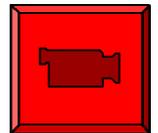

Presentation of Alternatives

Prepared for:
Envision Utah

Prepared by:
Quality Growth Efficiency Tools (QGET)
Technical Committee



QGET -- Scenarios Analysis

Quality Growth Efficiency Tools

January 1999

Presentation Overview

- **Background**
- **Scenario Design**
- **Scenario Analysis**

Major Contributors

- 79 local government entities (counties, cities, special districts)
- 8 state government departments
- 16 private entities
- Consultant assistance from Fregonese Calthorpe Associates



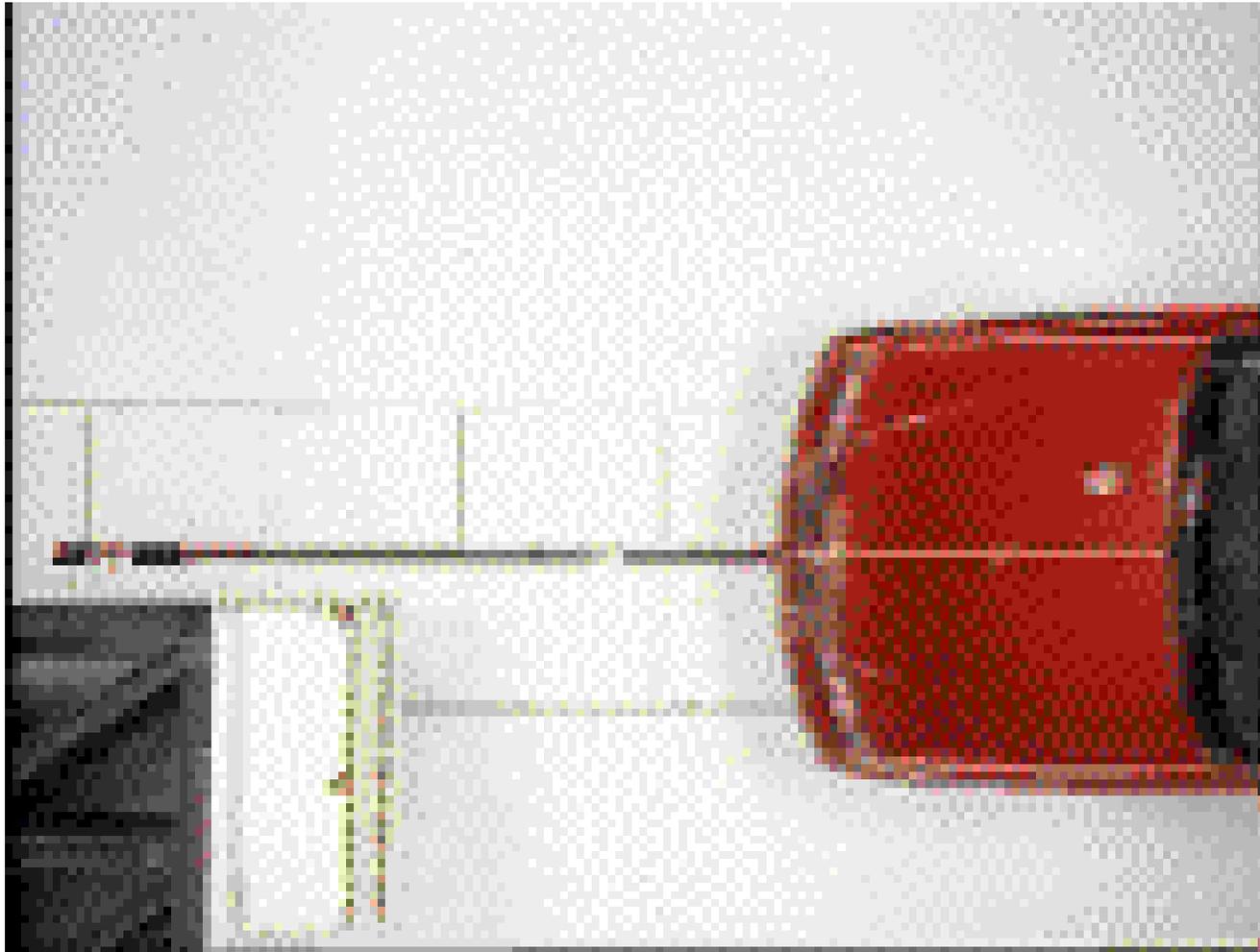
Limitations

- Strictly limited to subject areas of demographics, economics, transportation, air quality, water, sewer, and land use
- Includes three alternatives and a baseline scenario
 - Baseline based on 1997 planning documents
 - Alternatives based on public input
- Work in progress and will be continually revised as better information becomes available
- Analysis time frame is the year 2020

Limitations (con't)

- Meant to inform, not dictate, future development
- Land use decisions continue to be made by local government
- Infrastructure decisions continue to be made by counties, cities, special districts, state government, and regional planning entities
- Scenarios are hypothetical and not to be taken literally. Their purpose is as a comparative tool.
- Funding not necessarily available for assumed infrastructure

Scenarios are like a crash test ...

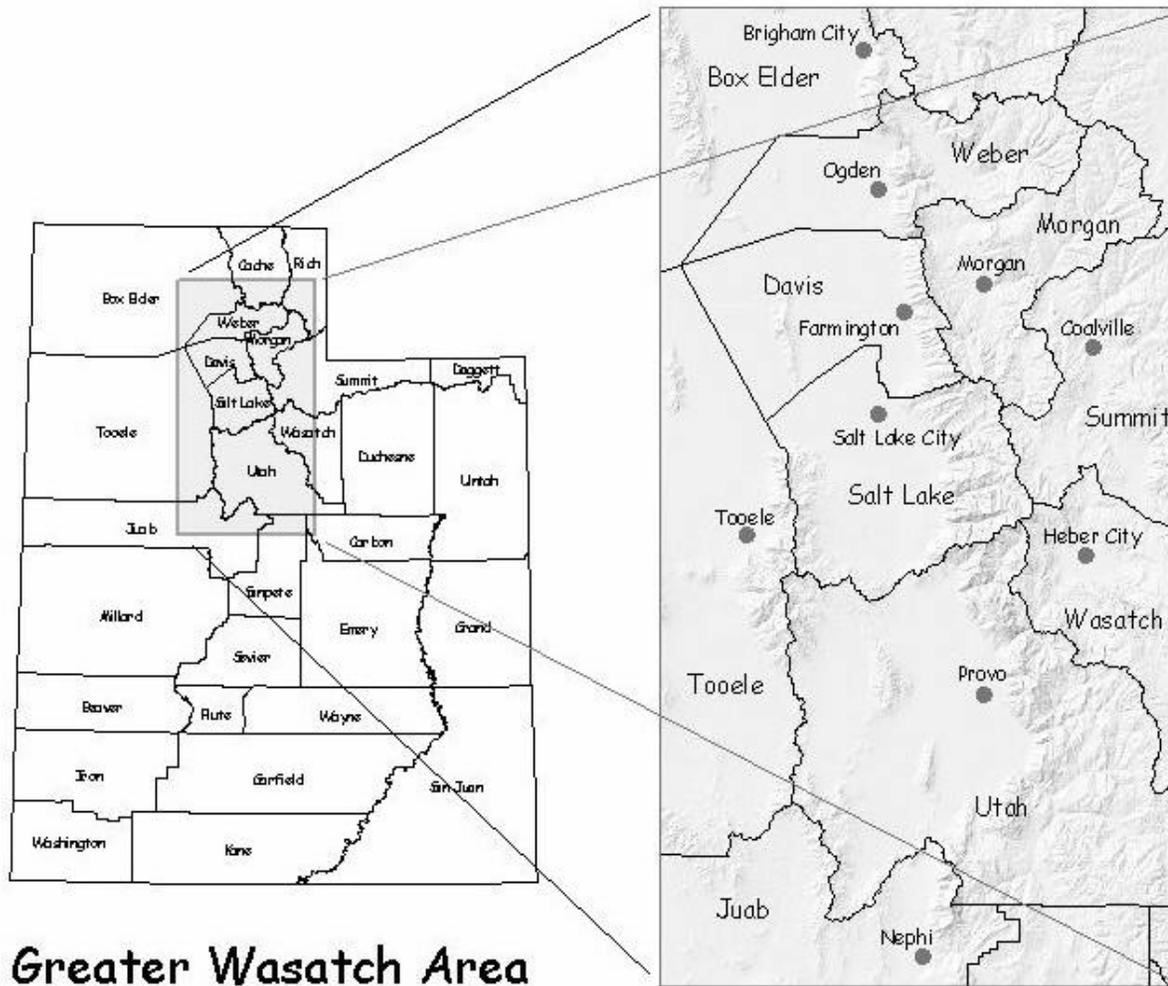


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Greater Wasatch Area



Greater Wasatch Area

Workshop #1

Where to Grow?



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Workshop #1

Where to Grow?



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Workshop #2

How to Grow?



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Workshop #2

How to Grow?



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Major Public Workshop Findings

- **Infill** -- Participants preferred greater population numbers in infill areas than new expansion
- **Wasatch Back** -- Nearly all participants indicated that only minimal development should occur in the Wasatch Back
- **Rail Transit** -- Rail was seen as an essential component of the region's growth
- **Walkable** -- Participants expressed a general preference for walkable development
- **Critical Lands** -- Near general consensus that critical lands should be conserved

Characteristics Common to All S cenarios

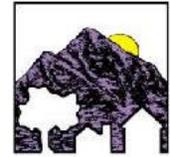
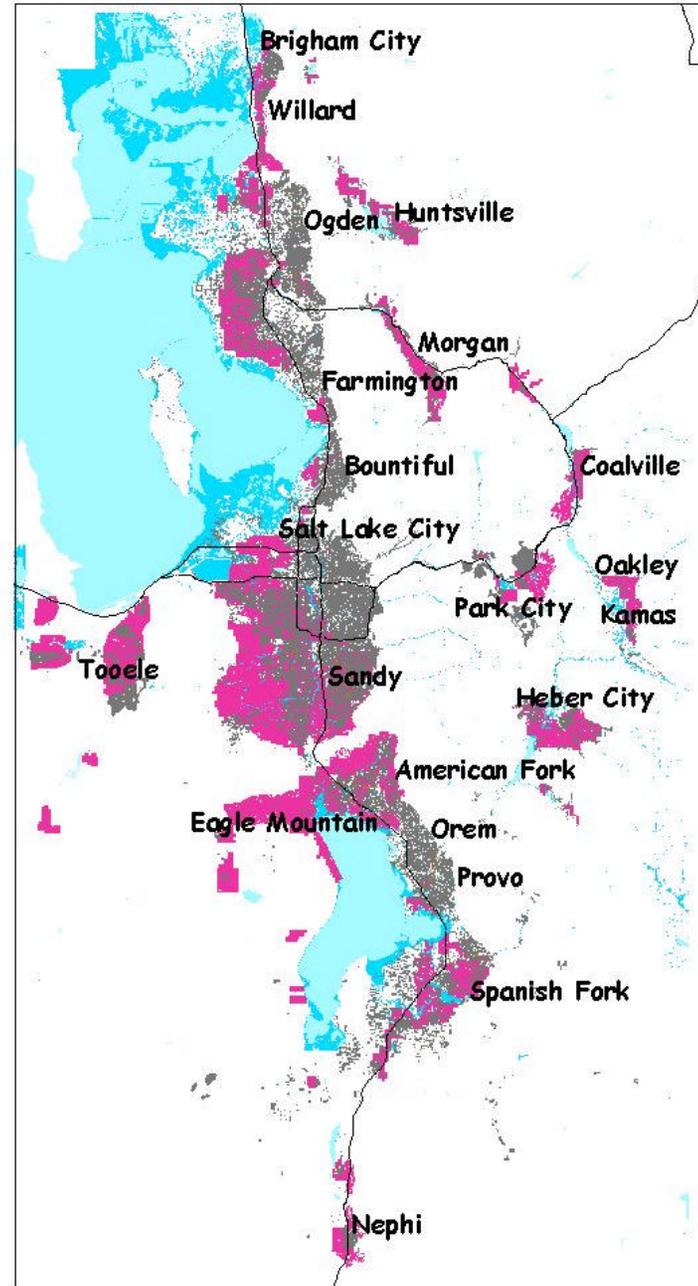
- **Constant regional control totals**
 - Approximately one million more people by 2020 or beyond
- **Future development diverted from environmentally sensitive or constrained lands**
 - Slopes >25%
 - Public lands
 - Floodplains, riparian areas, and wetlands
- **Development along Wasatch Back minimized**

Scenario A

Scenario A shows how the region could develop if the pattern of dispersed development occurring in some communities presently continued in the future. New development would primarily take the form of single-family homes on larger, suburban lots. Most development would focus on convenience for auto users.

Scenario A

New and Existing Development



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Scenario A

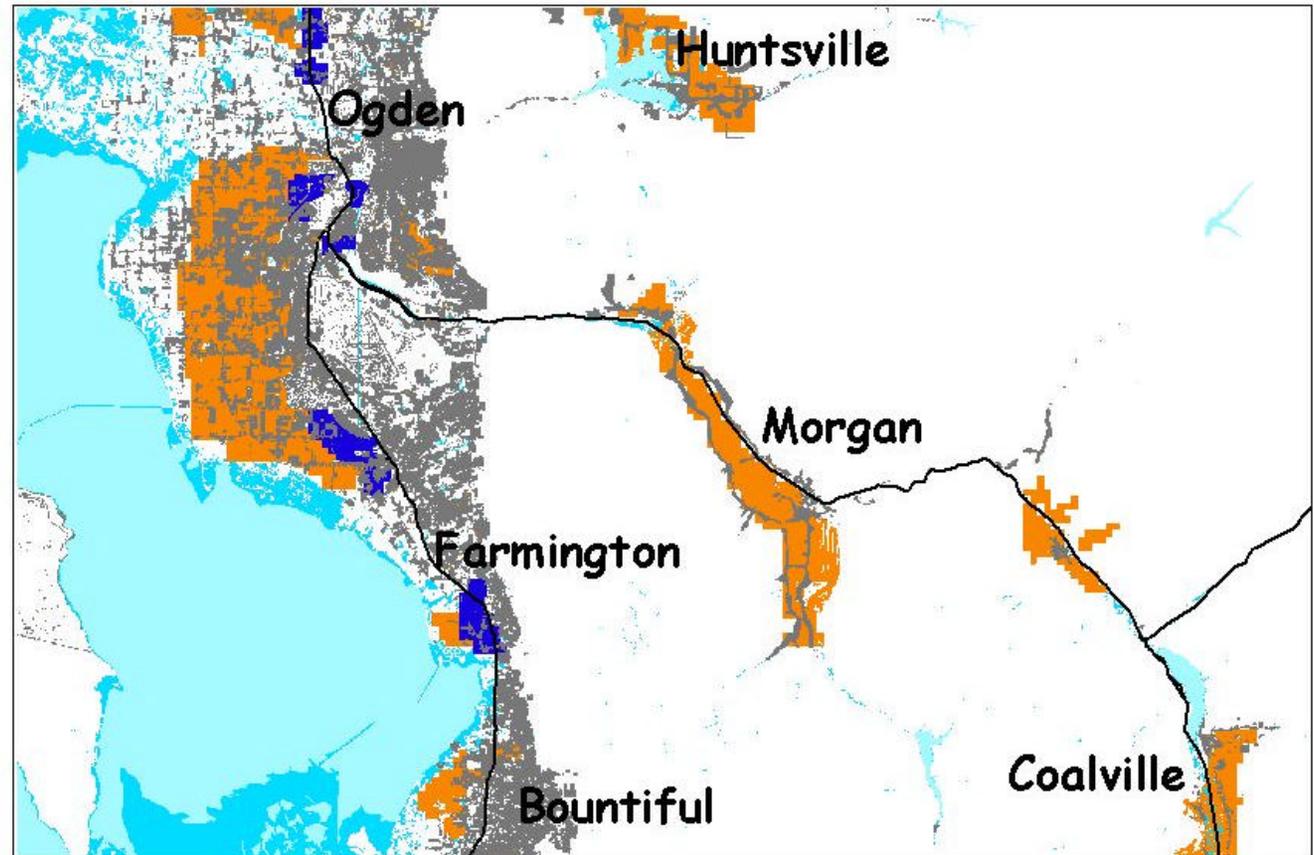
-  Freeways
-  New Development
-  Existing Development
-  Water Bodies
-  Wetlands & Floodplain

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Regional and Urban Planning



Scenario A

Development Types North Region



Scenario A North Area

Non-Walkable Development

-  Low Density Residential
-  Industrial, Office, Activity Center

Walkable Development

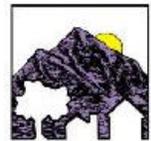
-  Town & Village
-  Downtown

-  Existing Development

-  Freeways
-  Light Rail

-  Water Bodies

-  Wetlands & Floodplain



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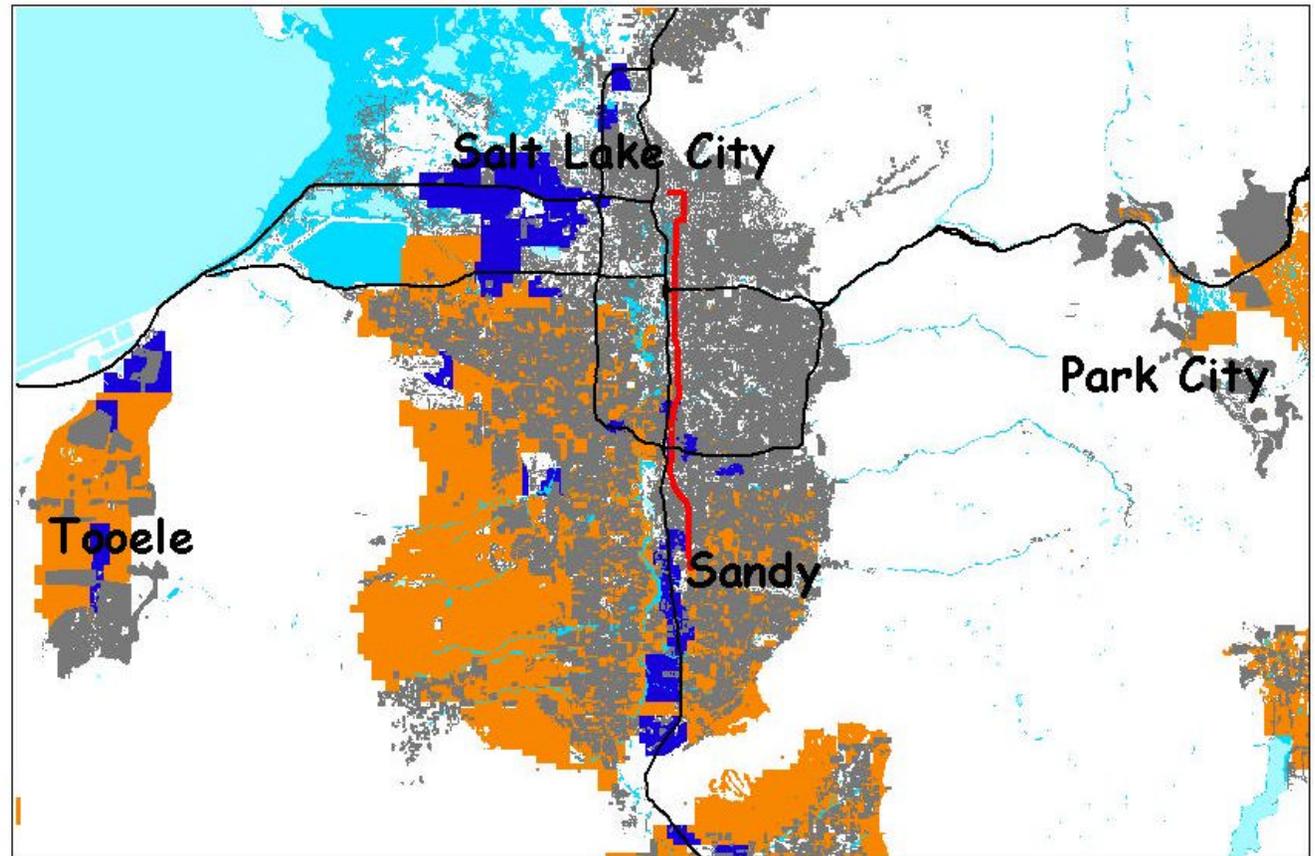
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Scenario A

Development Types

Central Region



Scenario A Central Area

Non-Walkable Development

 Low Density Residential

 Industrial, Office, Activity Center

Walkable Development

 Town & Village

 Downtown

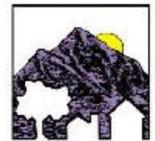
 Existing Development

 Freeways

 Light Rail

 Water Bodies

 Wetlands & Floodplain



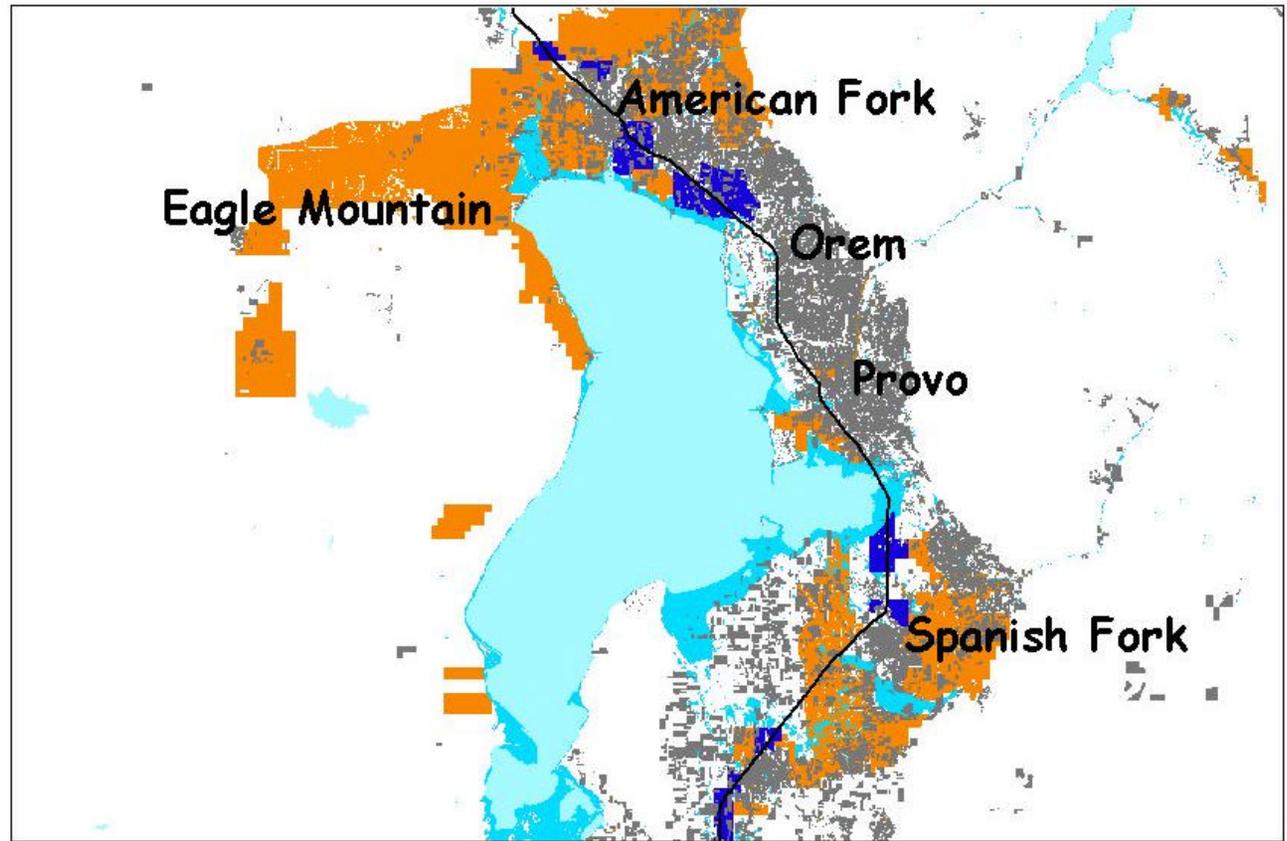
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Scenario A

Development Types
South Region



Scenario A South Area

Non-Walkable Development



Low Density Residential



Industrial, Office, Activity Center

Walkable Development



Town & Village



Downtown



Existing Development



Freeways



Light Rail



Water Bodies



Wetlands & Floodplain



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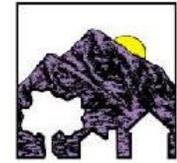
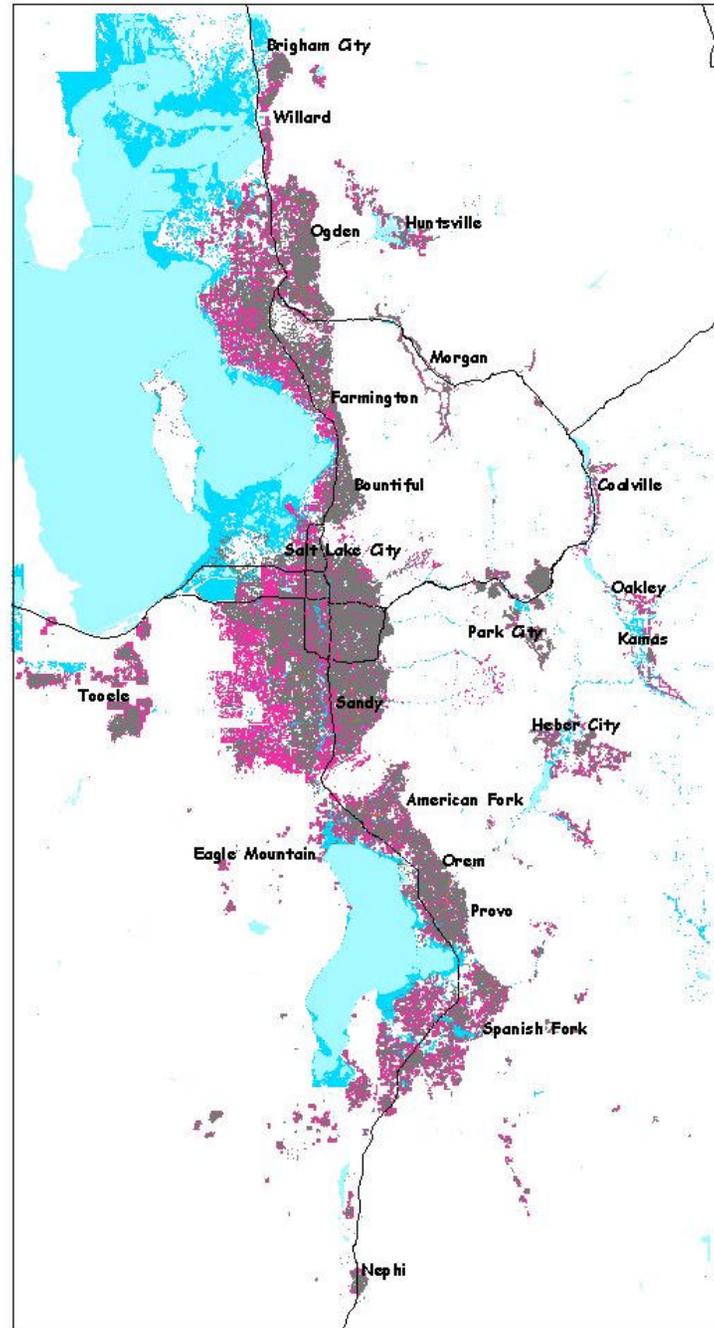


Scenario B

Scenario B shows how the region would develop if state and local governments follow their 1997 plans. Development would continue in a dispersed pattern much like it has for the past 20 years, but would not be as dispersed as Scenario A. Most development would focus on convenience for auto users.

Scenario B

New and Existing Development



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Scenario B

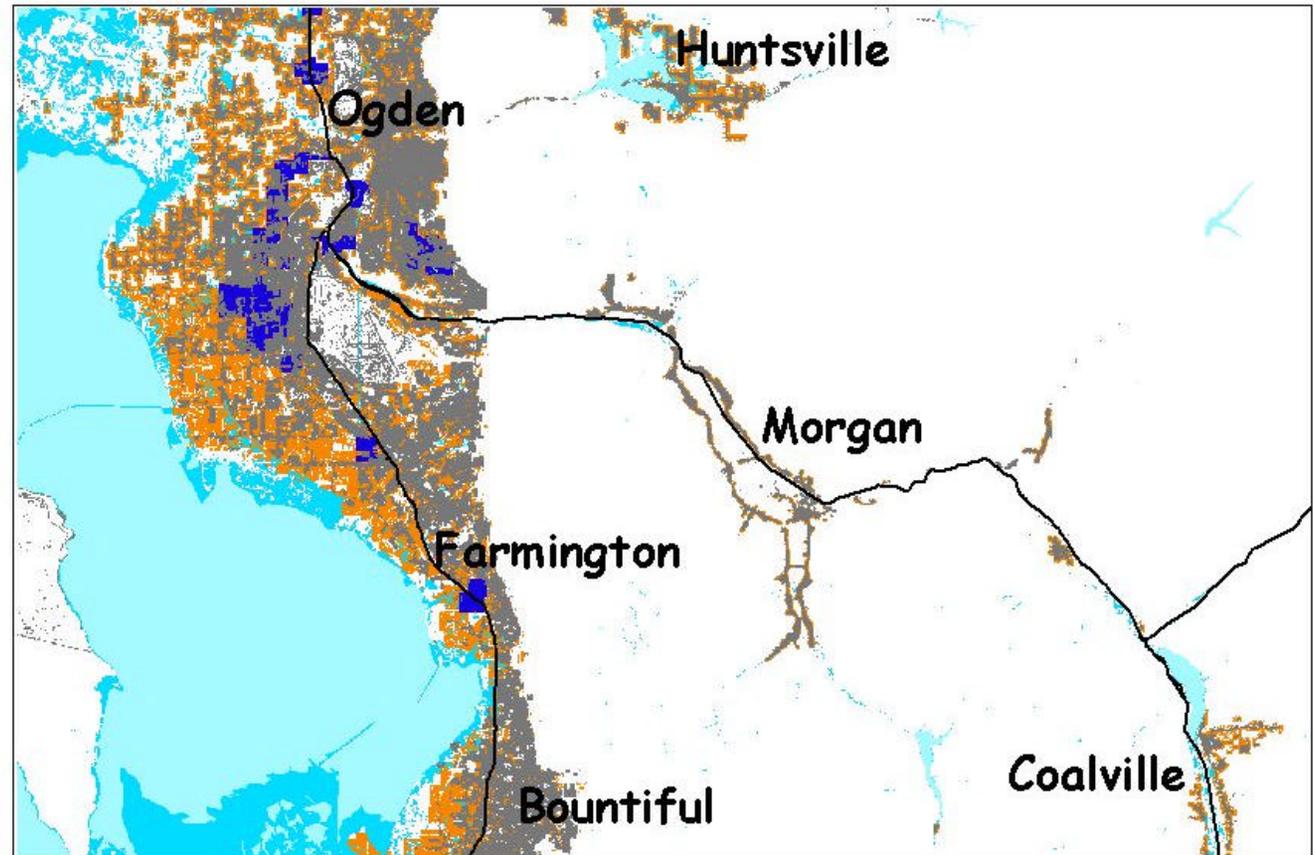
-  Freeways
-  New Development
-  Existing Development
-  Water Bodies
-  Wetlands & Floodplain

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Scenario B

Development Types North Region



Scenario B North Area

Non-Walkable Development

-  Low Density Residential
-  Industrial, Office, Activity Center

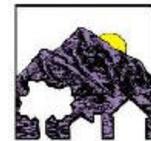
Walkable Development

-  Town & Village
-  Downtown

-  Existing Development

-  Freeways
-  Light Rail

-  Water Bodies
-  Wetlands & Floodplain



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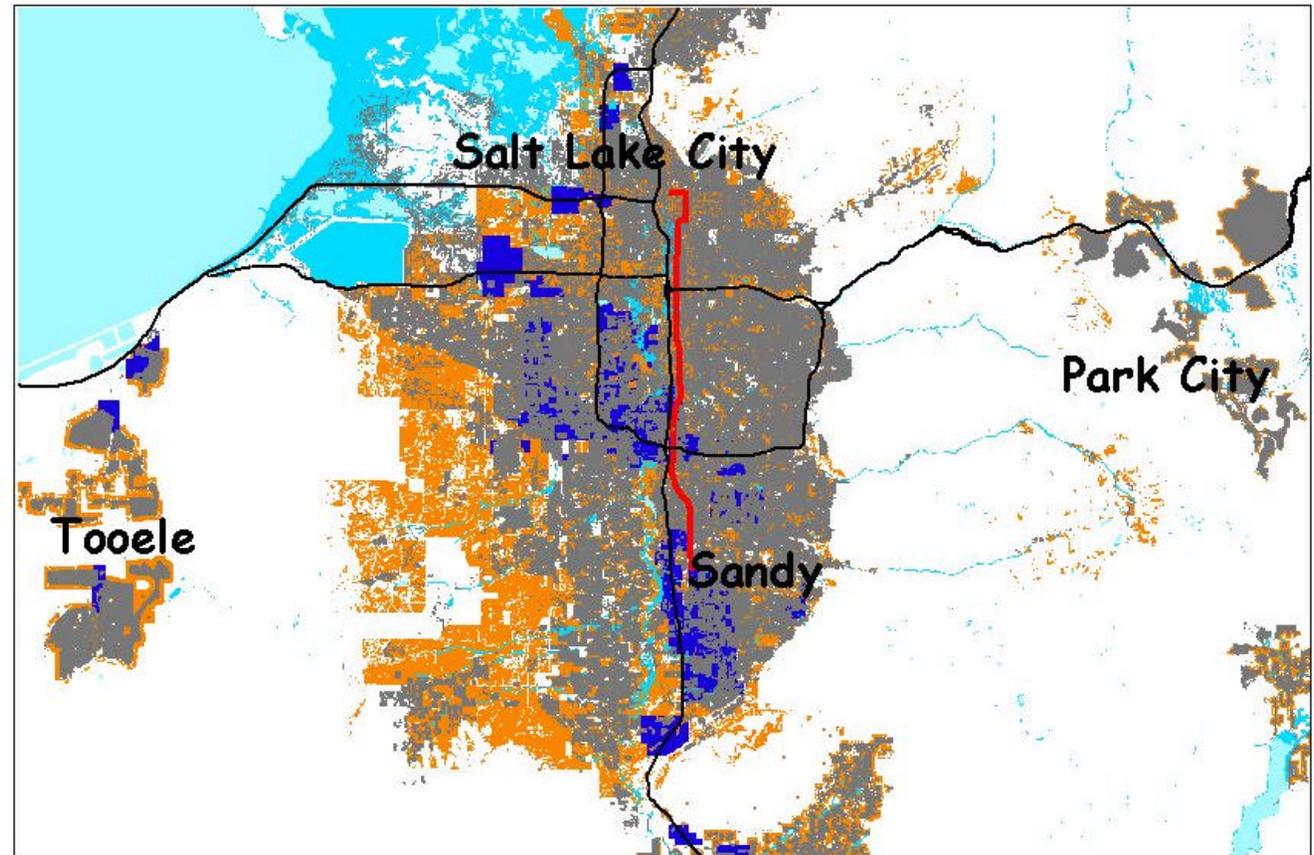
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Scenario B

Development Types

Central Region



Scenario B Central Area

Non-Walkable Development

- Low Density Residential
- Industrial, Office, Activity Center

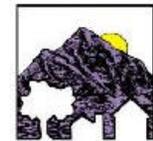
Walkable Development

- Town & Village
- Downtown

- Existing Development

- Freeways
- Light Rail

- Water Bodies
- Wetlands & Floodplain



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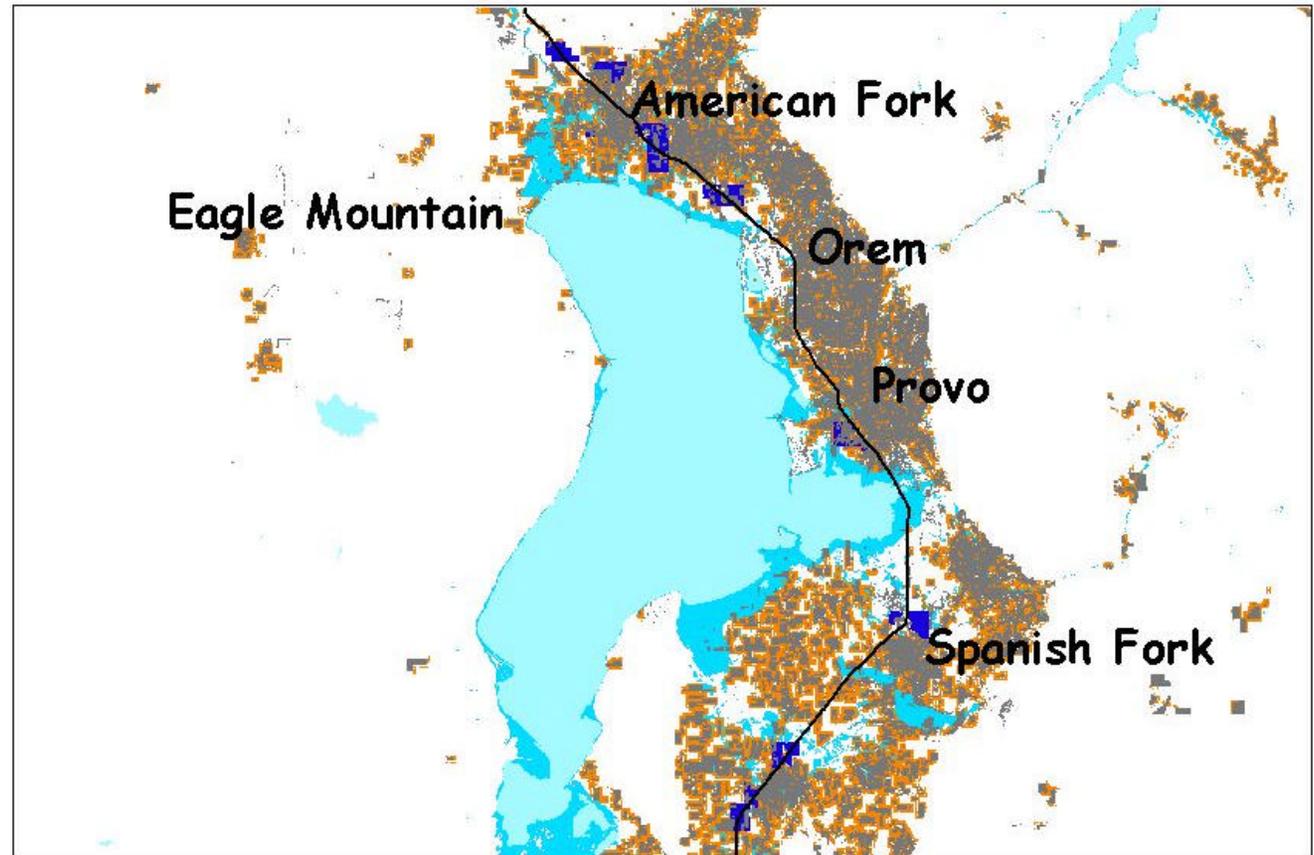
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Scenario B

Development Types

South Region



Scenario B South Area

Non-Walkable Development

-  Low Density Residential
-  Industrial, Office, Activity Center

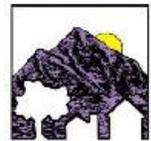
Walkable Development

-  Town & Village
-  Downtown

-  Existing Development

-  Freeways
-  Light Rail

-  Water Bodies
-  Wetlands & Floodplain



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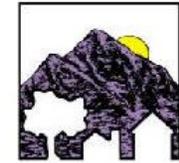
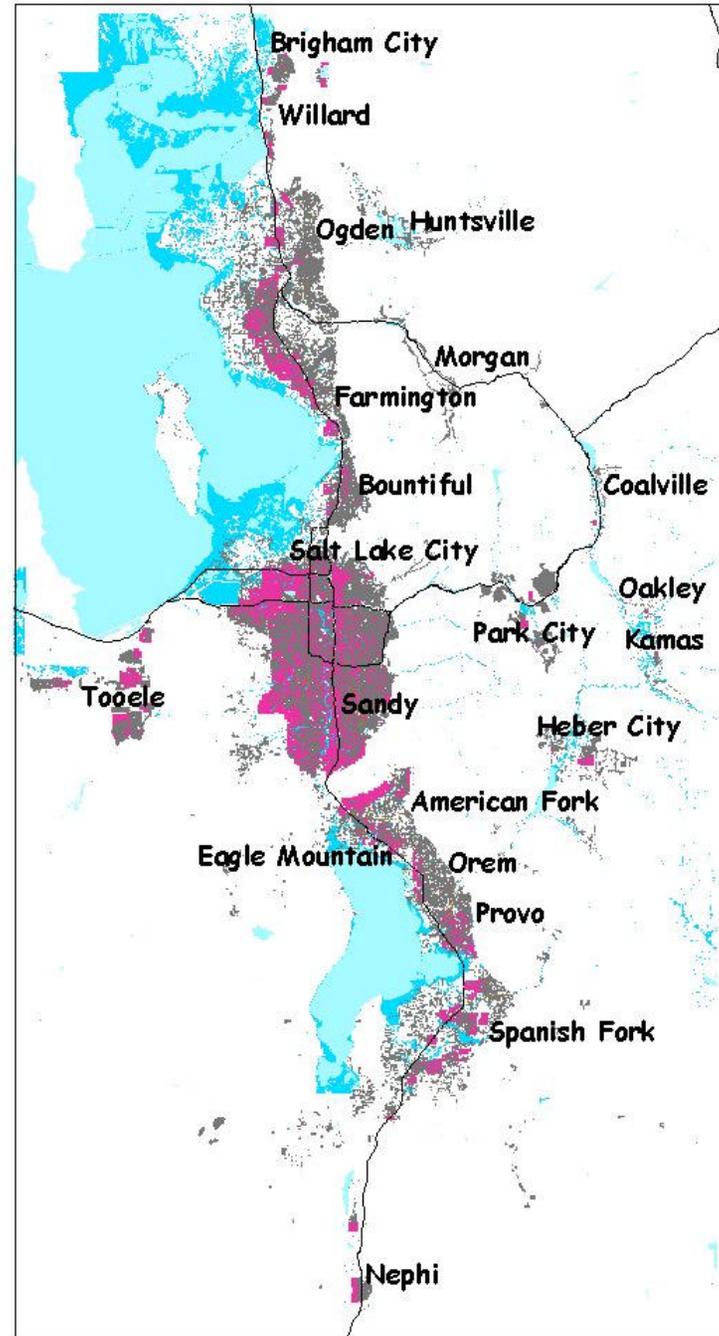


Scenario C

Scenario C shows how the region would develop if much of our new development is in walkable communities with nearby opportunities to work, shop, and play. More development would be devoted to infill and redevelopment, leaving more undeveloped land for open space and agriculture. This more compact development pattern is integrated with a more extensive transit system.

Scenario C

New and Existing Development



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Scenario C

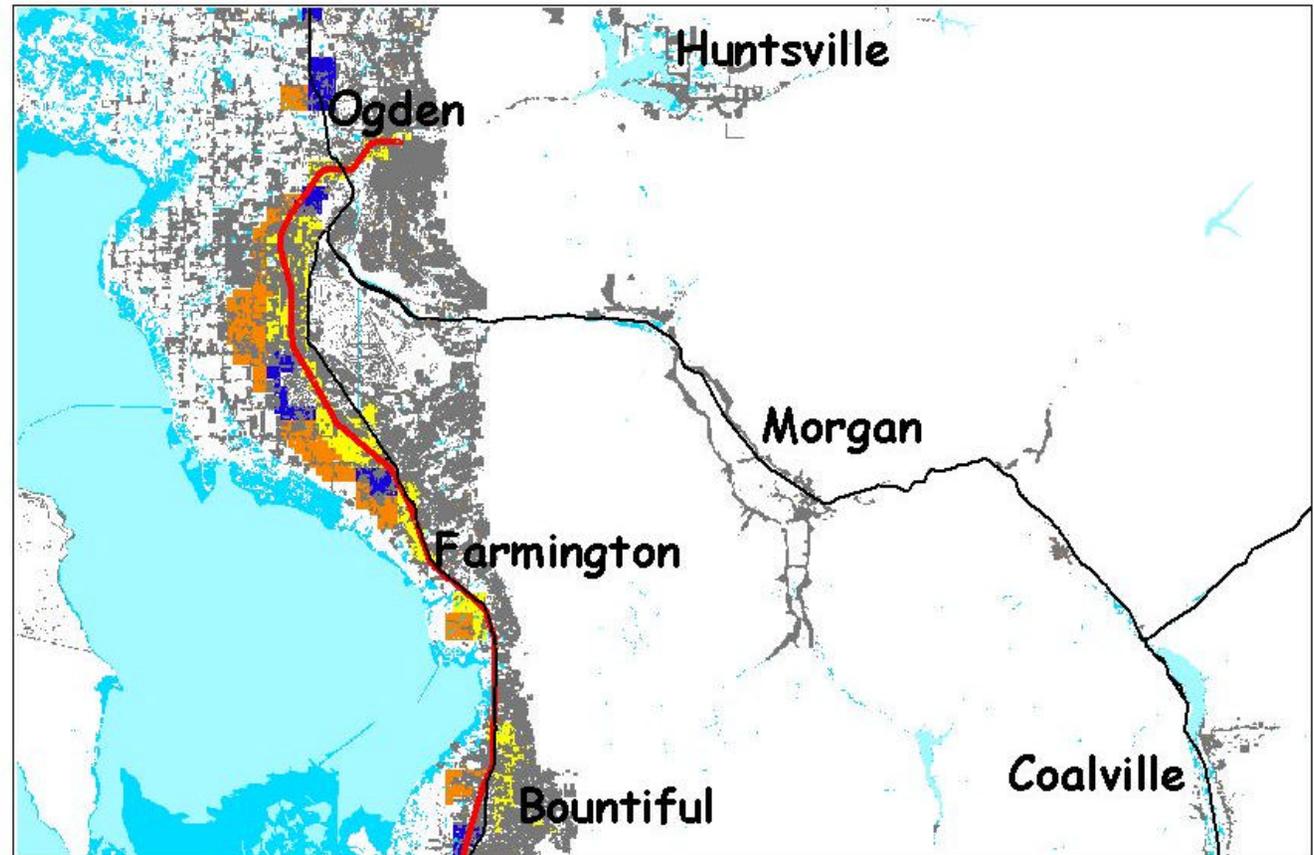
-  Freeways
-  New Development
-  Existing Development
-  Water Bodies
-  Wetlands & Floodplain

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Scenario C

Development Types North Region



Scenario C North Area

Non-Walkable Development

-  Low Density Residential
-  Industrial, Office, Activity Center

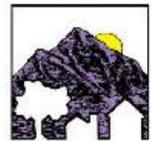
Walkable Development

-  Town & Village
-  Downtown

-  Existing Development

-  Freeways
-  Light Rail

-  Water Bodies
-  Wetlands & Floodplain



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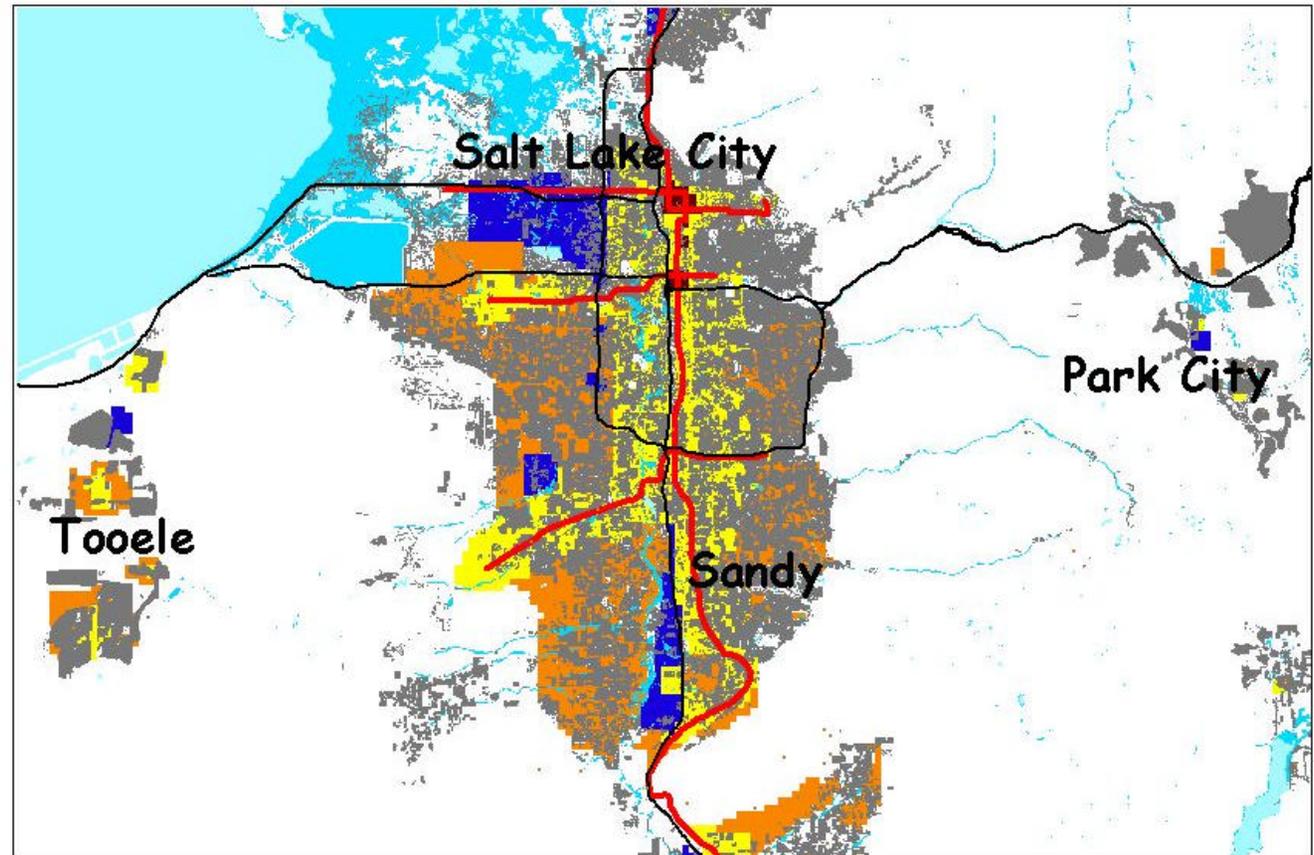
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Scenario C

Development Types

Central Region



Scenario C Central Area

Non-Walkable Development

-  Low Density Residential
-  Industrial, Office, Activity Center

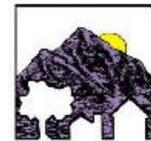
Walkable Development

-  Town & Village
-  Downtown

-  Existing Development

-  Freeways
-  Light Rail

-  Water Bodies
-  Wetlands & Floodplain



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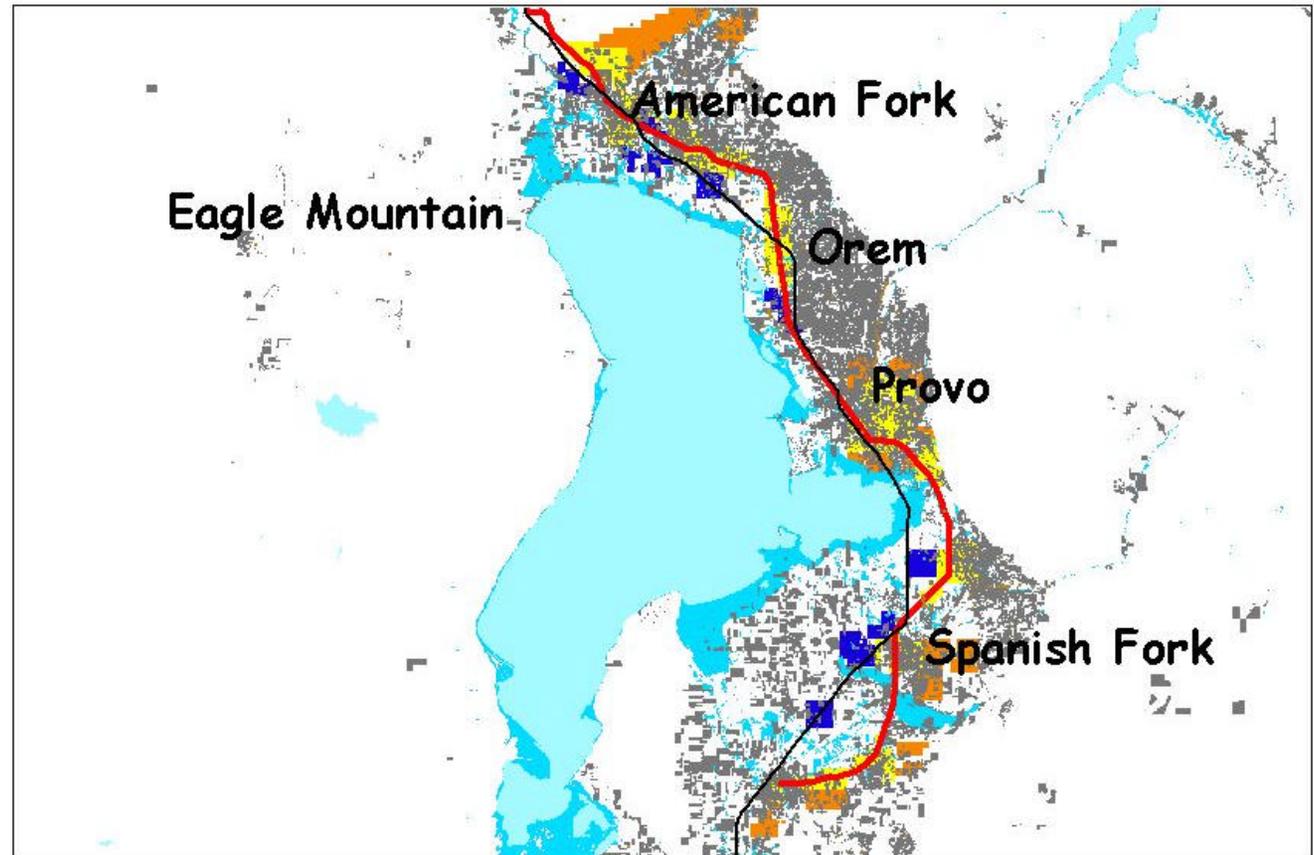
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Scenario C

Development Types

South Region



Scenario C South Area

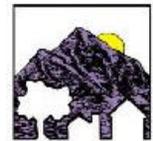
Non-Walkable Development

- Low Density Residential
- Industrial, Office, Activity Center

Walkable Development

- Town & Village
- Downtown

- Existing Development
- Freeways
- Light Rail
- Water Bodies
- Wetlands & Floodplain



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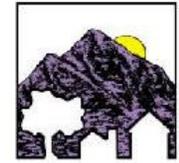
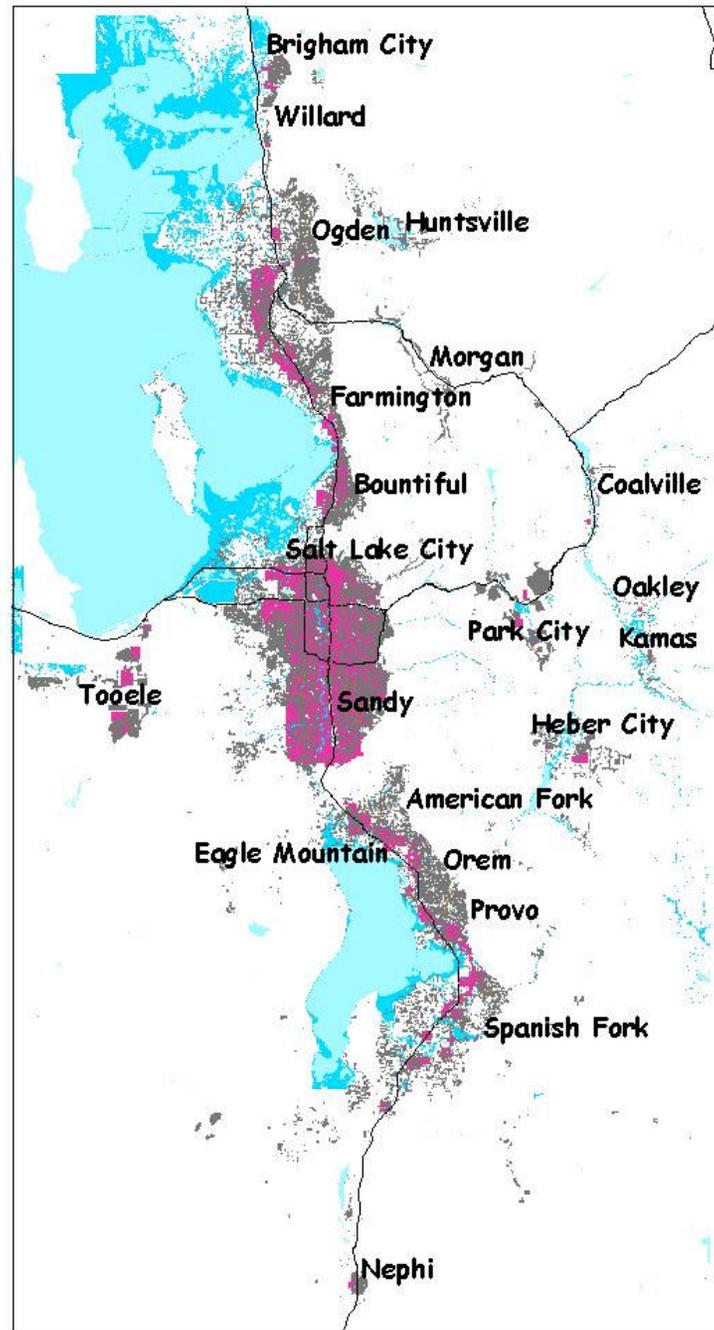


Scenario D

Scenario D would accommodate new growth by significantly increasing current densities. Relatively large amounts of infill and redevelopment occur, leaving a large amount of undeveloped land for open space and agriculture. New development is concentrated along an extensive rail transit network and incorporates a high degree of walkable development and mixed use.

Scenario D

New and Existing Development



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Scenario D

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

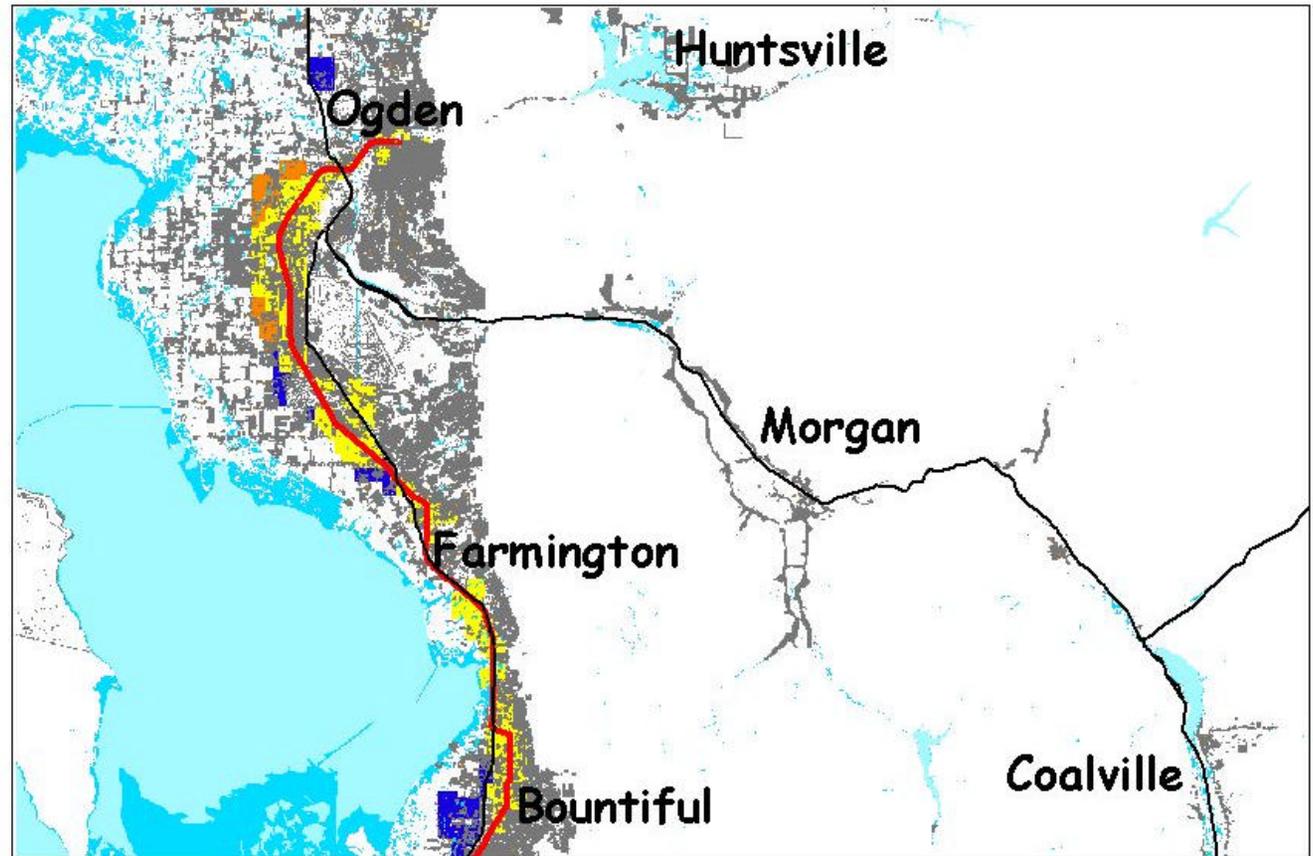
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Scenario D

Development Types

North Region



Scenario D North Area

Non-Walkable Development

-  Low Density Residential
-  Industrial, Office, Activity Center

Walkable Development

-  Town & Village
-  Downtown

-  Existing Development
-  Freeways
-  Light Rail
-  Water Bodies
-  Wetlands & Floodplain



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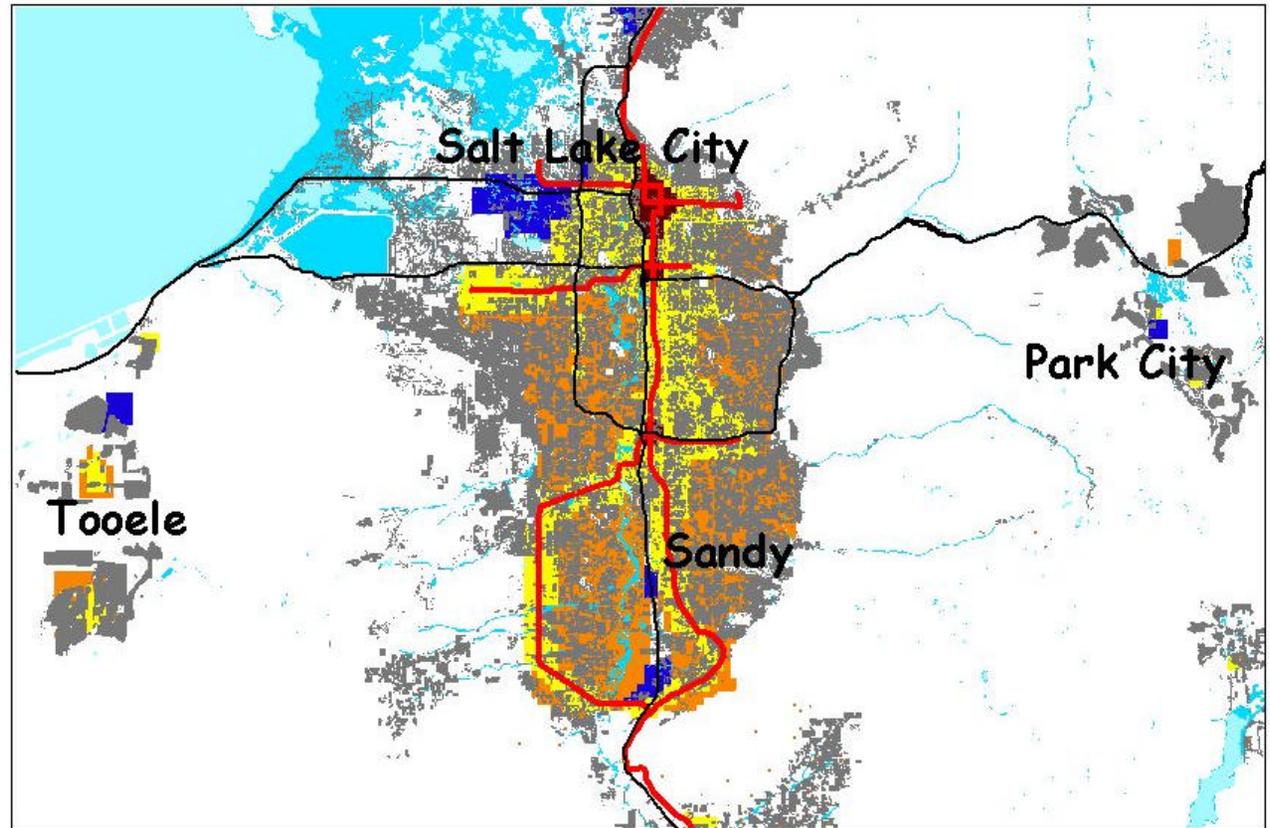
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Scenario D

Development Types

Central Region



Scenario D Central Area

Non-Walkable Development

-  Low Density Residential
-  Industrial, Office, Activity Center

Walkable Development

-  Town & Village
-  Downtown

-  Existing Development

-  Freeways
-  Light Rail

-  Water Bodies
-  Wetlands & Floodplain



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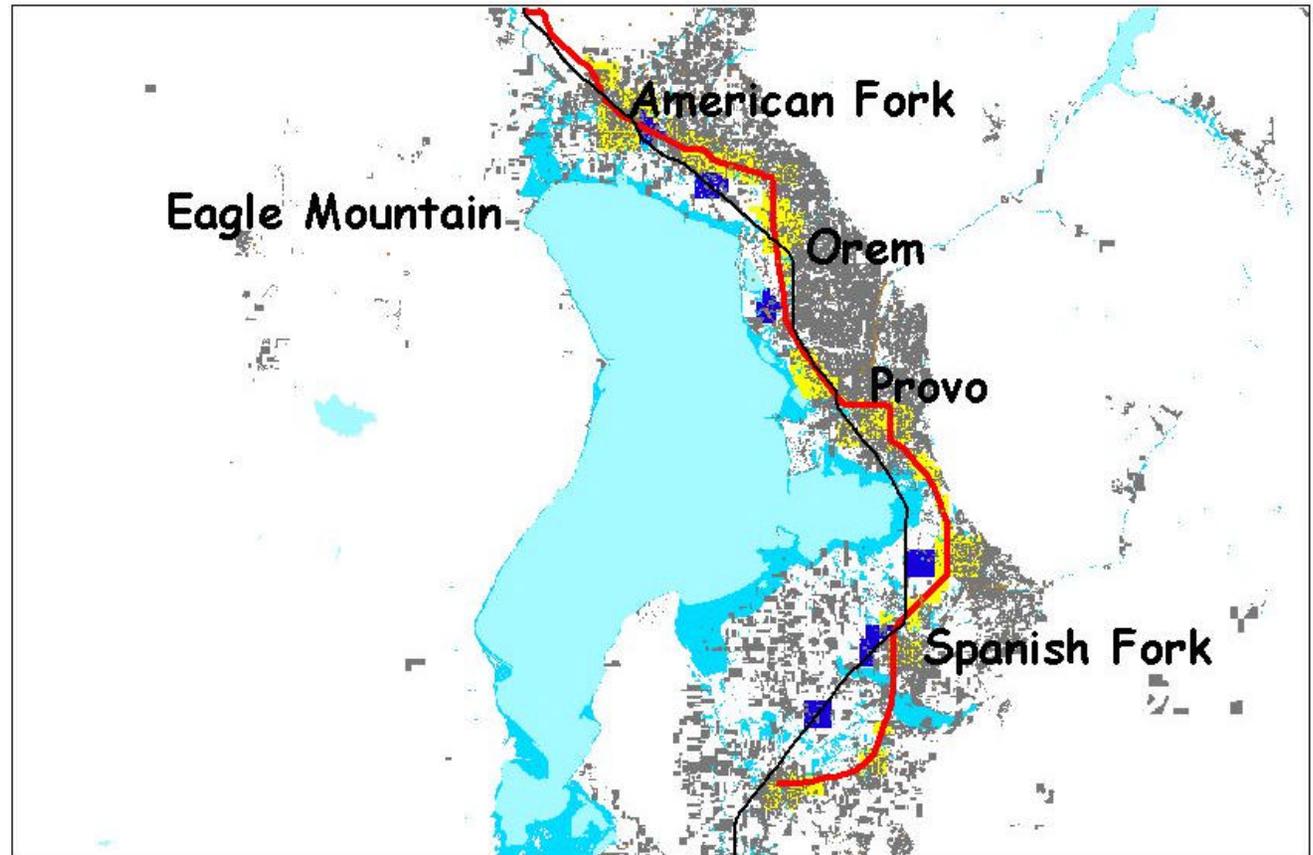
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Scenario D

Development Types

South Region



Scenario D South Area

Non-Walkable Development



Low Density Residential



Industrial, Office, Activity Center

Walkable Development



Town & Village



Downtown



Existing Development



Freeways



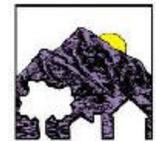
Light Rail



Water Bodies



Wetlands & Floodplain



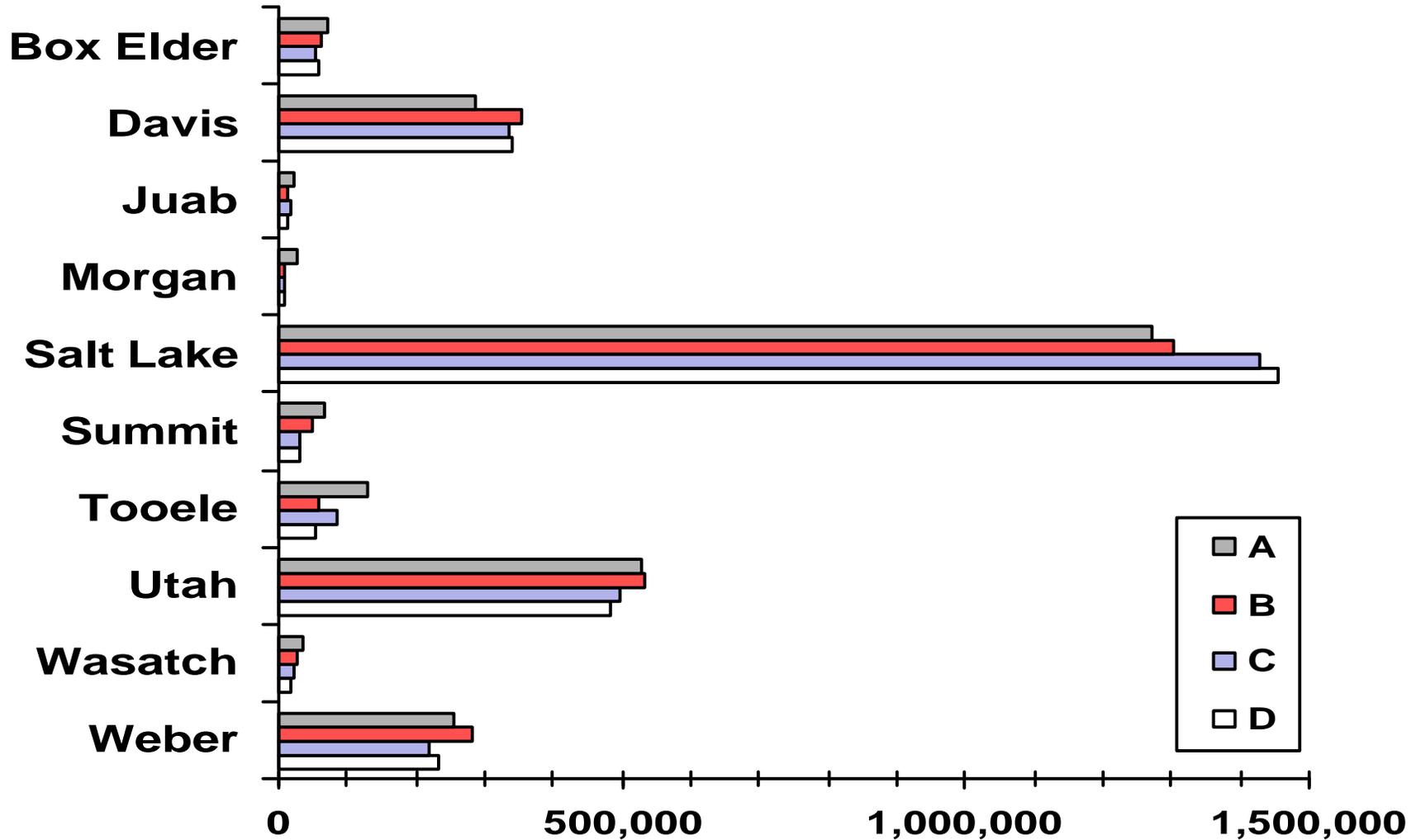
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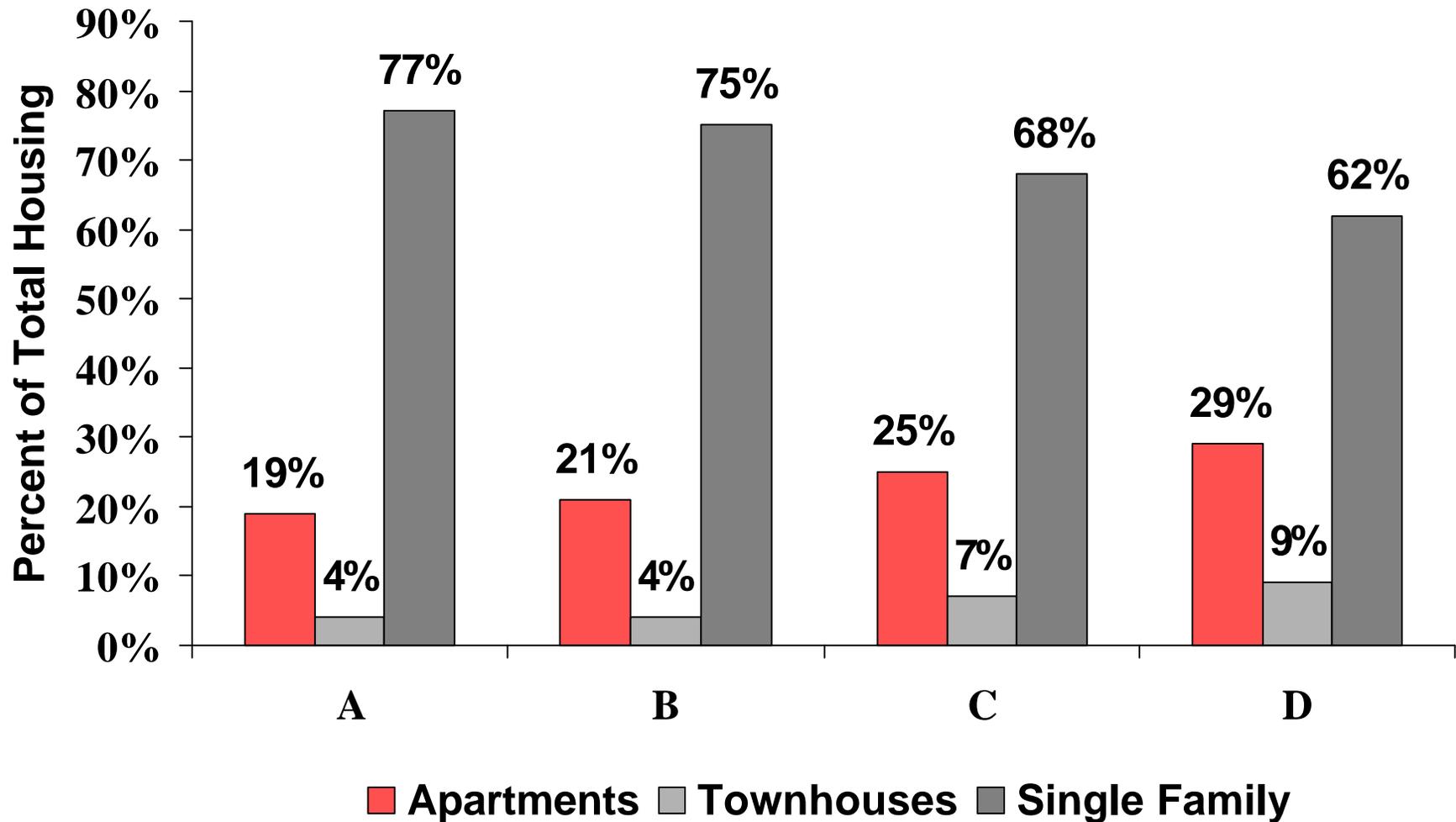
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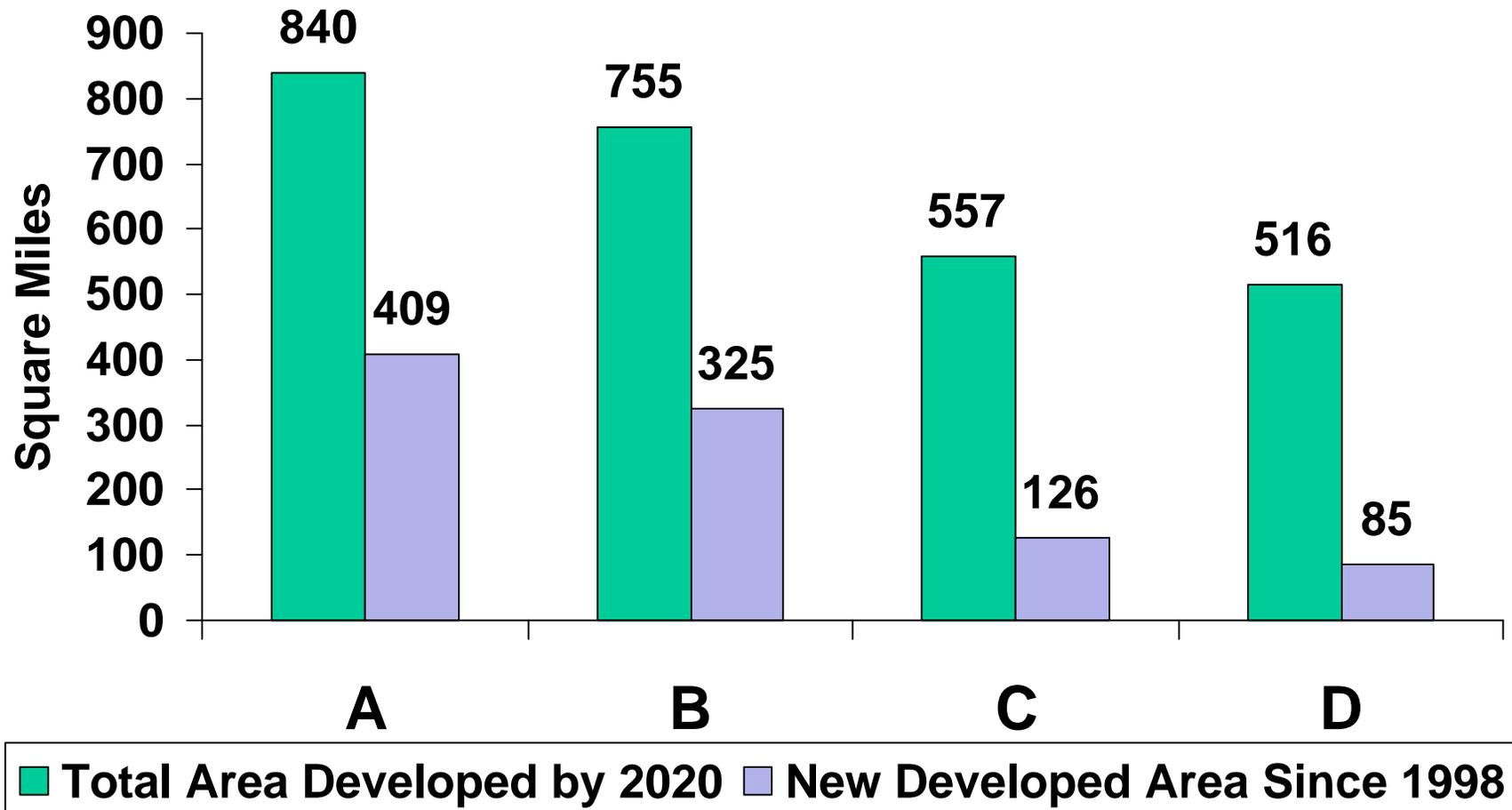
Population by County : 2020

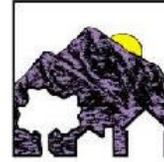
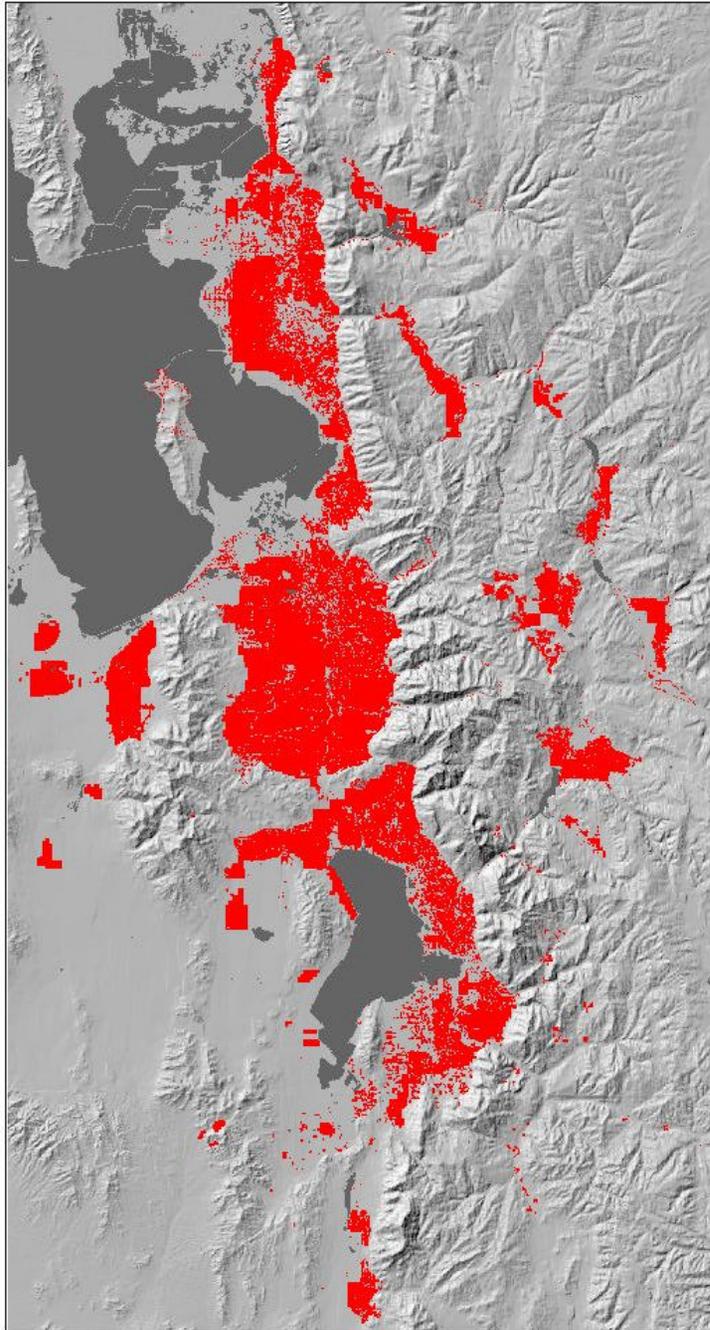


Housing Types: 2020



Land Consumption





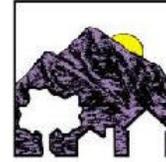
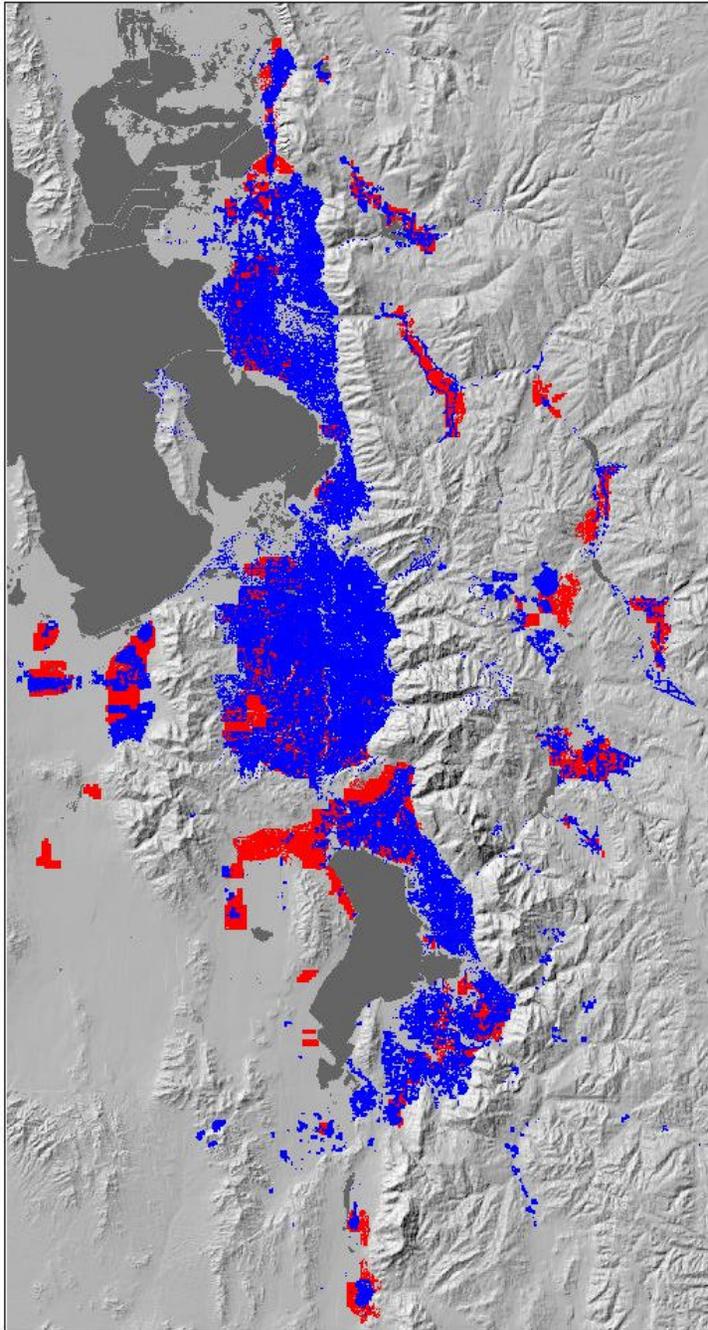
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Developed
Area

 Scenario A

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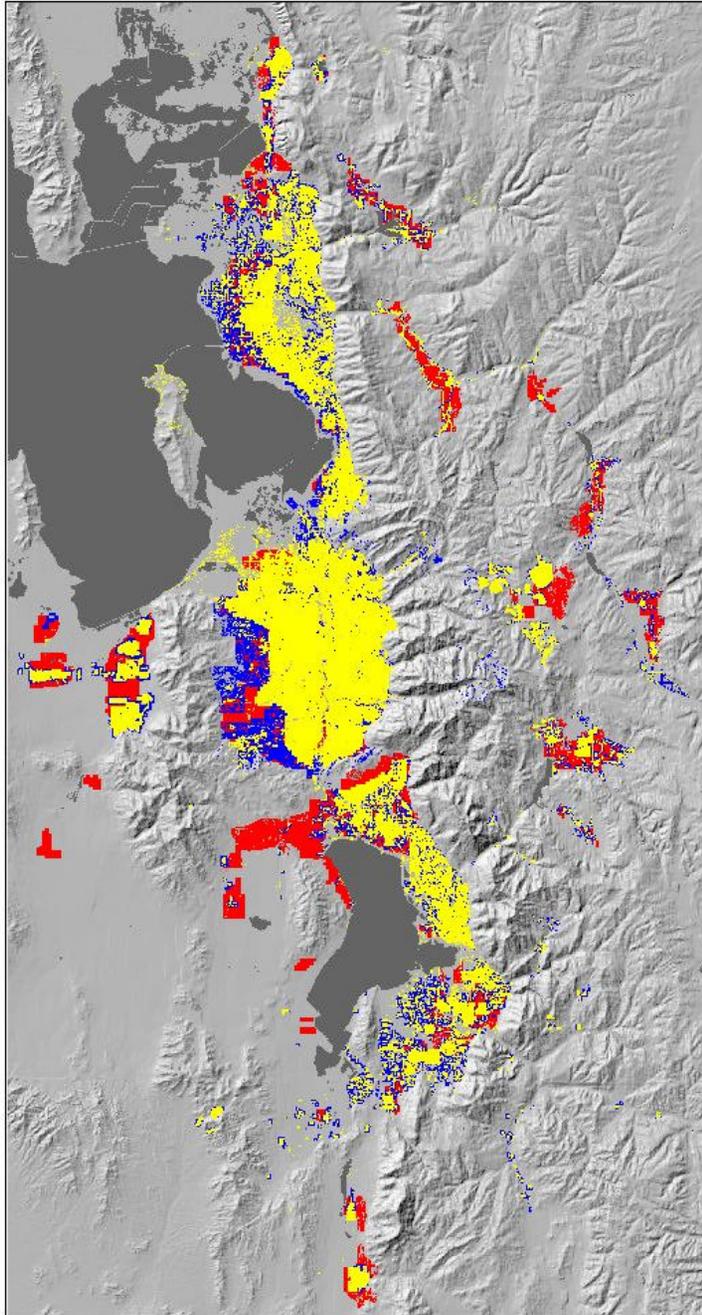
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Developed Area

-  Scenario A
-  Scenario B

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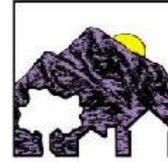
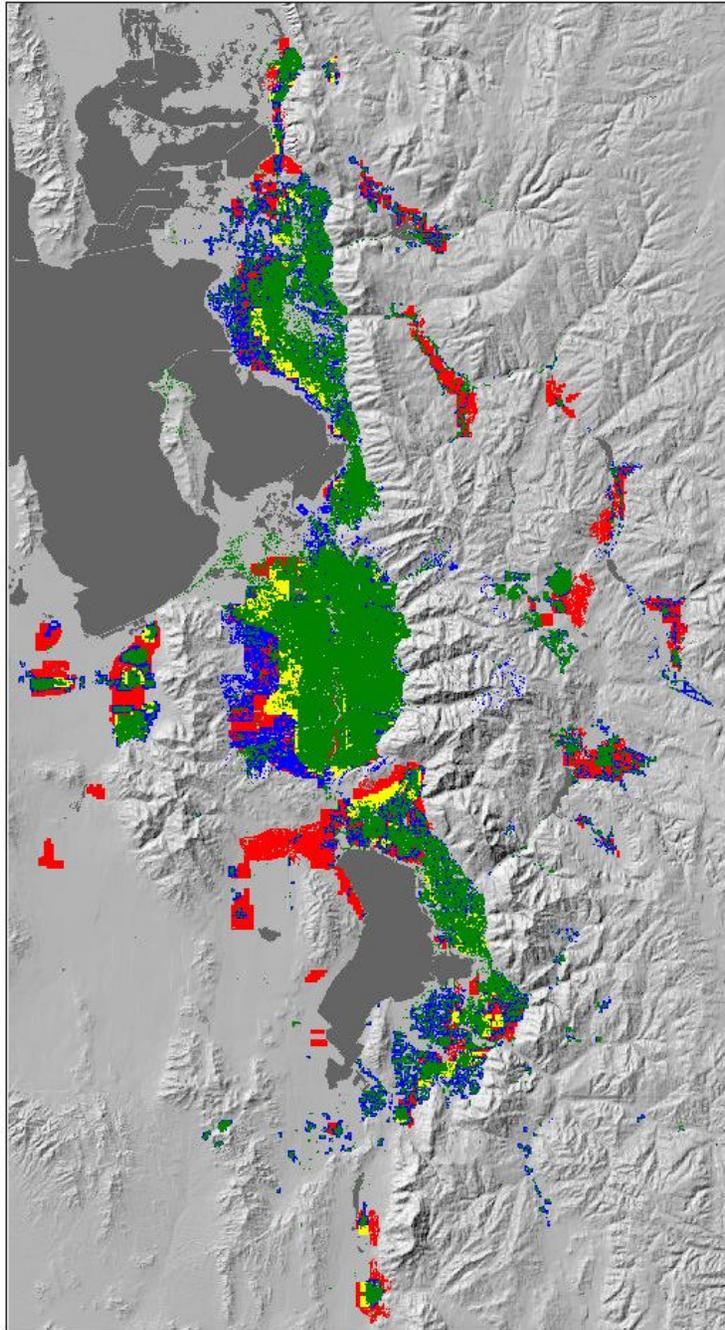
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Developed Area

-  Scenario A
-  Scenario B
-  Scenario C

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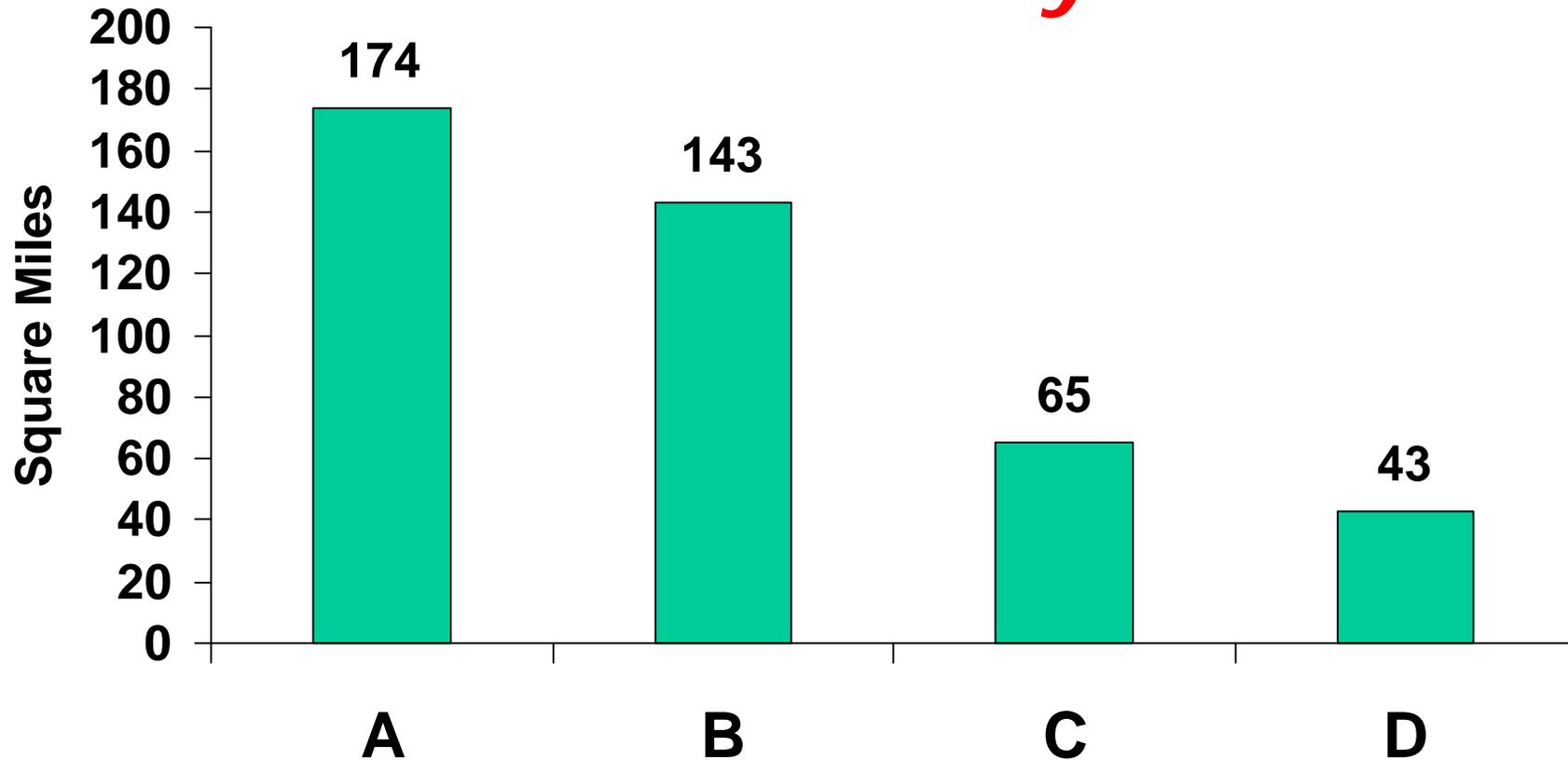
Developed Area

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

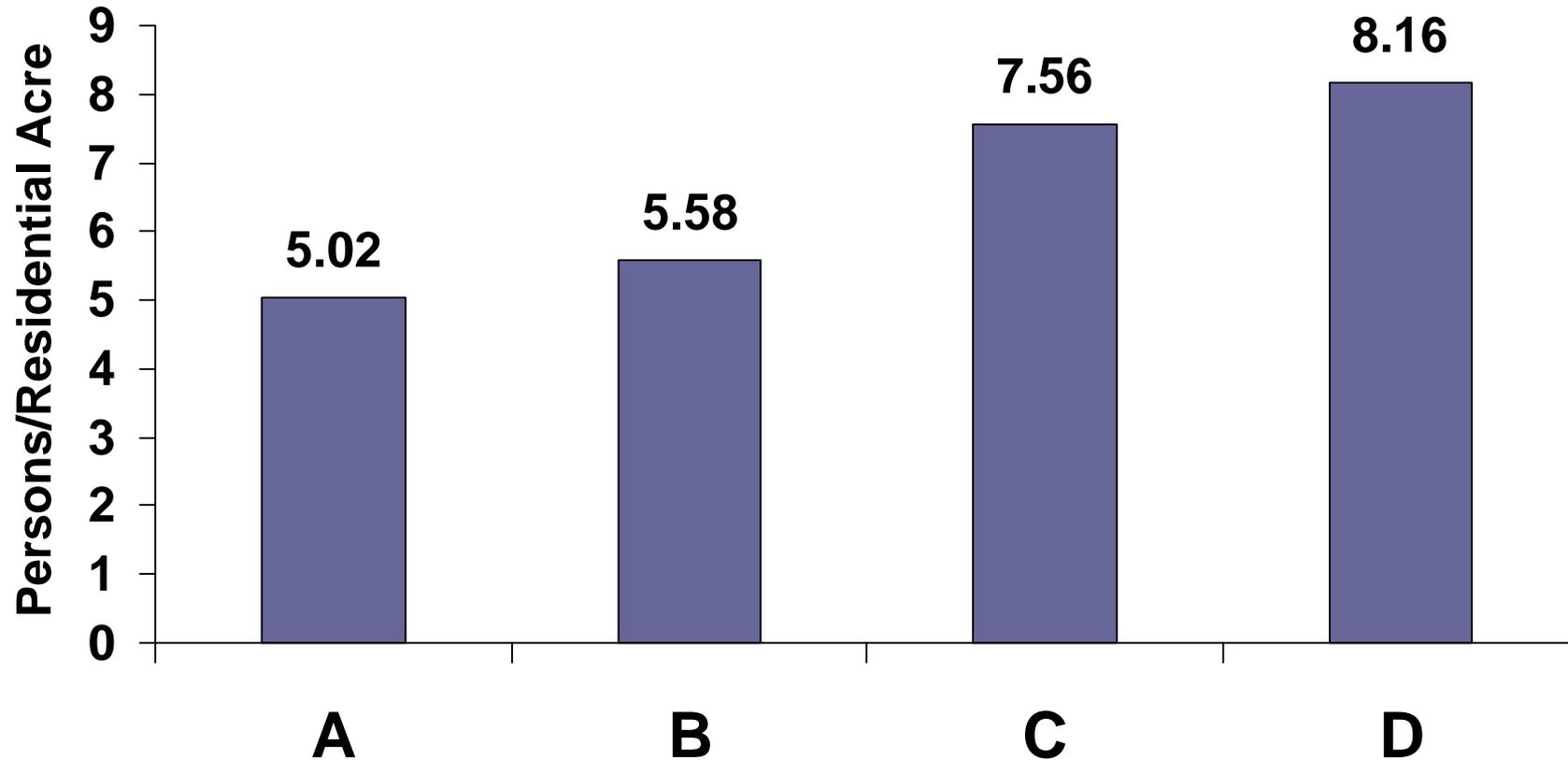
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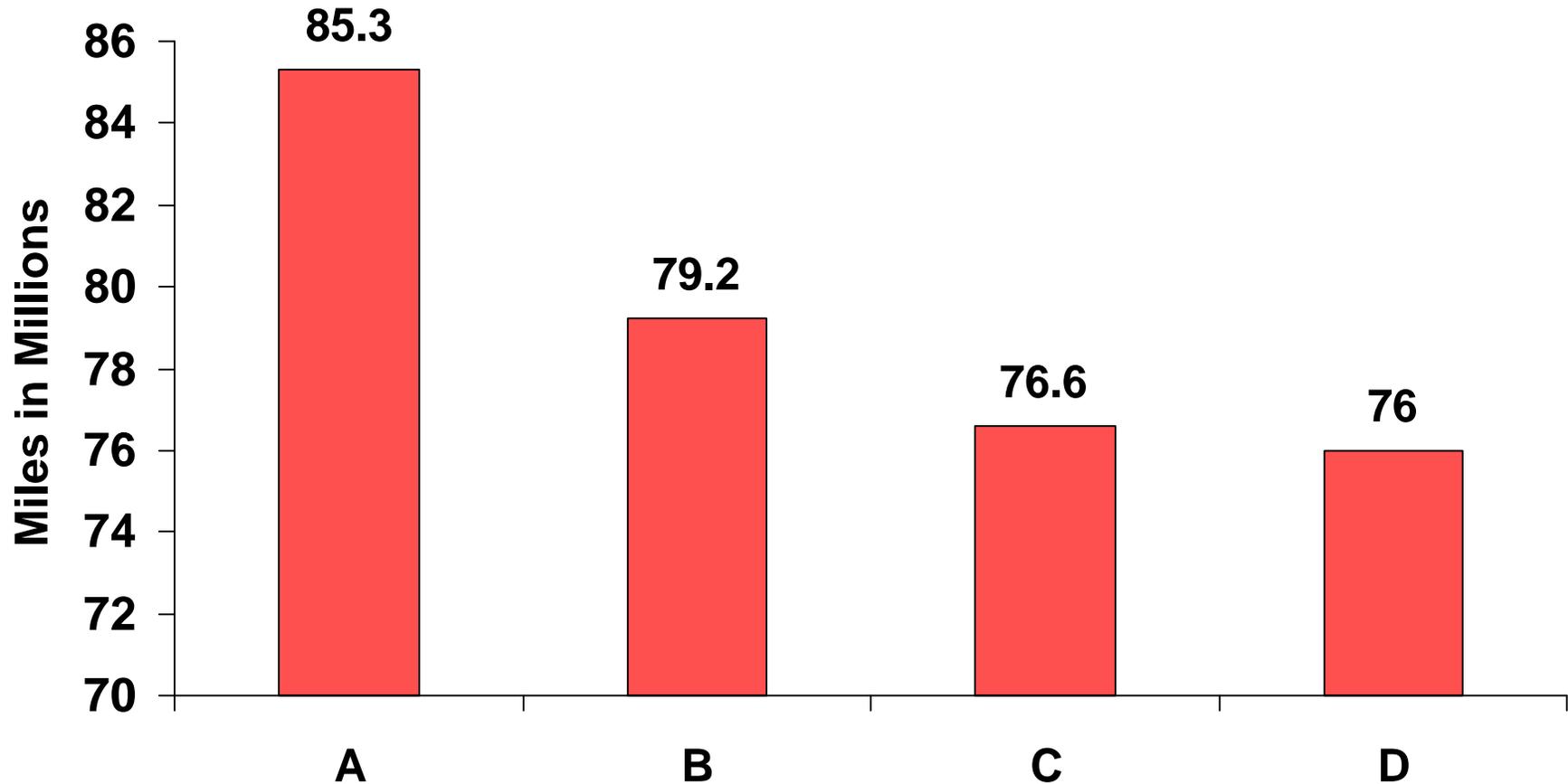
Farm Land Converted to Urban Use by 2020



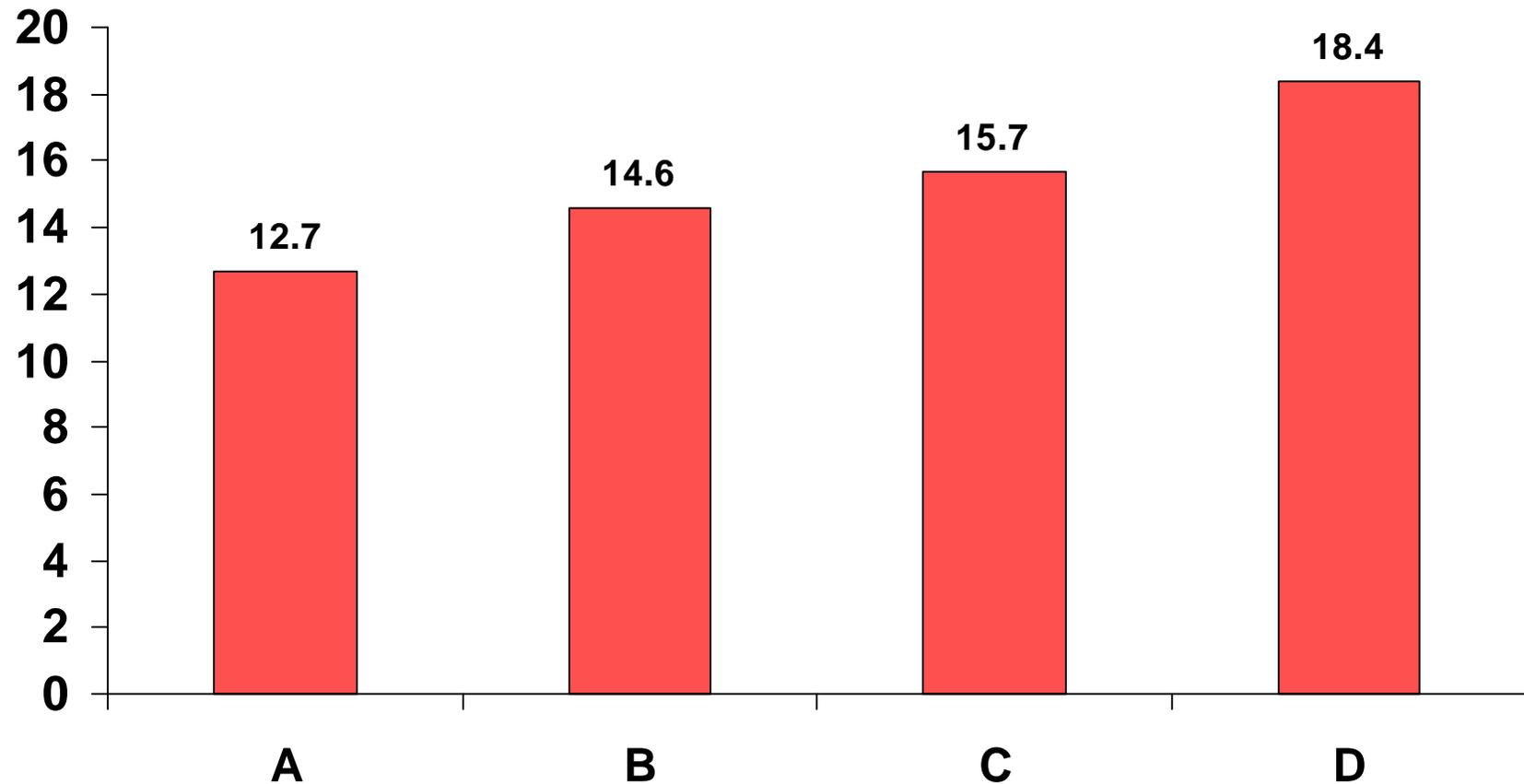
Population Density: 2020



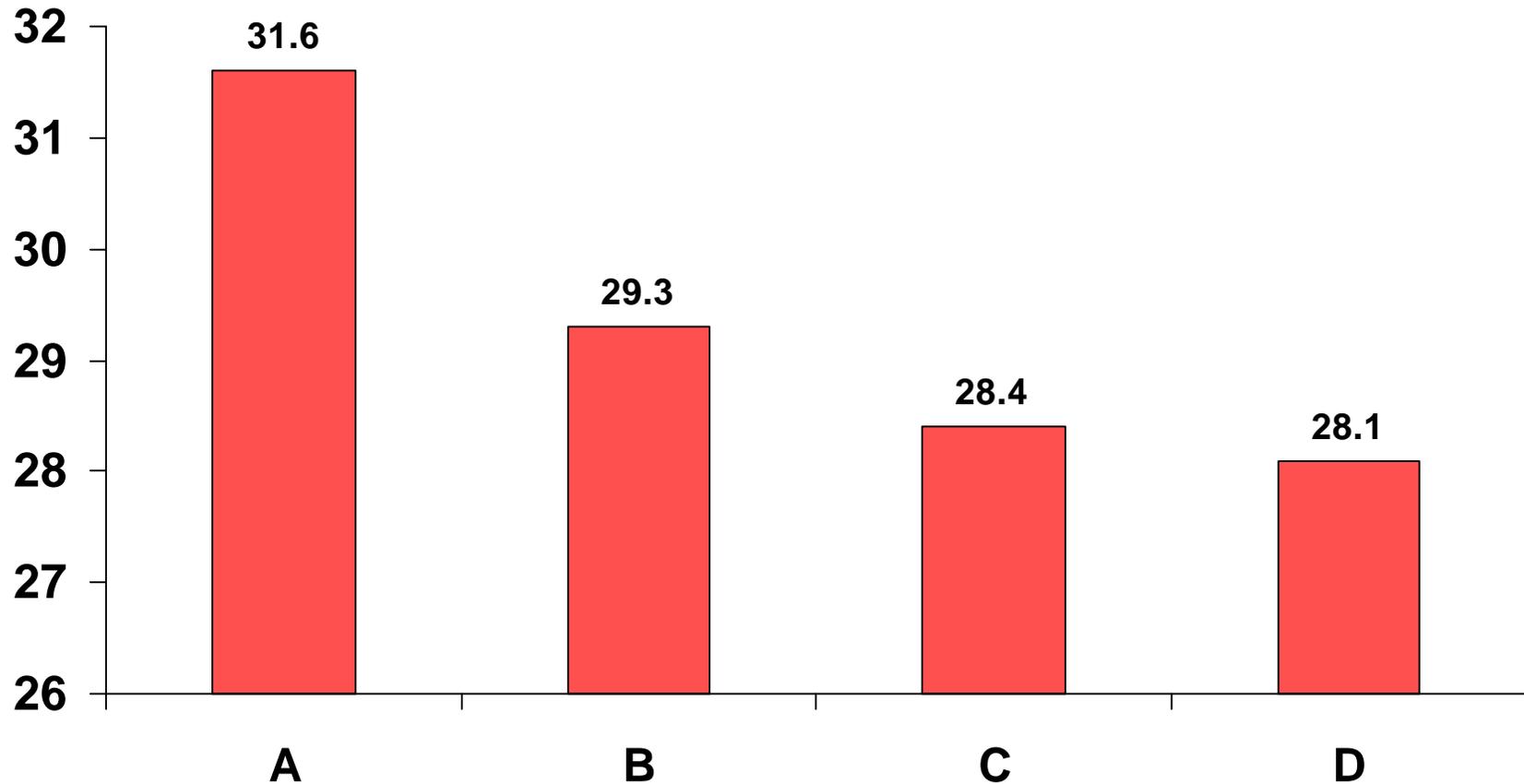
Vehicle Miles of Travel Per Day



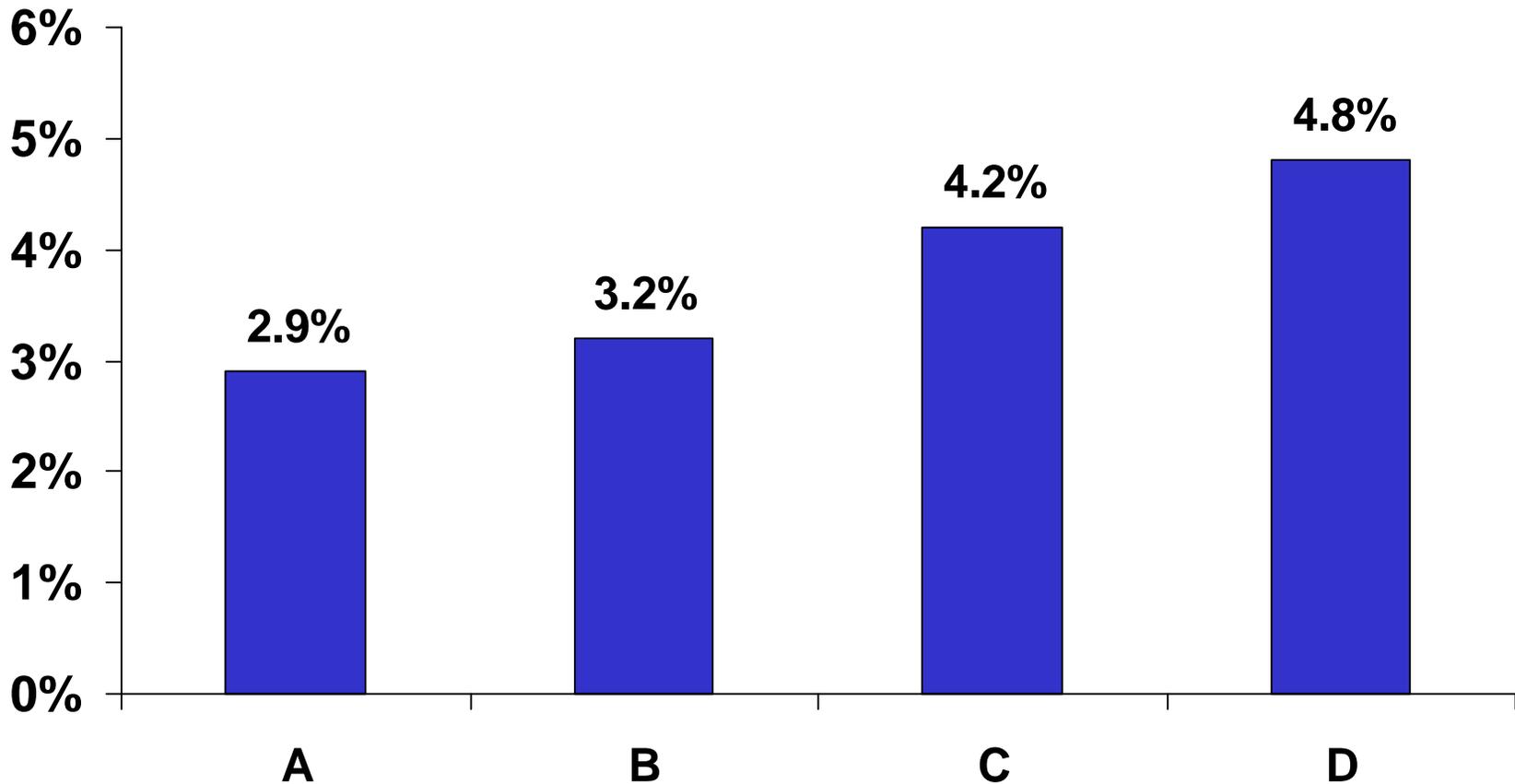
Annual Transit Trips Per Capita



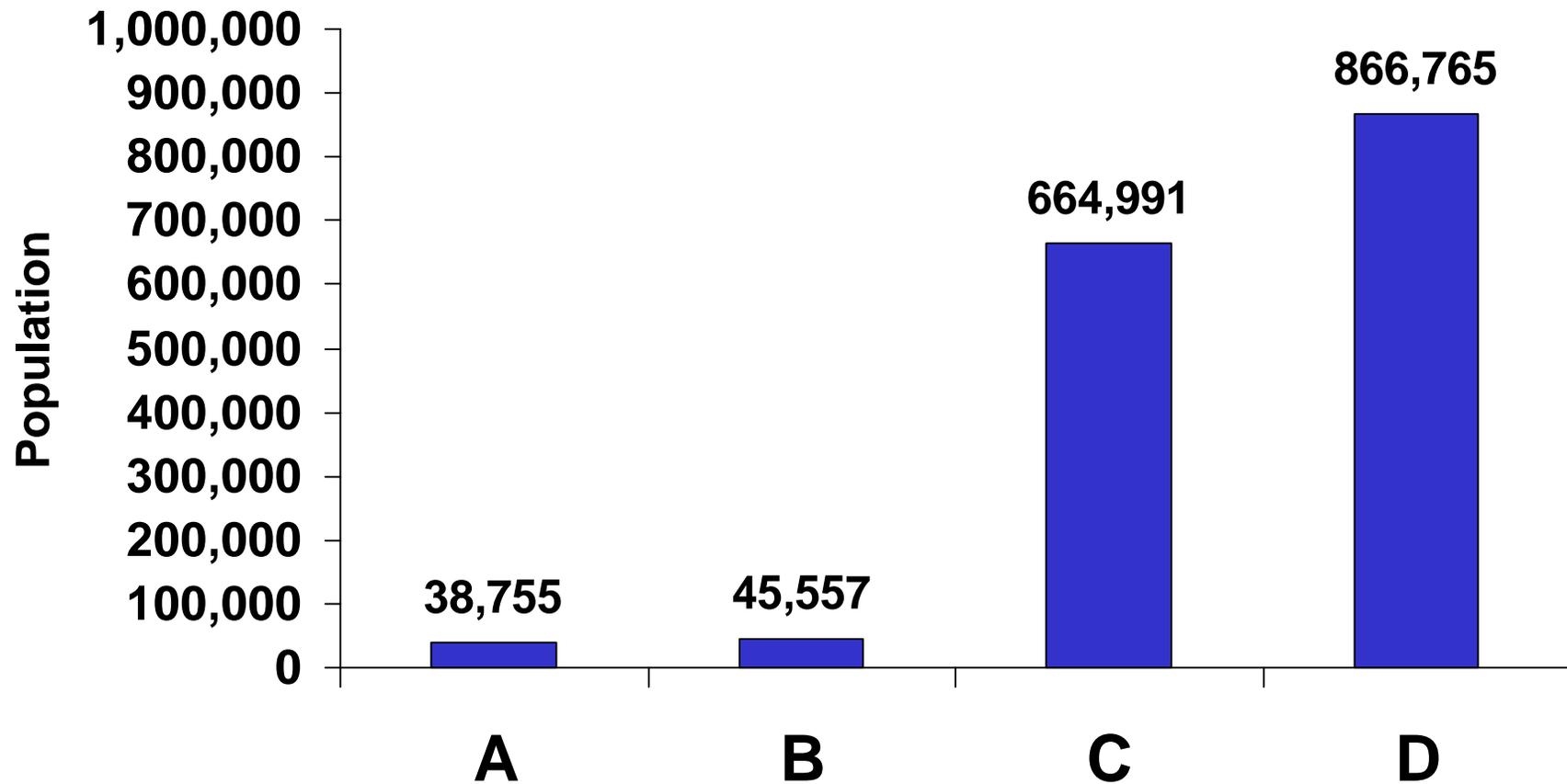
Vehicle Miles Traveled Per Capita



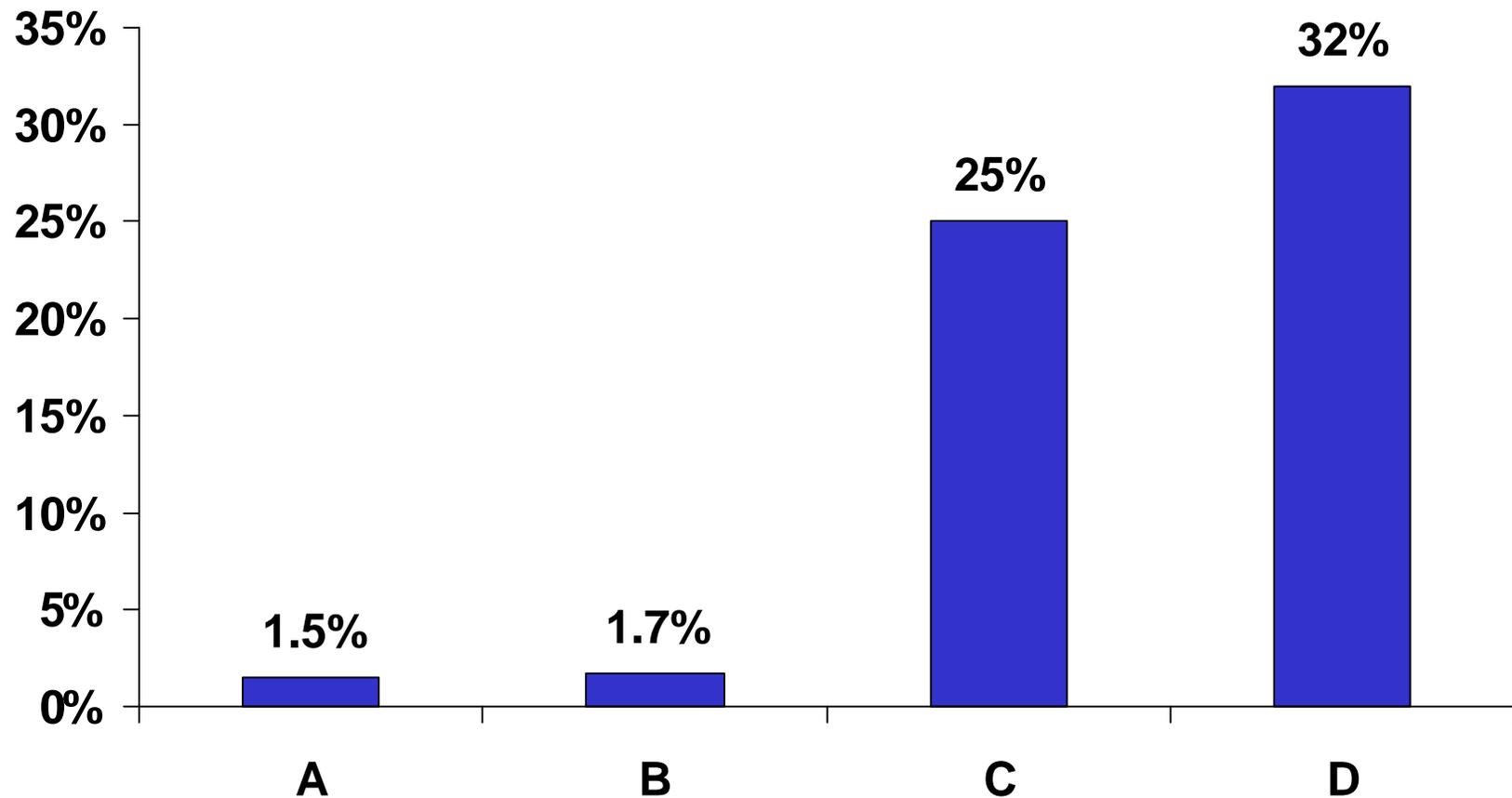
Transit Share of Work Trips



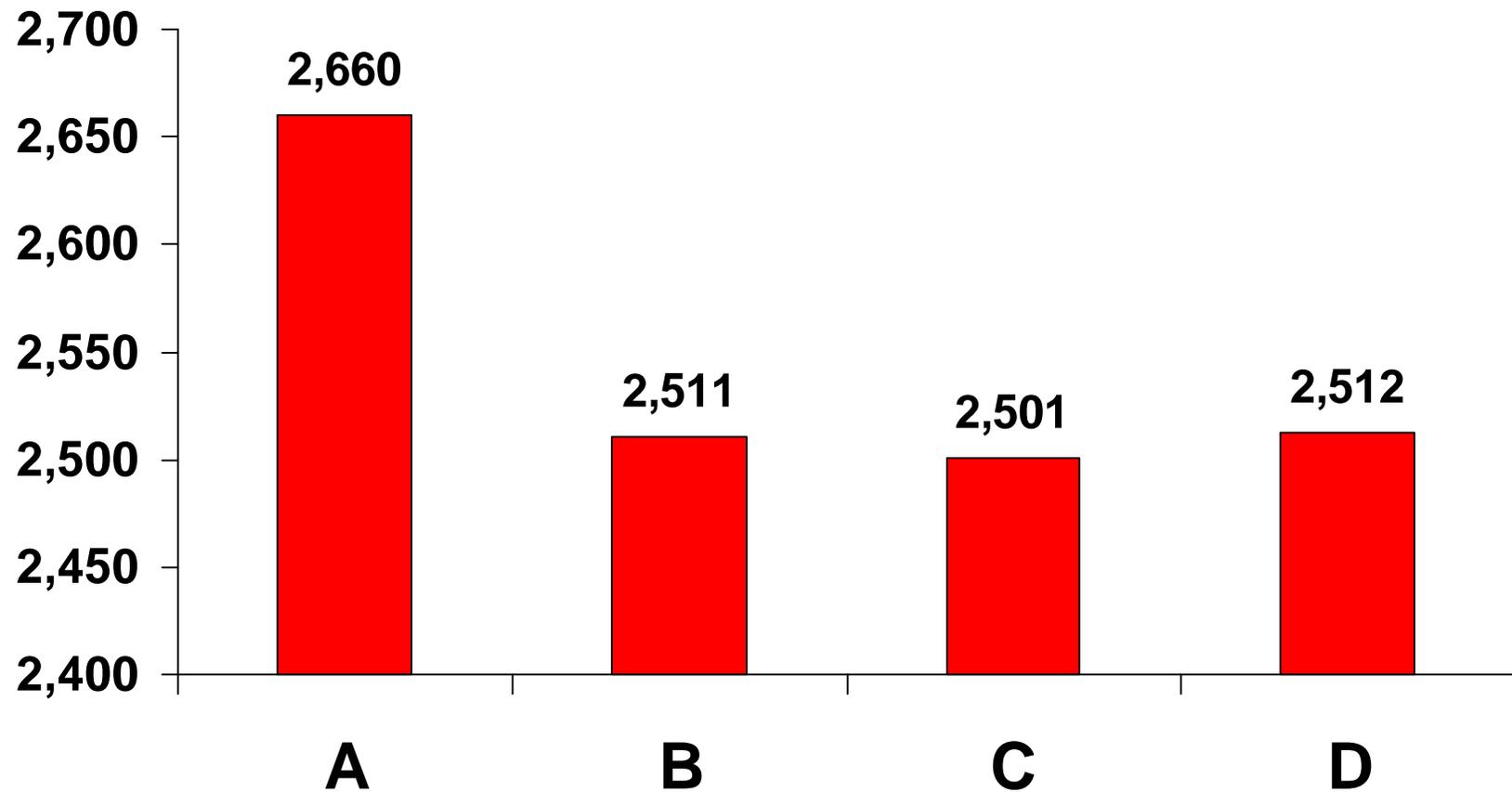
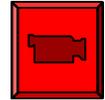
Population Within 1/2 Mile of Rail Transit: 2020



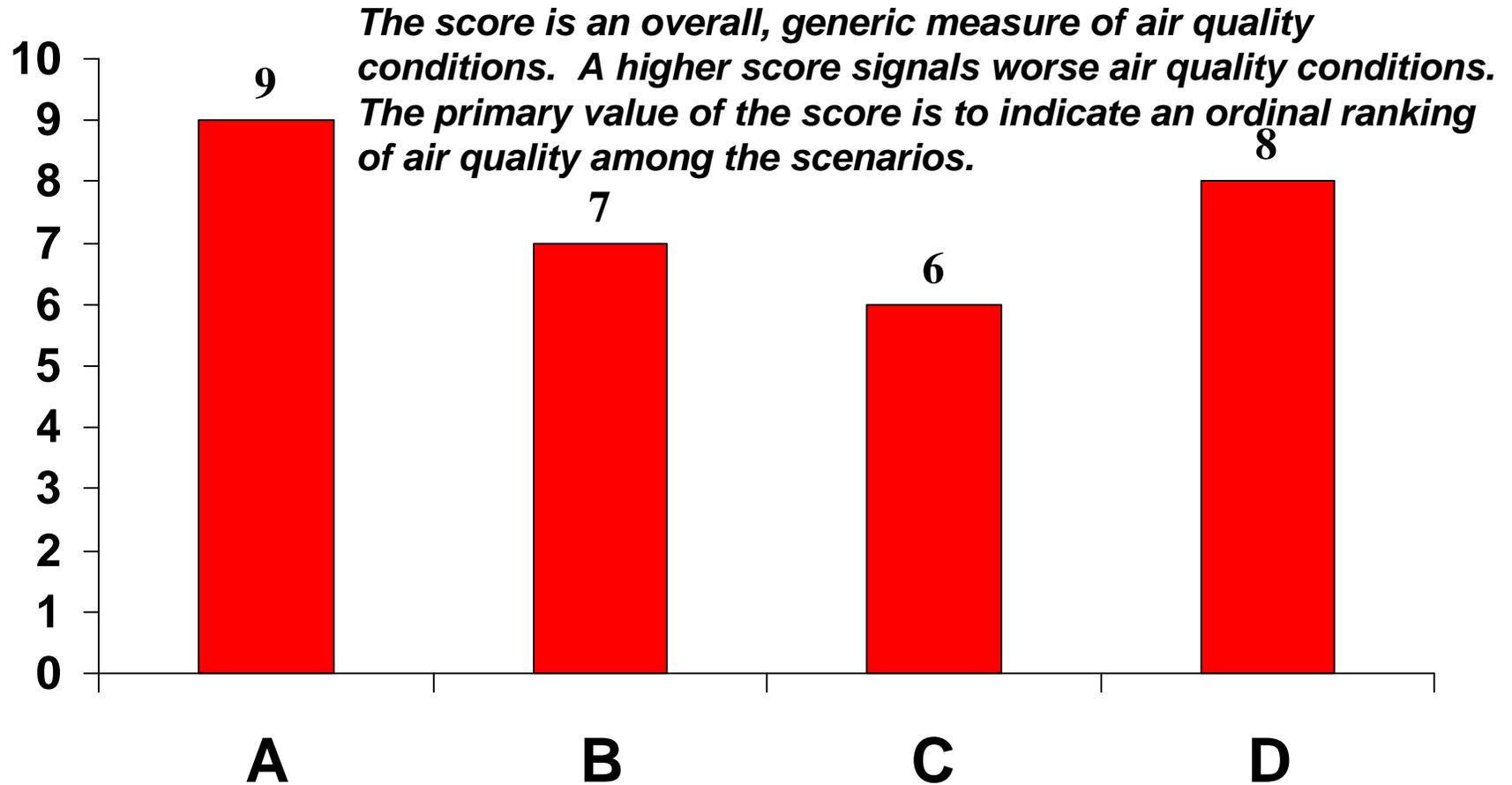
Percentage of Population Within 1/2 Mile of Rail Transit: 2020



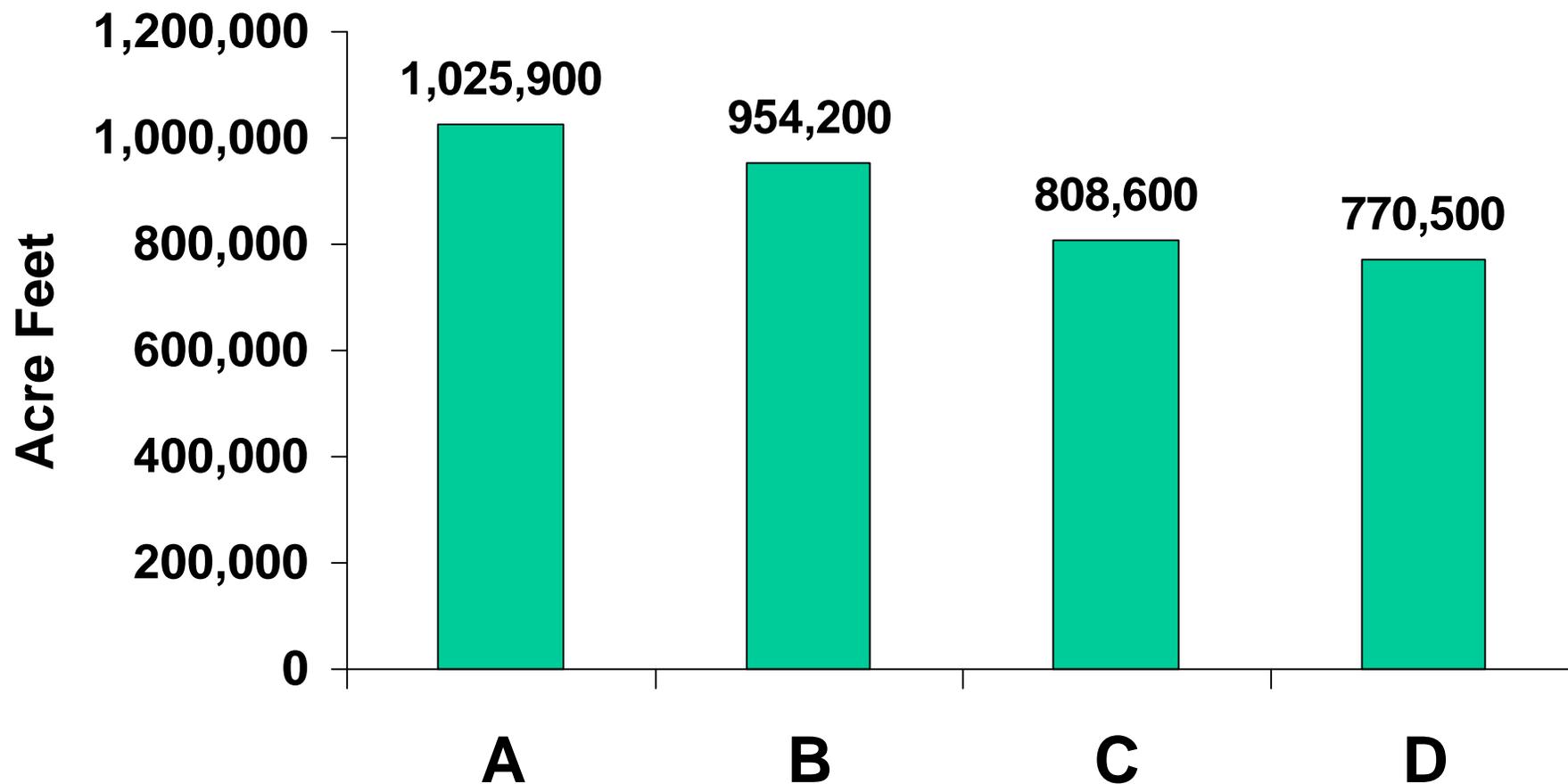
Total Emissions



Overall Air Quality Score



Water Demand: 2020



Outdoor Water Use

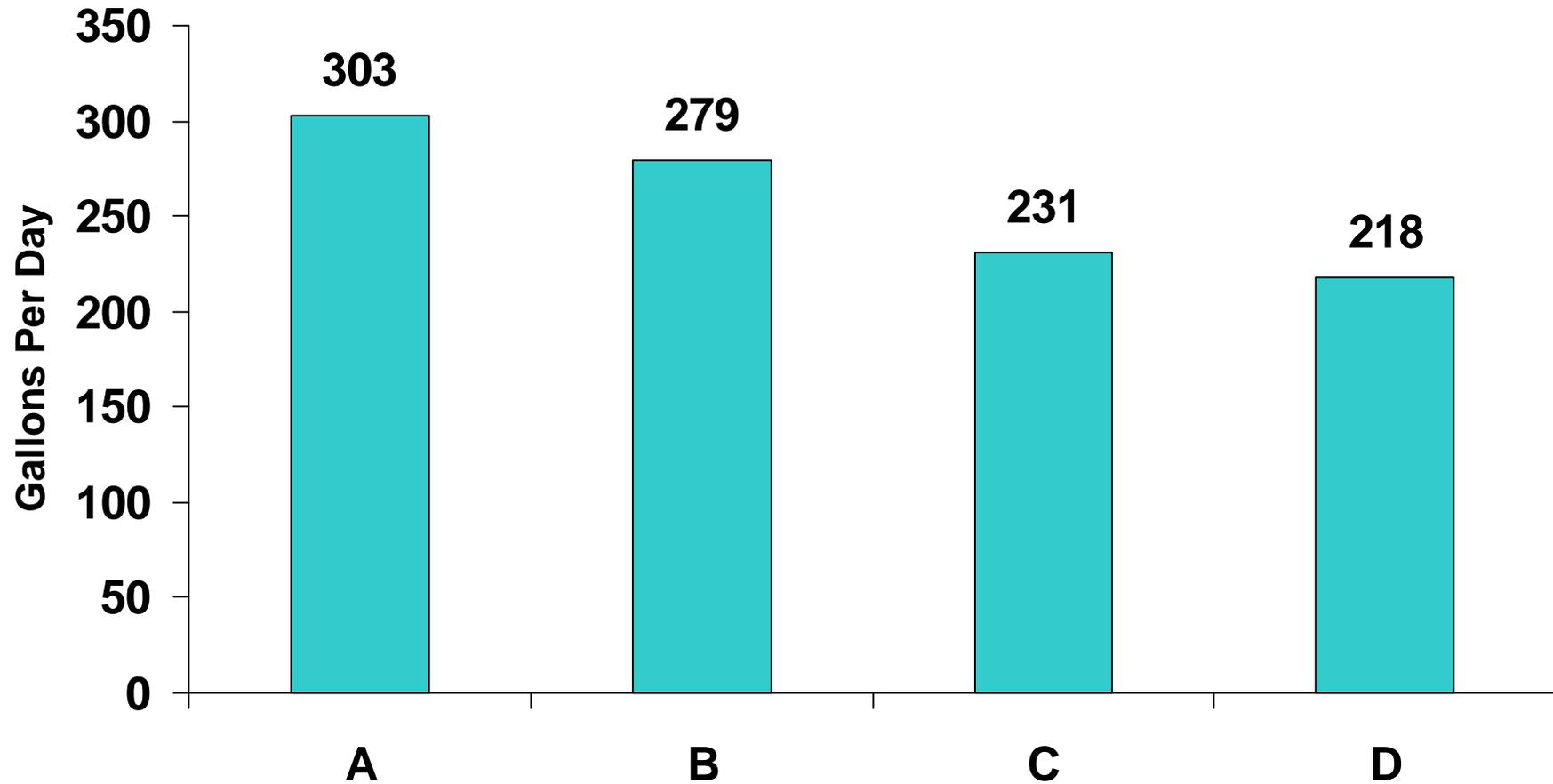


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Per Capita Water Use: 2020



Total Infrastructure Costs

