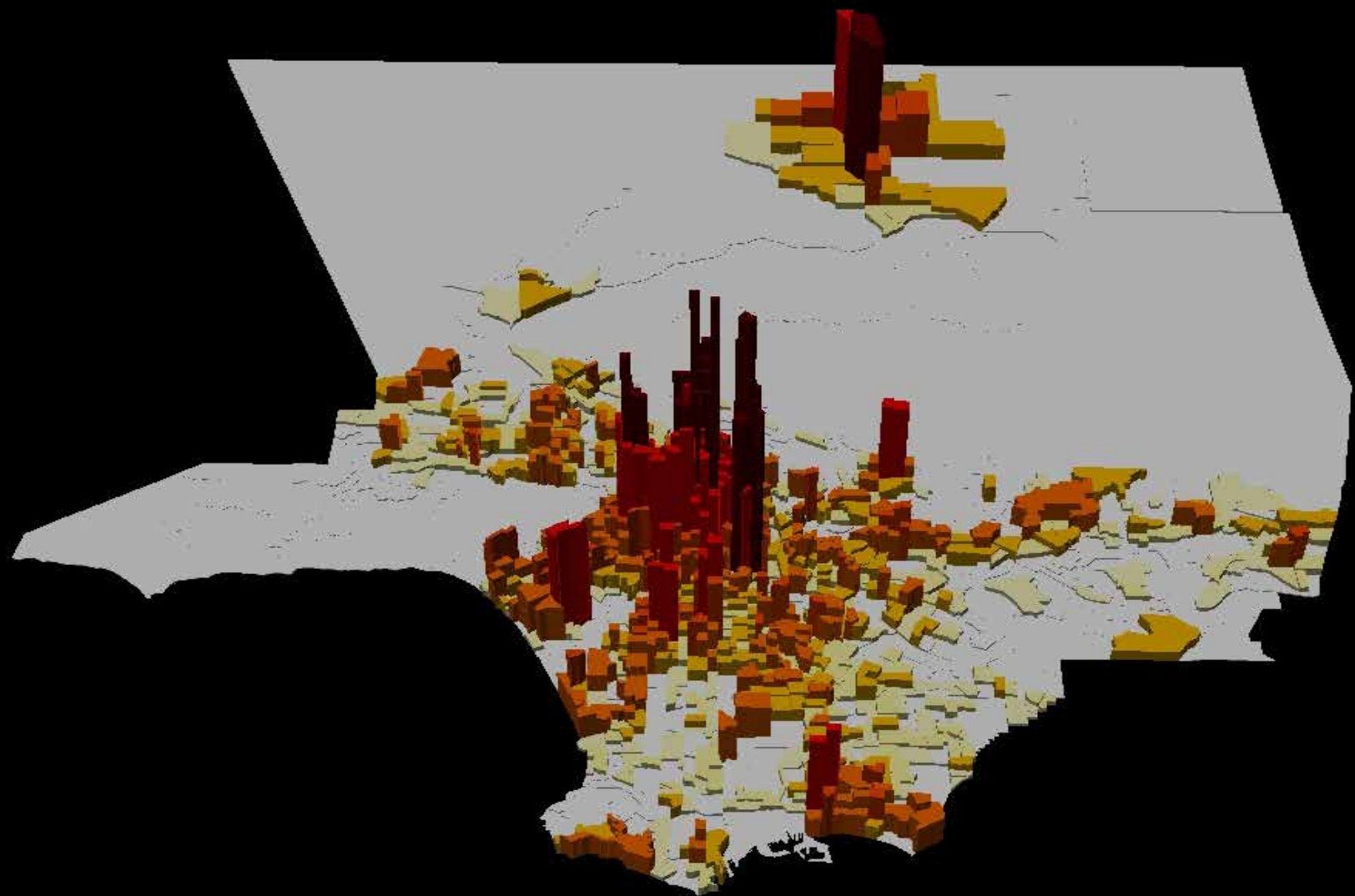
**Even Los Angeles is
re-inventing its future?**

Are you kidding?

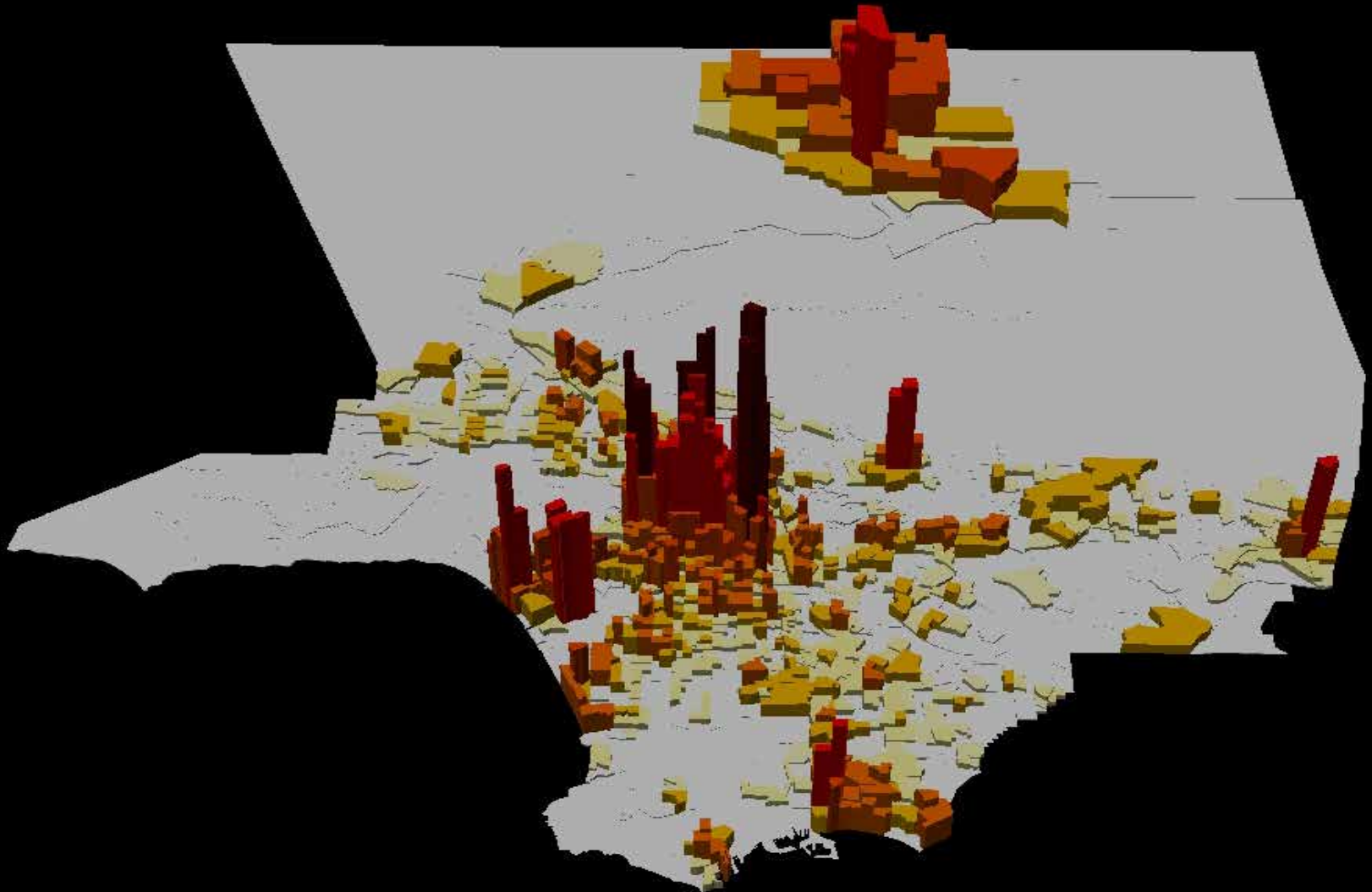
Los Angeles -- Trend Scenario



Infill Scenario



5th Ring Scenario



The 2% Strategy

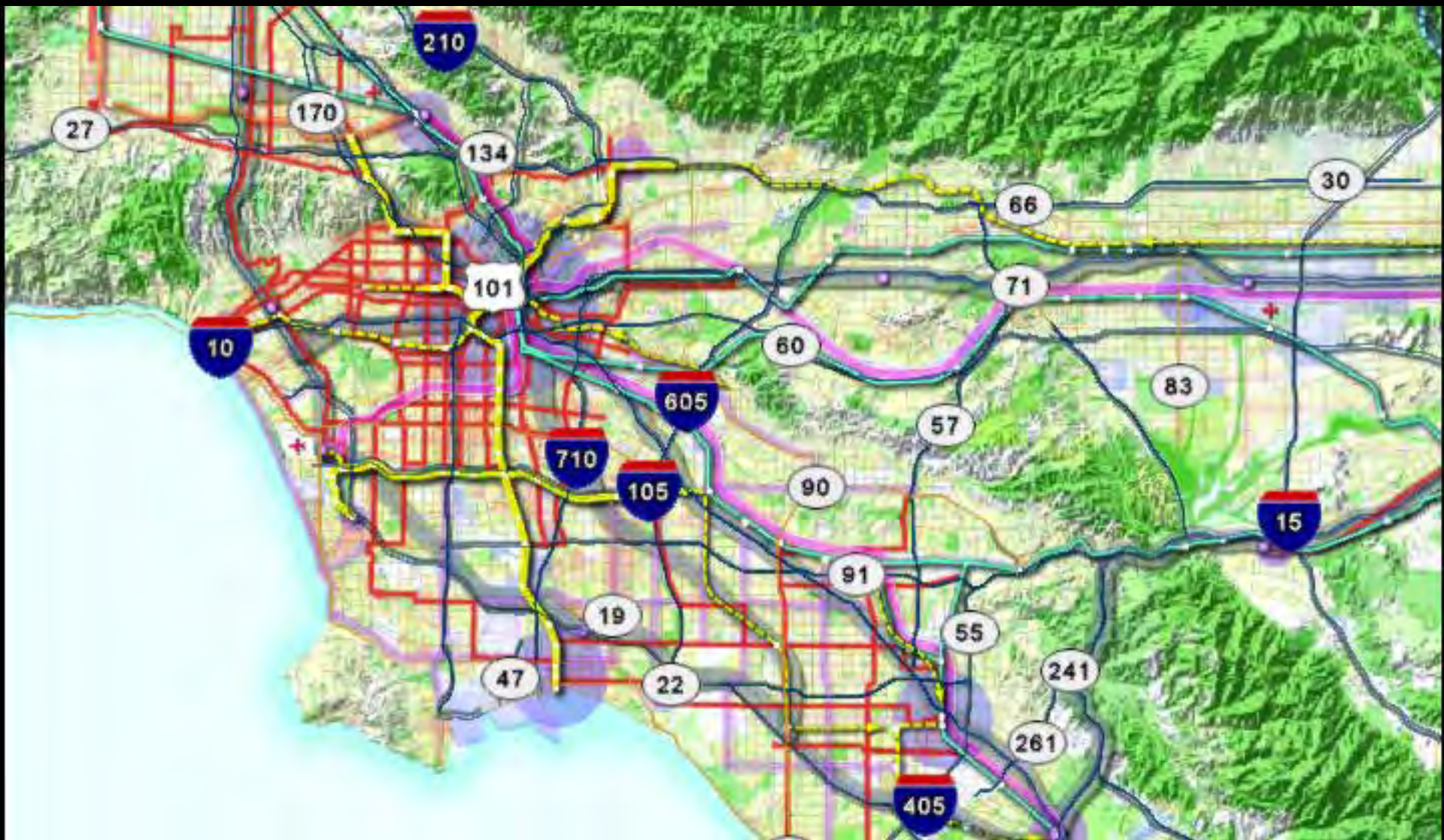
Shared Values Shared Future



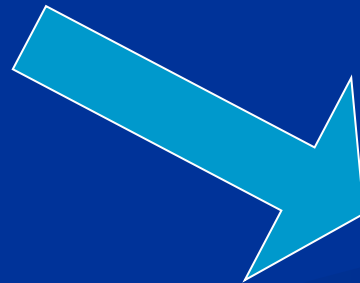
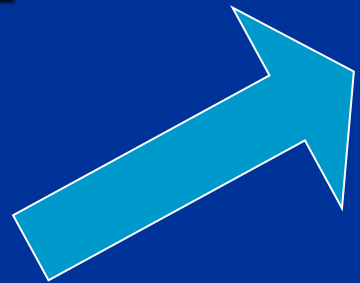
Regional Growth Vision

Existing Light Rail Network	Major Arterial
Planned Light Rail Network	Potential High Speed Rail
Potential Light Rail Link	Major Express
Existing Connector Road	Public Open Space
Potential Connector Road	(New Urban) Land
Potential Rapid Bus	Agricultural Land
Potential Rapid Bus	Open Land
Freeway	New Urban Space
Transition	New Development
Regional Center	Industrial Center
Street Center	Road





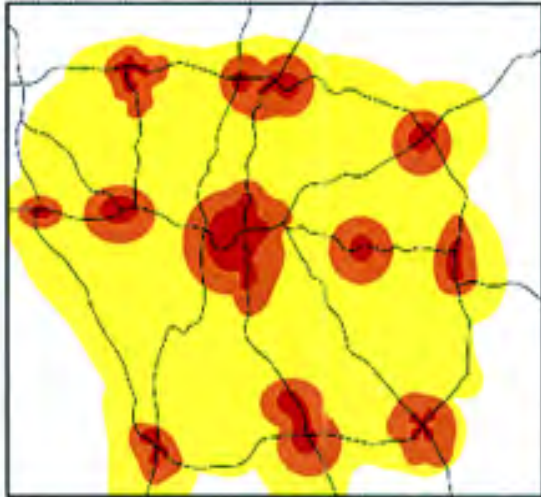
Scenario Approach: Contrasts today's choices by showing long-term consequences



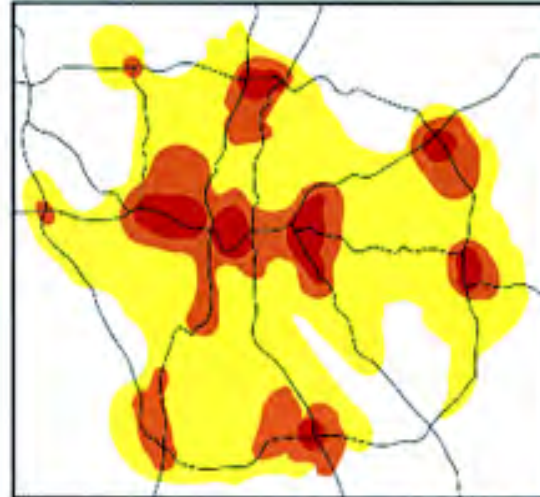
Scenarios Start with Regional Constraints and Opportunities

- **Physical Constraints**
- **Legal Constraints**
- **Market Constraints**
- **Fiscal Constraints**

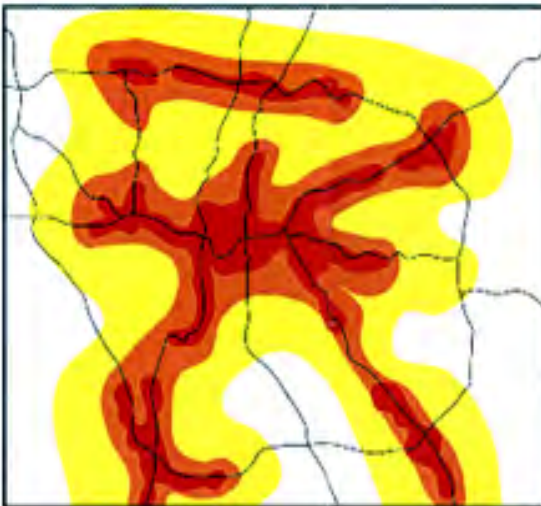
Develop a Range of Choices



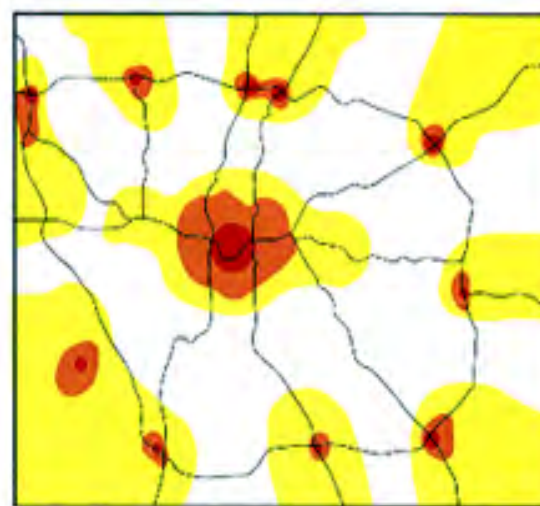
Dispersed Pattern



Compact Pattern

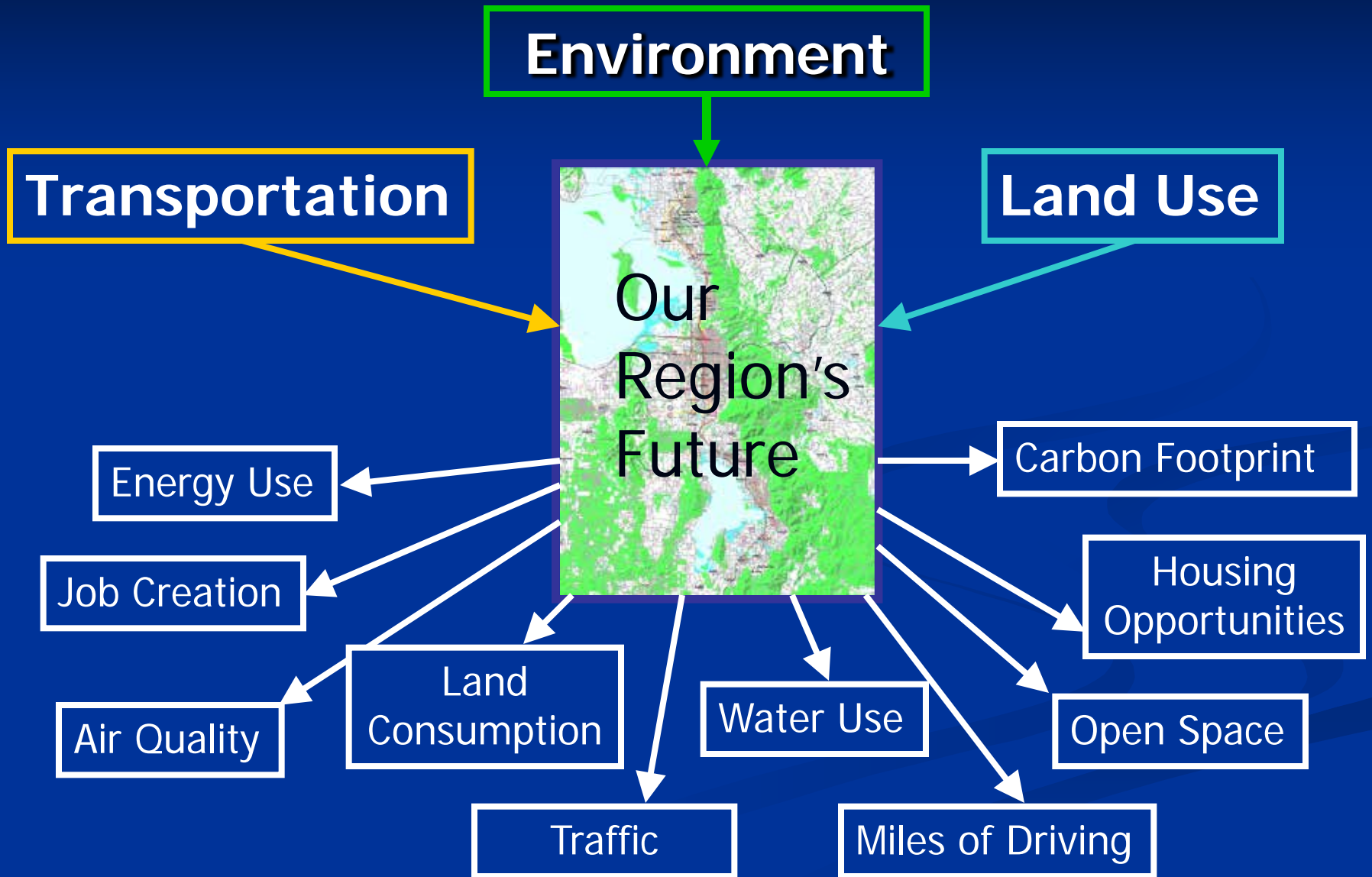


Corridor Pattern



Satellite Pattern

Regional Choices and Outcomes



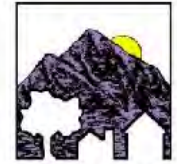
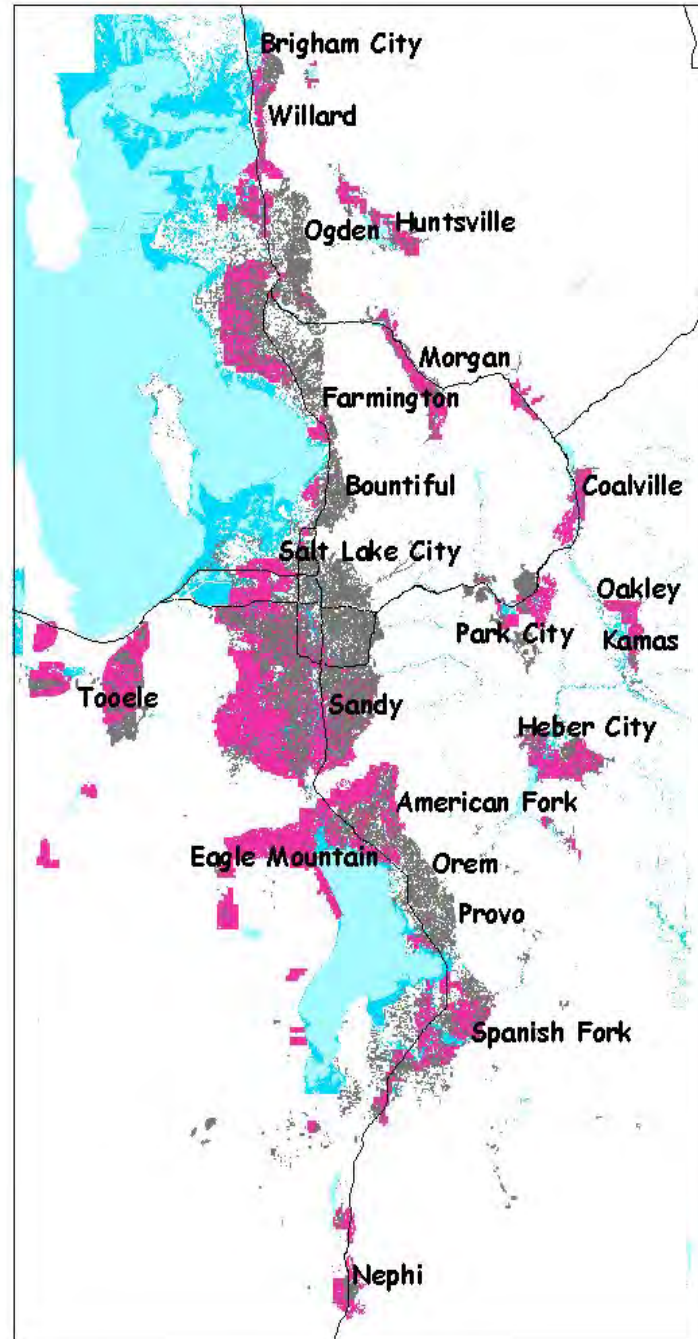
Baseline Scenario

- Wakes people from the complacency of incremental growth
- Creates public willingness to explore alternatives
- Integral to ensuring informed participation
- Provides a basis for comparing the benefits of alternatives

Scenario A

New and Existing Development

- Continuation of Recent Trends
- Larger lot sizes
- More auto-oriented development will occur.



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A Partnership for Quality Growth

Scenario A

Freeways

New Development

Existing Development

Water Bodies

Wetlands & Floodplain

Fregonese
Calthorpe
Associates

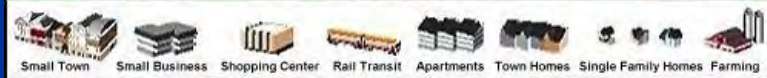
Regional and Urban Planning



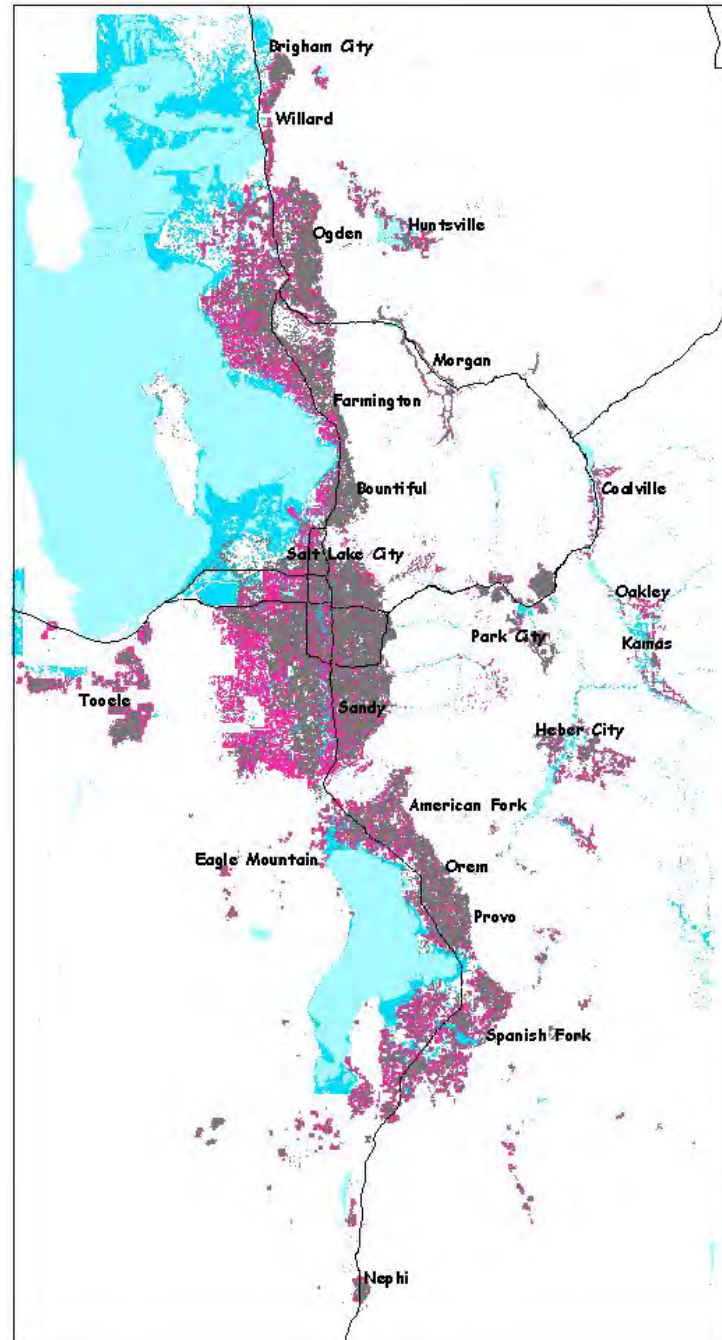
Scenario B

New and Existing Development

- Baseline - implement adopted plans
- Dispersed development pattern common in last 20-30 years



Small Town Small Business Shopping Center Rail Transit Apartments Town Homes Single Family Homes Farming



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Scenario B

Freeways

New Development

Existing Development

Water Bodies

Wetlands & Floodplain

Fregonese
Calthorpe
Associates

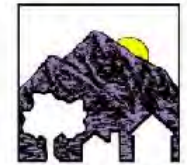
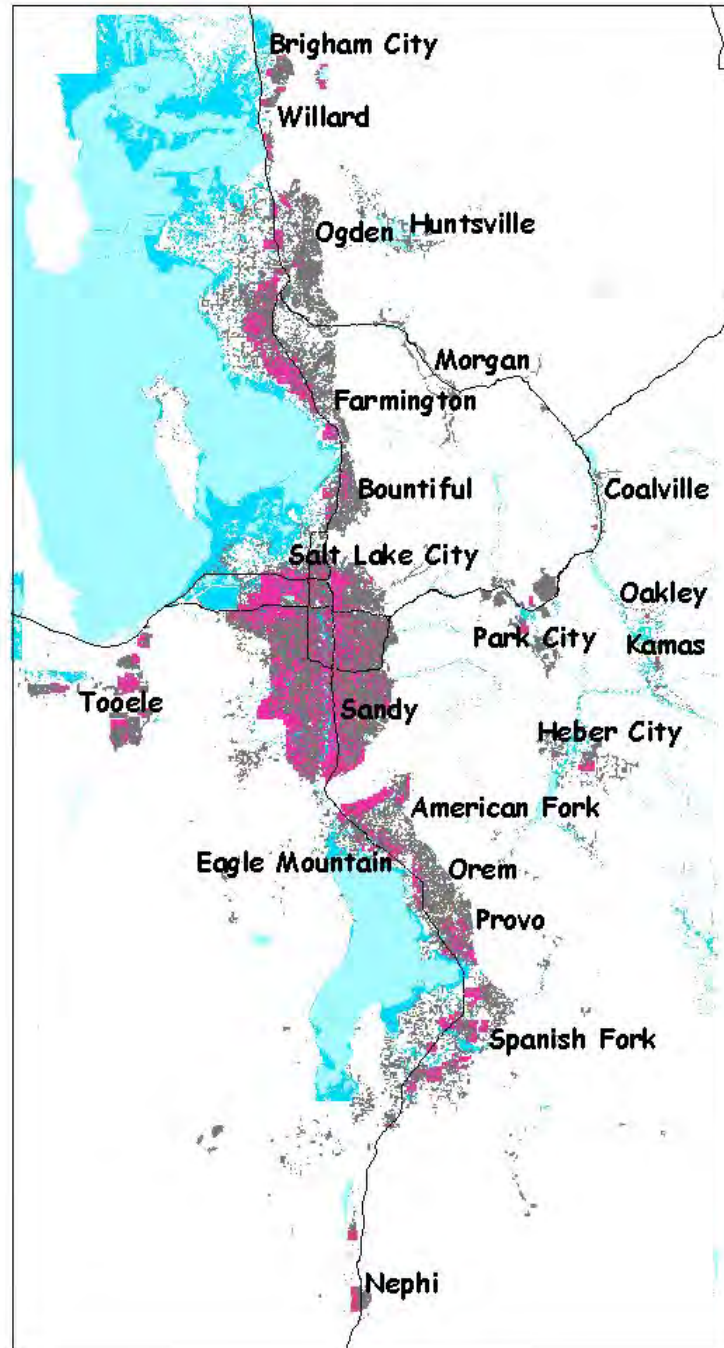
Regional and Urban Planning



Scenario C

New and Existing Development

- More infill and redevelopment
- Growth on new land focused into walkable, transit-oriented communities



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A Partnership for Quality Growth

Scenario C

- Freeways
- New Development
- Existing Development
- Water Bodies
- Wetlands & Floodplain

Fregonese
Calthorpe
Associates

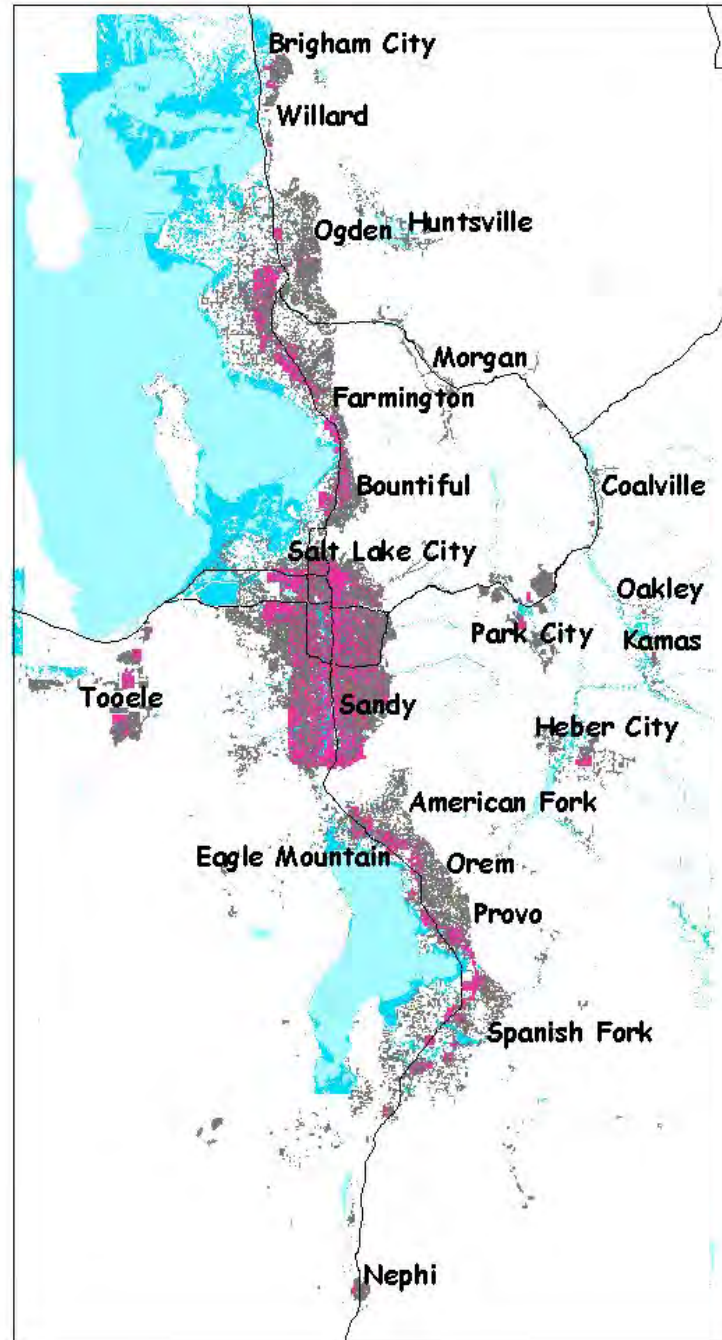
Regional and Urban Planning



Scenario D

New and Existing Development

- Significant increase in densities
- Extensive infill and redevelopment
- Extensive transit system



Scenario D

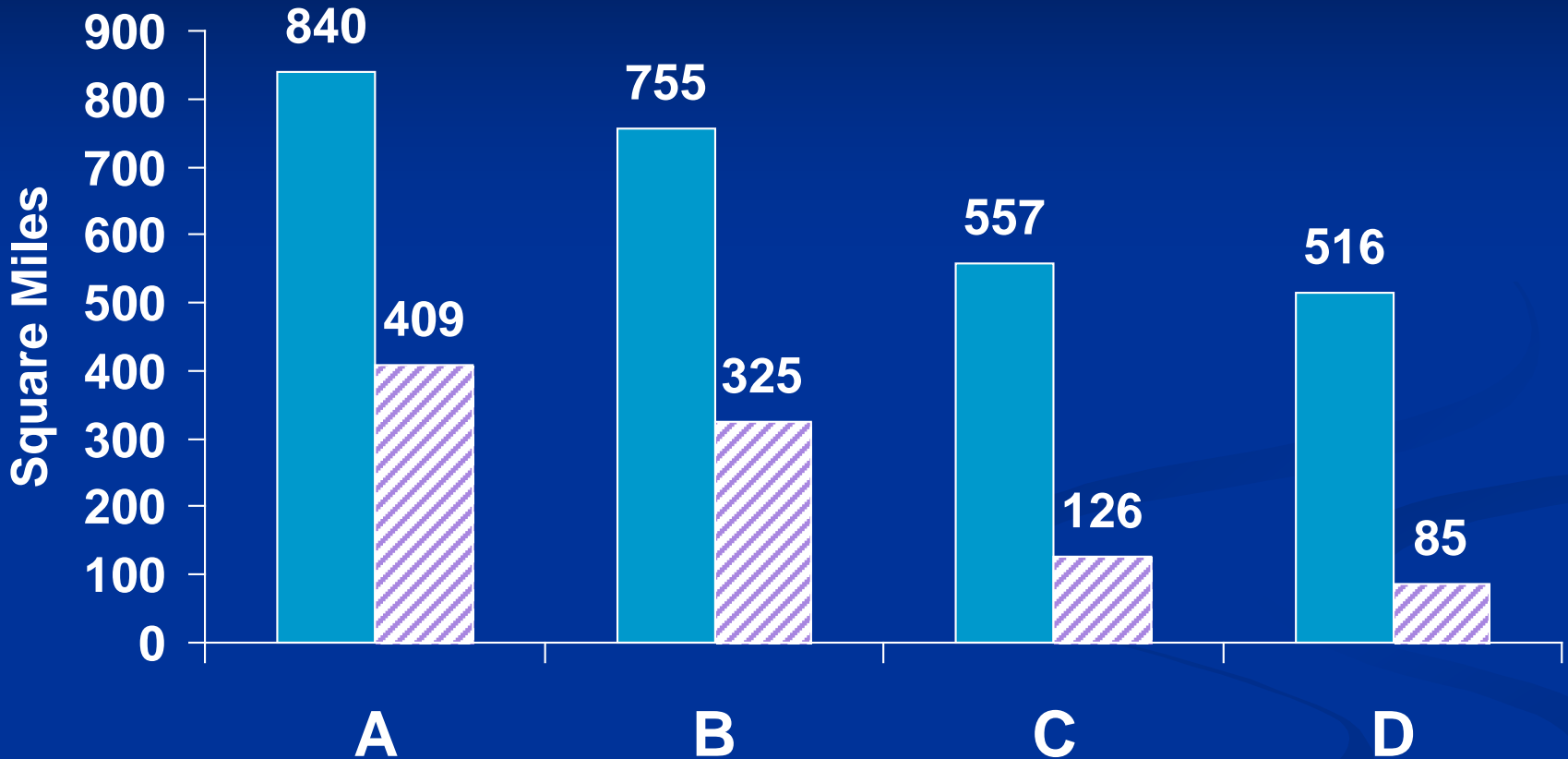
- Freeways
- New Development
- Existing Development
- Water Bodies
- Wetlands & Floodplain

Fregonese
Calthorpe
Associates

Regional and Urban Planning

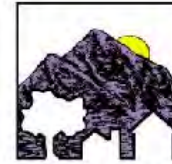
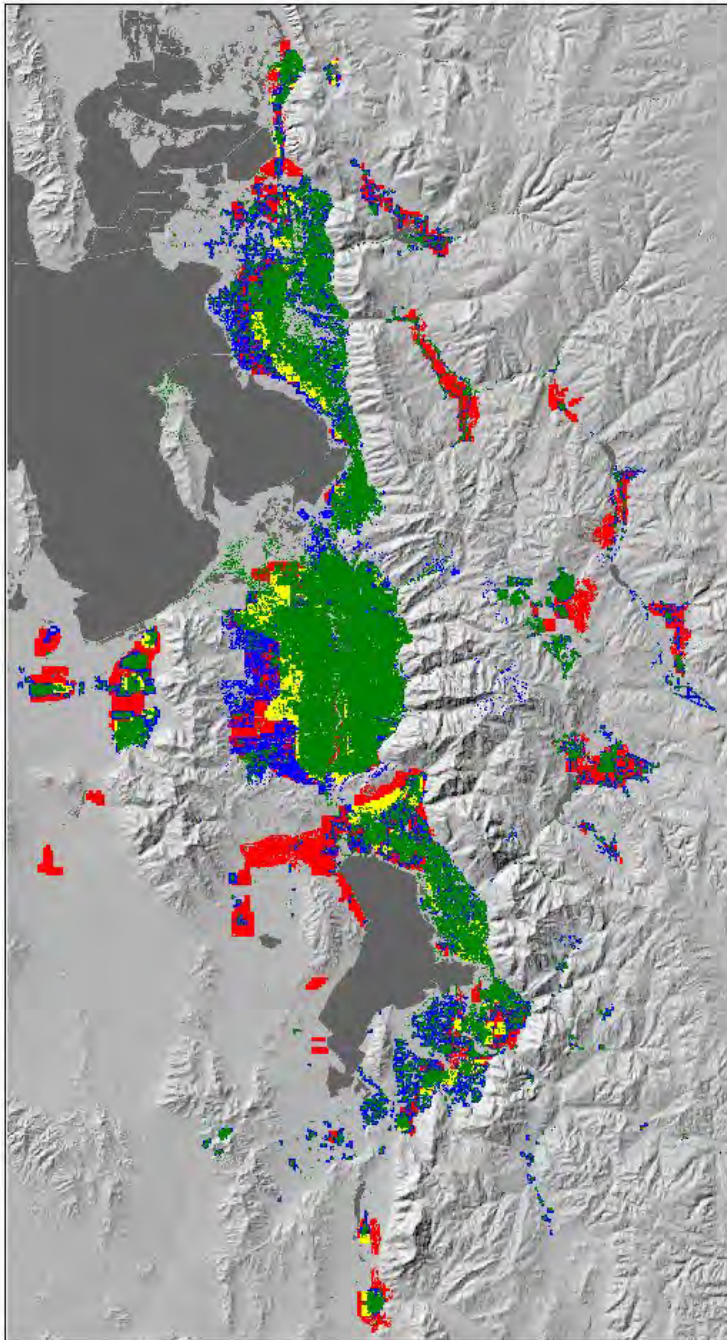


Land Consumption







■ Total Area Developed by 2020 ■ New Developed Area Since 1998





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A Partnership for Quality Growth

Developed Area

-  Scenario A
-  Scenario B
-  Scenario C
-  Scenario D

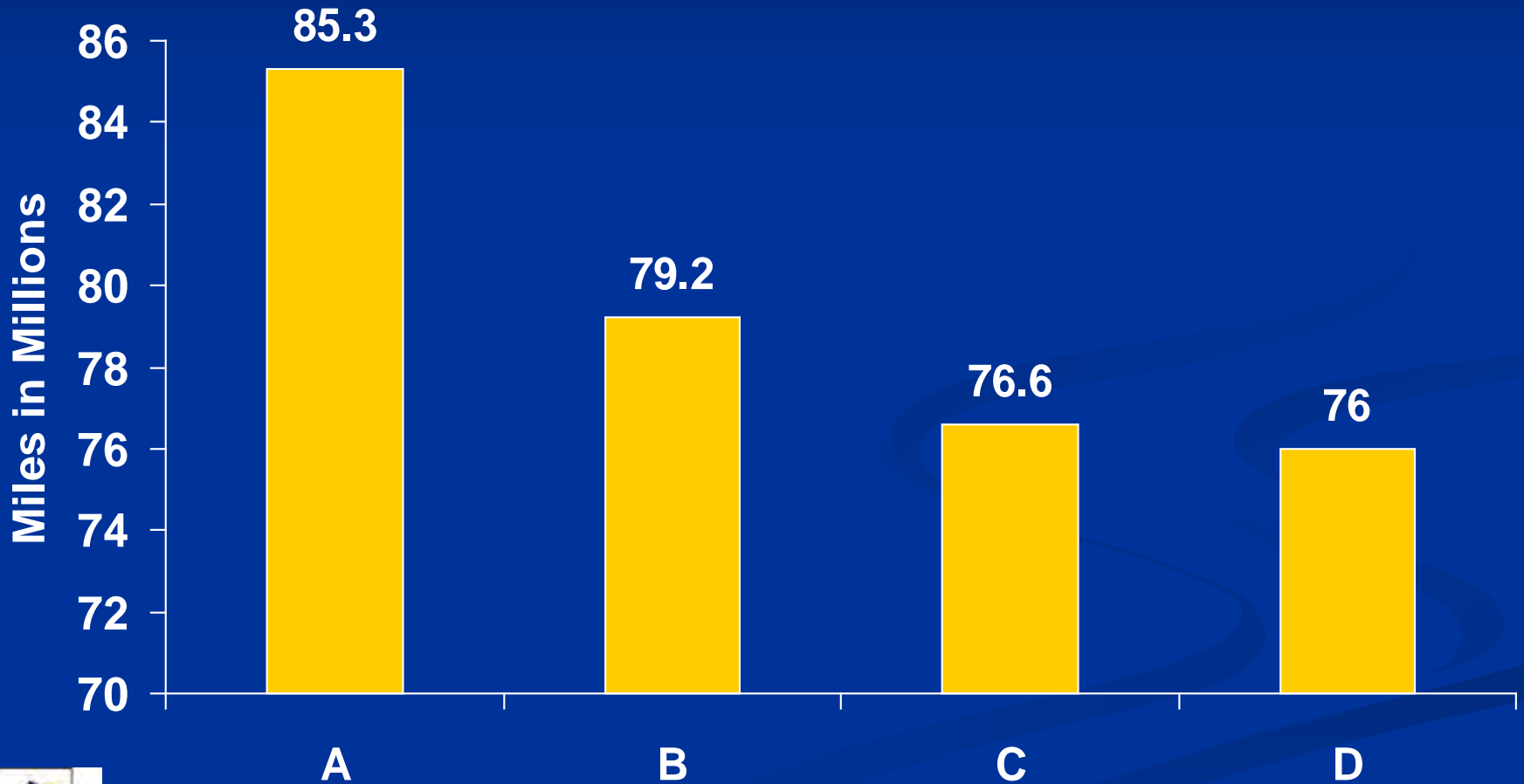
Fregonese
Calthorpe
Associates

Regional and Urban Planning



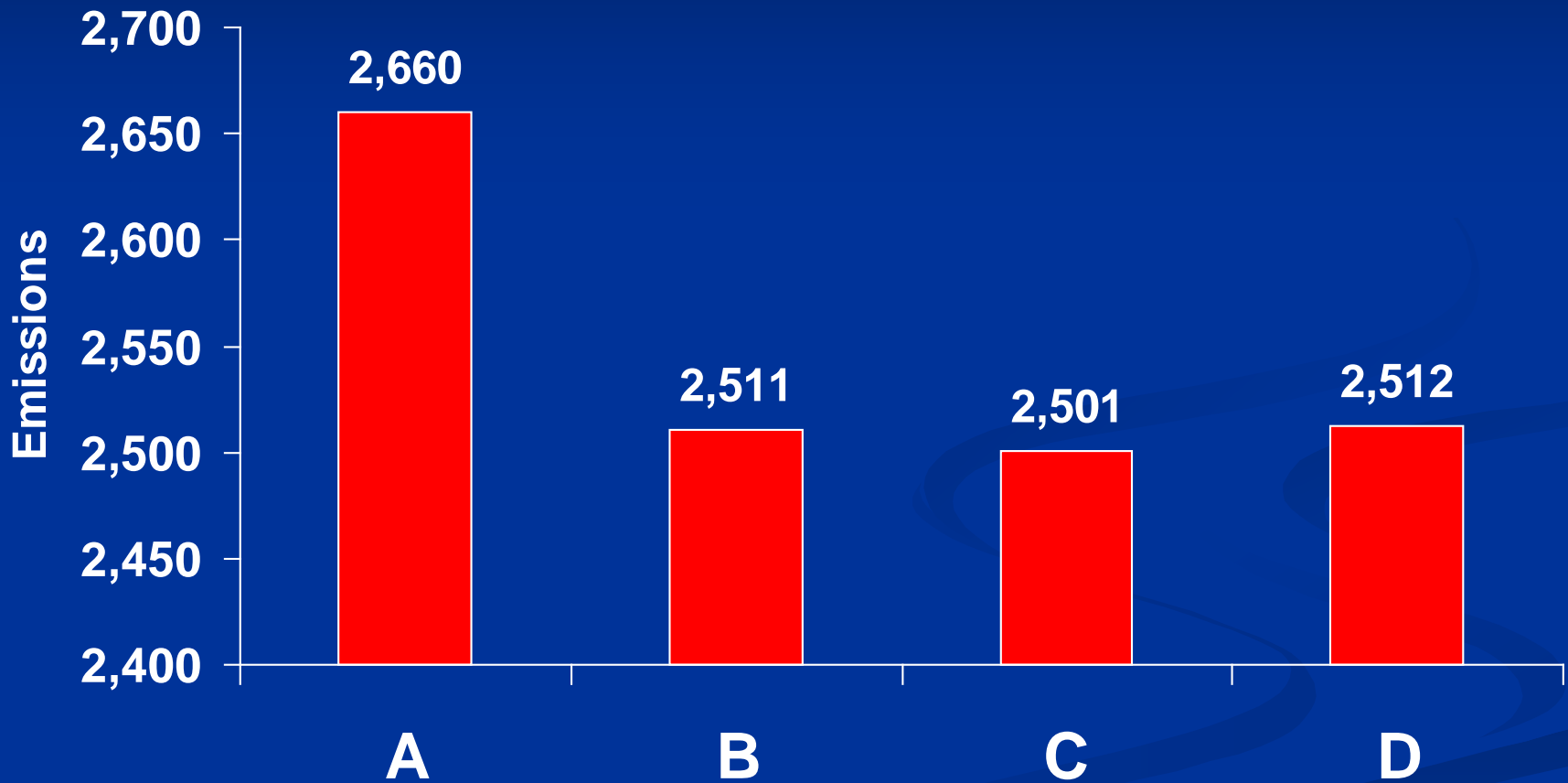
QGET

Vehicle Miles of Travel Per Day

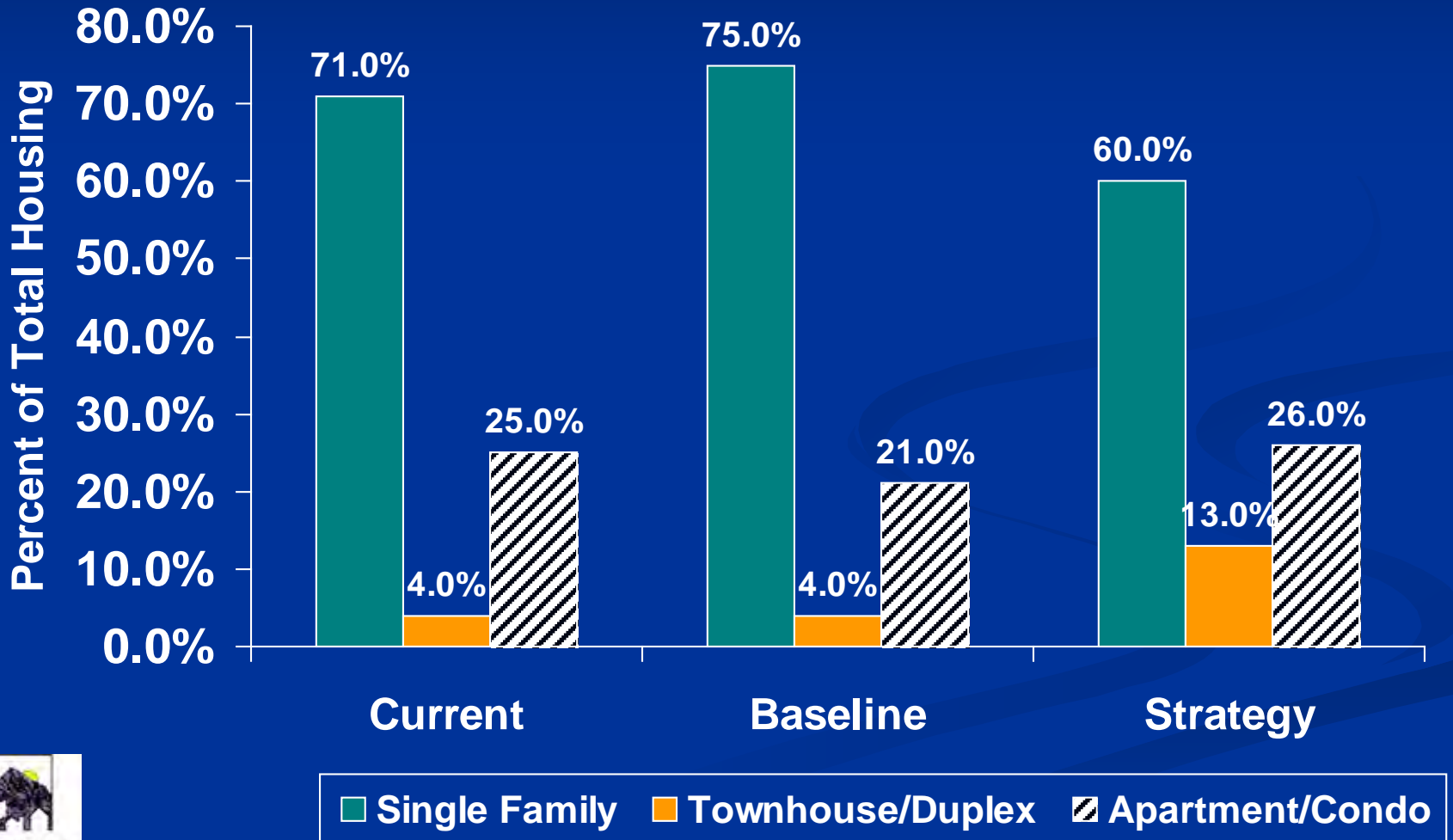


Total Emissions

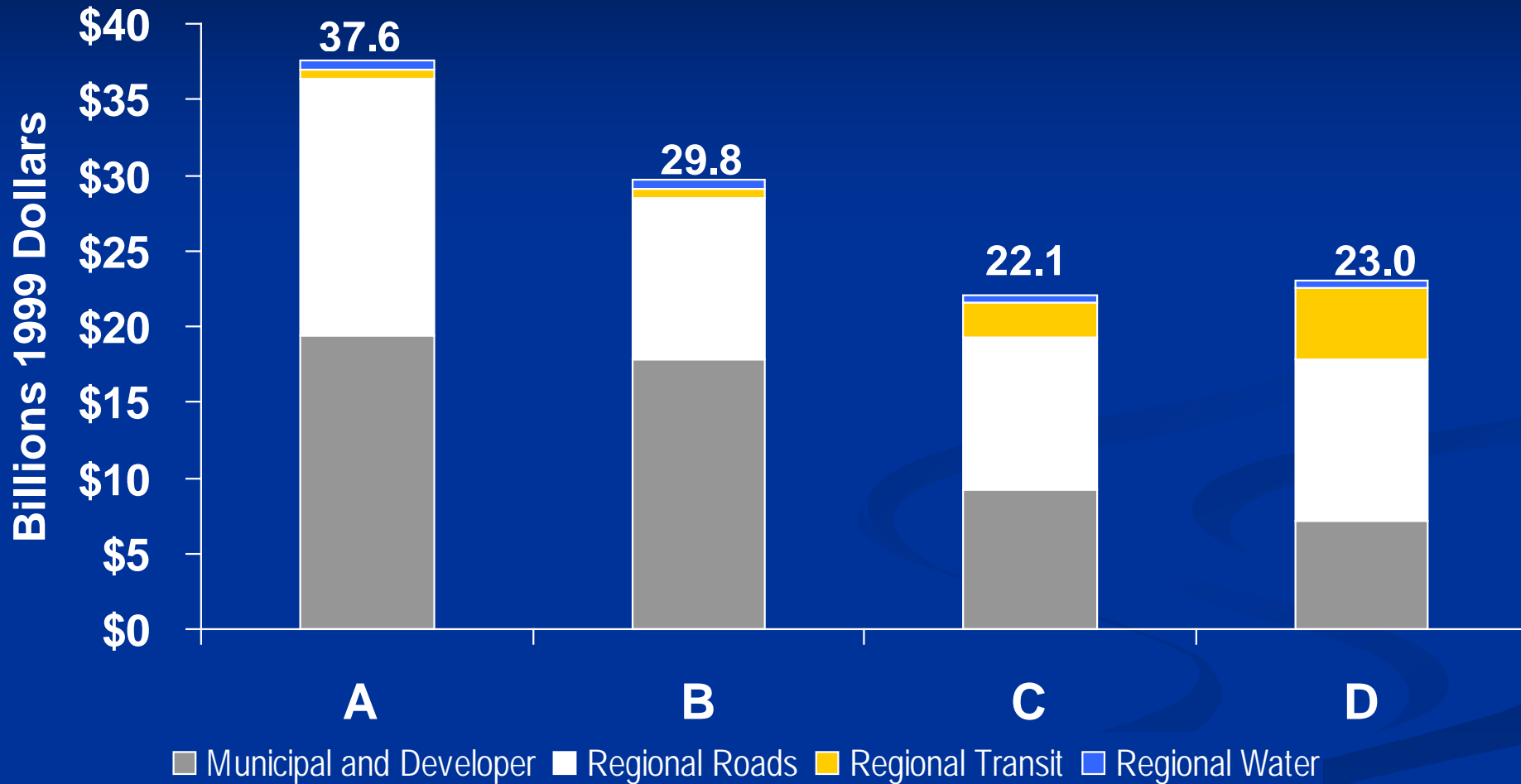
Tons Per Day



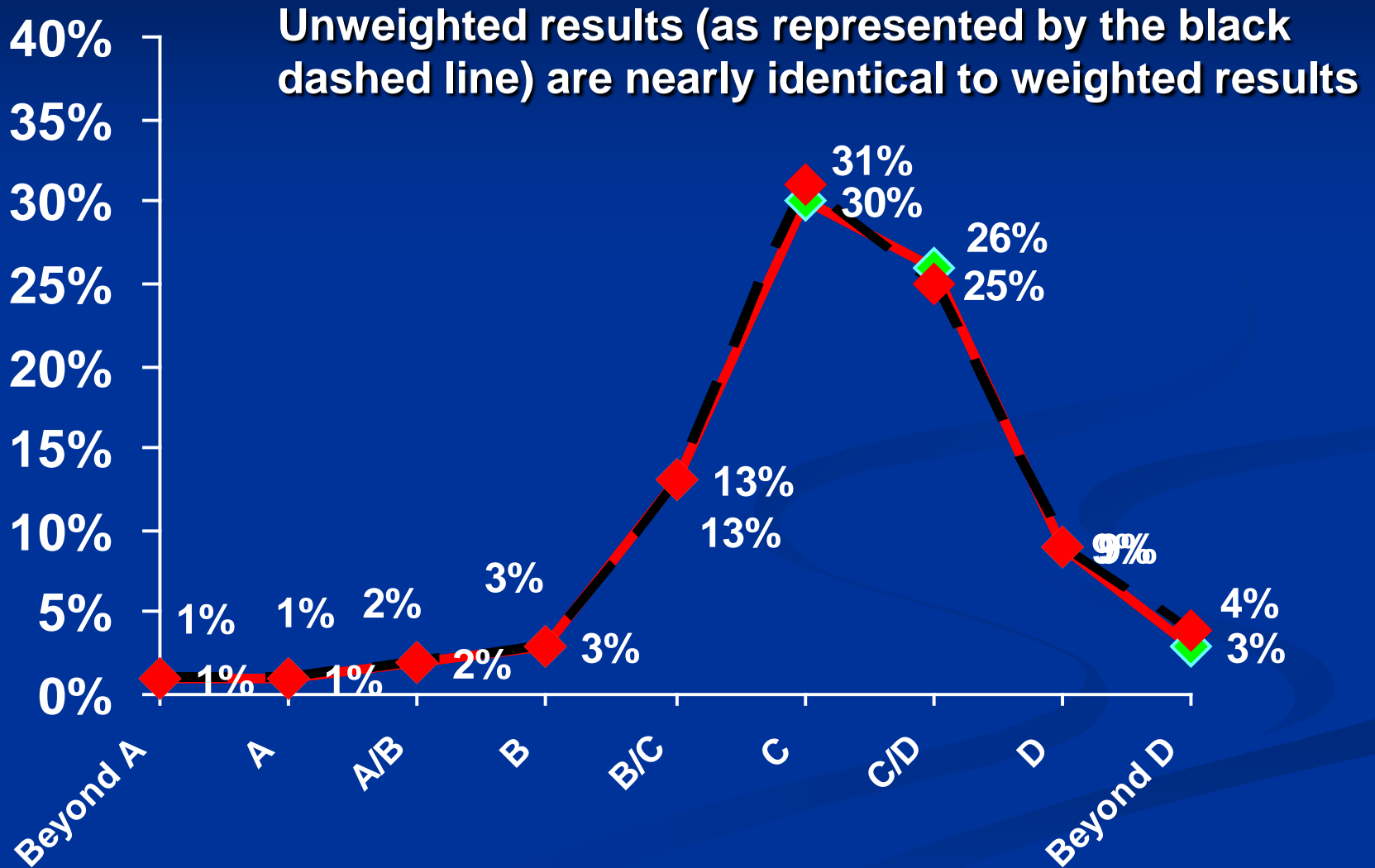
Housing Mix: Current and 2020



Total Infrastructure Costs



Choosing a Scenario (Weighted vs. Unweighted Results)



QUALITY GROWTH STRATEGY

Six Goals, 42 Strategies

- n Enhance Air Quality
- n Increase Transportation Choices
- n Preserve Critical Lands
- n Conserve Water Resources
- n Provide Housing Opportunities
- n Maximize Efficiency in Public Investments

Development Types

Non-Walkable

- Low Density Residential
- Industrial, Office Activity Center

Walkable

- Town and Village
- Downtown

Open Space

- Rural Cluster

- Rail Transit



Growth Strategy Implemented

- n save \$4.5 billion in future infrastructure costs over the next 20 years
- n conserve more land (171 square miles)
- n provide more housing choices
- n lower emissions resulting in less pollution
- n reduce water consumption
- n make our transportation system more efficient with less congestion on the roads



Communication Lesson:

Never Under-Estimate the
“Gee Whiz” Factor

Visualize---Visualize---Visualize







Layton, UT: Main Street



Layton, UT:
Main Street



Layton, UT: Main Street



Transit Increases Capacity in Corridors



A Case Study



Steering Committee

Envision Cache Valley Executive Committee

- Dirk Bowles, Co-Chair, *Envision Cache Valley*, Commissioner, Franklin County, Idaho
- Tom Jensen, Co-Chair, *Envision Cache Valley*, Principal, Architectural Nexus
- Gary Anderson, Chair, Cache Valley Regional Council
- Lynn Lemon, Cache County Executive
- Alan Matheson, Executive Director, Envision Utah

Envision Cache Valley Steering Committee

- Russ Akina, Parks and Recreation Director, Logan City
- Gary Anderson, Cache Valley Regional Council
- DalVon Atkinson, Commissioner, Franklin County
- Jay Baker, Countywide Planner, Cache County
- Wayne Barlow, President and CEO, Wescor, Inc.
- Scott Beckstead, Realtor, Franklin County
- L. J. Bolton, Assistant Strategic Ventures and Economic Development, Utah State University (USU)
- Dirk Bowles, Co-Chair, *Envision Cache Valley*, Commissioner, Franklin County, Idaho
- Larry Bradford, Idaho State House of Representatives
- John Burg, Planning and Zoning Administrator, Franklin County
- Brian Carver, Community and Economic Development Director, Bear River Association of Governments
- Dee Virile Christensen, Mayor, Dayton City
- Justin Cooper, Cache Valley Home Builders Association
- Leo Daley, Mayor, Weston
- Joan Degiorgio, The Nature Conservancy
- Curtis Dent, Cache County Planning Commission

Steering Committee (continued)

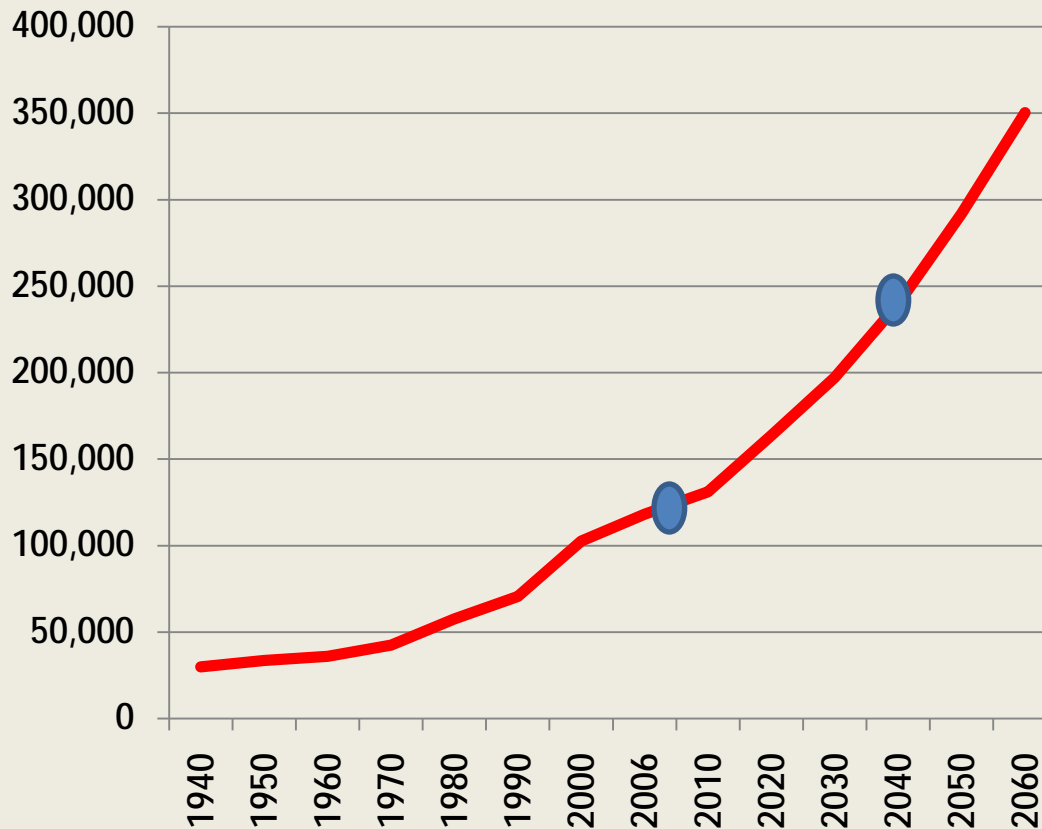
- Paul Dent, Board of Adjustment, Lewiston City
- Jack Draxler, Utah State House of Representatives
- Clair Ellis, Cache County Planning Commission
- Kelly Field, Mayor, Lewiston City
- Bob Fotheringham, Water Manager, Cache County
- Nat Frazer, Dean, College of Natural Resources, USU
- John T. Gaily, Mayor, Clifton
- Marshal Garrett, Superintendent, Logan City School District
- Jim Gass, City Manager, Smithfield City
- Marc Gibbs, Idaho State House of Representatives
- Lee Hendrickson, Mayor, Preston City
- Russell Hirst, Mayor, Lewiston City
- Julie Holist, Cache Valley Tourist Council
- Dean Howard, Mayor, Hyrum City
- George Humbert, Rocky Mountain Power
- Clark Israelsen, Farm Bureau, USU Extension
- Dennis Jackson, Economic Development Committee, Lewiston City
- Tom Jensen, *Envision Cache Valley* Co-Chair, Architectural Nexus
- Jeff Gilbert, Cache Valley Metropolitan Organization
- Roger C. Jones, Executive Director, Bear River Association of Governments
- Michael Kennedy, Assistant to the President, USU
- Gerald Knight, Mayor, Nibley City
- Dave Kooyman, Mayor, Hyde Park
- Lynn Lemon, Cache County Executive
- Mike Liechty, Deputy Superintendent, Cache County School District

Steering Committee (continued)

- Carlos Licon, Department of Landscape Architecture and Environmental Planning, USU
- Vic Mahoney, Pepperidge Farm
- Ruth Maughan, Mayor, Wellsville City
- Brandon McBride, Intermountain Health Care
- Brent Miller, Vice President of Research, USU
- Larry W. Miller, President and CEO, L.W. Miller Companies
- Mark Nielsen, Public Works Director, Logan City
- Jay Nielson, Community Development Director, Logan City
- Steven C. Norton, Superintendent, Cache County School District
- Blake Parker, Parker Real Estate
- Craig Petersen, Chair, Cache County Council
- Sydney Peterson, Chief of Staff, USU
- Wayne Priestley, Mayor, Franklin City
- Josh Runhaar, Director of Development Services, Cache County
- Caroline Shugart, Wellness Coordinator, USU
- Darrell Simmons, Cache Valley Home Builders Association
- Max Steadman, Logan Resident
- Laraine Swenson, Utah Quality Growth Commission, Logan City Council
- Cary Watkins, Mayor, North Logan
- Scott Watterson, Icon Health and Fitness
- Randy Watts, Mayor, Logan City
- Ned Weinschenker, Vice President, Strategic Ventures and Economic Development, USU
- Richard Westerberg, Commissioner, Franklin County

Cache Valley Population Projections

Projected Valley-Wide Population Growth



Source: Utah GOPB and Idaho Dept. of Health

How Should We Grow?

- WHERE will we live?
- HOW will we live?
- WHAT will we conserve?
WHERE will we PLAY?
- Where will we WORK?
- How will we GET THERE?

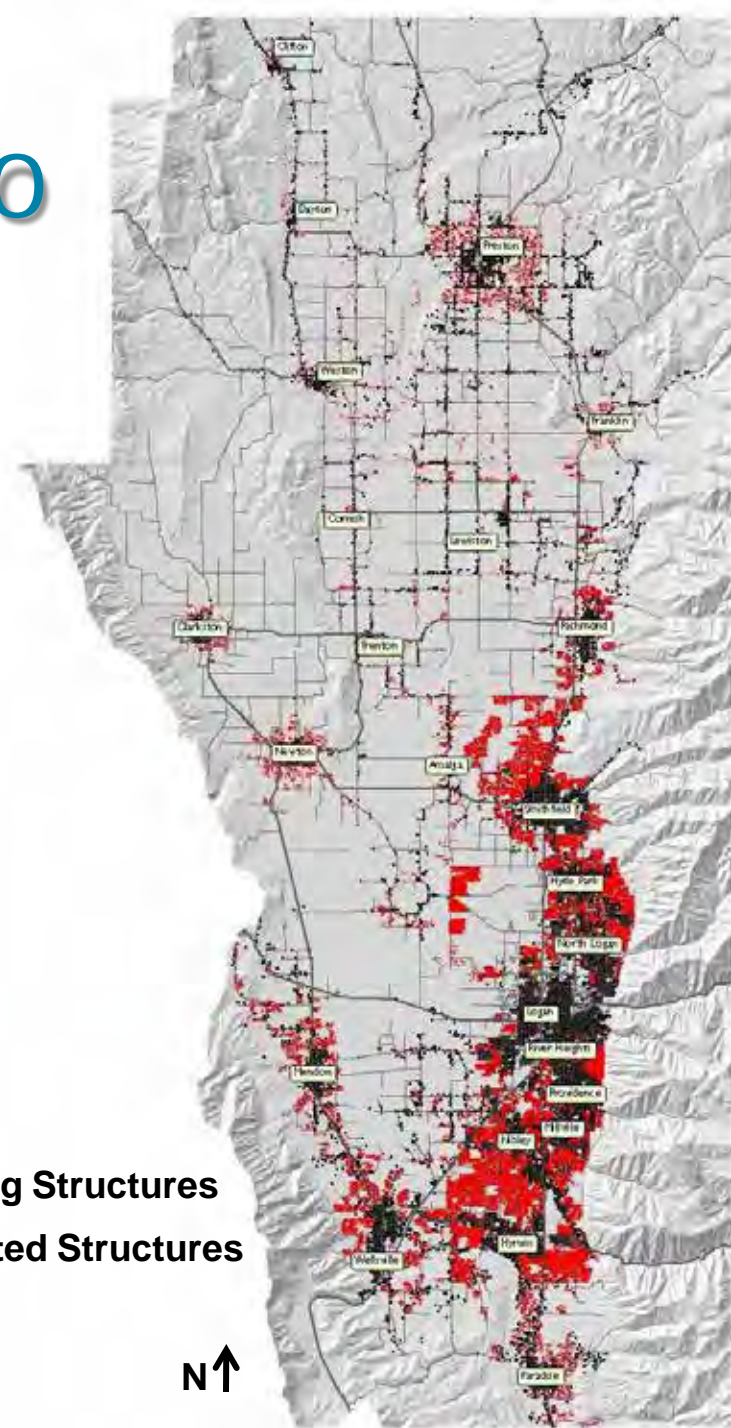
Issues to Remember...

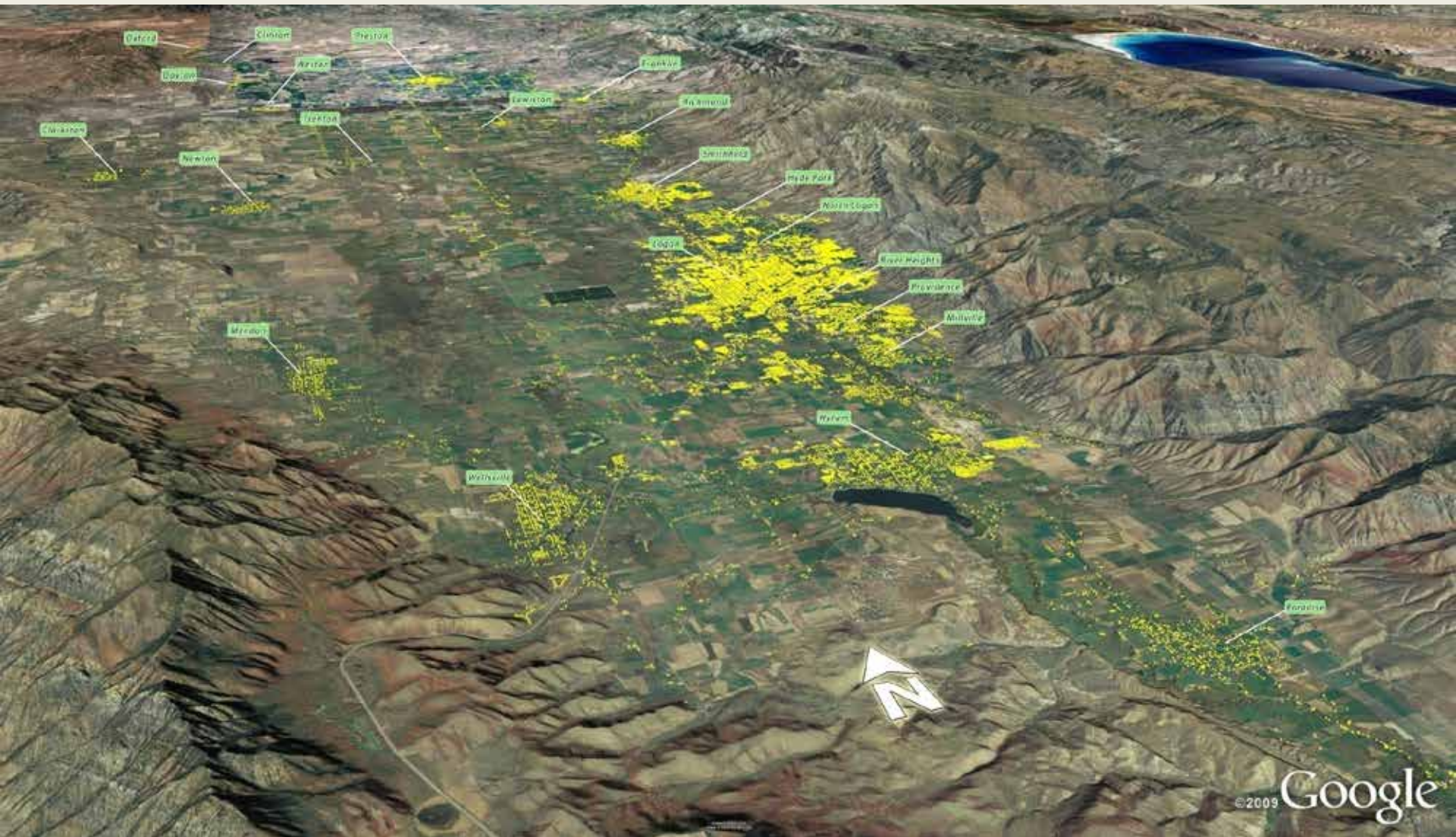
- This is a broad regional vision, not a zoning map or land use plan.
- Preserve quality of life.
- Protect private property rights.
- Implementation is local.

2040 Baseline Scenario

- Projection of recent growth trends into the future
 - Share/type of growth
- Population doubles
- New residential growth = 3 Logans

- Existing Structures
- Projected Structures

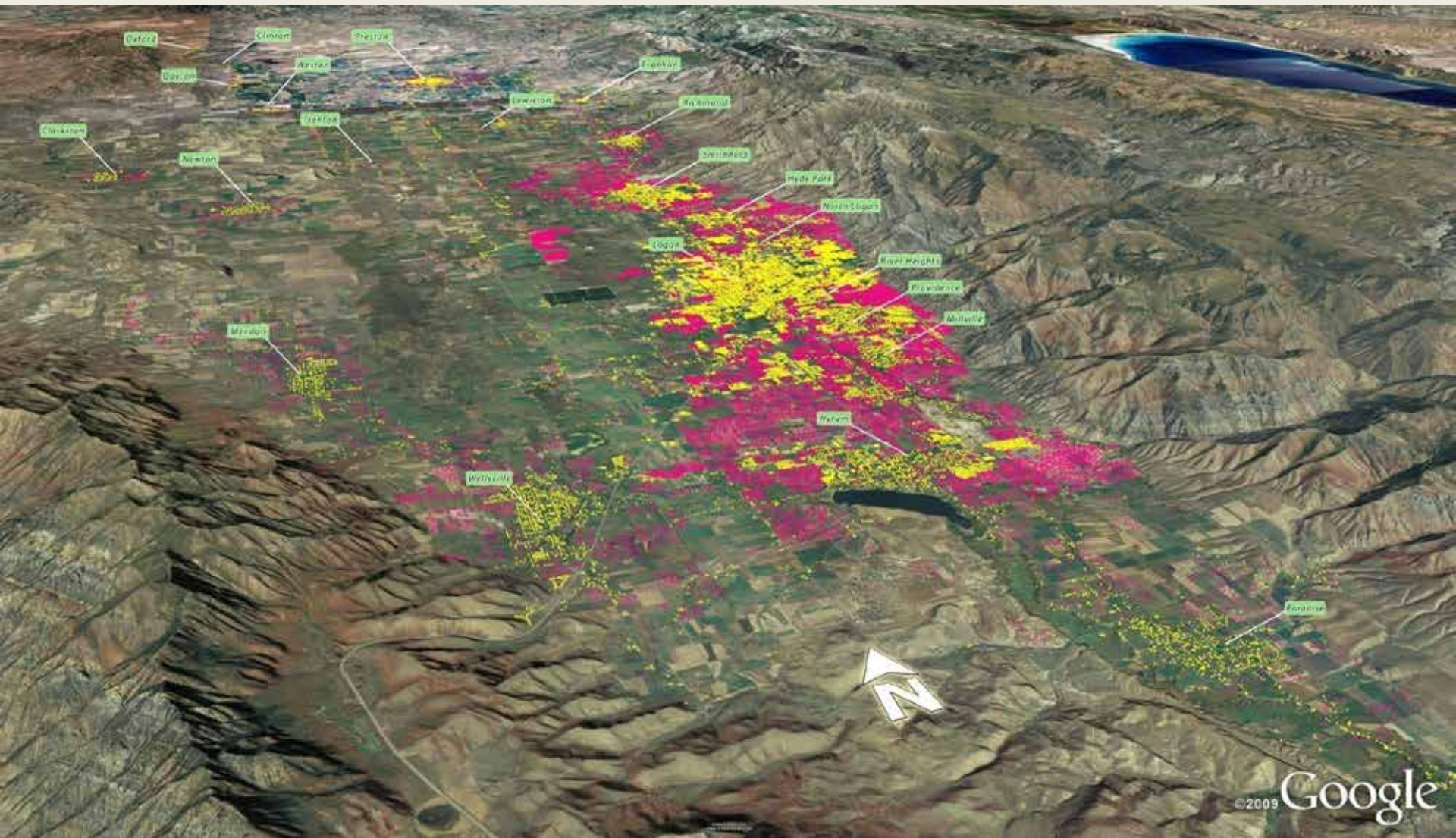




Current Condition

● Existing Structures

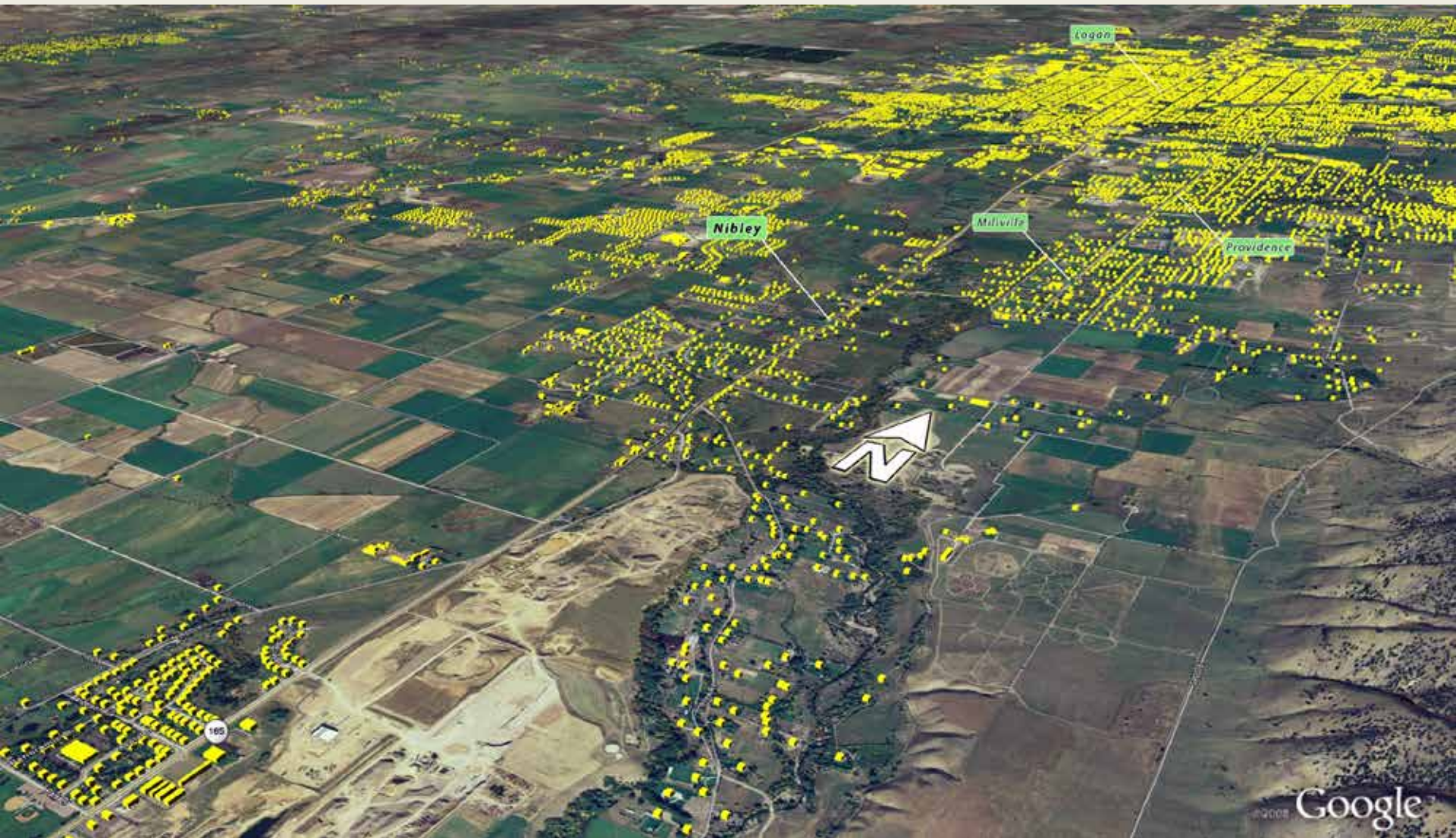
Cache Valley, looking northeast



2040 Baseline

Cache Valley, looking northeast

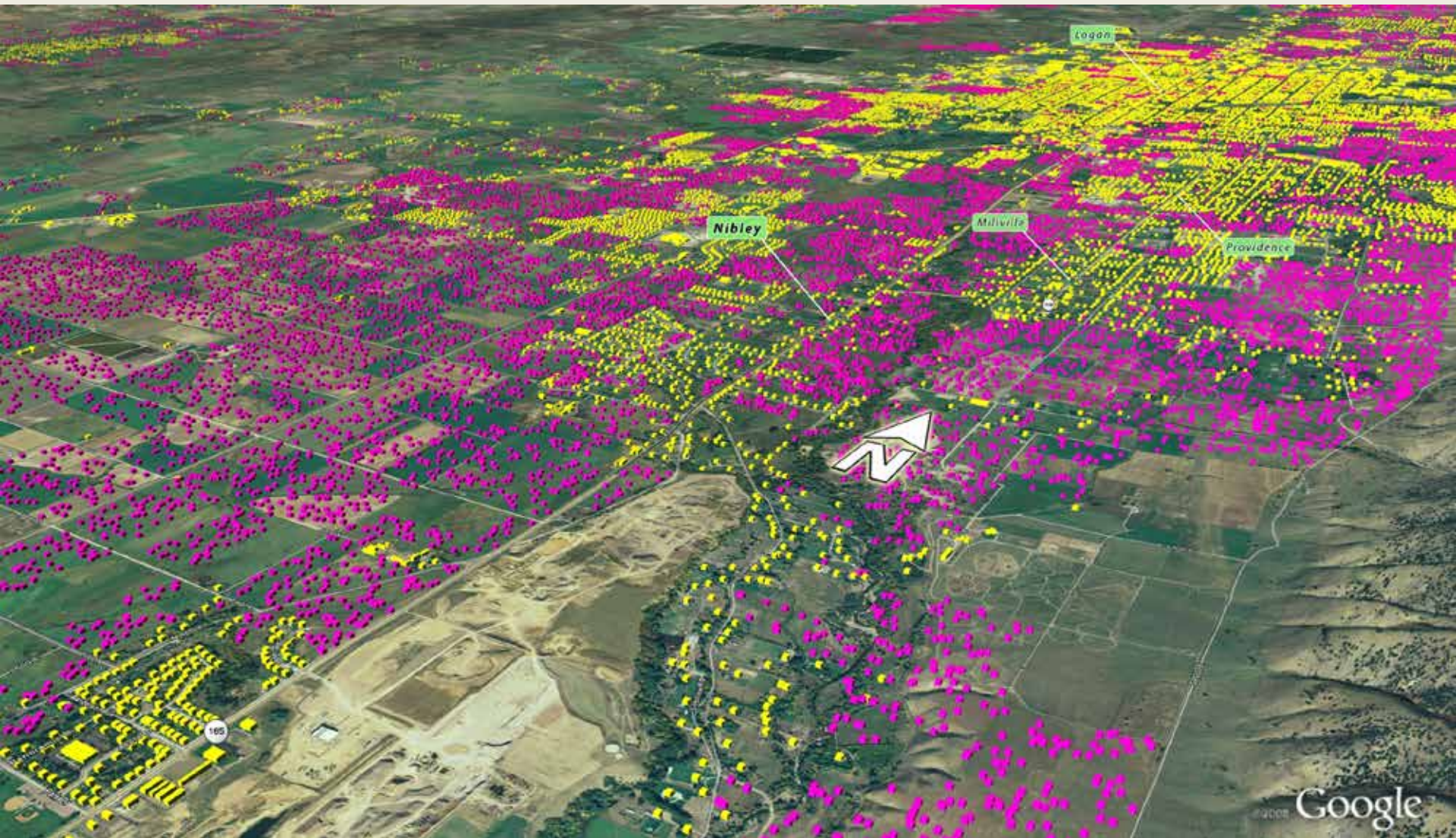
- Existing Structures
- Projected Structures



Current Condition

Nibley / Millville, looking NNW

- Existing Structures
- Projected Structures



2040 Baseline

Nibley / Millville, looking NNW

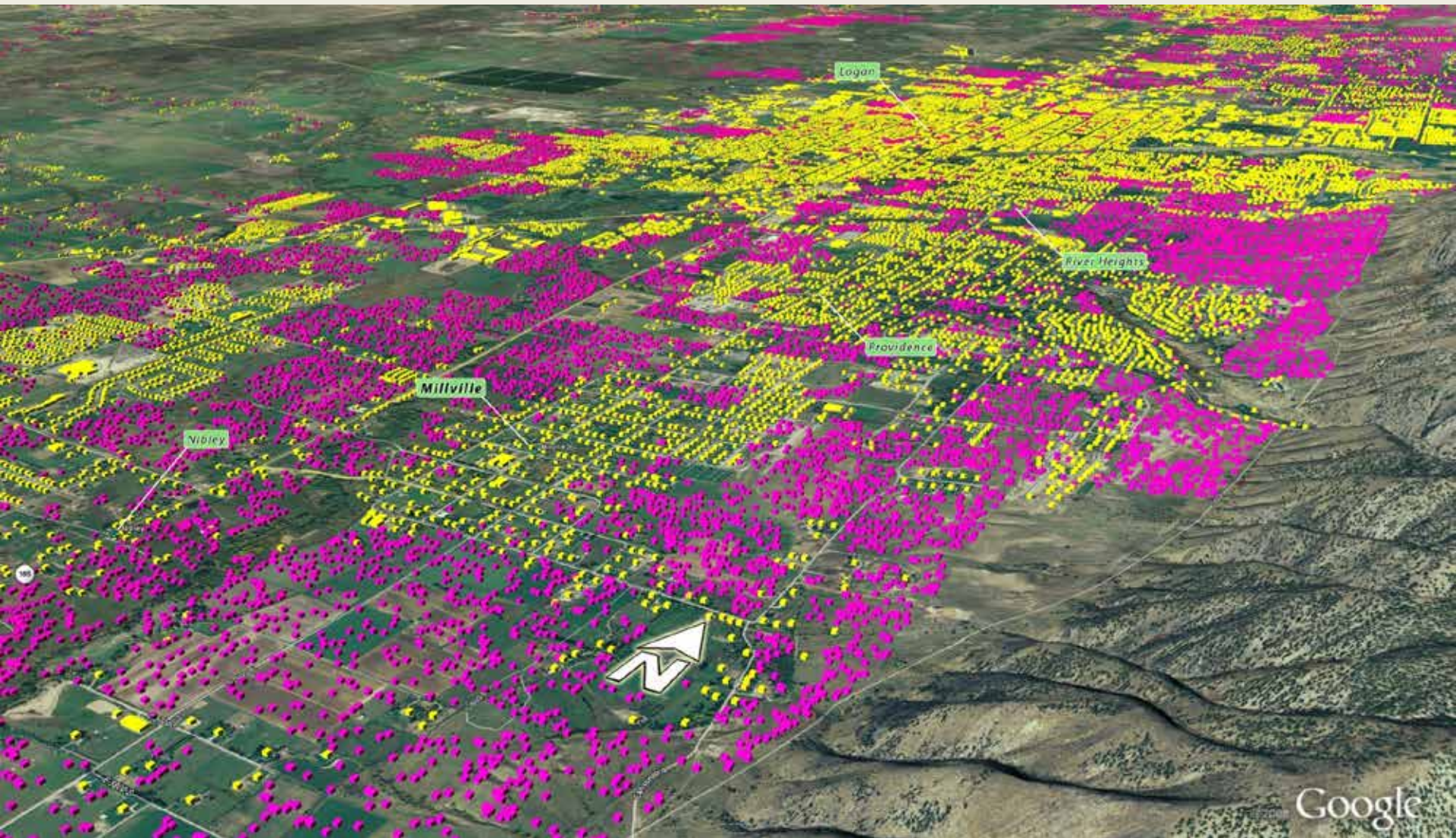
- Existing Structures
- Projected Structures



Current Condition

Providence / Millville, looking NNW

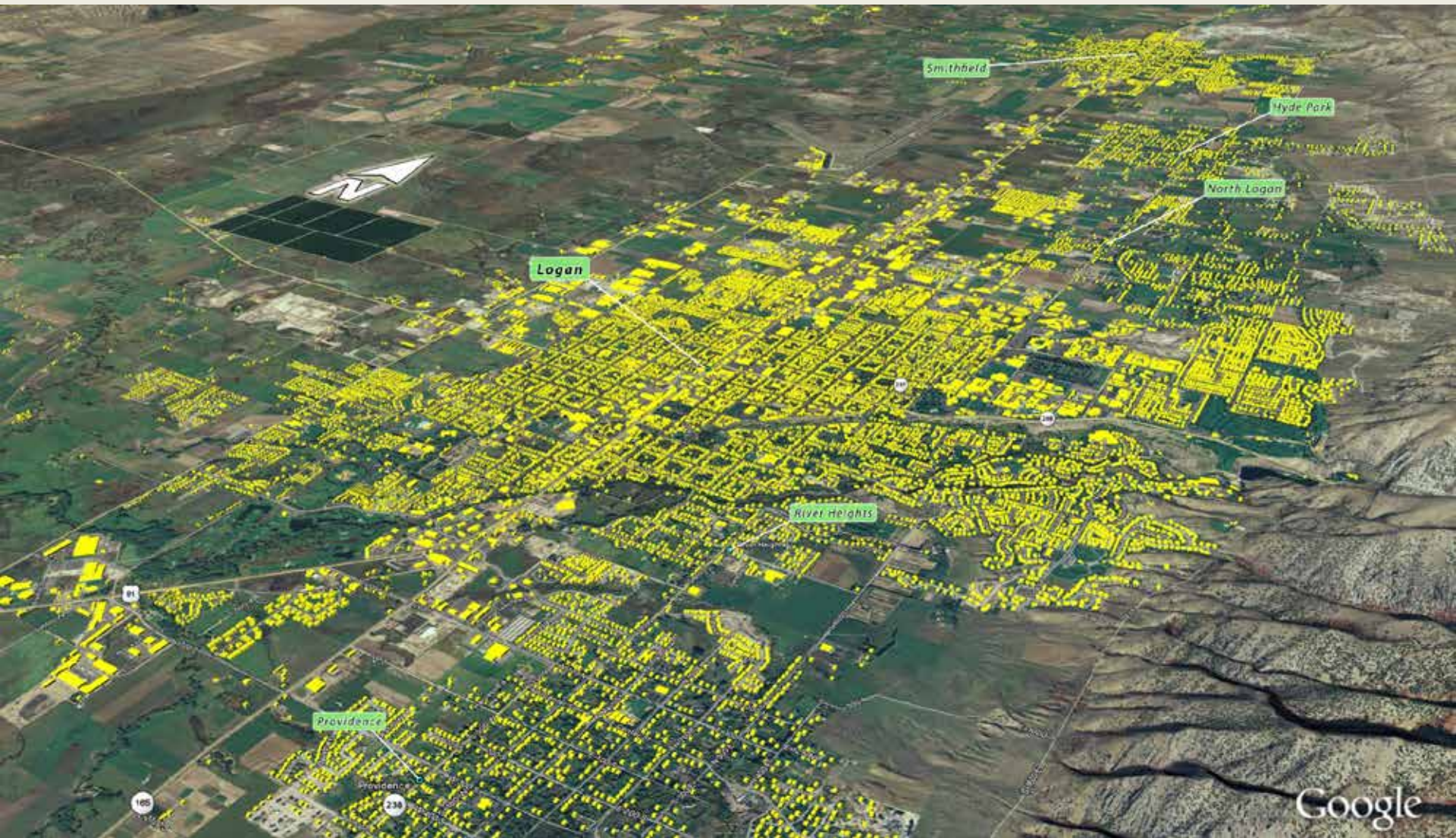
- Existing Structures
- Projected Structures



2040 Baseline

Providence / Millville, looking NNW

- Existing Structures
- Projected Structures



Current Condition

Logan, looking NNW

- Existing Structures
- Projected Structures



2040 Baseline

Logan, looking NNW

- Existing Structures
- Projected Structures



Current Condition

North Logan, looking SSW

- Existing Structures
- Projected Structures



2040 Baseline

North Logan, looking SSW

- Existing Structures
- Projected Structures

Workshops: Brainstorm the Ideal Future

- Focused problem solving, not philosophizing
- Recognition of competing goals
- Mixed groups must reconcile differences
- Long time horizon helps find common ground

Participants imagined the future for their children and grandchildren...

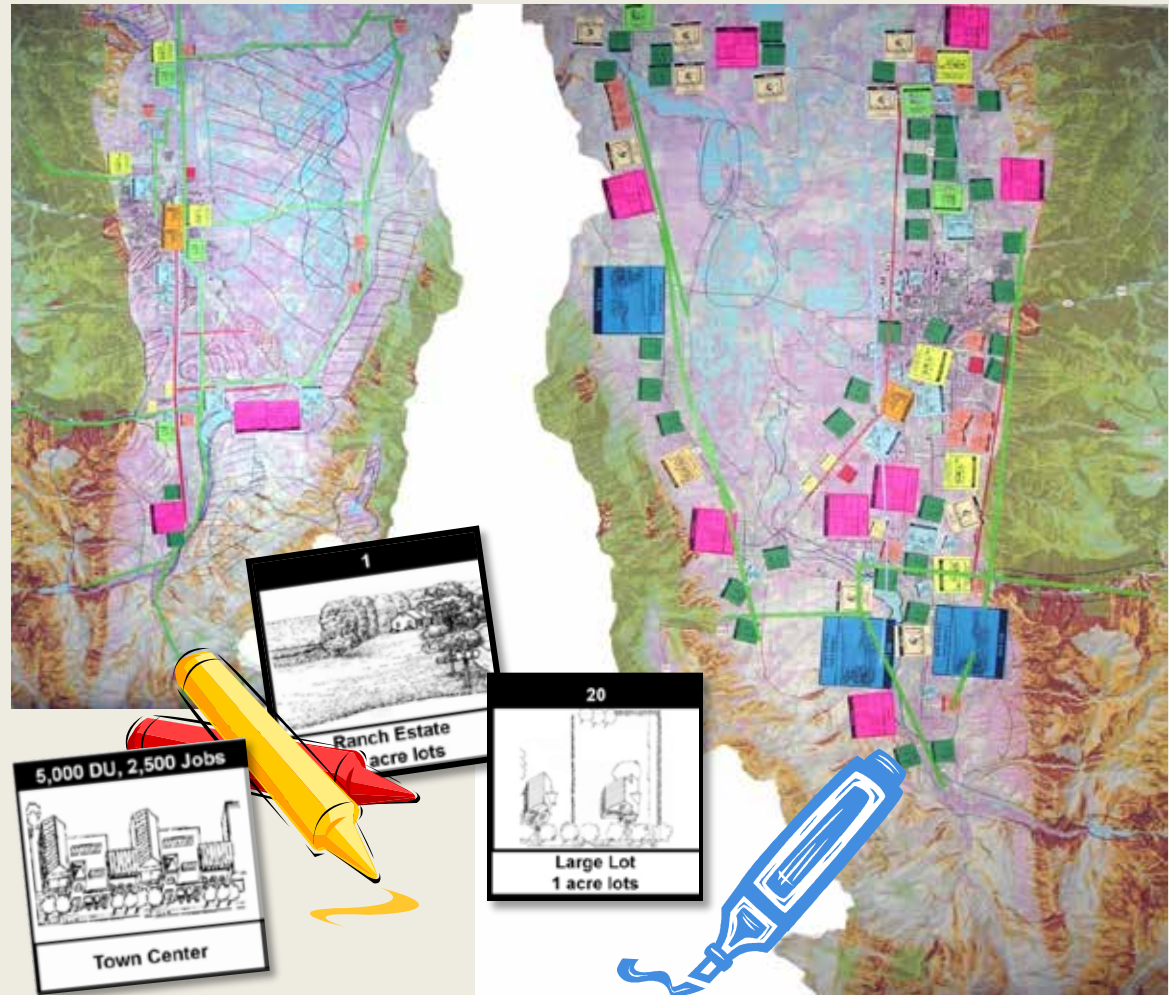


...and answered the question:
How shall we accommodate anticipated growth?

Workshop Brainstorm

Participants worked in groups on maps of Cache Valley to identify growth preferences. Paper chips identify preferred growth patterns and locations for housing and employment. Colored tape identifies desired transportation routes and modes. Markers identify valued critical lands, working farms and ranches, and recreational areas.

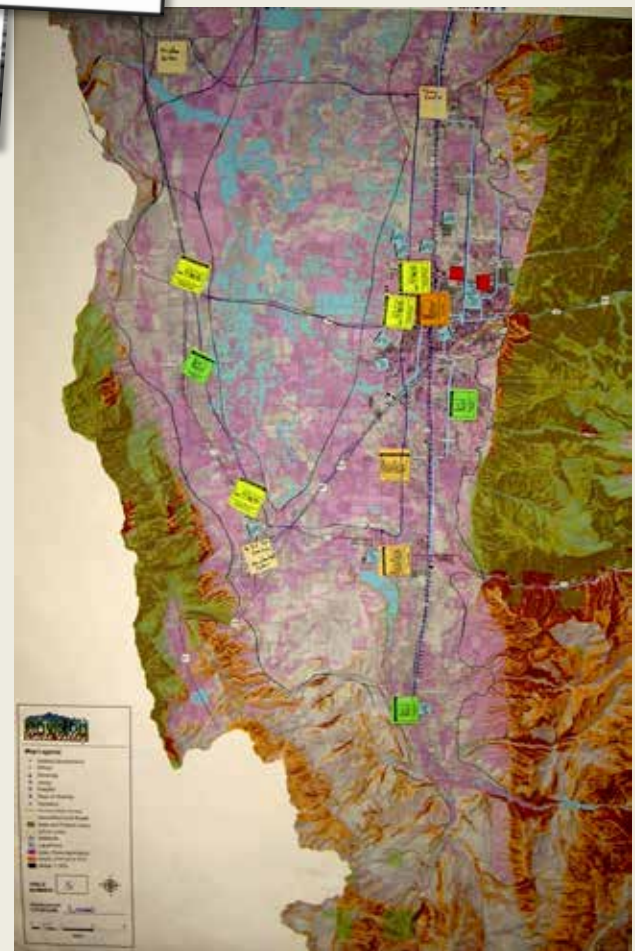
- **Land Conservation**
 - Which lands should be conserved for future generations?
- **Growth and Place-Making**
 - What kinds of places should be created?
 - Where should people live and work?
- **Transportation**
 - How will people get around?



During the ten workshops held throughout the valley, the public created 53 maps. Below are a few examples of what the maps looked like.

- 500 Lots**: Large Lots 1 acre each (Icon: tractor)
- 500 Lots**: Estate Lots 5 acres each (Icon: field)
- 100 DU, 20**: Mixed-Use Neighborhood (Icon: person)
- 5,000 DU, 2,500 Jobs**: Town Center (Icon: city buildings)

Cache Valley citizens created 53 maps



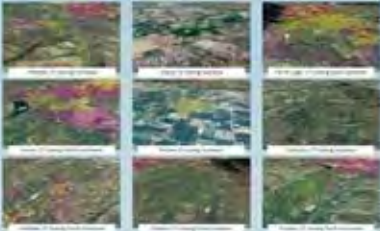
NEW GROWTH
New growth occurs primarily along the corridors, especially near major transportation corridors. Many lots are typical in size to typical development forms, and some have larger lot sizes. Land uses tend to be separated, though some communities create new neighborhoods or some centers that integrate shopping, employment and housing.

New Growth Range:

WHAT COULD CACHE VALLEY BE LIKE IN 2040?
Comprehensive regional planning for the 2040 Cache Valley's projected population of over 177,000 people will enable us to reach a quality of life that is better than ever. While some growth could take place in rural areas, the land use patterns will be more dispersed. We continue to have children, and we are being longer. Some of the challenges of growth is to help to increase our current development patterns to discover what the future will be like if we continue growing at the same rate.

The baseline scenario is a picture of what the future may look like if we continue to grow like we are today. It is not a prediction of what the future will be like. It is a picture of what the future could be like if we continue to grow like we are today. It is not a prediction of what the future will be like. It is a picture of what the future could be like if we continue to grow like we are today.

If you attended the workshops in February and March you may remember the discussion of the baseline scenario. The image of Cache Valley below depicts the baseline from a larger vantage point. The yellow lines represent existing growth, the red color represents new growth.

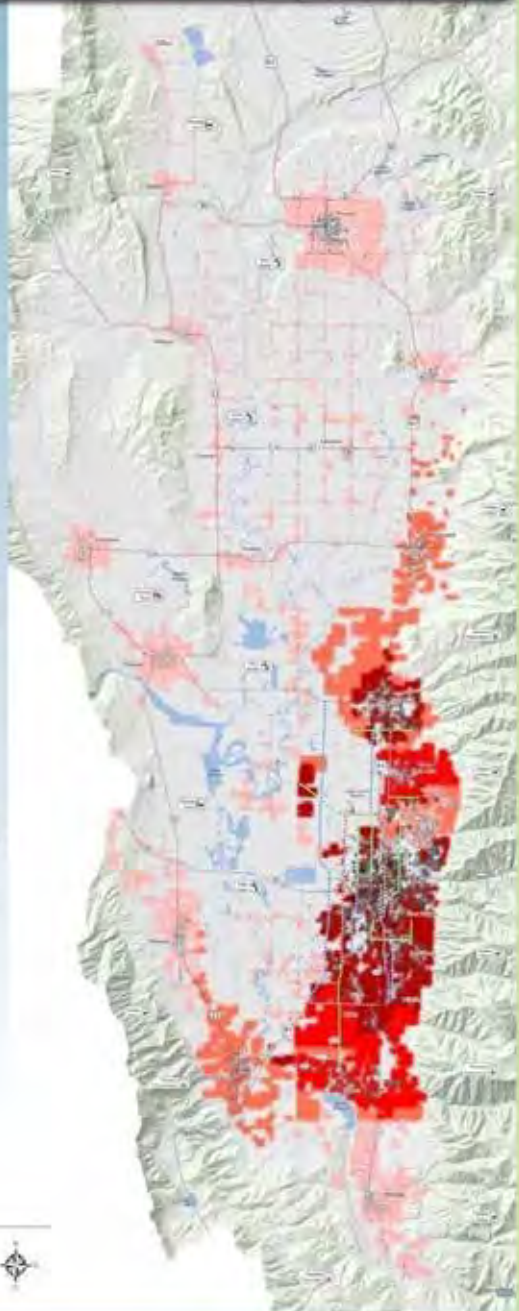
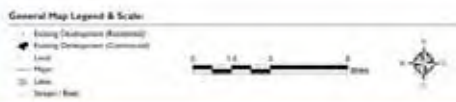


TRANSPORTATION
Roadways are the priority, with almost all trips done by automobile. Local road systems tend to include more cul-de-sacs and fewer grids. There is more privacy, but fewer roadway connections. Buses continue to run on the existing fixed route system. Because housing tends to be further from shopping and employment, few trips are made by walking or biking.

Cache Metropolitan Planning Organization (CMPO)
2030 Regional Transportation Plan Project List:
- PHASE I (2007 - 2015):
- PHASE II (2016 - 2025):
- PHASE III (2026 - 2030):

LAND CONSERVATION & RECREATION
Land Conservation:
Water quality is conserved, with most water bodies, wetlands, and floodplains away from growth. Over time, working farms are largely left intact as growth and development. Most communities grow into one another over time.

Recreation:
This growth pattern emphasizes private recreation that occurs largely in people's back yards. Trail loops and parks are likely available within a brief drive.



Scenario A (Baseline) Characteristics

Growth

- Recent growth pattern projected into the future.
- Housing is more dispersed across the valley.
- Land uses are separated.
- Average housing density of developed land is 1.4 dwellings per acre.

Transportation

- Roads are the priority—more cul-de-sacs, fewer grids (fewer connections, more privacy).
- Bus routes are similar to today.
- Some walking and biking (housing farther from goods, services, employment).

Conservation/Recreation

- Square miles developed: 52 (communities grow together)
- Farmland developed: 26,091 acres
- Recreation in backyards; trail loops/parks within brief drive



SCENARIO B: Eastside / Westside Benches

HOUSING AND EMPLOYMENT

New growth occurs primarily along the benches, especially near major transportation corridors. Many lots are 1/2 acre or less to meet development needs, and many have large back yards. Land uses tend to be separated, though some communities provide an neighborhood or town centers that integrate shopping, employment and housing.

New Residential

Residential areas range from large family lots to high density group housing. New housing is concentrated along major transportation corridors.



New Employment

Employment centers range from low density office parks to high density office parks. Office parks are most common, followed by retail, manufacturing, and light industrial.



New Mixed Use

Mixed use areas include a range of compatible housing options, shopping, and businesses with a walkable neighborhood feel. Residential and employment uses are integrated, and the space typically is used as neighborhood to a vibrant city center.



MIXED-USE CENTERS & NEIGHBORHOODS

Mixed-Use Neighborhood

Mixed-use neighborhoods include a wide range of single family homes to a variety of lot sizes. Parks, trails, a church, a school, and perhaps a small business or retail are within walking distance.



Compact Mixed-Use Neighborhood

Compact mixed-use neighborhoods feature a mix of single family homes to large lot lots, as well as townhomes and townhouses. Amenities include parks, trails, a church, a school, and other small businesses, markets, and retail are within walking distance.



Neighborhood Center

Neighborhood centers blend commercial and residential uses. Centers include shops and restaurants, compact housing, daily grocery stores, and perhaps a small office or a computer store. The area is surrounded by single family homes and townhouses, and a main thoroughfare and schools.



Town Center

Town centers include a large business district and some compact residential, commercial and professional. Some neighborhood centers, often along a main thoroughfare, include shops, grocery stores, and other services. The area is surrounded by single family homes and townhouses.



City Center

A large regional center for commerce and living, city centers include a significant commercial district as well as compact residential, commercial and professional. Many high-rise buildings, often along a main thoroughfare, include shops, grocery stores, and other services. The area is surrounded by single family homes and townhouses.



TRANSPORTATION

The road network is a priority, with a new bypass extending from Preston almost to Wellsville. Buses operate about as frequently as they do today. Better bikes are made on foot or by bike, though housing tends to be further from parks, services, and employment.

Transportation Issues:
• Roadway Investment: ★★★★★

LAND CONSERVATION & RECREATION

Land Conservation

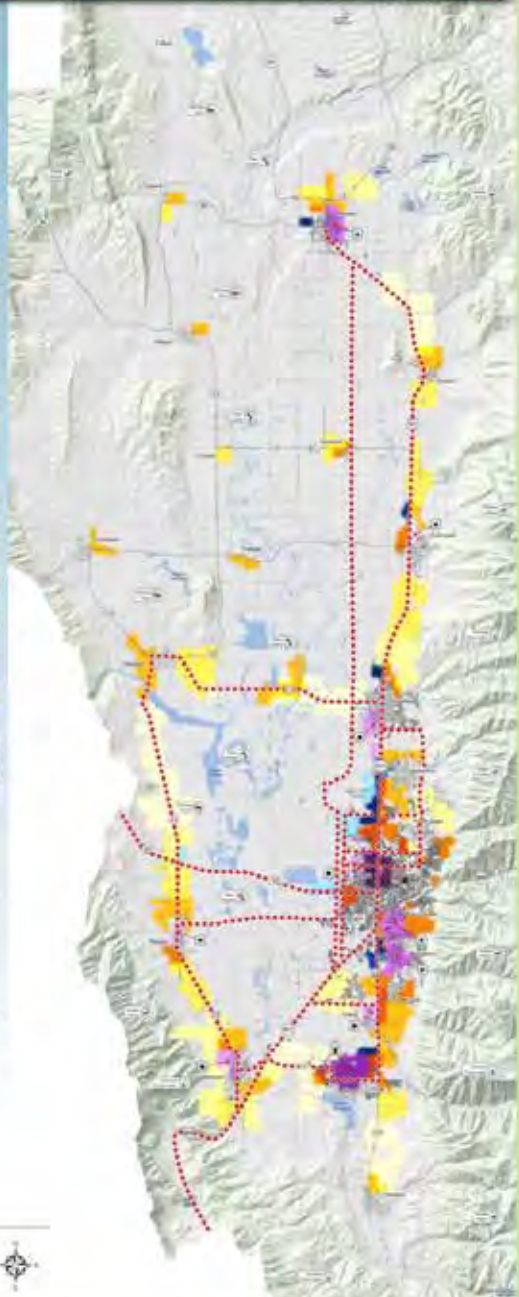
While many communities grow together over time, much of the valley floor is conserved. Farming is impacted by the extent of growth and increased fragmentation. Water quality is conserved, with growth happening away from most water bodies, wetlands, and floodplains.

Recreation

This growth pattern encourages private recreation that occurs largely in people's back yards. Trail loops and parks are likely available within a brief drive.

General Map Legend & Scale

- Existing Development (Shaded)
- Planned Development (Dotted)
- Land
- Water
- Other
- Scale: 0, 1.5, 3, 4.5 Miles



Scenario B (Eastside/Westside Benches) Characteristics

Growth

- Housing dispersed along the benches and transportation corridors.
- Most land uses separated with some new neighborhood or town centers.
- Average housing density of developed land is 1.7 dwellings per acre.

Transportation

- Road network with bypass from Preston to near Wellsville.
- Buses about as frequent as today.
- Some walking and biking (housing farther from goods, services, employment).

Conservation/Recreation

- Square miles developed: 45 (most communities grow together)
- Farmland developed: 15,805 acres
- Recreation in backyards; trail loops/parks within brief drive



SCENARIO C: Town Centers / Clustering

HOUSING AND EMPLOYMENT

Communities across the valley grow into traditional towns and small cities. Most feature neighborhood or town centers that provide for day-to-day needs and some employment. The centers have a range of housing choices, including living spaces above retail and commercial businesses. Growth occurs in clusters.

New Residential

Residential areas range from high-density, walkable town centers to low-density, suburban-style housing.



New Employment

Employment centers range from low-density, walkable town centers to high-density, walkable town centers.



New Mixed Use

Mixed-use areas combine a range of housing choices, including neighborhood or town centers, with employment and commercial uses.



MIXED-USE CENTERS & NEIGHBORHOODS

Mixed-Use Neighborhood

Mixed-use neighborhoods include a wide range of housing choices, including town centers, and a mix of commercial and employment uses.



Compact Mixed-Use Neighborhood

Compact mixed-use neighborhoods include a wide range of housing choices, including town centers, and a mix of commercial and employment uses.



Neighborhood Center

Neighborhood centers include a mix of housing choices, including town centers, and a mix of commercial and employment uses.



Town Center

Town centers include a mix of housing choices, including town centers, and a mix of commercial and employment uses.



City Center

City centers include a mix of housing choices, including town centers, and a mix of commercial and employment uses.



TRANSPORTATION

The road network includes a partial bypass road west of Logan area as well as enhanced east-west connections. Enhanced public transportation loops serve most communities. New service may include peak hour vanpools, more bus routes, and more frequent bus services. Bike corridors follow the public transportation loops.

Transportation Icons:

- Regional Transportation, Public Transportation, Bus, Commuter Buses
- Regional Transportation, Public Transportation
- Public Transportation, Bus, Commuter Buses
- Regional Transportation
- Public Transportation

LAND CONSERVATION & RECREATION

Land Conservation

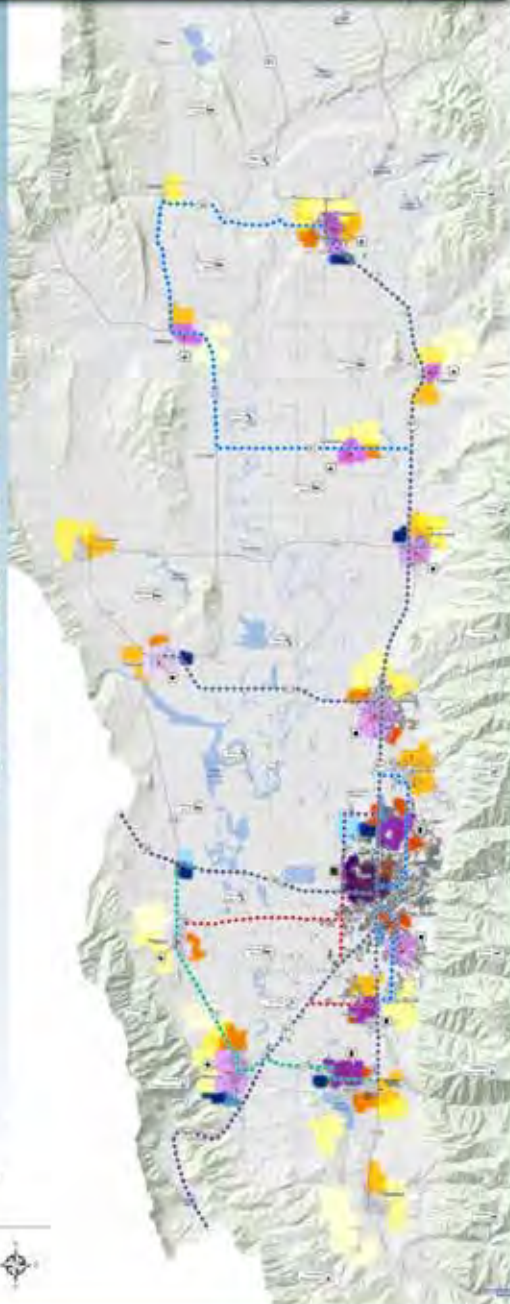
Open lands help maintain communities distinct and separate from one another. Working farms are impacted by growth at the edges of existing towns, though they remain largely intact in the valley's center. Water quality is preserved, as are water bodies, wetlands and floodplains on the valley floor as they mature.

Recreation

Use of local recreation systems is high. Local systems may use trail loops to link parks and other recreational facilities.

General Map Legend & Scale

- Existing Development (Planned)
- Existing Development (Current)
- Land
- Major
- Local
- Trail



Scenario C (Town Centers/Clustering) Characteristics

Growth

- Most growth occurs within existing communities across the valley, in traditional towns/small cities.
- "Centers" provide for day-to-day needs, some employment, and a range of housing choices.
- Average housing density of developed land is 2.3 dwellings per acre.

Transportation

- Partial bypass road west of Logan with enhanced east/west roadway connections.
- Enhanced public transportation loops serve most communities (new peak hour van pools, more bus routes).
- Bike routes located along public transportation loops.

Conservation/Recreation

- Square miles developed: 32 (many communities remain geographically distinct)
- Farmland developed: 11,206 acres
- Local recreation (trail loops link parks/other recreational facilities)



SCENARIO D: Urban Centers / Rural Edge

HOUSING AND EMPLOYMENT

Existing centers demonstrate a mix of compact patterns and urban uses of the population. Smaller city and town centers emerge. Most growth occurs within city limits by filling in vacant developable land and through land recycling, particularly in commercial areas. Widespread commercial expansion occurs primarily in the form of small neighborhood centers providing for day-to-day needs and more vibrant centers. This growth pattern places a mix of jobs, shopping, townhouses and condos in the center of larger cities and towns with single-family housing nearby.

New Residential: Sustained urban-edge land development may be more common than in traditional or rural settings areas.

New Employment: Employment density centers in town centers, 2-3 miles from city centers. The office/trade area focus becomes dominant for retail, service, technical, and light industrial.

New Mixed Use: Small lot mixed-use centers (single to two-story) featuring offices, shopping and recreation into a walkable neighborhood. In centers, traditional and neighborhood centers can vary, adding from the center city out to a mixed-use neighborhood in a village city center.

MIXED-USE CENTERS & NEIGHBORHOODS

Mixed-Use Neighborhood: Small use neighborhoods include a wide variety of right-to-left housing use in a variety of lot sizes. Parks, trails, schools, a library, and perhaps a small number of businesses within walking distance.

Compact Mixed-Use Neighborhood: Compact mixed-use neighborhoods feature mostly single-family housing in a variety of lot sizes, and some townhouses and some smaller scale multi-family housing. Parks, trails, a school, and other small businesses, theaters, and other walking destinations.

Neighborhood Center: Neighborhood centers should incorporate retail, recreational, dining, and entertainment. Compact housing (single above business) and perhaps a retail plaza with a compact area. This area is surrounded by single-family houses and neighborhoods, parks and trails, churches and schools.

Town Center: Town centers include a larger business district and some mixed-use residential development and commercial. They include neighborhood centers, mixed-use buildings, and other uses like shops, parks, churches, and schools. Some may include a small-scale multi-family housing or smaller lots.

City Center: A larger regional center for commerce and living, city center may include a significant amount of business, hotels, and apartments—along with businesses—while having buildings close to five stories high. The city center includes parks, plazas, churches, and schools, and some might have been adapted to more compact areas.

TRANSPORTATION

Major streets are designed for a range of transportation choices: walking, biking, public transportation and auto use. A dedicated public transportation corridor is considered as part of existing road right-of-way, extending from Provo through Saratoga Canyon. Biking compact centers along the valley's main axis to the Wasatch Front. The corridor may accommodate a street car or rapid transit (possibly light rail or rubber tire), and may transition to a light rail or tram. Many trips are made on foot or by bike, since most people live near services, shopping and workplaces.

Transportation Icon:

- Business Interchanges, Rapid Transportation, Red Commuter Route:
- Business Interchanges, Rapid Transportation:
- Rapid Transportation, Red Commuter Route:
- Business Interchanges:

(Note: Rapid Transportation Icon = Red Route, Street Car or Light Rail)

LAND CONSERVATION & RECREATION

Land Conservation: The impact of development occurs on minimal acreage; dense limits separate most communities, and most working farms remain. Water quality is preserved, as water bodies, wetlands and floodplains on the valley floor are conserved. The edge between urban and the rest of rural functions in the west is distinct.

Recreation: The Bonneville Shoreline Trail serves as a regional recreation corridor. With most people living near the trail, it links residents to a regional system that provides access to the mountains, canyons and the entire flow out of them. With a regional network, there may be less emphasis on local recreation systems and more emphasis on local links to the regional system. (Note: The signature theme recreational and use per job, designated as the Bonneville Shoreline Trail.)

General Map Legend & Scale:

- Existing Development (shaded)
- Existing Development (contour)
- Land
- Water
- Urban
- Rural



Scenario D (Urban Centers/Rural Edge) Characteristics

Growth

- More compact east-side growth, mostly within city limits, with distinct city and town centers.
- Mix of jobs, shopping, townhouses and condos in centers of larger cities and towns, single-family housing nearby.
- Some west-side growth—centers with some services, more housing choices.
- Average housing density of developed land is 3.3 dwellings per acre.

Transportation

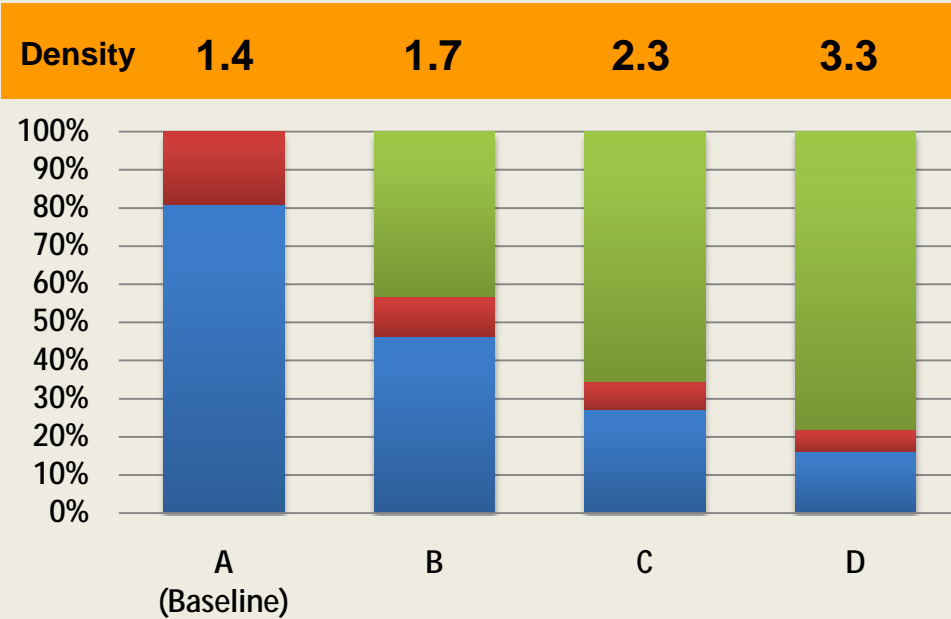
- Wider range of choices: walking, biking, public transportation, and auto use.
- Dedicated public transportation corridor.
- Walking and biking more common (most live near shopping/work).

Conservation/Recreation

- Square miles developed: 23 (most communities remain geographically distinct)
- Farmland developed: 5,746
- Bonneville Shoreline Trail as a regional recreation corridor (most live near trail)

New Housing

Housing Density and Mix

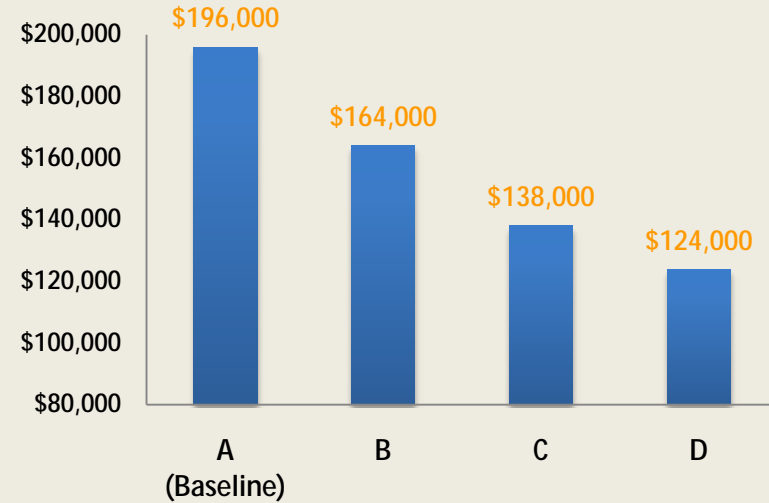


■ Detached ■ Attached ■ Mixed Use

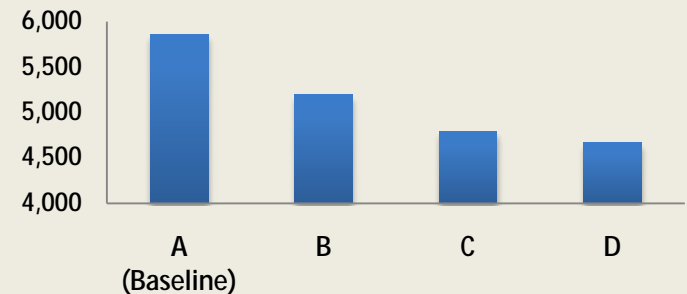
Note:

Density = average housing density per developed acre
Mixed use includes detached and attached homes.

Average New Housing Cost (Today's Dollars)

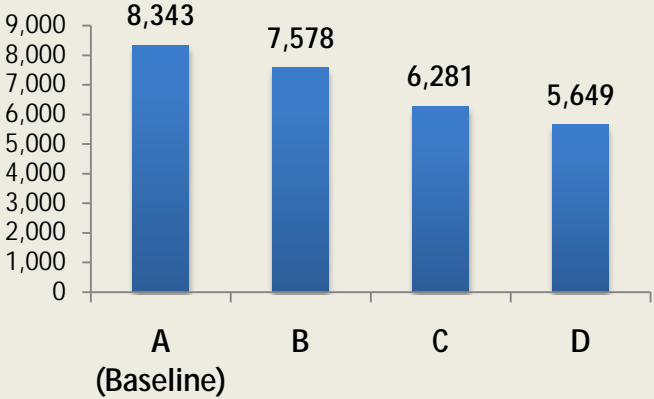


Residential Energy Consumption (Total Annual Billion BTUs)

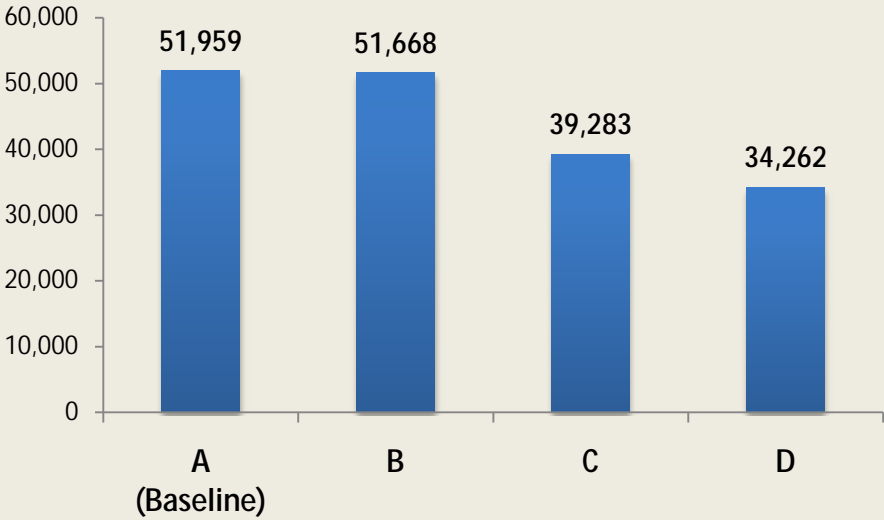


Water Quality and New Water Consumption

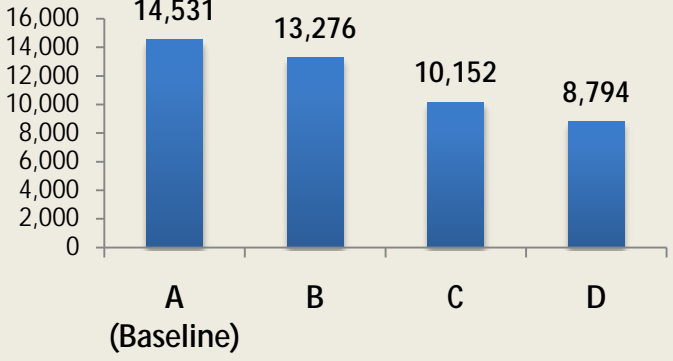
New Impervious Acres



New Average Annual Water Demand (Acre Feet)

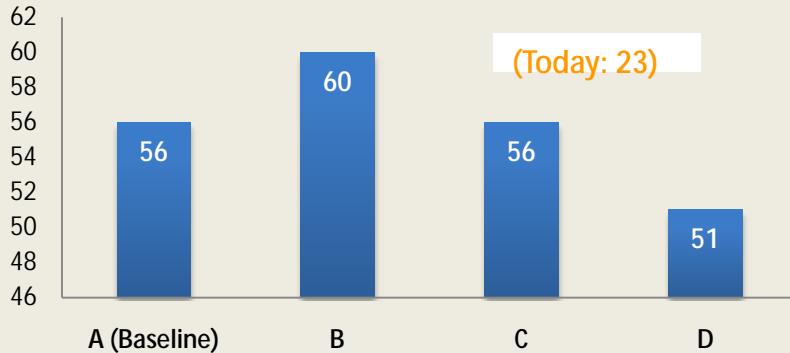


Average Annual New Storm Water Flows (CFS)

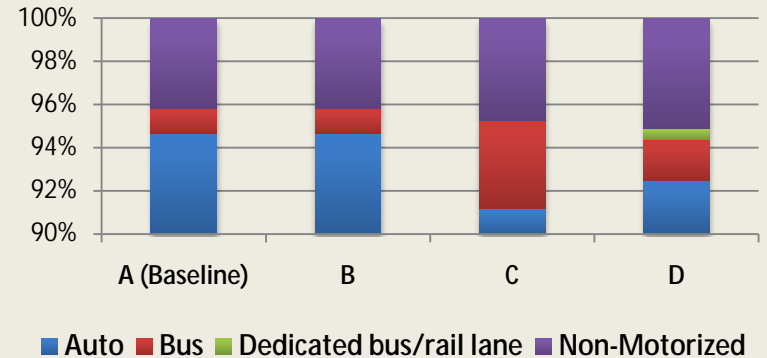


Transportation and Air Quality

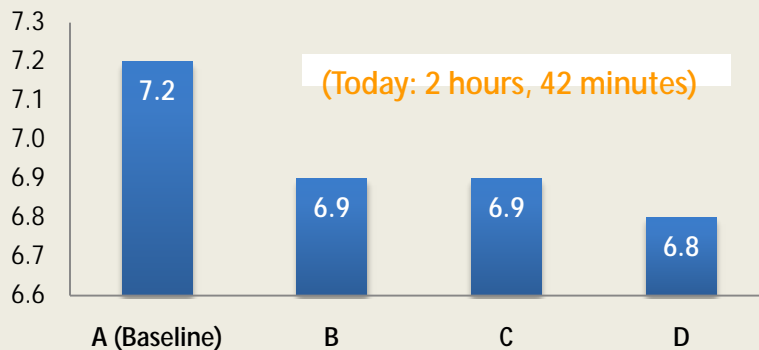
Daily Vehicle Miles Traveled
(Per Household)



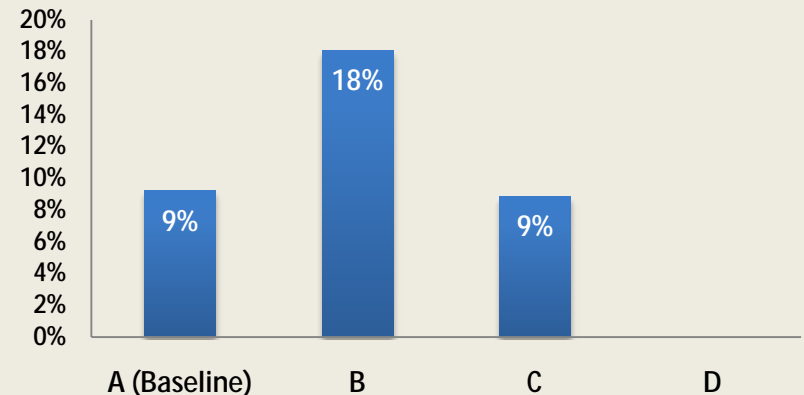
Transportation Shares:
How do people get around in 2040?
Note the last 10% of trips...



Time in the Car
(Hours Per Household)



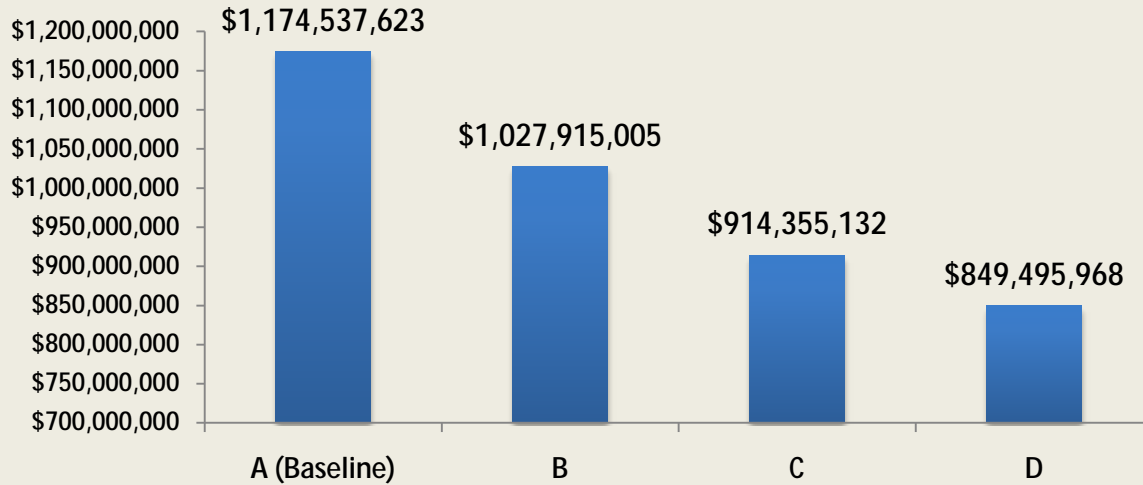
Vehicular Emissions Comparison
Relative to Scenario D (tons/day*)



*CO, NOx, VOC, PM2.5 unpaved dust, exhaust and primary, and paved dust

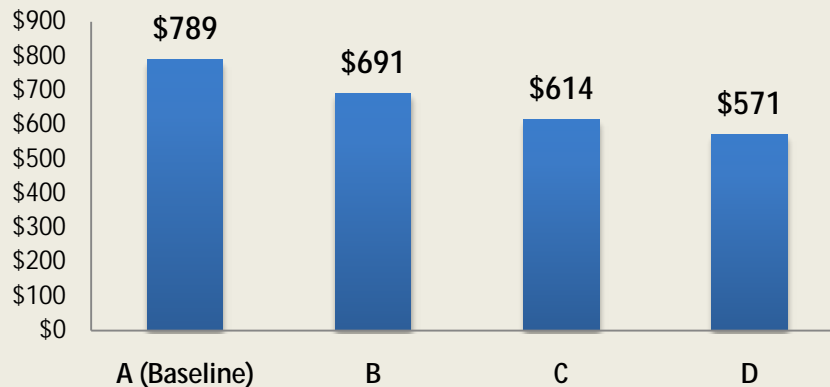
Total New Local Infrastructure Cost, Today's Dollars

(local road construction and maintenance, culinary water, sewer, storm water)



Annual Local Infrastructure Cost of Each New Household

(does not include cost of schools and other services)



Scenario Shopping

After reviewing the scenarios and their impacts, residents selected their preferences for components of the scenarios. Preferred components informed the Cache Valley Vision and Vision Principles.

Like Selecting Ingredients to Make a Meal

(Not a Prepackaged Dinner)



Scenarios Feedback Summary

- 89% chose scenarios created from public brainstorming workshops (only 11% voted for the baseline, a scenario representing development trends of the last 10 years).
- 90% preferred at least some emphasis on mixed-use—69% preferred a *significant* or *very significant* emphasis.
- Participants were desirous of a balanced transportation system that included improved roadway connections, more public transportation options, bike routes and pedestrian access.
- Conservation: 67% want to emphasize water quality, working farms and ranches, and protection of scenic vistas—maintaining space between communities and preserving roadway corridors.
- 88% think that local jurisdictions working together to address growth issues is *important* or *very important*.
- In addition, an independent poll obtained the responses of a random sample of the population—results were similar, though showing a preference for more limited changes than for the participants who reviewed presentations during *Envision Cache Valley* events.



Keep the City...



...City

invest in our towns—our centers for living, industry and culture

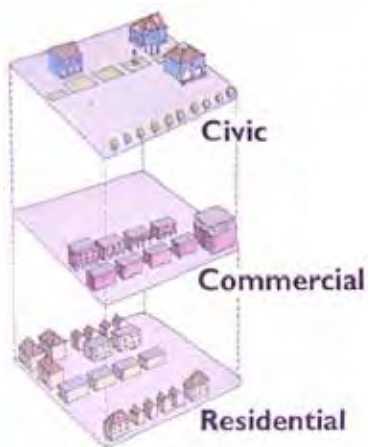


Keep the Country...

...Country

protect the agricultural and natural lands that sustain us

Live close to where we



- Variety of housing options
- Better meet market demand
- Mixed use
- Land recycling

work, shop and play

Why? ...more time for friends and family

Live close to where we



create diverse new neighborhoods within walking distance of services

work, shop and play

Why? ...more time for friends and family

Create good-paying jobs



close to home

Why? ...So we can provide for our families and keep our dollars local.

A potential picture...

Keep the city, city

- Grow inward
- Preserve character and existing neighborhoods
- Blend uses
- Meet market demand
- Provide housing choices
- Good-paying jobs close to home



Keep Cache Valley beautiful, neighborly, healthy and prosperous for the next generation

Create a balanced

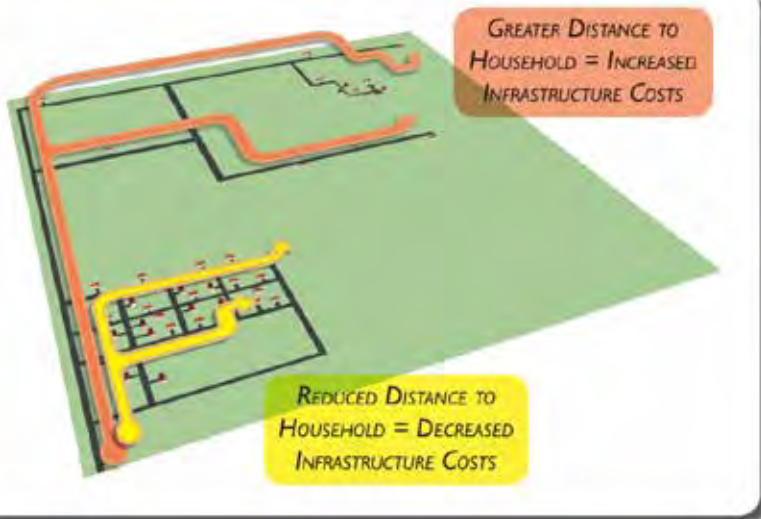


- Compact growth = reduced cost
- Improved roadway connectivity
- Enhanced public transportation

transportation network

Why? ... So we spend less time in traffic and more time doing what we enjoy

Develop efficient



- + Make the most of existing systems
 - + Build fewer miles of roads and water, sewer, and power lines
-
- = **Lower taxes**

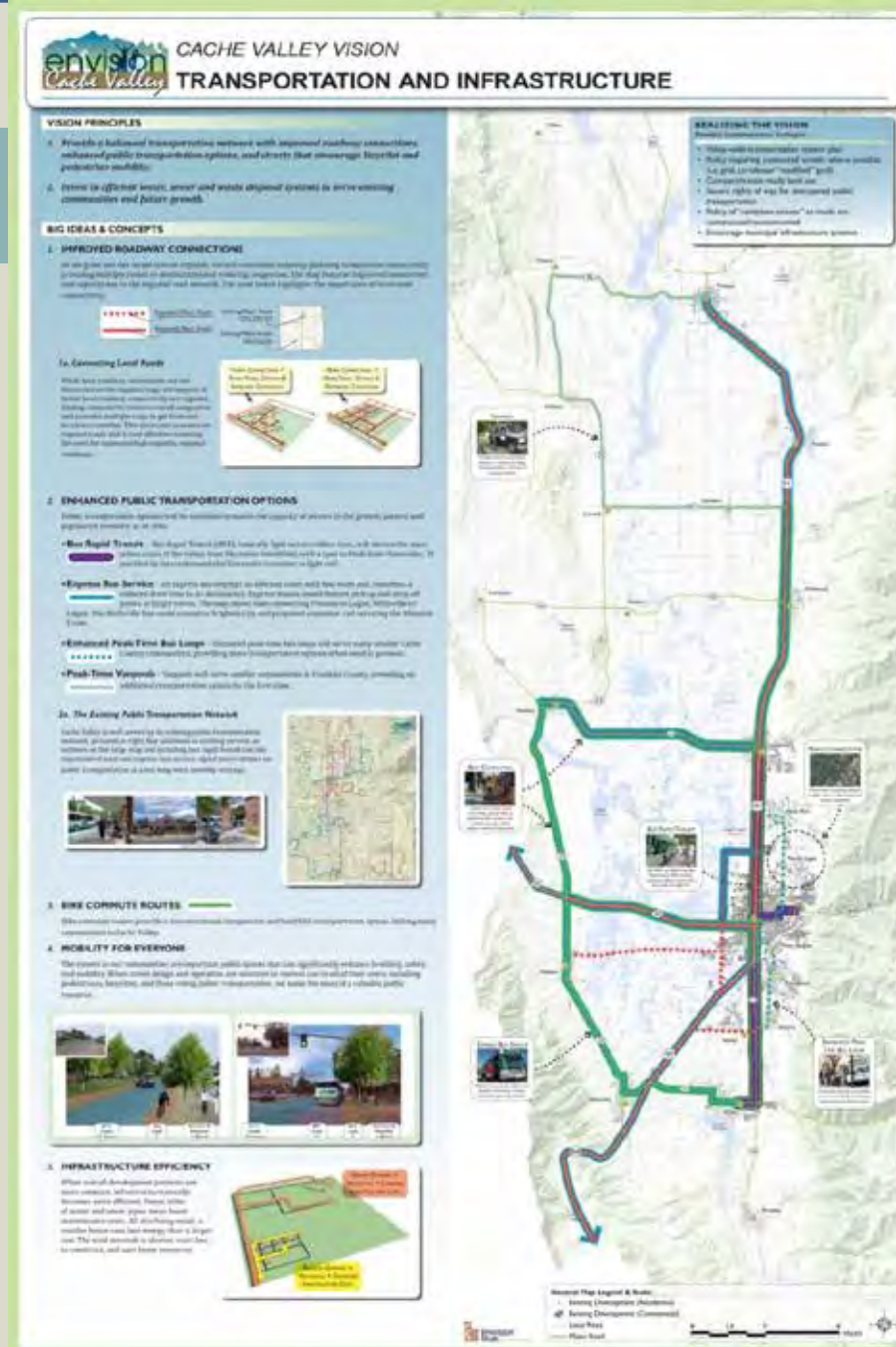
infrastructure

Why? ...For high quality, lower cost services

A potential picture...

Mobility and Services

- Compact growth pattern
- Connected roads
- Enhanced public transportation
- Bike commute routes
- Walkable streets
- Efficient infrastructure



Keep Cache Valley beautiful, neighborly, healthy and prosperous for the next generation

Protect, preserve, improve



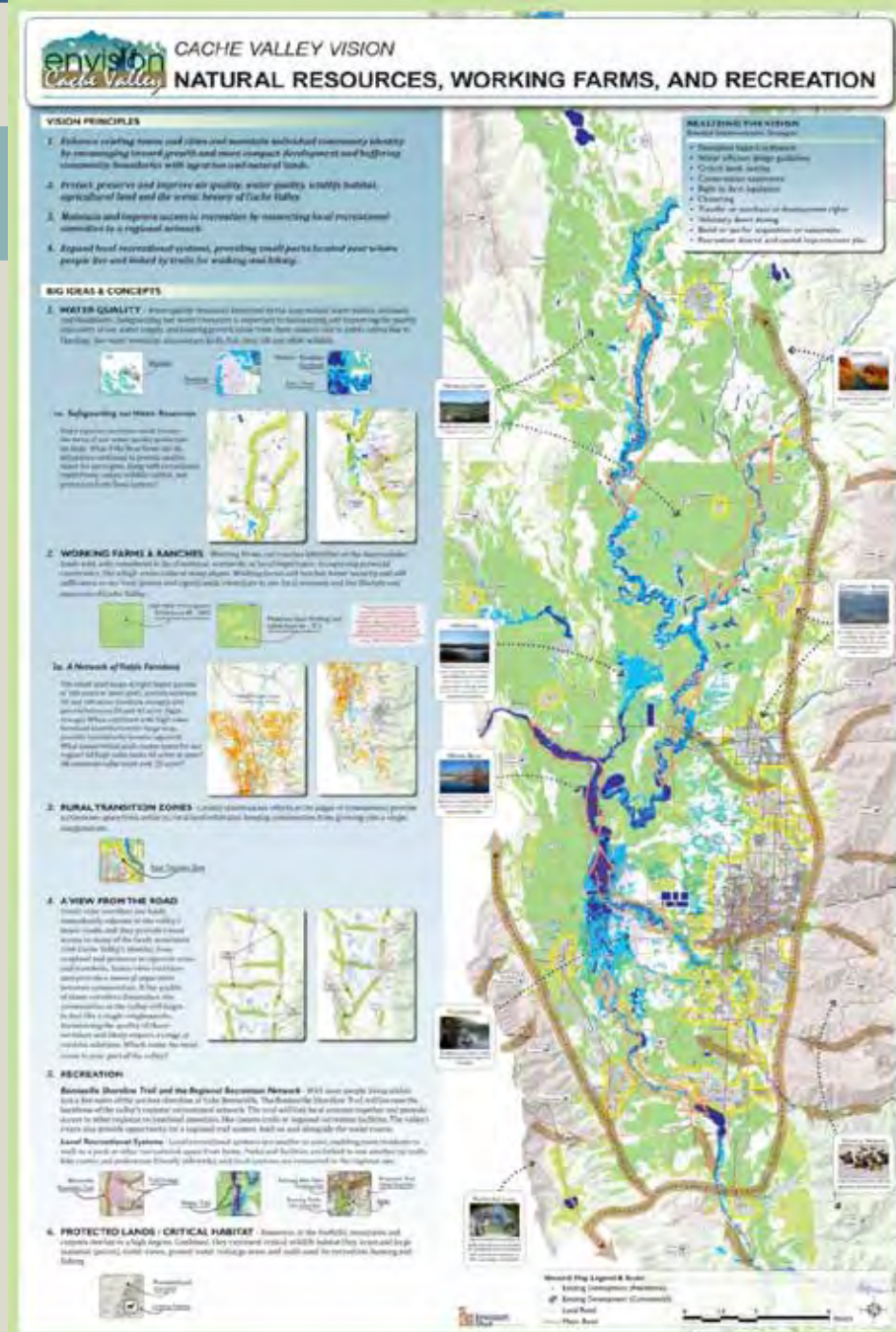
Air quality
Water quality
Wildlife habitat
Agricultural land
Scenic views

Why? ...For our health, safety and way of life

A potential picture...

Keep the country, country

- Water and air quality
- Working farms and ranches
- Scenic views
- Local and regional recreation networks



Keep Cache Valley beautiful, neighborly, healthy and prosperous for the next generation

Connect parks and trails

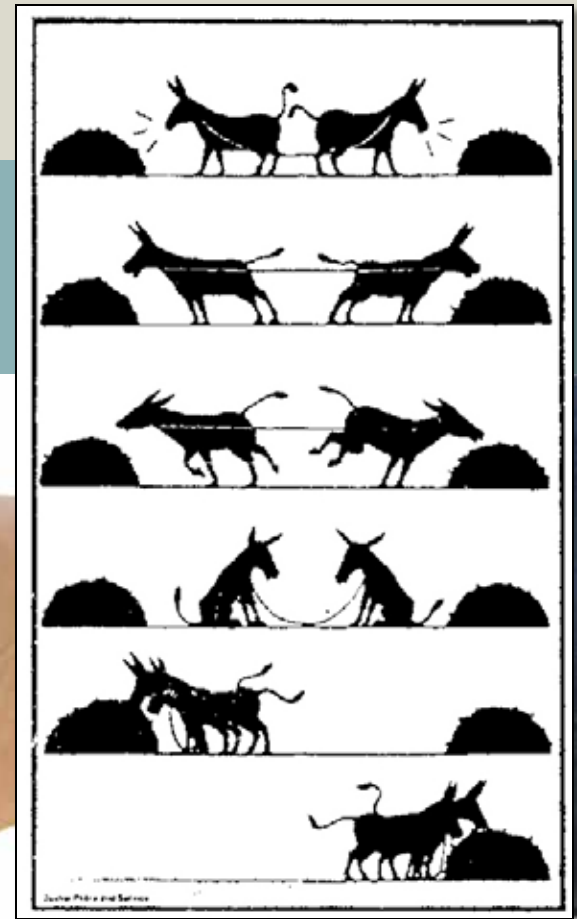


- Small parks linked by trails
- Local systems linked to Bonneville Shoreline Trail and regional amenities

close to home and valley-wide

Why? ...for health, for fun, for peace and quiet

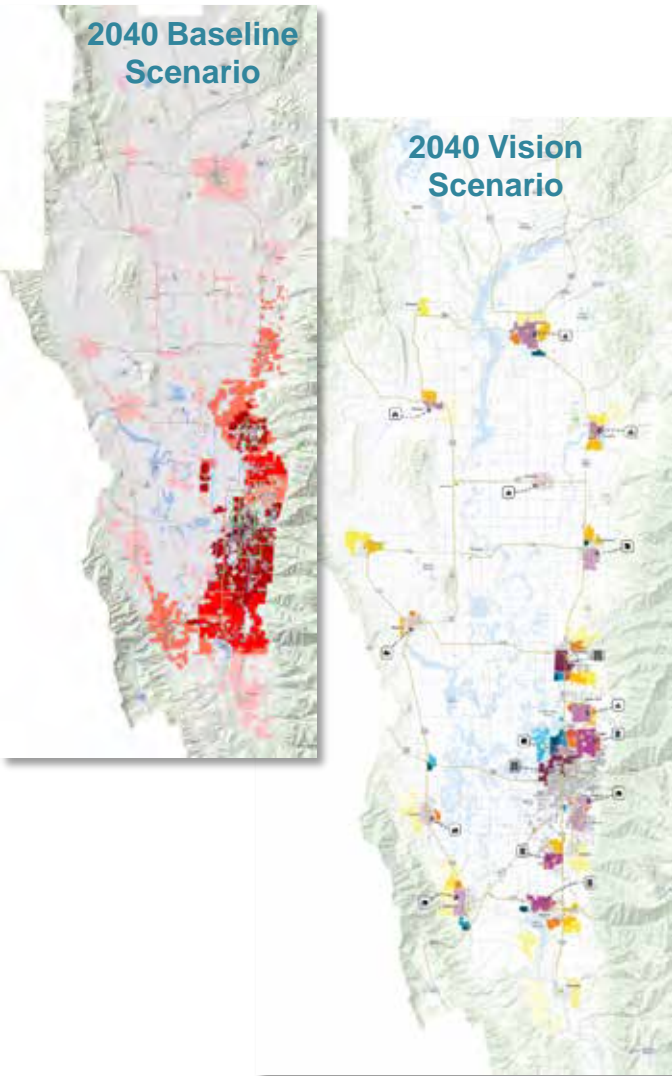
Cooperate...



...to achieve our goals

Keep Cache Valley beautiful, neighborly, healthy and prosperous for the next generation

How the vision measures up...



Relative to the 2040 Baseline Scenario:

- 40% reduction of developed land between now and 2040 (21square miles)
- 61% reduction in the conversion of prime farmland to urbanized land use (26,091 acres to 10,137 acres)
- 27% reduction in residential water demand
- 28% reduction of impervious acres (improves water quality)
- 10% reduction in vehicle miles traveled
- 115% increase in public transportation ridership
- 18% reduction in vehicular emissions (improves air quality)
- 25% reduction of the annual local infrastructure costs of new housing (reduces tax burden and cost to buy a home)
- 32% reduction of average housing costs (housing choices)

To keep Cache Valley beautiful, neighborly and prosperous for the next generation

The Report and Toolkit

- General recommendations
- County-level recommendations
- Sample municipal strategy
 - Analysis of potential implementation approaches
 - Strategy worksheets
- Toolkit
 - Description
 - Application
 - Case studies and resources



Resources

- Cache Valley Regional Council
- County-wide Planner
- Online Resources available soon at www.cvrc.org
 - Envision Cache Valley Report and Toolkit
(process, vision maps, vision principles, implementation recommendations and sample strategies, implementation toolkit)
 - Expanded Implementation Toolkit and Image Library
 - Data and Resources *(GIS, general plans, links to other information sources)*
 - Education and Training Opportunities

Supporting Local Implementation Efforts



The Wasatch Choice for 2040

**Building
The Future We Want**

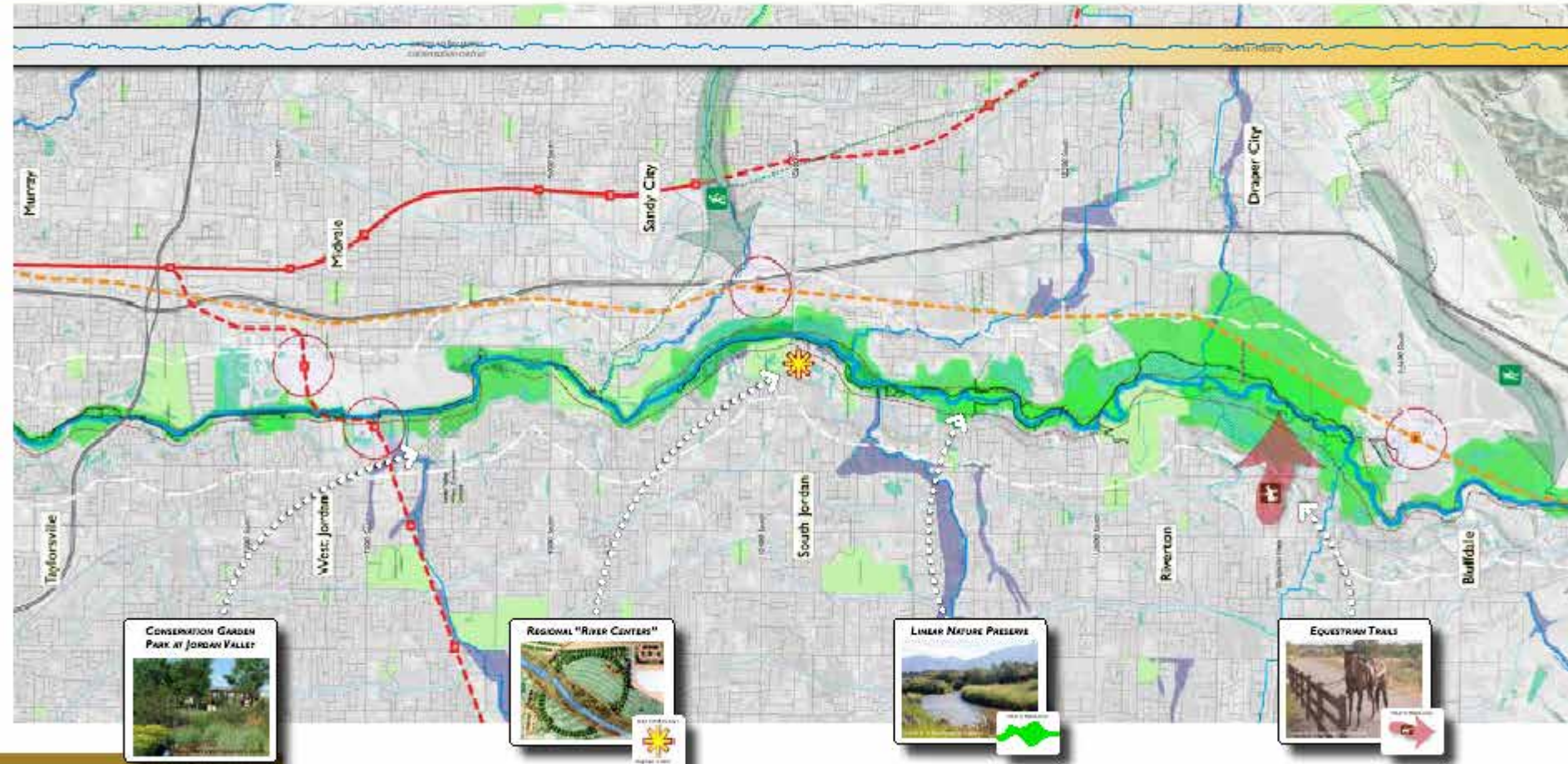
The Greater Wasatch Region Vision for 2040

**Wasatch
CHOICE for 2040**

The poster is a comprehensive document detailing a regional vision for 2040. It includes a central map showing the geographical layout of the Greater Wasatch region, with various colored areas representing different land use zones or infrastructure projects. Surrounding the map are several text-heavy sections, including a main title 'Building The Future We Want', a subtitle 'The Greater Wasatch Region Vision for 2040', and a prominent section titled 'Wasatch CHOICE for 2040'. The poster also features smaller inset maps, icons, and logos, including the 'Wasatch' logo at the bottom left.



Blueprint Jordan River






Wasatch Canyons
TOMORROW

Is it worth it?

Building The Future We Want

VISION

Challenges and Opportunity
 The Wasatch CHOICE for 2040 vision is based on the following assumptions:
 • The region will continue to grow, with a focus on job and housing creation and the preservation of natural resources.
 • The region will continue to be a major economic engine for the state.
 • The region will continue to be a major source of recreation and tourism.
 • The region will continue to be a major source of water for the state.

Smart Growth Principles for a Bright Future
 Smart growth is a development approach that focuses on creating vibrant, sustainable communities that are walkable, transit-oriented, and environmentally sound. Smart growth principles include:
 1. **Compact Development:** Encouraging higher density and mixed-use development in urban centers.
 2. **Transit-Oriented Development:** Encouraging development near public transit stations.
 3. **Walkable Communities:** Encouraging pedestrian-friendly streets and sidewalks.
 4. **Preserving Open Space:** Protecting natural resources and open space.
 5. **Providing Affordable Housing:** Encouraging a mix of housing types and prices.
 6. **Encouraging Innovation:** Encouraging new technologies and industries.

Smart Growth Principles Come to Life
 Smart growth principles are being put into practice in the Wasatch region. Examples include:
 1. **Compact Development:** The City of Provo is implementing a new comprehensive plan that encourages higher density and mixed-use development in the city center.
 2. **Transit-Oriented Development:** The City of Salt Lake City is implementing a new transit-oriented development ordinance that encourages development near transit stations.
 3. **Walkable Communities:** The City of Provo is implementing a new sidewalk ordinance that encourages sidewalks on all city streets.
 4. **Preserving Open Space:** The City of Provo is implementing a new open space ordinance that encourages the preservation of open space.
 5. **Providing Affordable Housing:** The City of Provo is implementing a new affordable housing ordinance that encourages the development of affordable housing.
 6. **Encouraging Innovation:** The City of Provo is implementing a new innovation ordinance that encourages the development of new technologies and industries.

Resilient Urban Form Strategy
 The Resilient Urban Form Strategy is a plan that guides the development of resilient urban forms. The strategy includes:
 1. **Compact Development:** Encouraging higher density and mixed-use development in urban centers.
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Wasatch CHOICE for 2040
 The Wasatch CHOICE for 2040 vision is a plan that guides the development of a sustainable future. The vision includes:
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The Greater Wasatch Vision for 2040

The Greater Wasatch is a region stretching from Weber County south to Utah County and from Tavara County east to the Wasatch Basin. The region is characterized by vibrant regions, compact and job and housing creation, and smart growth. The region will continue to be a major economic engine for the state. The region will continue to be a major source of recreation and tourism. The region will continue to be a major source of water for the state.



Wasatch CHOICE for 2040

HIGHLIGHTS

Urban Centers
 Urban centers are the heart of the region. They are characterized by high density, mixed-use development, and vibrant communities. The region will continue to be a major economic engine for the state. The region will continue to be a major source of recreation and tourism. The region will continue to be a major source of water for the state.

Transit-Oriented Development
 Transit-oriented development is a development approach that focuses on creating vibrant, sustainable communities that are walkable, transit-oriented, and environmentally sound. Smart growth principles include:
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Walkable Communities
 Walkable communities are characterized by pedestrian-friendly streets and sidewalks. They are vibrant, sustainable communities that are walkable, transit-oriented, and environmentally sound. Smart growth principles include:
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Preserving Open Space
 Preserving open space is a key goal of the region. Open space provides many benefits, including recreation, tourism, and water supply. The region will continue to be a major economic engine for the state. The region will continue to be a major source of recreation and tourism. The region will continue to be a major source of water for the state.

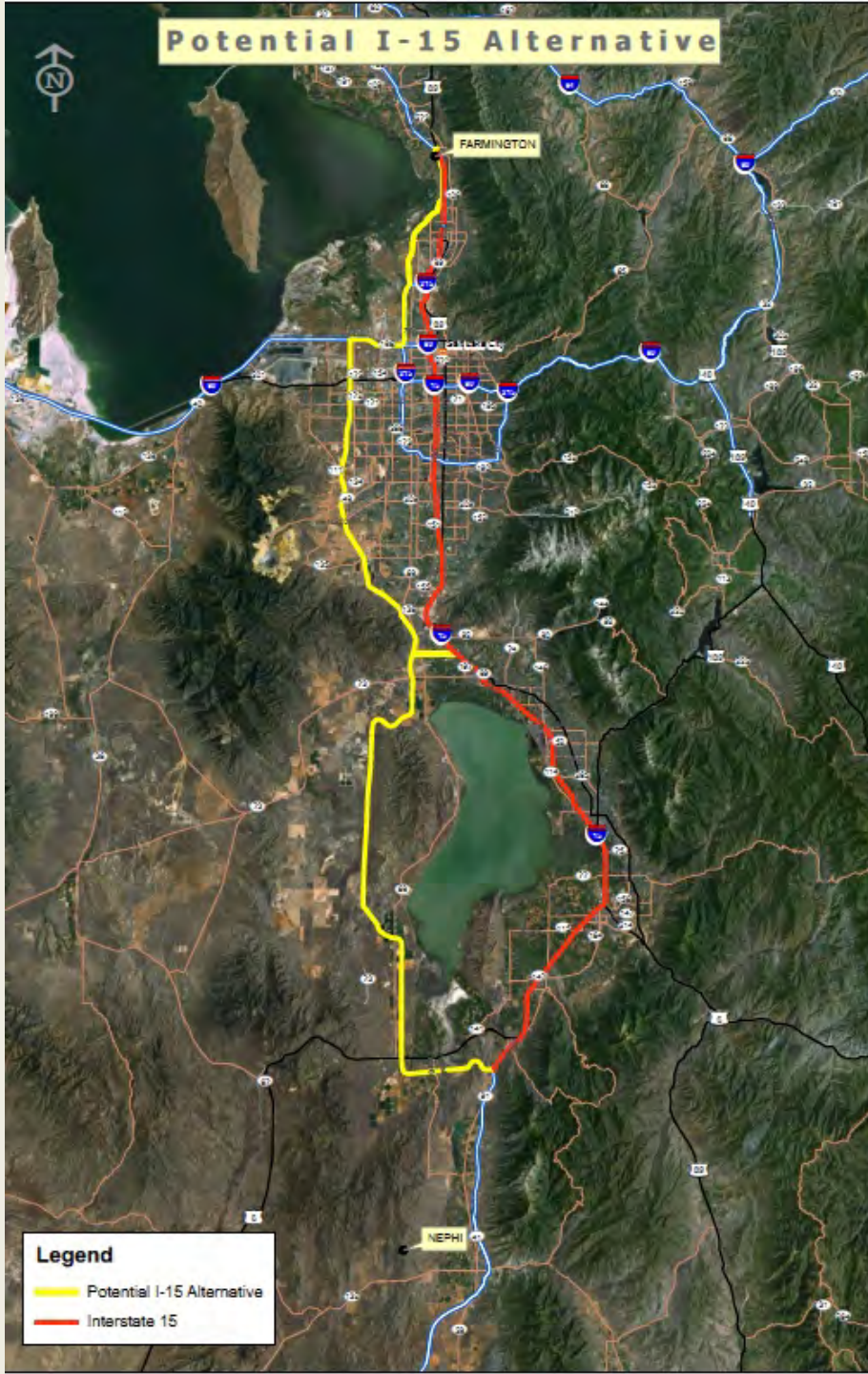
Providing Affordable Housing
 Providing affordable housing is a key goal of the region. Affordable housing is essential for a vibrant, sustainable community. The region will continue to be a major economic engine for the state. The region will continue to be a major source of recreation and tourism. The region will continue to be a major source of water for the state.

Encouraging Innovation
 Encouraging innovation is a key goal of the region. Innovation is essential for a vibrant, sustainable community. The region will continue to be a major economic engine for the state. The region will continue to be a major source of recreation and tourism. The region will continue to be a major source of water for the state.

Smart Growth Principles
 Smart growth principles are a key goal of the region. Smart growth principles include:
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A Utah partnership was one of only two nationally to receive HUD's maximum \$5 million Sustainable Communities grant.

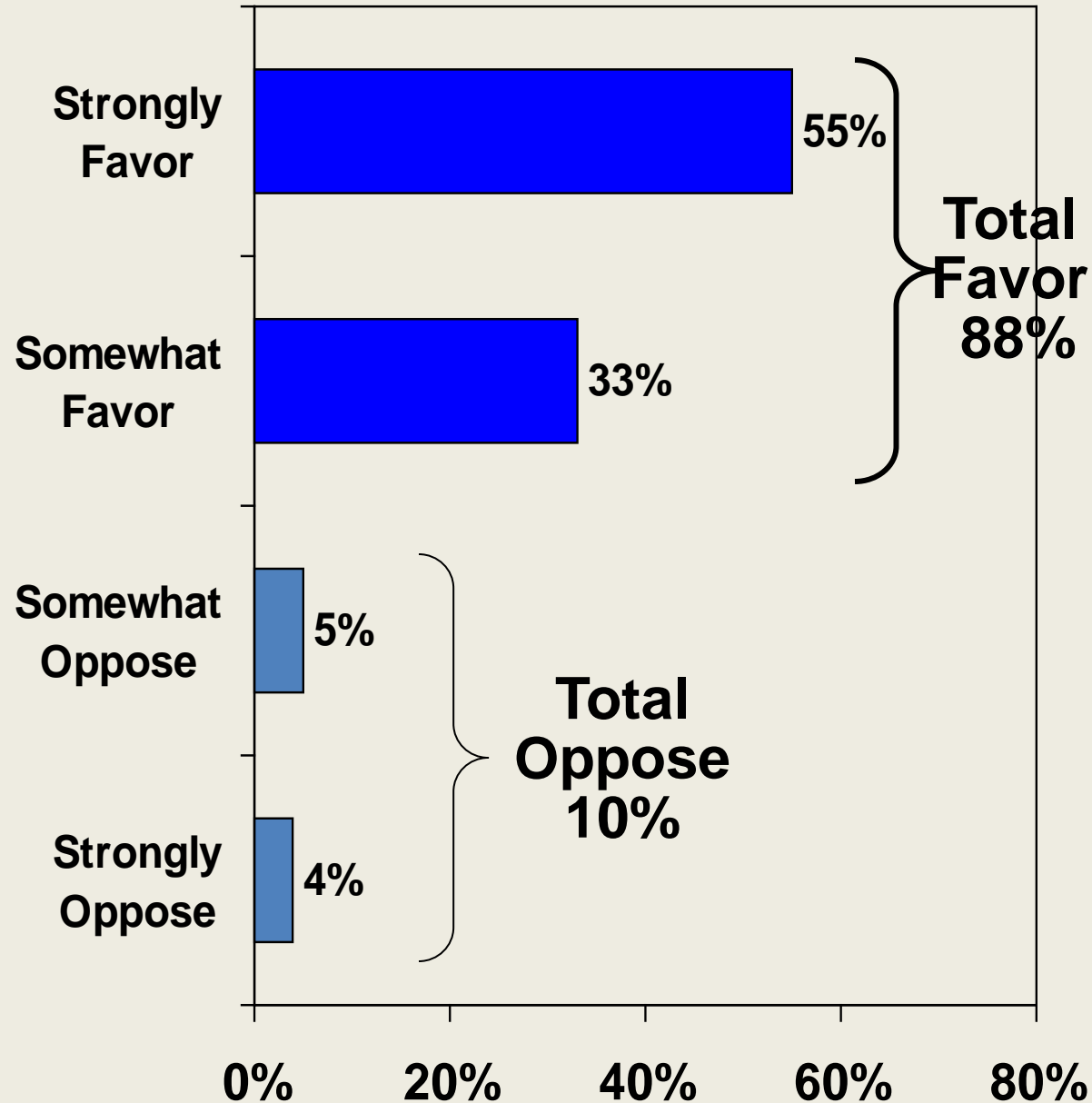


**Mountain View
Corridor – a
multimodal
parallel corridor
to I-15**

**An Envision Utah
process saved
millions of
dollars and years
of delay**

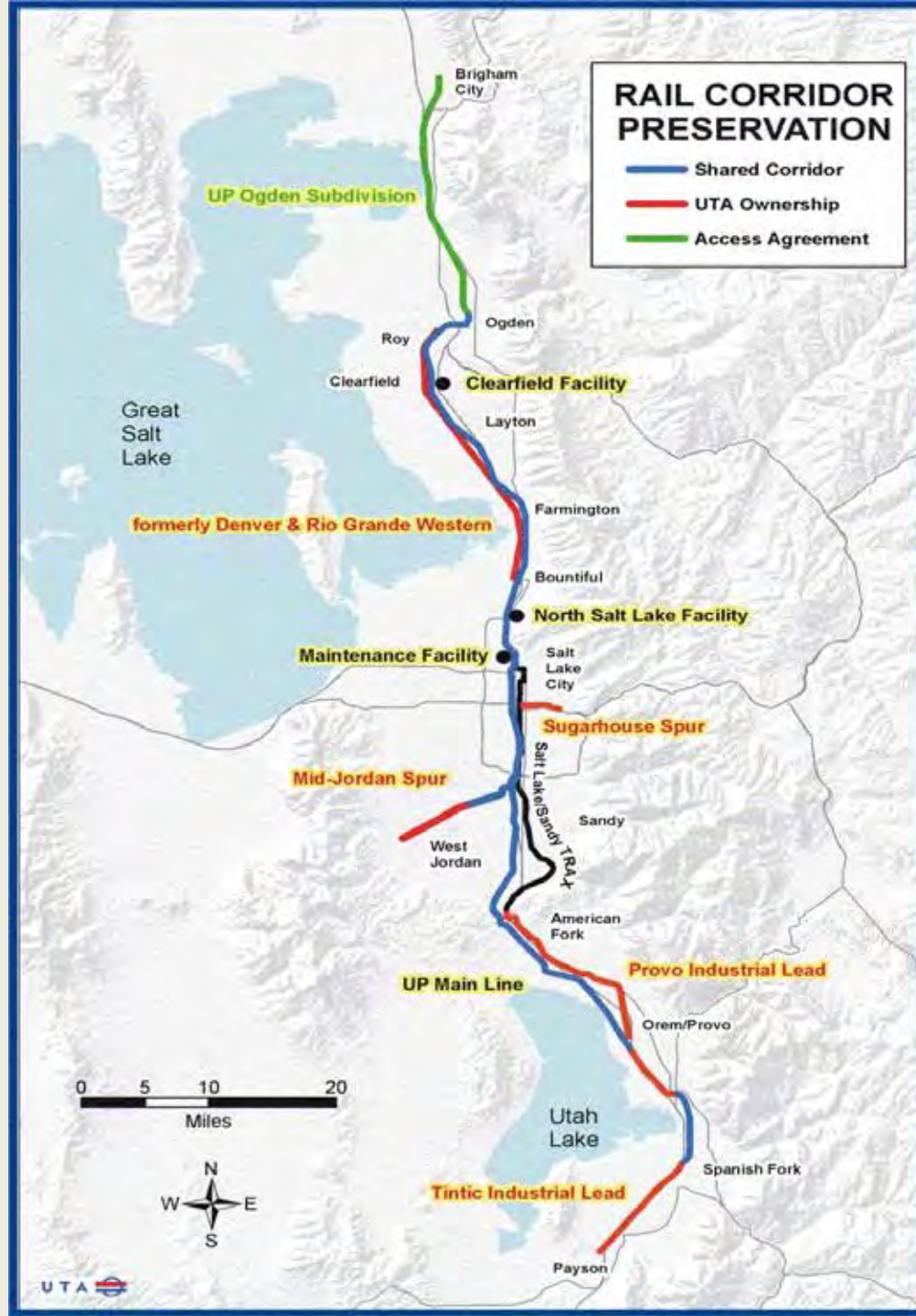
Utah's Public Transportation

Do you favor or oppose the EXPANSION of light rail, often referred to as TRAX, and other public transportation systems?



Future Transit

- \$185 million acquisition
- Purchased 175 miles of rail right-of-way
- Created nine future transit corridors



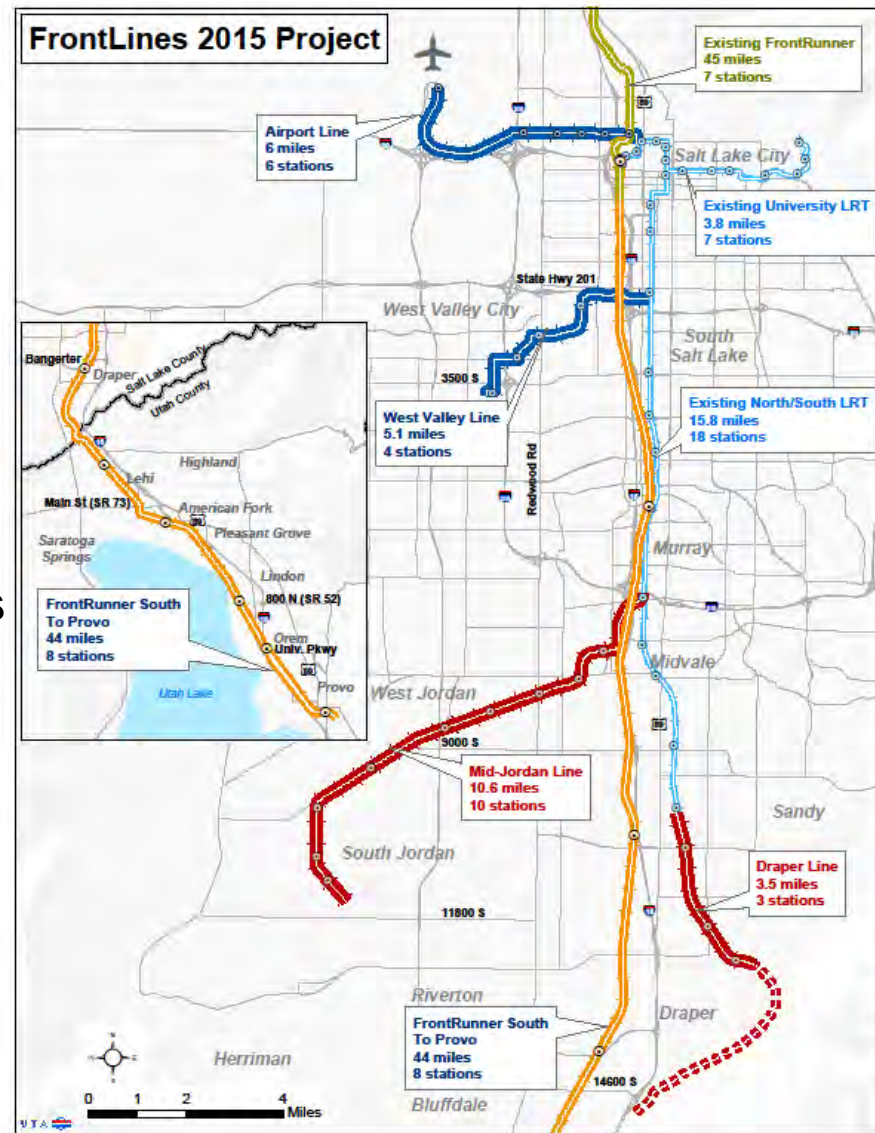
Existing Rail System

- TRAX light rail – 15-mile Sandy/Salt Lake Line, opened Dec. 1999
- TRAX light rail – 2.5-mile University Line, opened Dec. 2001
- TRAX light rail – 1.5-mile Medical Center Line, opened Sept. 2003
- TRAX light rail – 1-mile Intermodal Hub Extension, opened April 2008
- FrontRunner – 44-mile commuter rail line from Ogden to Salt Lake City, opened April 2008



FrontLines 2015

- UTA's largest project in its history
- Building 70 miles of rail in seven years
- One project that includes five lines
 - Mid-Jordan TRAX
 - West Valley TRAX
 - FrontRunner South
 - Draper TRAX
 - Airport TRAX



Estimated Statistics between Salt Lake, Davis and Weber Counties:

acres within 1/2 mile of transit nodes:

80,000

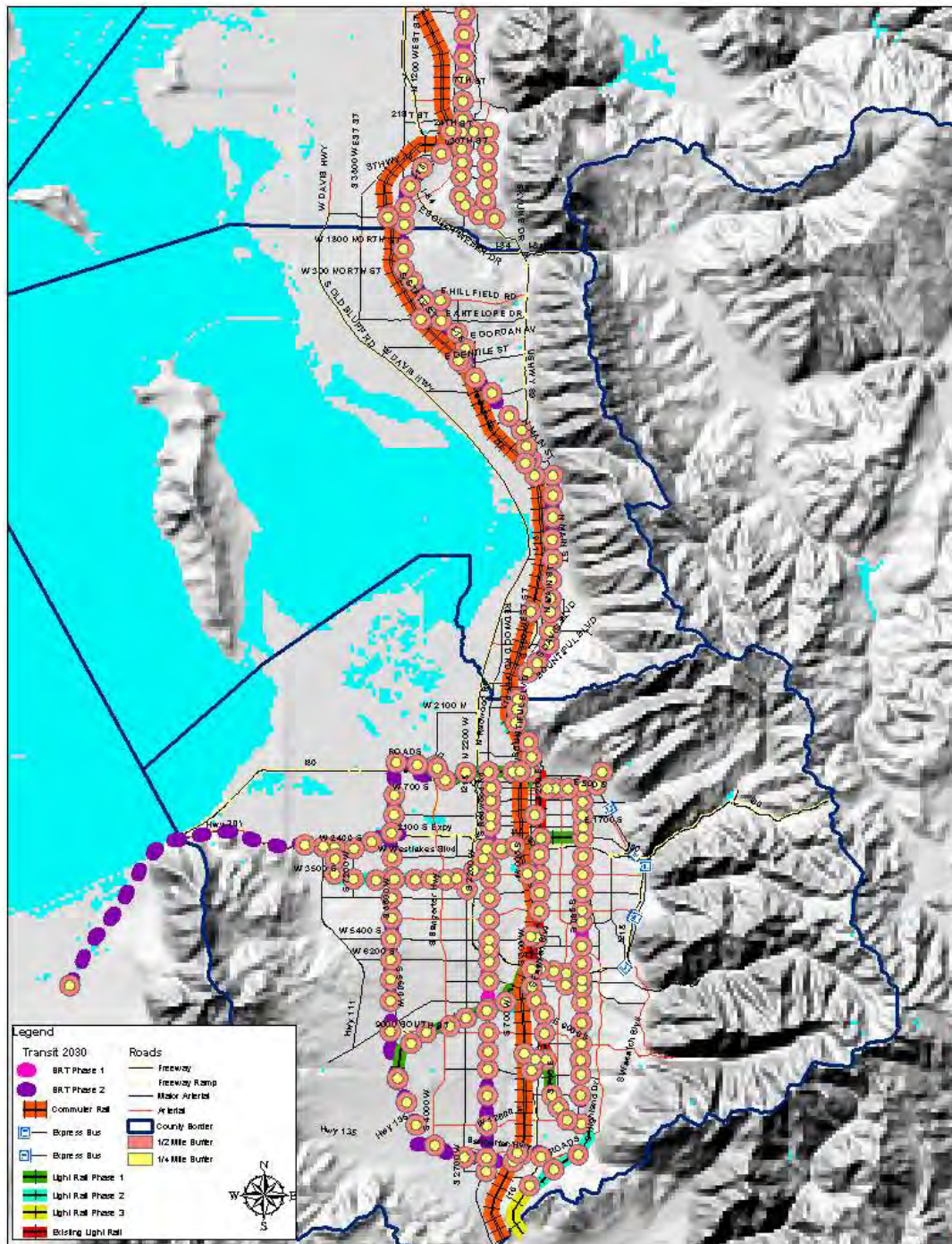
Housing units within 1/2 mile transit nodes @ 8 DU/acre on half of the acres:

320,000 units

Population estimate @ 3 persons per household:

960,000

80,000 Acres = 125 Square Miles



Changing Attitudes



1997



2004



It's About Making Life Better



Scenarios Planning

Achieving a Common Vision for the Future

Alan Matheson



**Envision
Utah** How we grow matters.