

To be sustainable,
a region must satisfy the
values, hopes, and dreams of
present and future residents

Regional Visioning

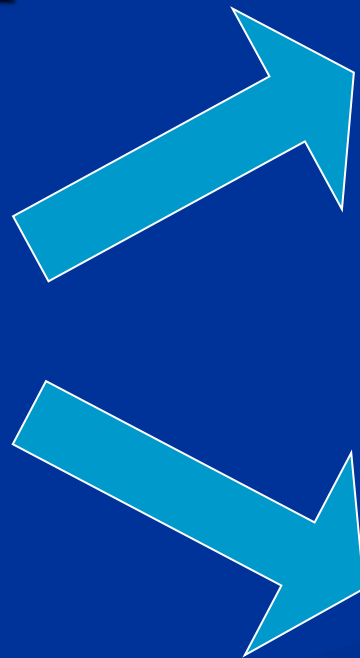
Uses **Scenarios**

to Ask Important Questions

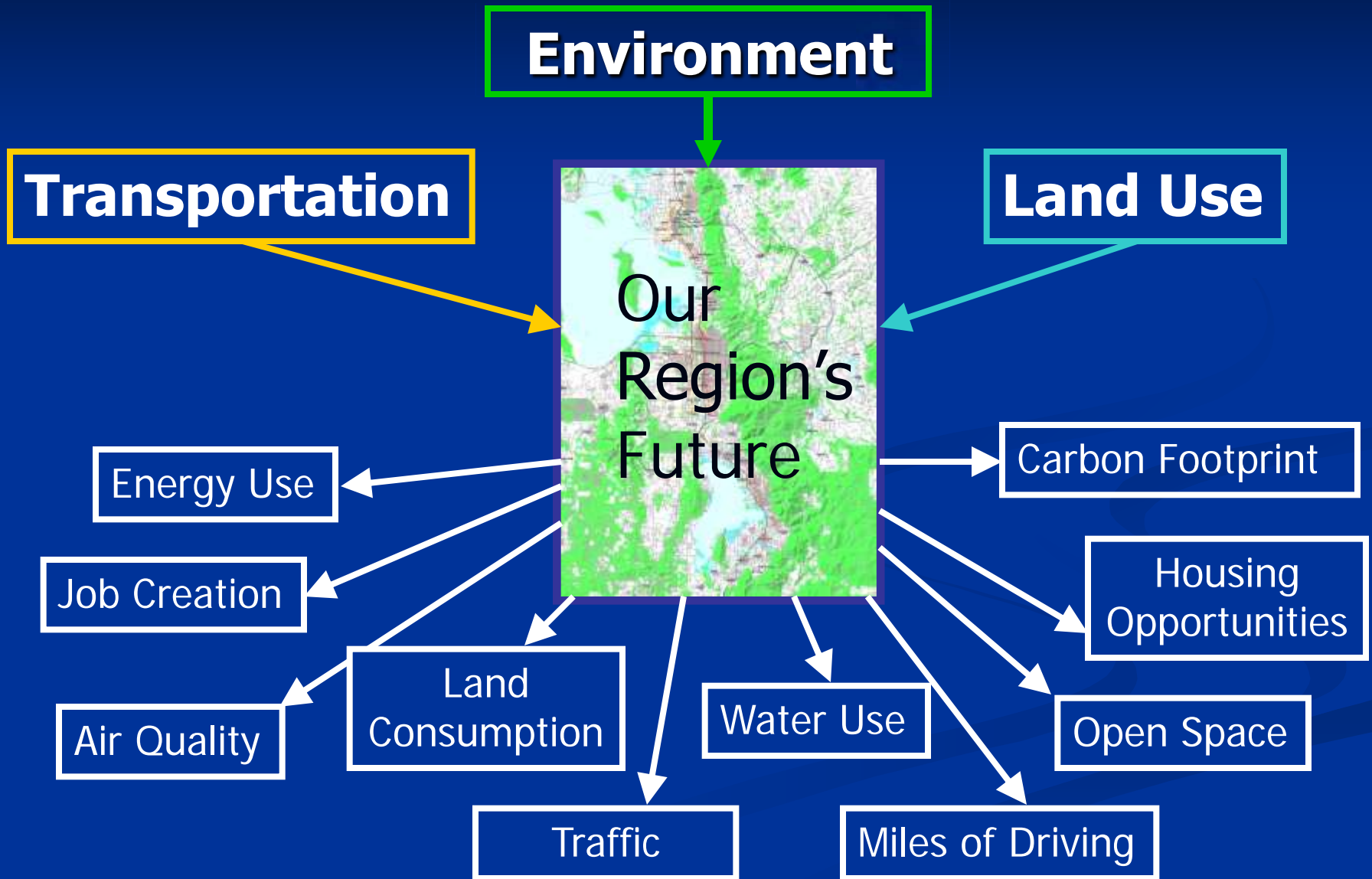
and help the Public make

Tradeoffs

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



Regional Choices and Outcomes



LOUISIANA SPEAKS

Visioning for Southern Louisiana

Our Voice. Our Plan. Our Future



Louisiana
May 16-17, 2006

Robert J. Grow
Sr. Counsel, O'Melveny &
Myers
and Envision Utah,
Founding Chair Emeritus
(rgrow@omm.com)

Hurricane Impacts Were the Key Driver for the Plan



Hurricane Rita
22 September 2005

Hurricane Katrina
28 August 2005

The Bowl of New Orleans









5124

10/1
F/W

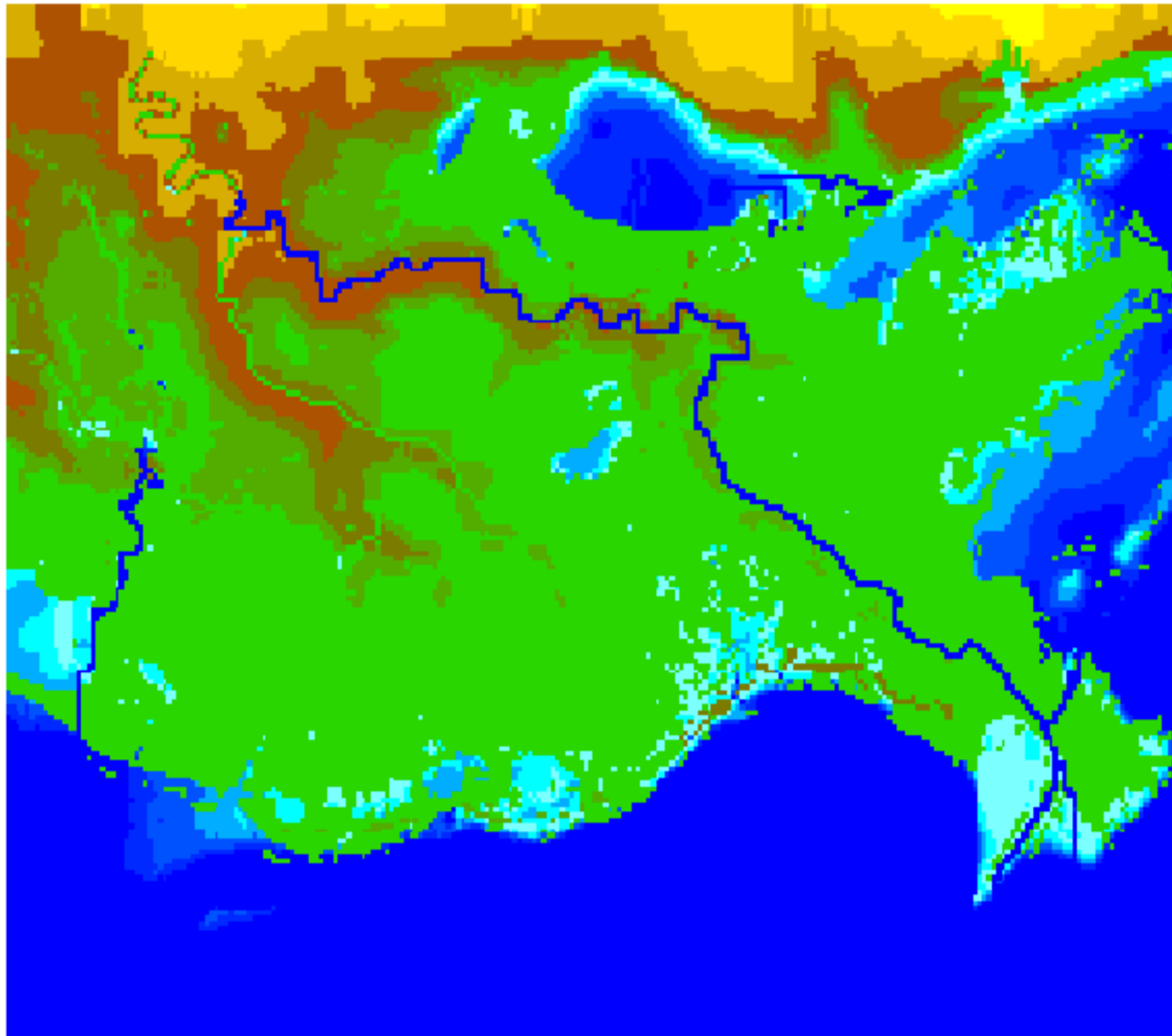
+10/16
(SICK)
TAKEN
X DOGS





1839

Topography (1839)



Legend

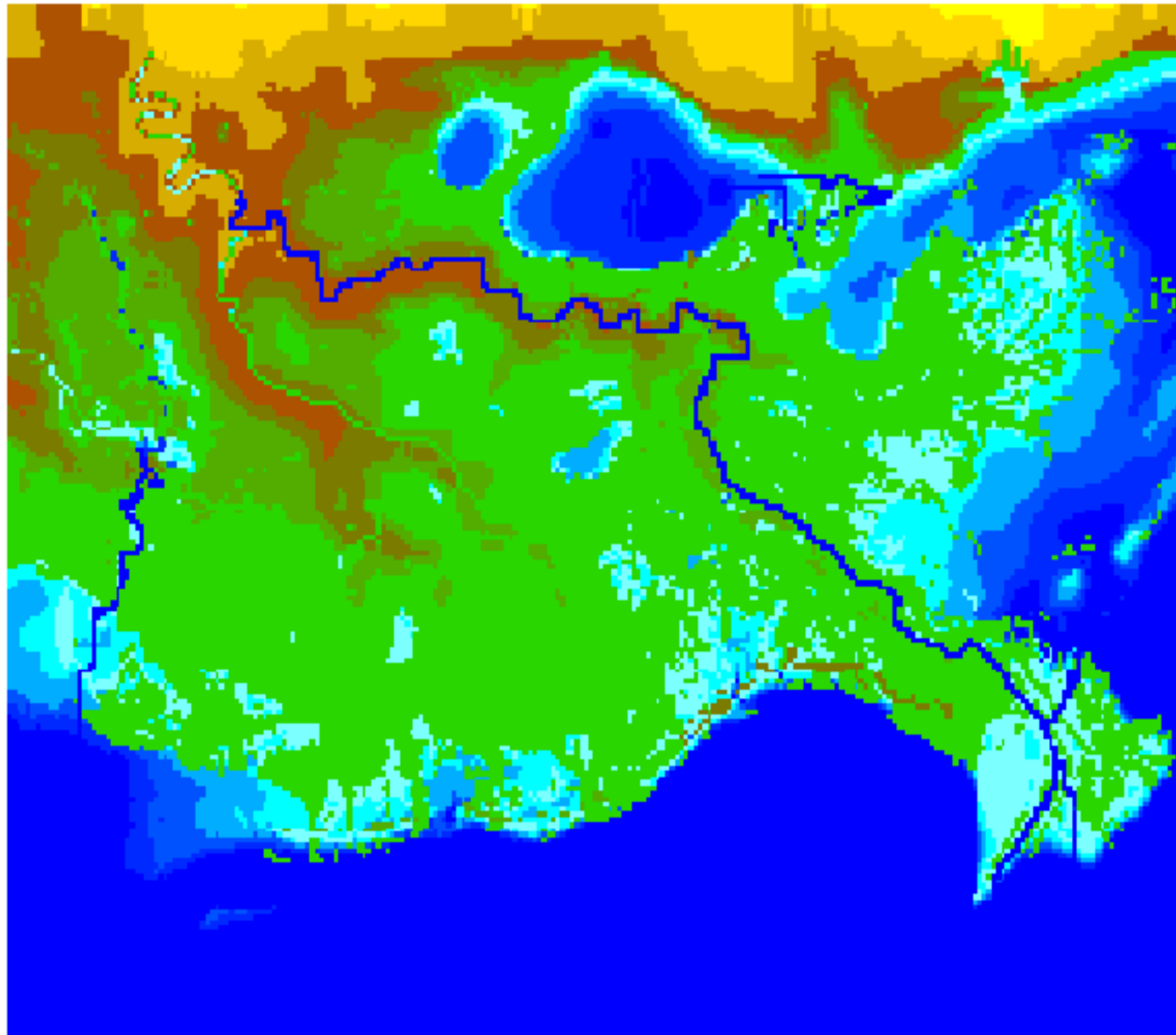
- > 16 ft Water
- > 15 ft Water
- > 14 ft Water
- > 12 ft Water
- > 10 ft Water
- > 8 ft Water
- > 6 ft Water
- > 4 ft Water
- > 0 ft Land
- > 2 ft Land
- > 4 ft Land
- > 8 ft Land
- > 16 ft Land
- > 32 ft Land
- > 64 ft Land



Digitized by NOAA/AVHRR

1870

Topography (1870)



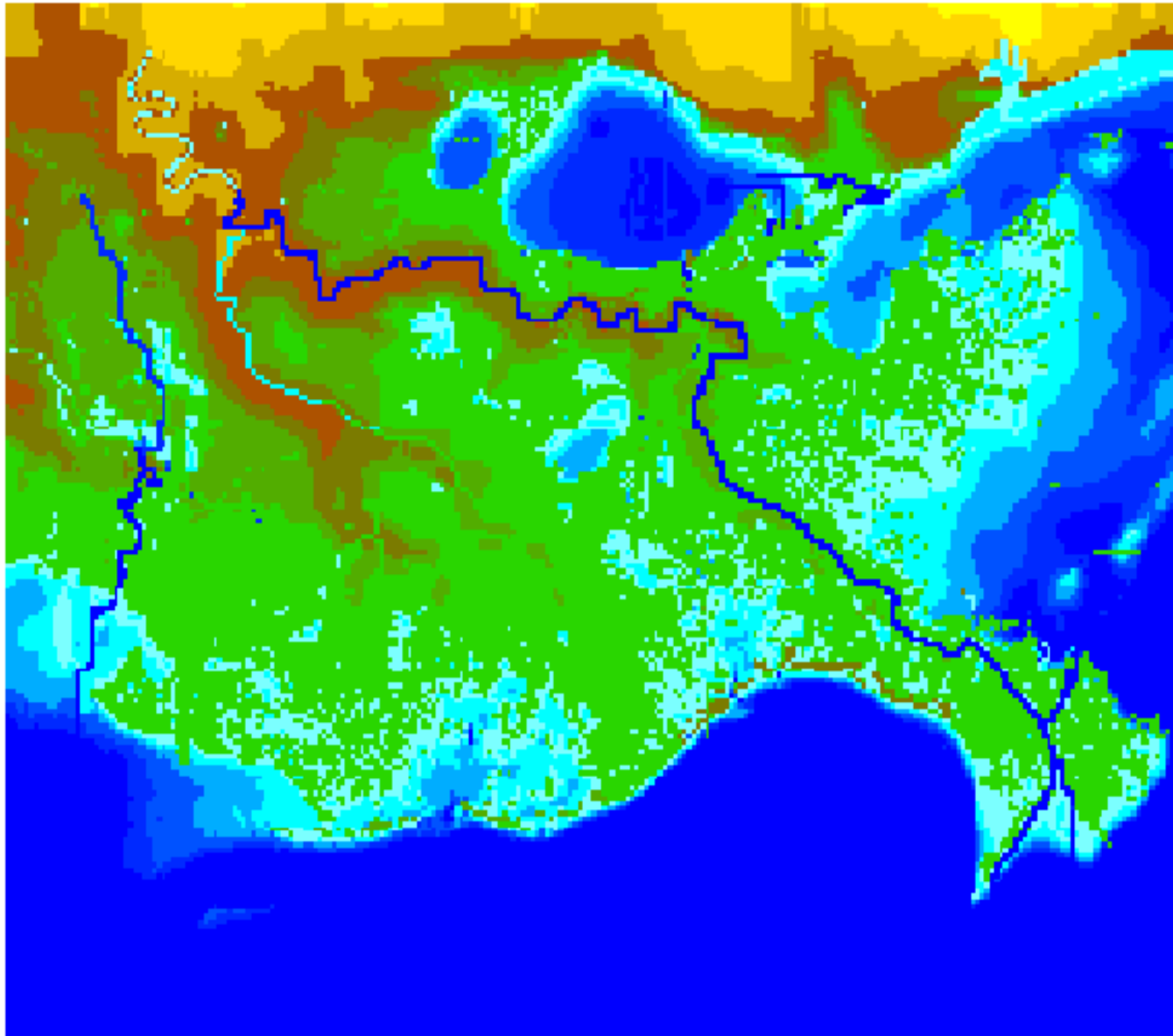
Legend

- > -8 ft Water
- > -5 ft Water
- > -2 ft Water
- > 0 ft Water
- > 5 ft Water
- > 8 ft Water
- > 10 ft Water
- > 0 ft Land
- > 2 ft Land
- > 4 ft Land
- > 8 ft Land
- > 16 ft Land
- > 32 ft Land
- > 64 ft Land



1930

Topography (1930)



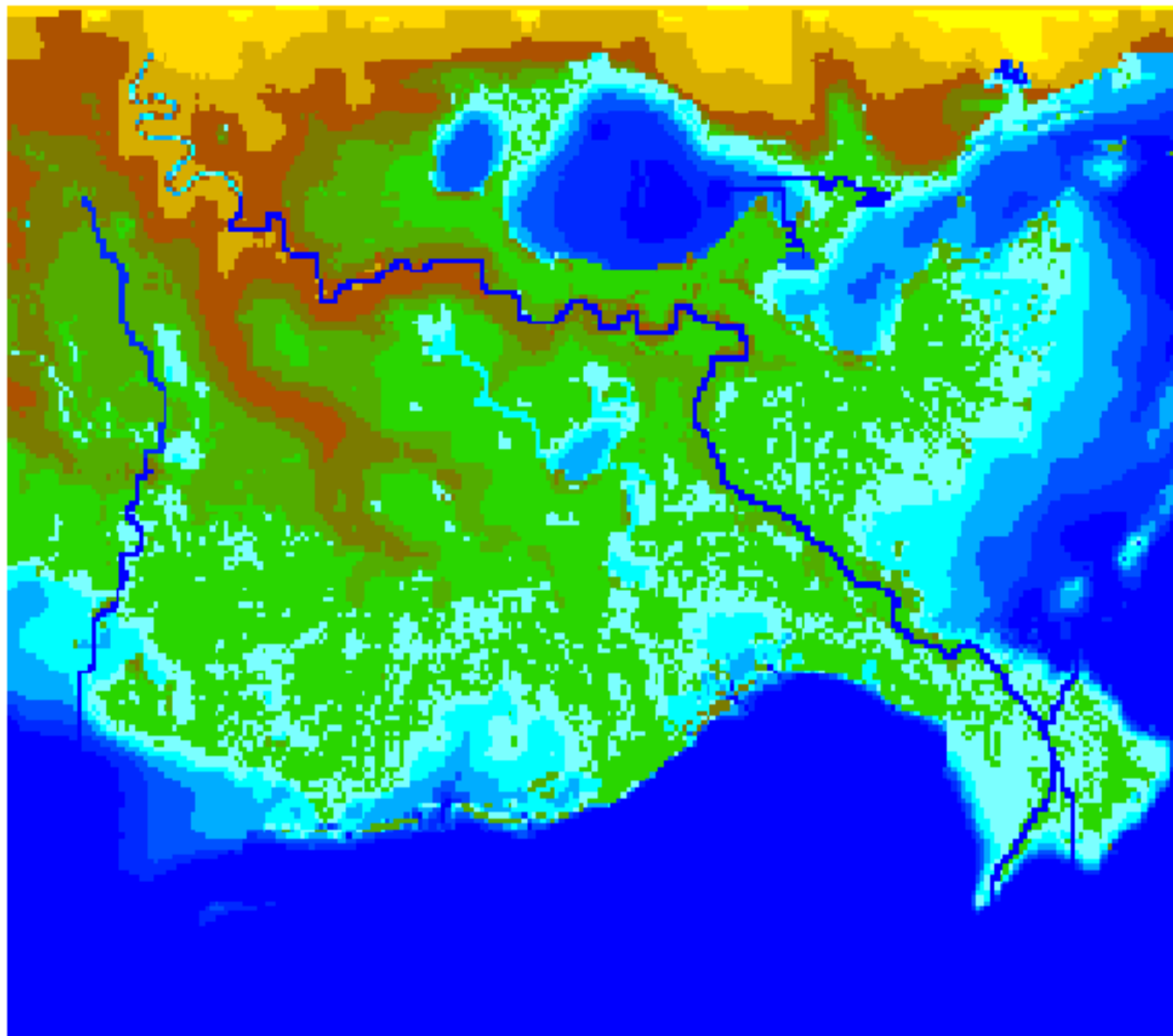
Legend

- > -8 ft Water
- > -6 ft Water
- > -2 ft Water
- > 0 ft Water
- > 0 ft Water
- > 0 ft Water
- > 0 ft Water
- > 0 ft Land
- > 2 ft Land
- > 4 ft Land
- > 8 ft Land
- > 16 ft Land
- > 32 ft Land
- > 64 ft Land

0 10 20
Kilometers

1993

Topography (1993 - Base)



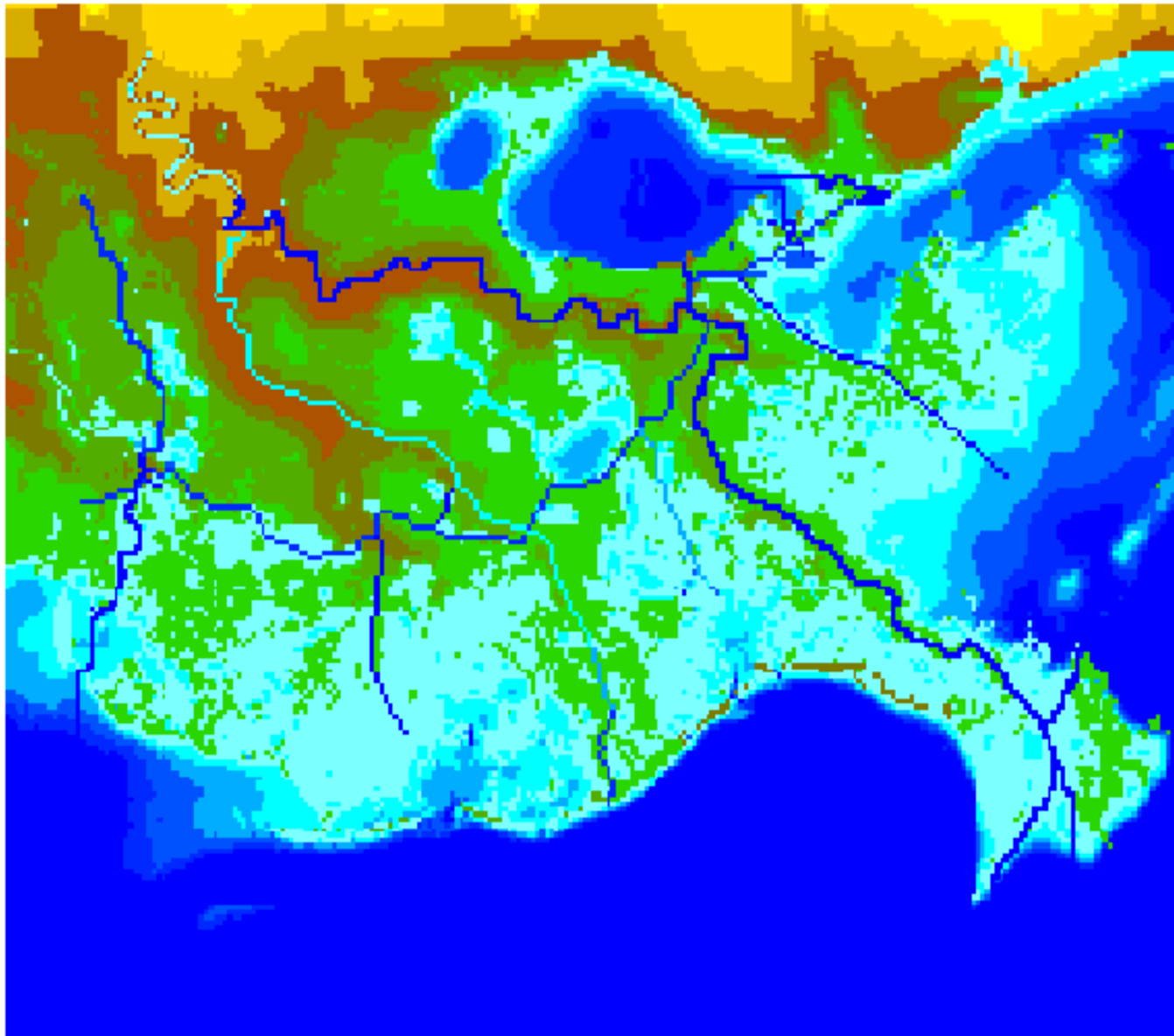
Legend

- > -8 ft Water
- > -6 ft Water
- > -2 ft Water
- > 0 ft Water
- > 0 ft Water
- > 0 ft Water
- > 0 ft Water
- > 0 ft Land
- > 2 ft Land
- > 4 ft Land
- > 8 ft Land
- > 16 ft Land
- > 32 ft Land
- > 64 ft Land



2020

Topography (2020)

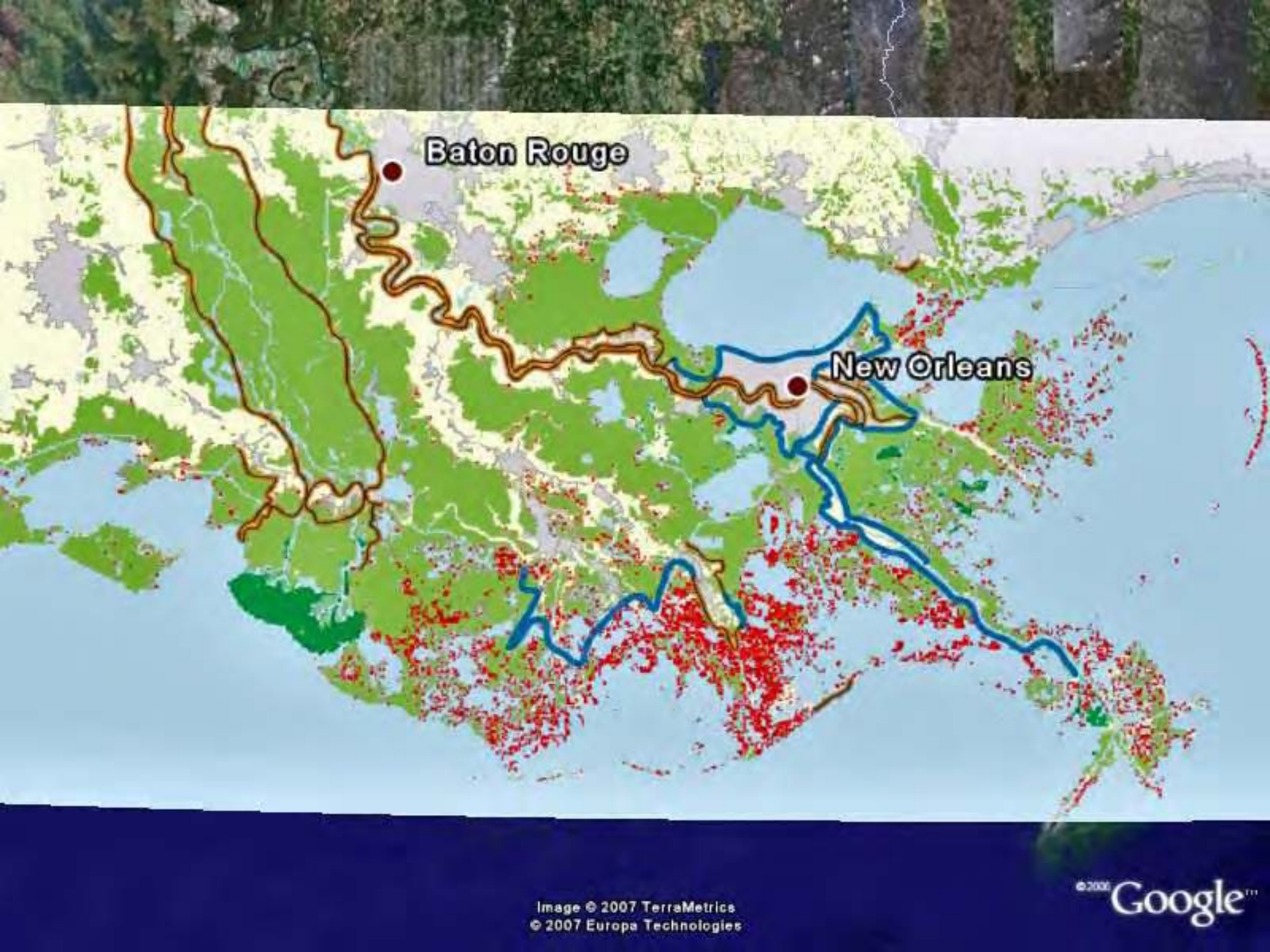


Legend

- > 18 ft Water
- > 16 ft Water
- > 12 ft Water
- > 8 ft Water
- > 6 ft Water
- > 5 ft Water
- > 3 ft Water
- > 0 ft Water
- > 0 ft Land
- > 2 ft Land
- > 4 ft Land
- > 8 ft Land
- > 16 ft Land
- > 32 ft Land
- > 64 ft Land



Supplied by GIBSON/VERBAAN



Baton Rouge

New Orleans



Baton Rouge

New Orleans

Baton Rouge

New Orleans

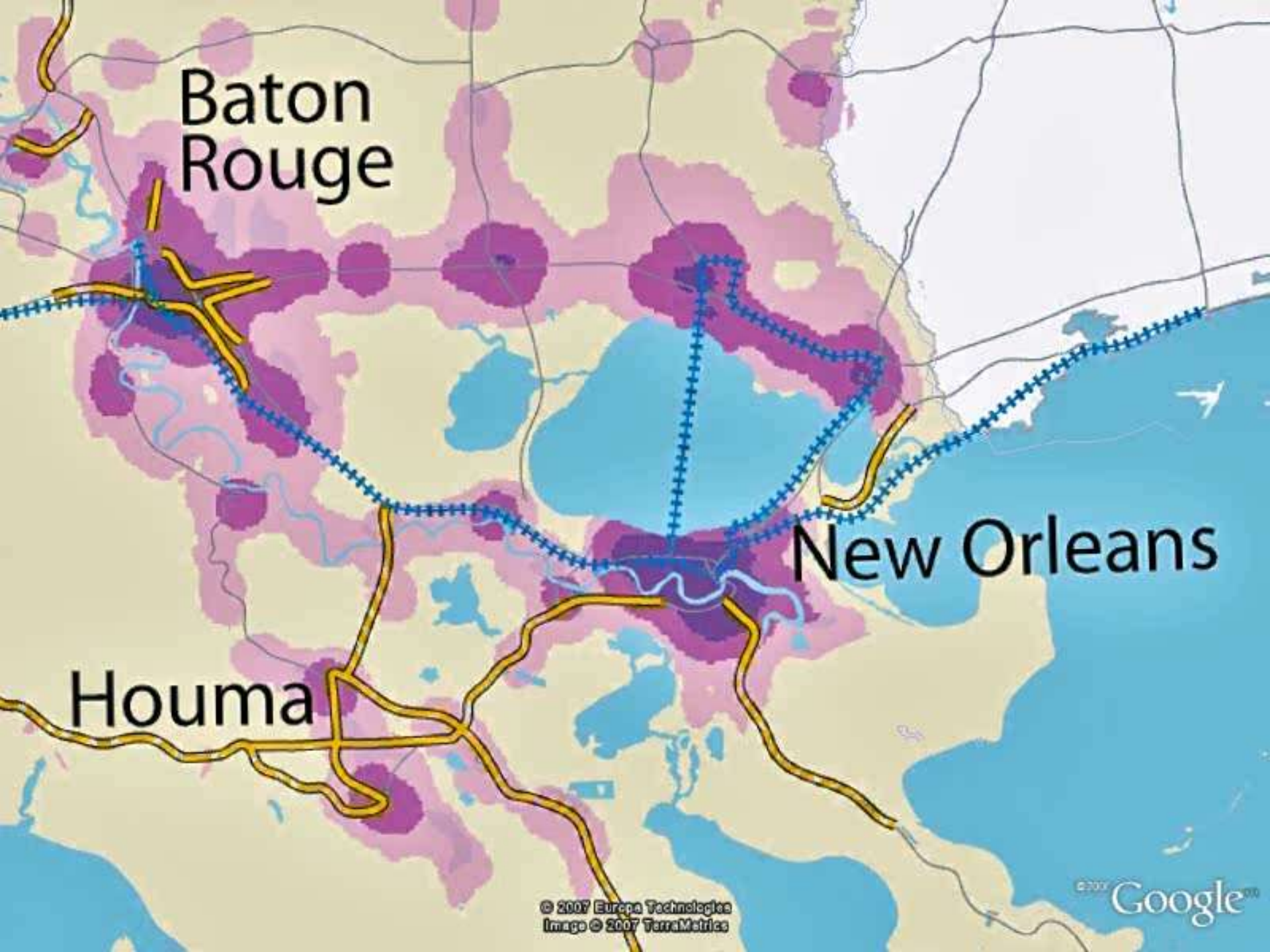
Houma



Baton Rouge

New Orleans

Houma



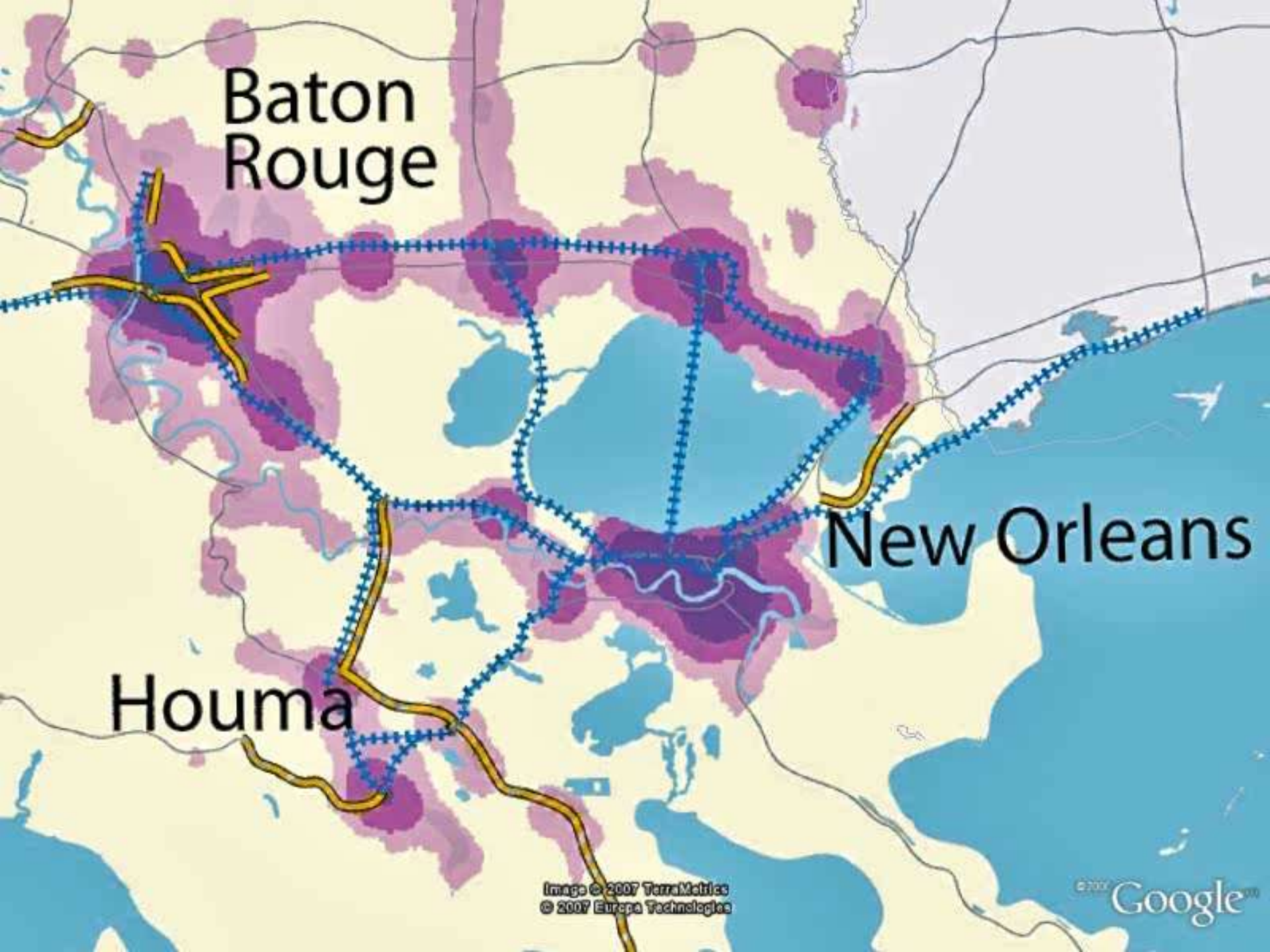
Baton Rouge

New Orleans

Houma

Image © 2007 TerraMetrics
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LOUISIANA SPEAKS

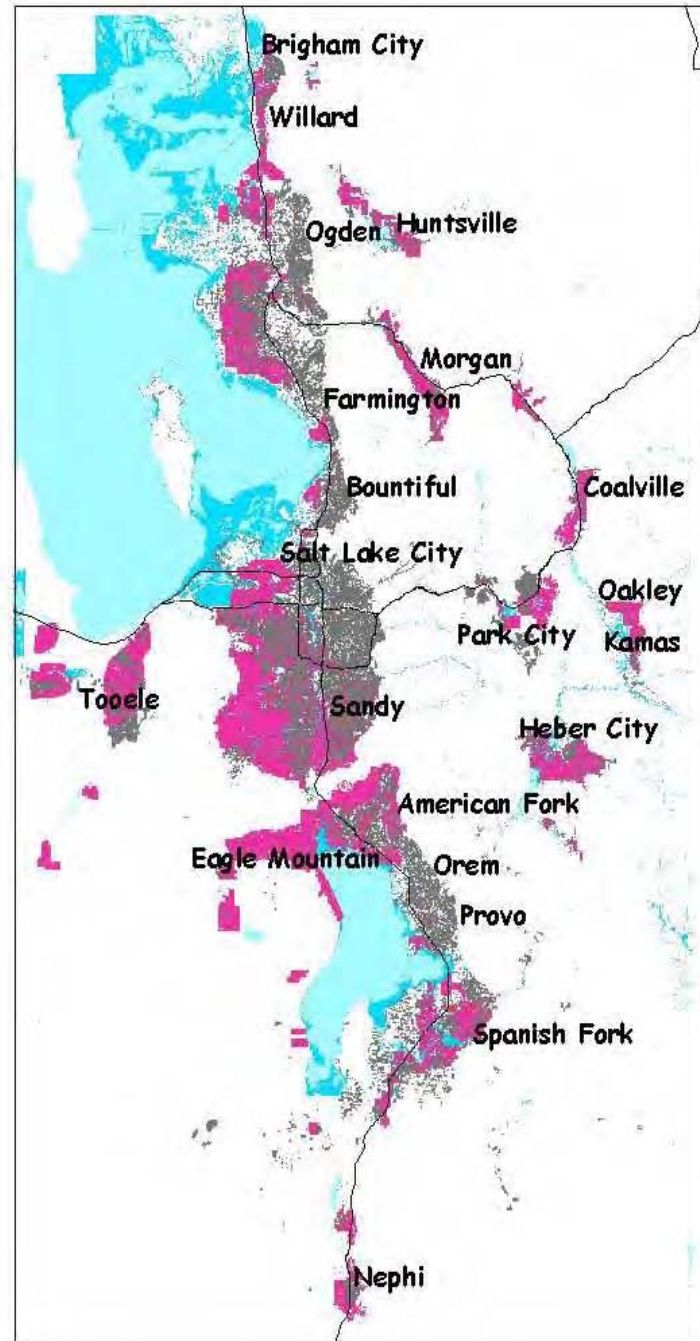
Our Voice. Our Plan. Our Future.



Scenario A

New and Existing Development

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



ENVISION UTAH
A Partnership for Quality Growth

Scenario A

Freeways

New Development

Existing Development

Water Bodies

Wetlands & Floodplain

Fregonese
Calthorpe
Associates

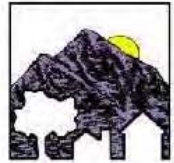
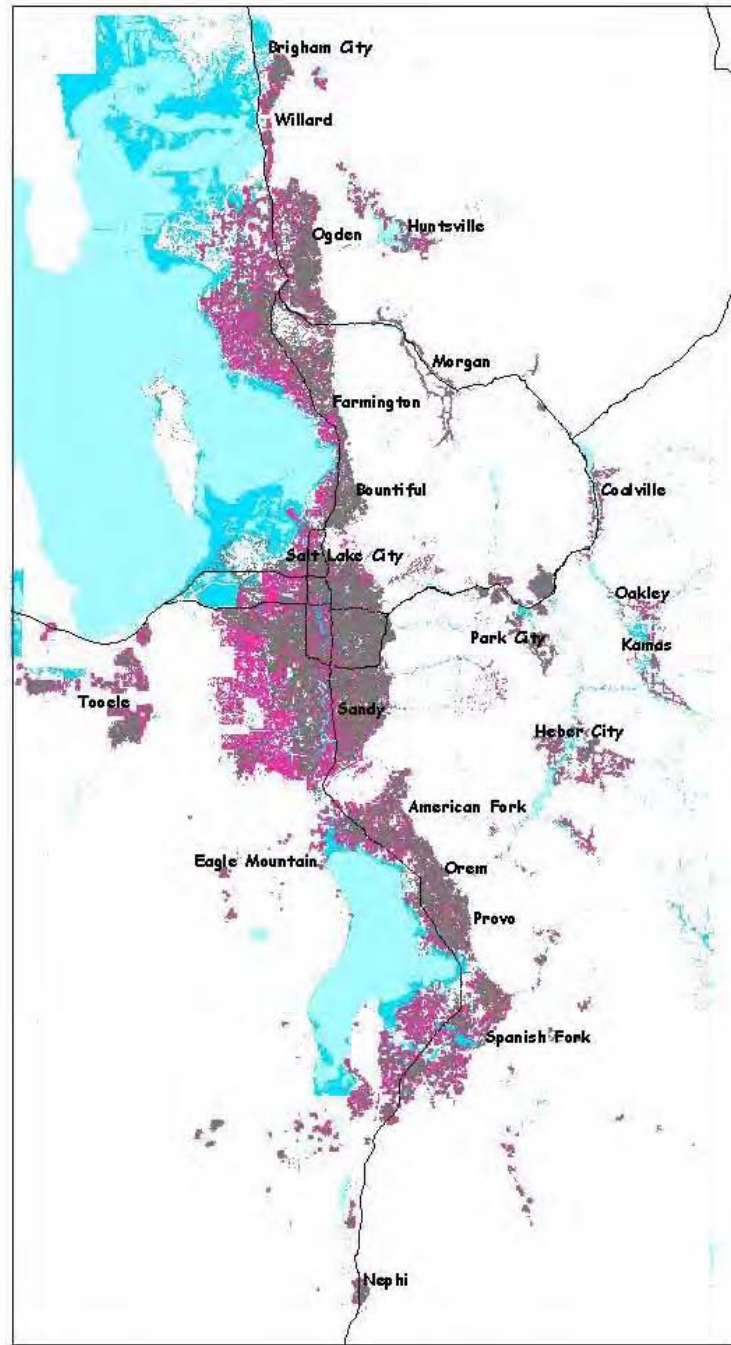
Regional and Urban Planning



Scenario B

New and Existing Development

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



ENVISION UTAH
A Partnership for Quality Growth

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



ENVISION UTAH
A Partnership for Quality Growth

Scenario C

Freeways

New Development

Existing Development

Water Bodies

Wetlands & Floodplain

Fregonese
Calthorpe
Associates

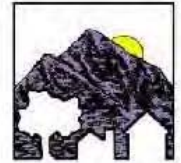
Regional and Urban Planning



Scenario D

New and Existing Development

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



ENVISION UTAH
A Partnership for Quality Growth

Scenario D

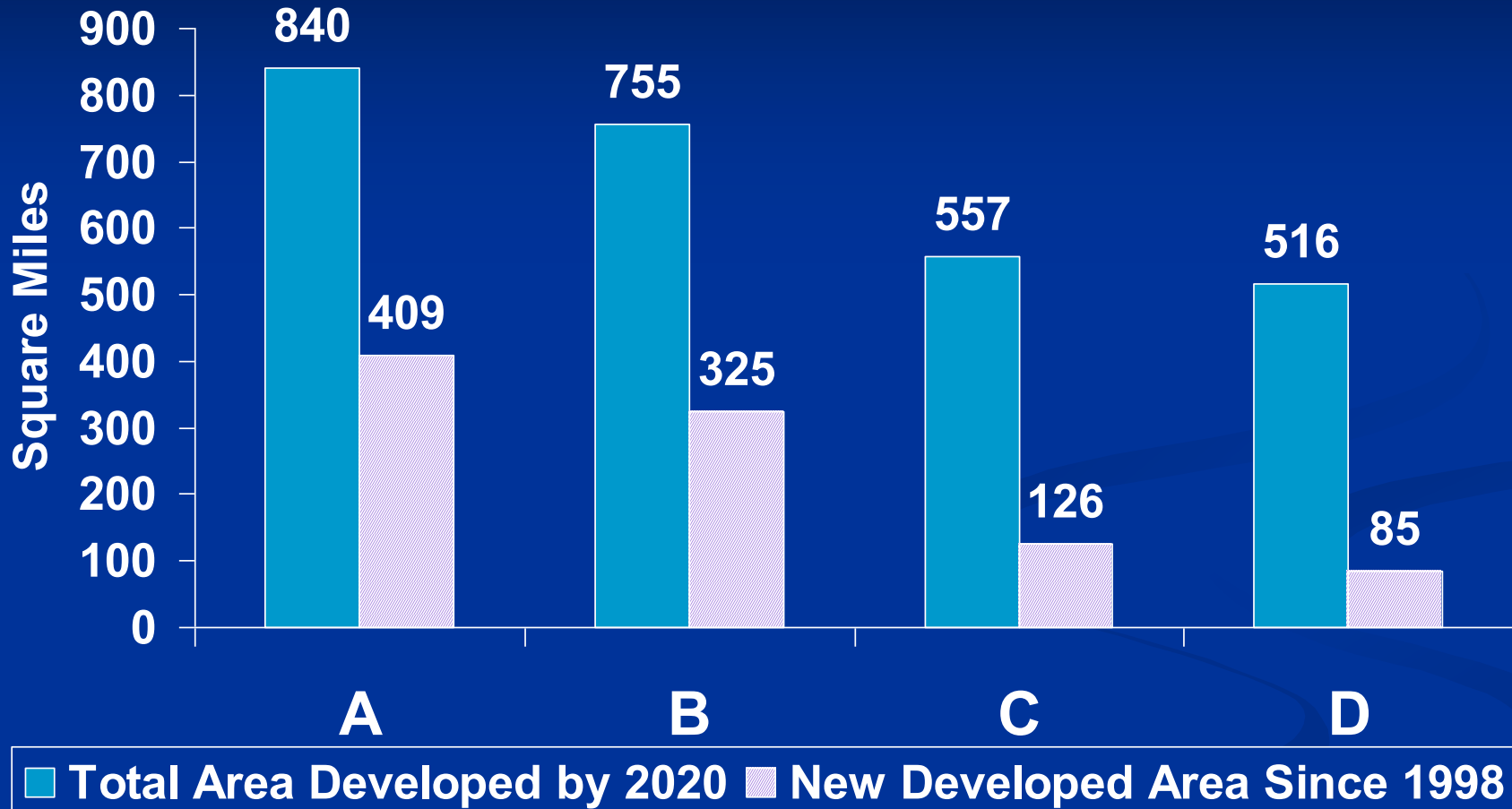
- Freeways
- New Development
- Existing Development
- Water Bodies
- Wetlands & Floodplain

Fregonese
Calthorpe
Associates

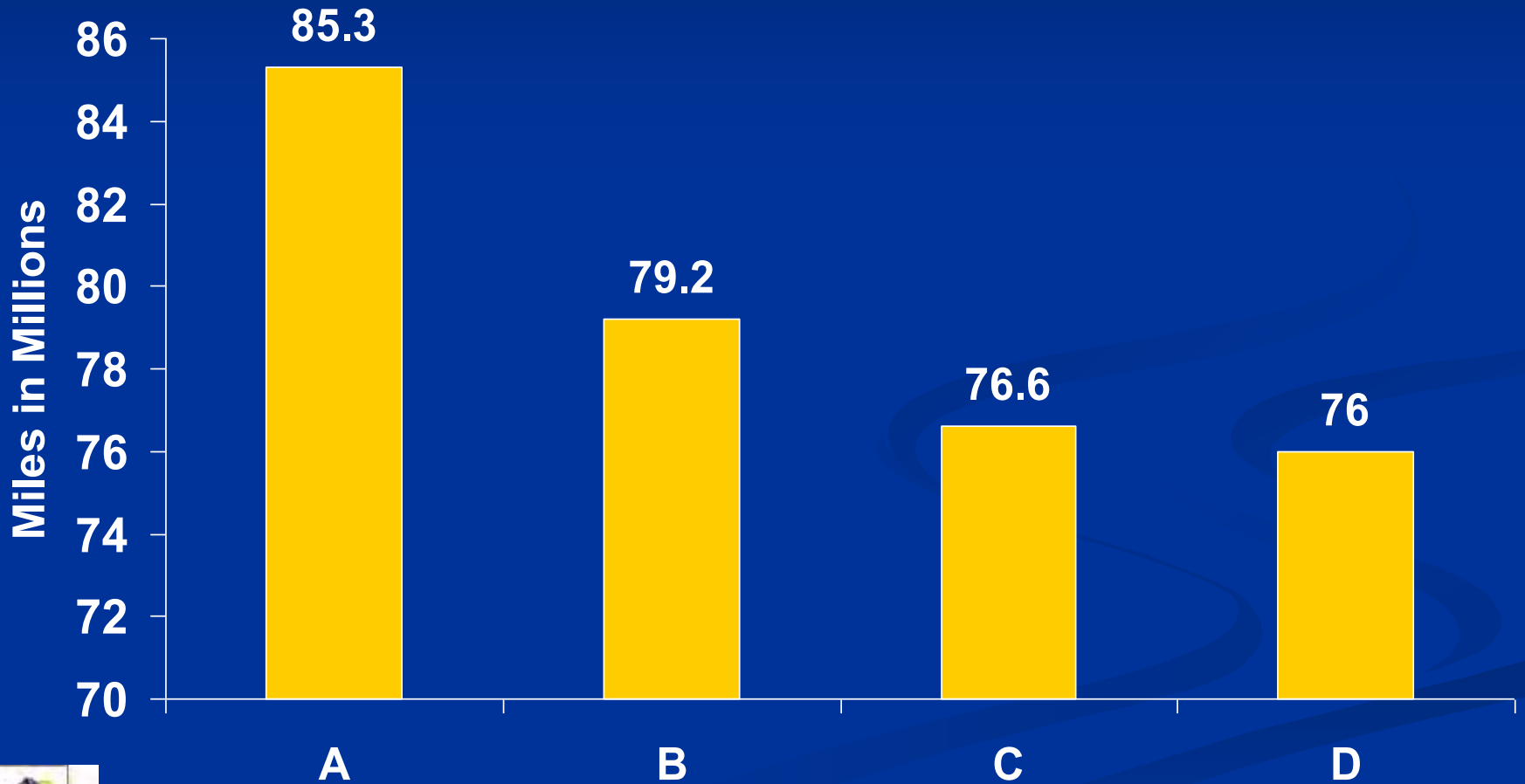
Regional and Urban Planning



Land Consumption

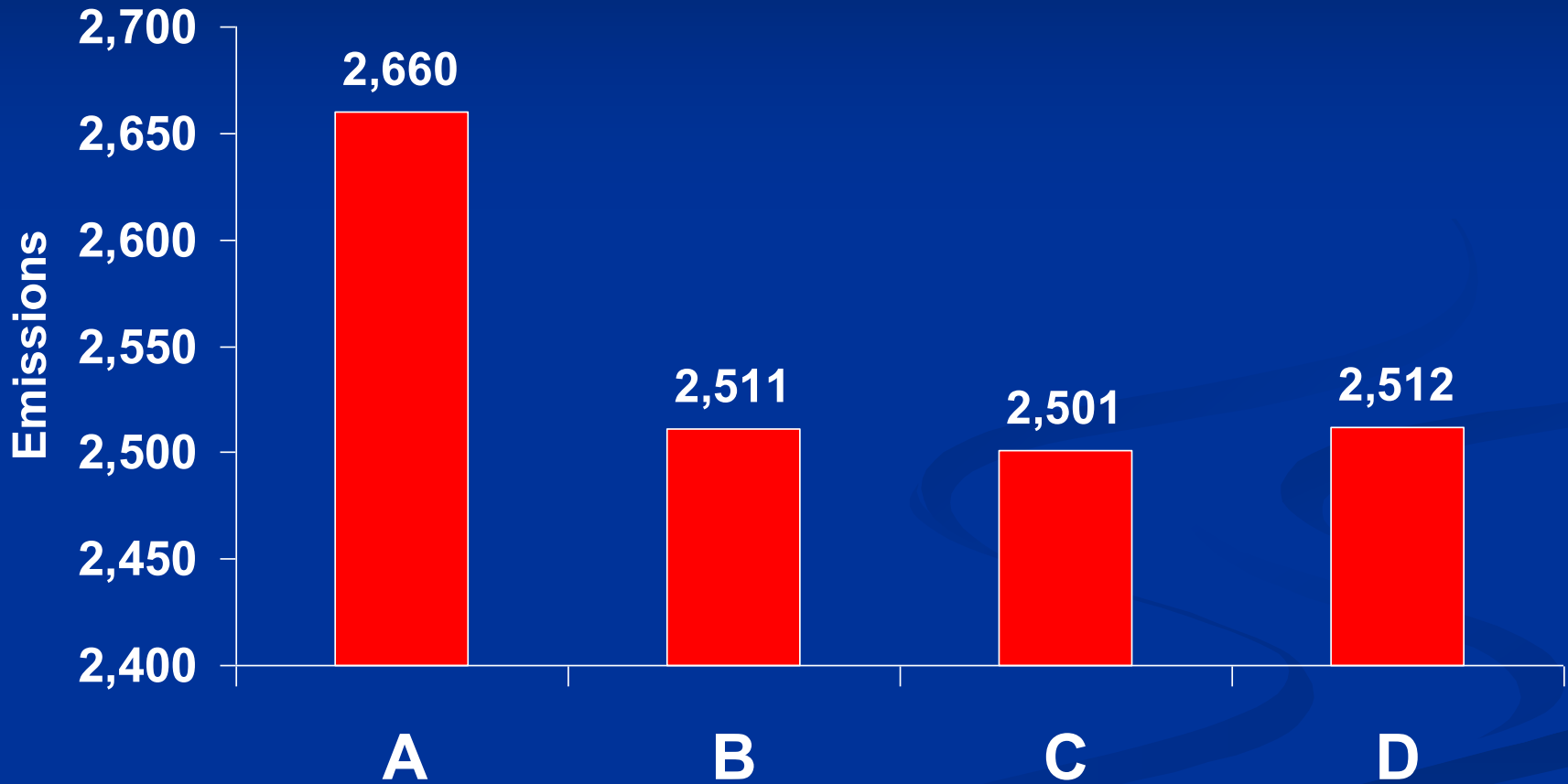


Vehicle Miles of Travel Per Day

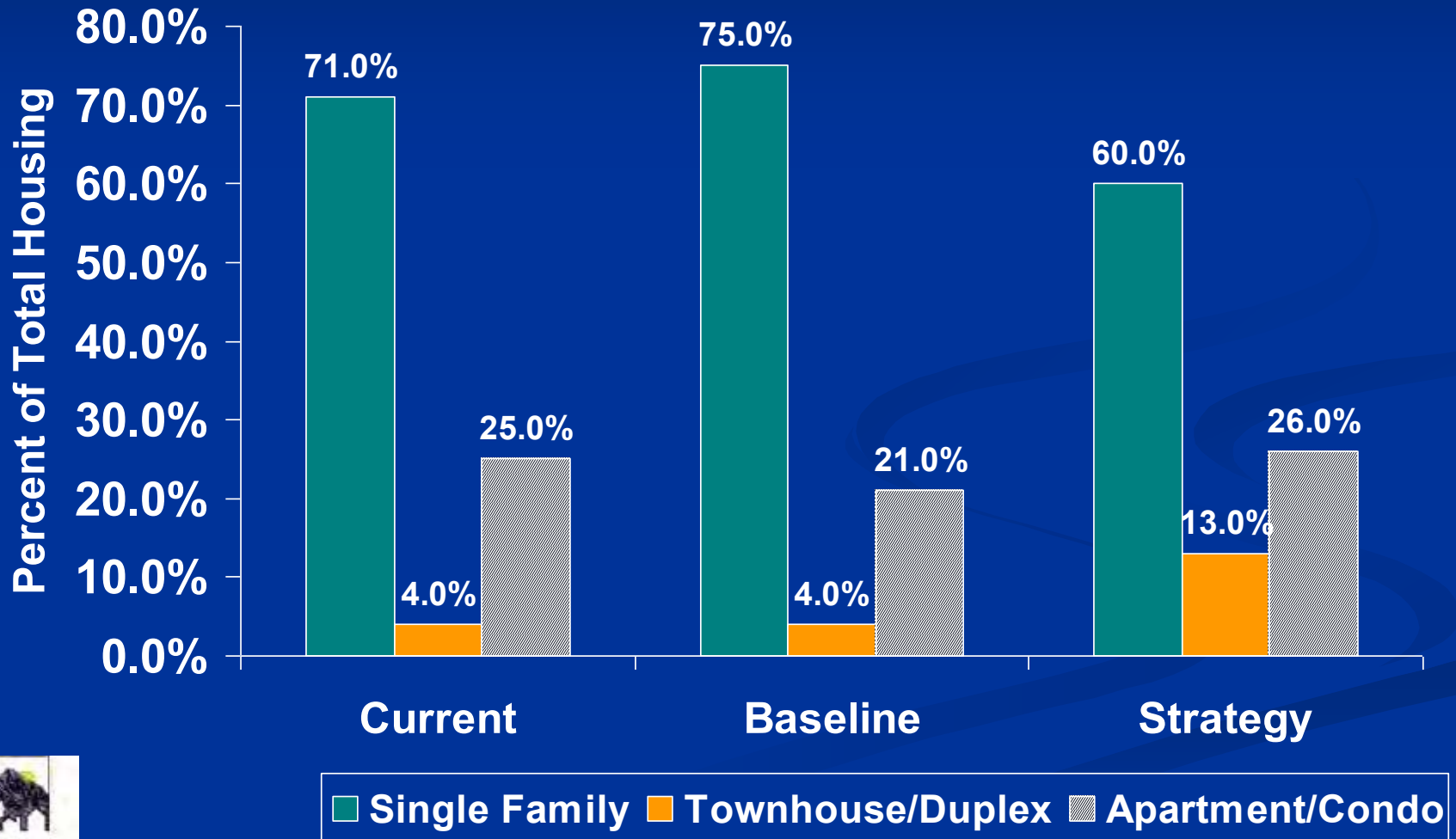


Total Emissions

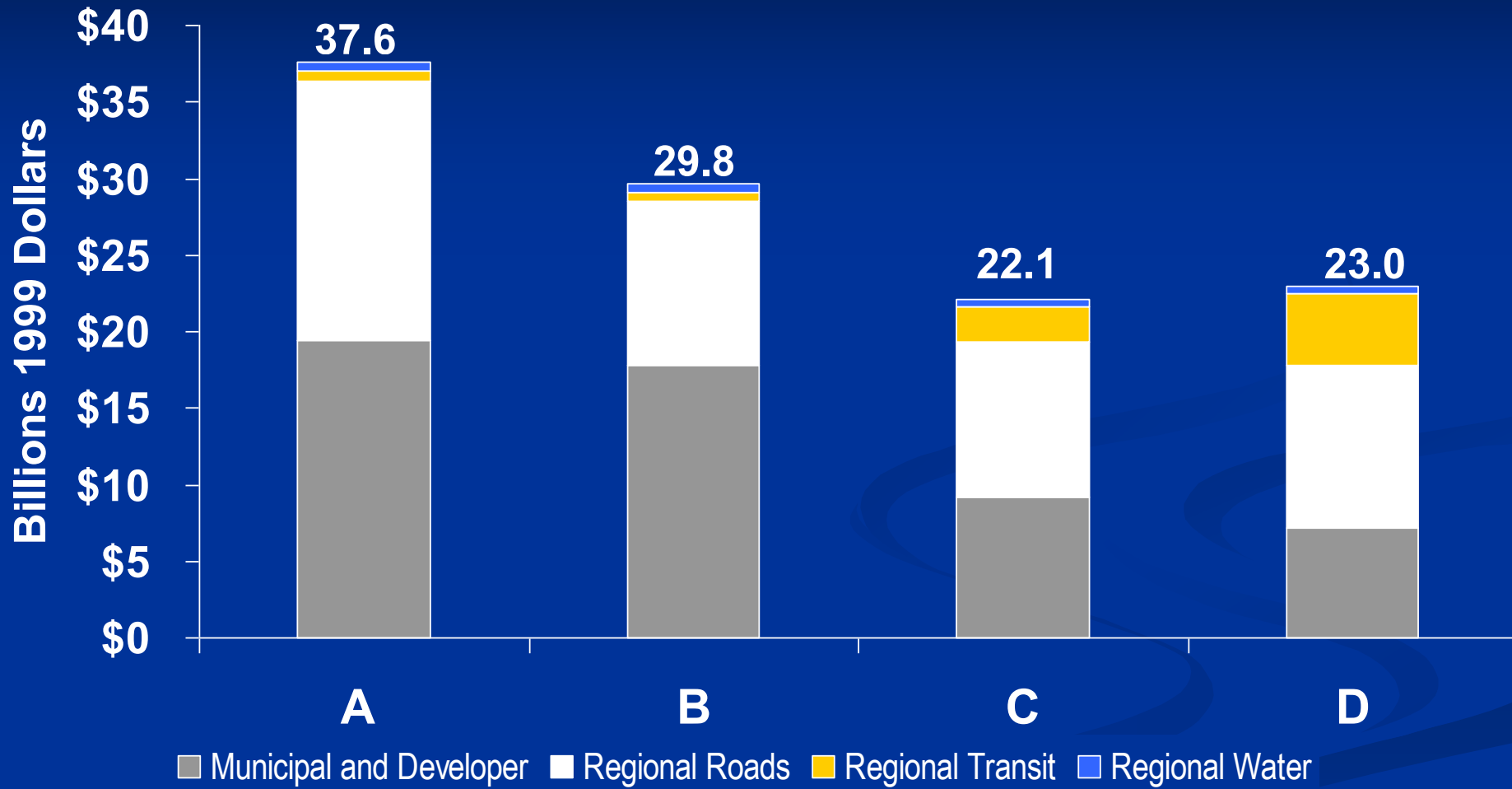
Tons Per Day



Housing Mix: Current and 2020



Total Infrastructure Costs



PUBLIC AWARENESS EFFORTS

Television, Radio and Newspaper



Let's start today creating more regional public transportation choices

MORE INFO TODAY
 Call 801-531-1120

that will help maintain quality of life for us, our children and grandchildren

More Choices for people from every walk of life

Whether you're a student, a young professional, a retiree, or a family, you'll benefit from more choices and options, more freedom and mobility, and more opportunities for people from every walk of life to go to and from work, shopping and recreation. A system can include commuter rail, light rail, lower cost toll-powered rail, private vans and buses, and more. Investments with more freedom options. Your local elected officials have developed a long-term regional vision plan to create a balanced public transportation system that will accommodate residents throughout the Greater Wasatch Area. See additional facts and choice addresses will be necessary.



Photo: Transit, 8/1/04. Photo: 4/1/04. Photo: 4/1/04.

Investing today saves money

A region-wide public transportation system is a key economic development strategy, which as part of a package of strategies, can help preserve our quality of life, and can save the region up to \$1 billion dollars over the next 20 years, as well as reduce personal transportation costs to those using the system.

Opportunities will be lost and expenses will go up if we fail to move forward now

Without a vision of a modern rail, the region's economic growth will be hampered. More money and jobs will be lost. Investments in infrastructure will become more expensive and difficult to fund. Increasing the capacity of toll roads is more cost effective, and more cost than building additional toll roads to our roads and highways. Developing a region-wide public transportation system can help solve the problem of a road that we depend on heavily.

Benefits the economy and quality of life

The benefits go beyond transportation choices. Development for housing, shopping, work, recreation and cultural activities can eventually self-fund itself in a number of ways. A region-wide public transportation system can help create jobs, increase tax revenues, and attract new investment. A region-wide public transportation system also benefits everyone by reducing the number of cars on the road, reducing air pollution, and reducing the number of accidents and injuries. It will help keep Utah's cities vibrant.



Photo: Transit, 8/1/04. Photo: 4/1/04.



It's up to you!

Come join us at the Envision Utah summit today!
 11:00 A.M. - 11:30 A.M.
 www.EnvisionUtah.org

Facts and Information

Envision Utah's Quality Growth Strategy through the year 2020

Population Centers and Growth Corridors

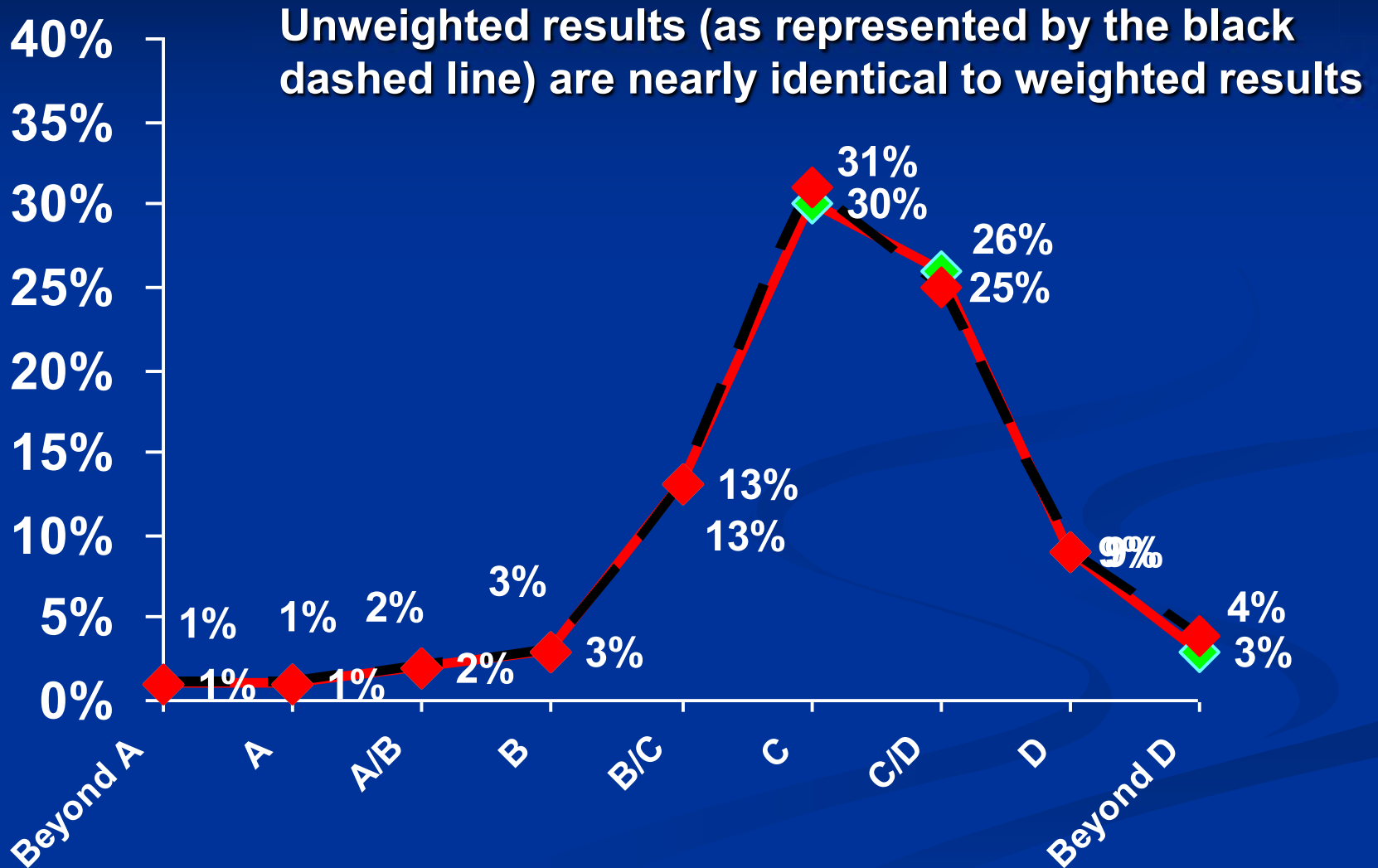
- Population Centers
- Growth Corridors
- Urban Growth Boundaries
- Open Space
- Water
- Wilderness
- Protected Areas
- Transportation

ENVIION UTAH'S QUALITY GROWTH STRATEGY IDENTIFIES SIX PRIMARY GOALS

- Increase mobility and transportation choices
- Protect air quality
- Promote fiscal sanity
- Enhance and improve the quality of life
- Provide housing opportunities for a range of quality and income levels
- Maximize efficiency in public and infrastructure investments

Choosing a Scenario

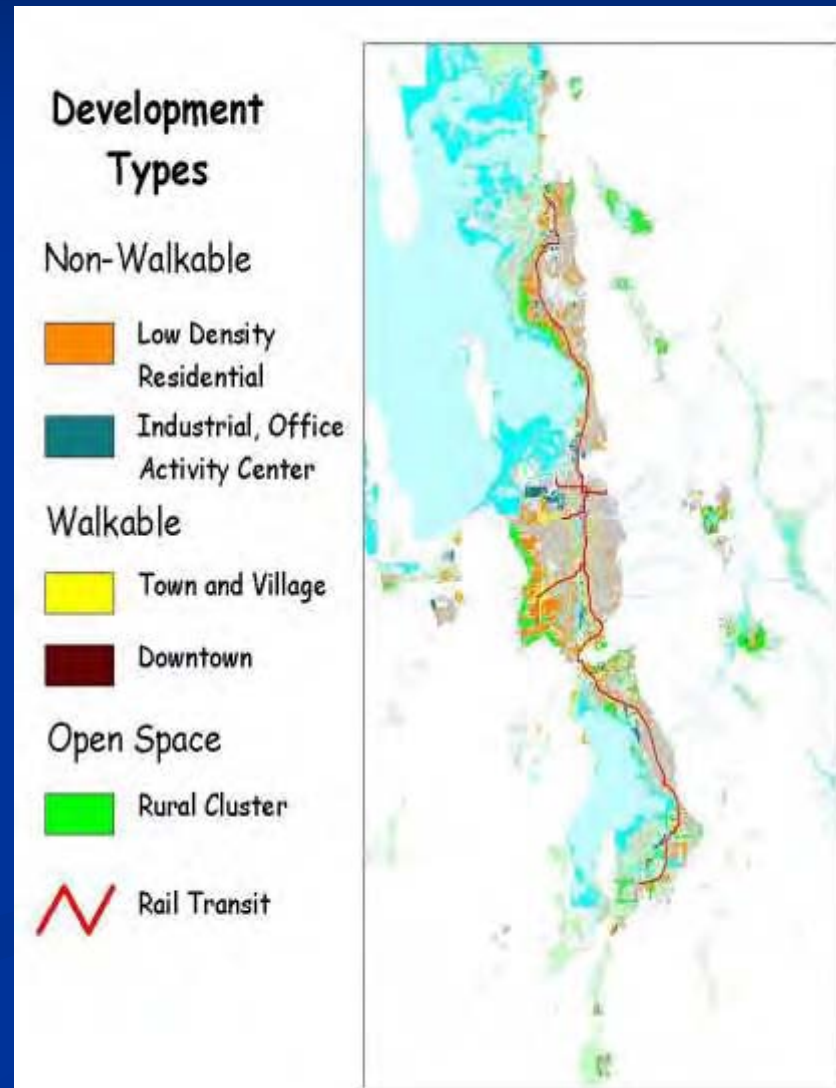
(Weighted vs. Unweighted Results)



QUALITY GROWTH STRATEGY

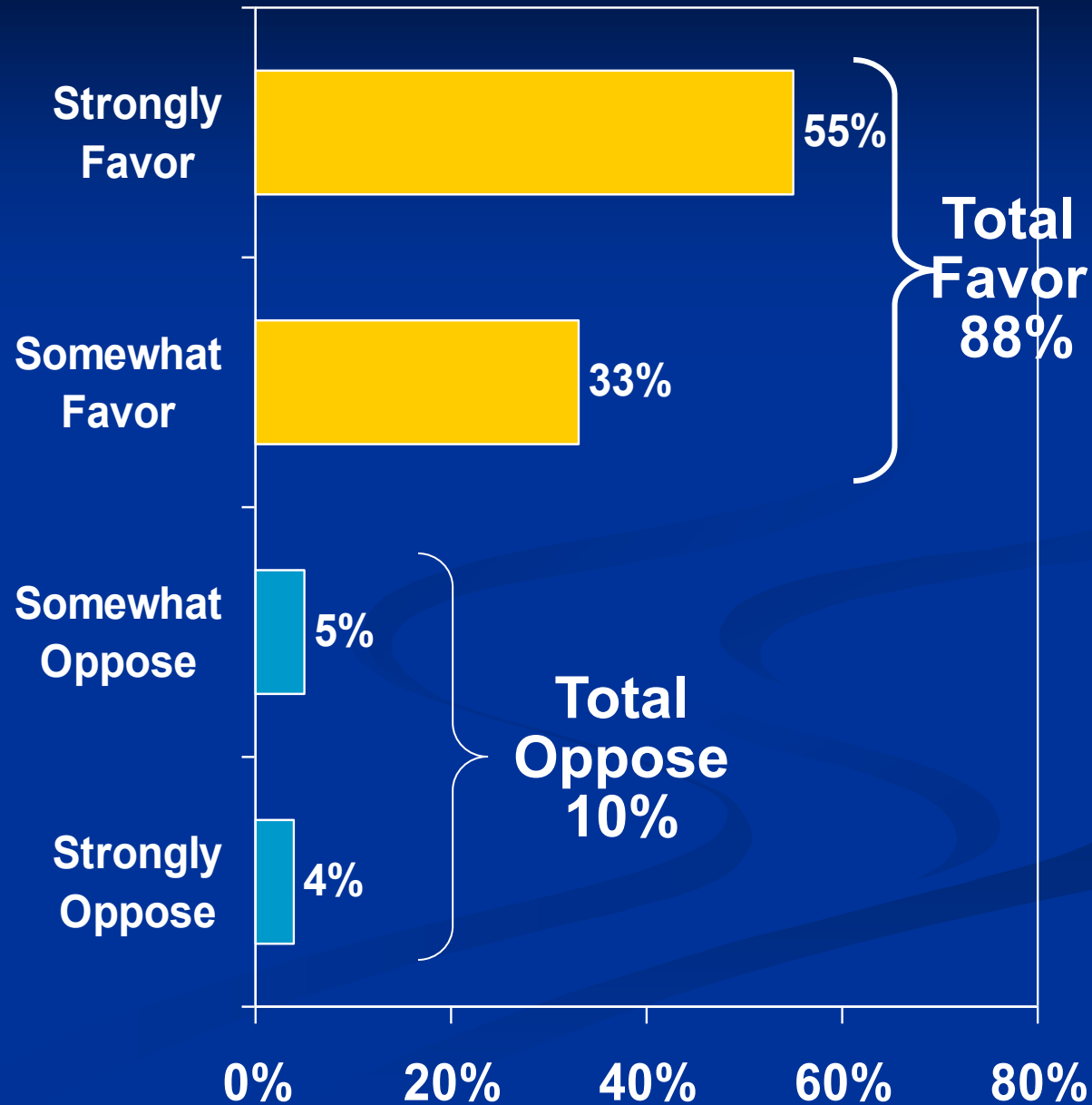
Six Goals, 42 Strategies

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



Utah's Public Transportation

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



The Long Range Plan is an Integrated Road and Transit Plan

**A Complete
Mobility System**



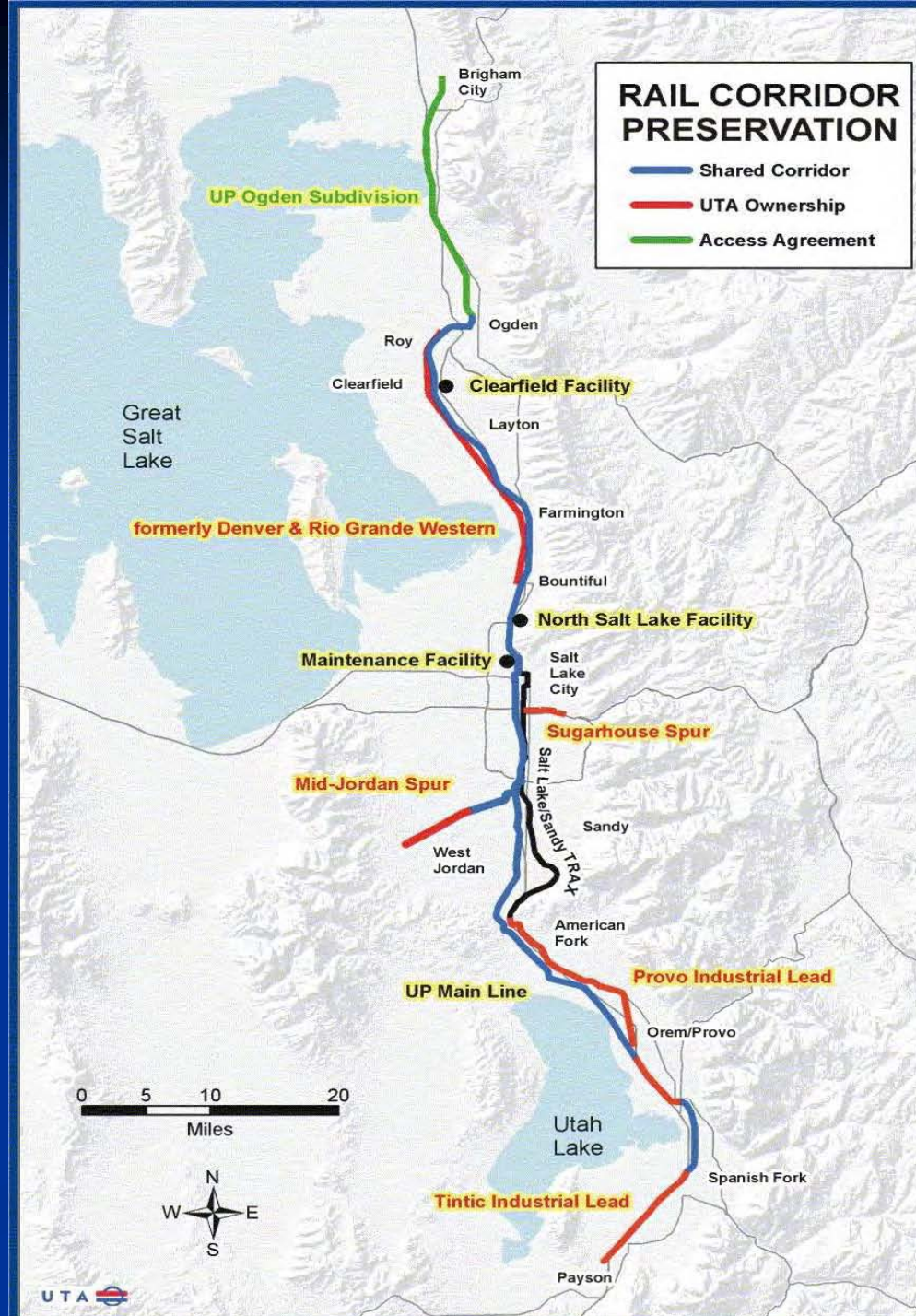
+



**We
Need Both**

Future Transit

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



Estimated Statistics between Salt Lake, Davis and Weber Counties:

acres within ½ mile of transit nodes:

80,000

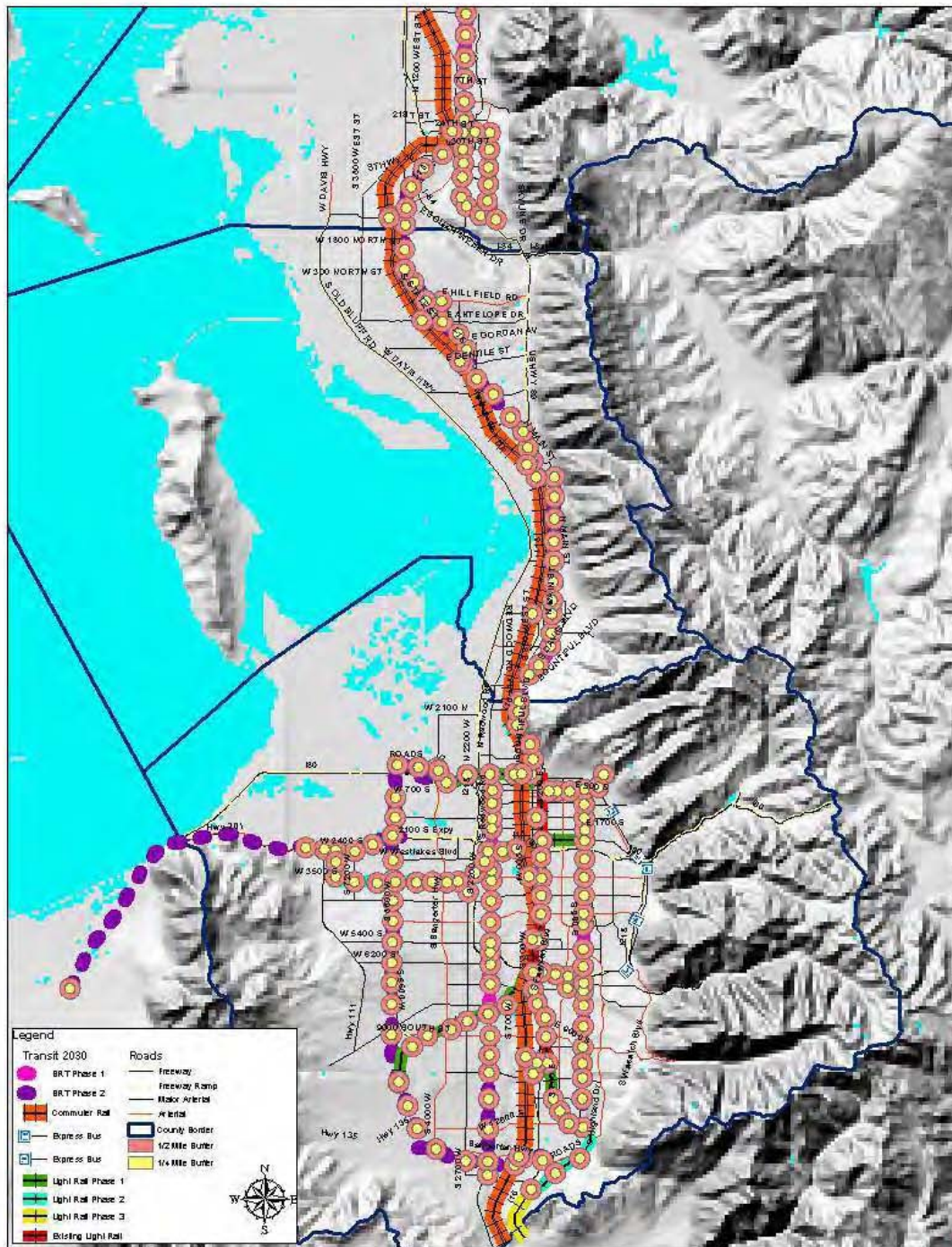
Housing units within ½ mile transit nodes @ 8 DU/acre on half of the acres:

320,000 units

Population estimate @ 3 persons per household:

960,000

80,000 Acres = 125 Square Miles





A Successful Vision:

- Is guided by a large, trusted, and diverse group of **Stakeholders**
- Relies on community **Values** to find common ground, communicate choices, and build consensus
- Uses **Scenarios** as the ongoing process to provide clear choices and refine direction

Questions?