

UTAHNS' VISION FOR 2050

TRANSPORTATION AND COMMUNITIES



**Envision
Utah**

*Your Utah,
Your Future*



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UTAHNS' VISION FOR 2050

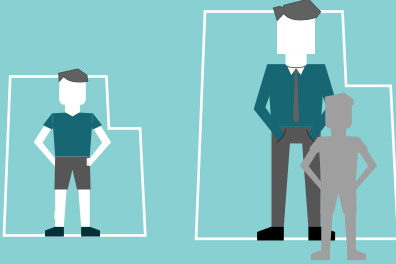
TRANSPORTATION AND COMMUNITIES



YOUR UTAH, YOUR FUTURE

PROCESS

UTAH IS GROWING.



TODAY

There are three million people living in Utah.

2050

By 2050 there will be 5.4 million—the population will nearly double in 35 years!

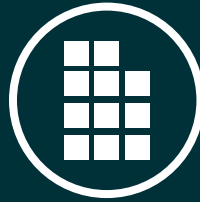
THAT MEANS

2 x the

HOMES JOBS SKIERS
CARS STUDENTS FOOD

OUR GOAL

HELP UTAHNS CREATE A VISION FOR UTAH'S FUTURE



11 TOPICS

Utahns' values guided the selection of 11 topics critical to the future of Utah.



UTAHNS' VALUES

Values studies told us not just what Utahns care about, but why they care about those things.



ACTION TEAMS

Experts from across the state studied the topics and helped shape potential scenarios for the future.

SCENARIOS



8 ACTION TEAMS

OF 400 EXPERTS WORKED FOR 18 MONTHS TO DEVELOP POTENTIAL SCENARIOS FOR UTAH'S GROWTH ACROSS EACH TOPIC.

YOUR UTAH, YOUR FUTURE SURVEY



53,000 UTAHNS

WEIGHED IN ON EACH TOPIC AND EACH SCENARIO, TELLING US WHAT THEY WANT UTAH TO LOOK LIKE IN 2050.

VISION FOR 2050



A COMBINATION

OF SURVEY RESULTS, VALUES, AND ACTION TEAM INPUT FORMED A VISION FOR UTAH'S FUTURE.

Utahns want communities that allow them to live close to where they work, shop, learn, and play.

INTRODUCTION

THE GROWTH AND DEVELOPMENT OF COMMUNITIES AND TRANSPORTATION SYSTEMS SIGNIFICANTLY AFFECT UTAHNS' QUALITY OF LIFE. Choices related to these issues directly impact air quality, household budgets, ability to grow local fruits and vegetables, and the convenience of traveling from one place to another. Utahns want to live close to shopping, restaurants, jobs, schools, and services, and they want their communities to be walkable with reduced car traffic, so they can live healthier and breathe cleaner air. They desire more time with family and friends and to spend less time driving. They also want quality housing in safe communities.

UTAH IS PRIMED TO CREATE THE TYPES OF COMMUNITIES THAT ITS RESIDENTS WANT AND CAN AFFORD. The housing market is shifting to fewer large-lot homes and more compact housing such as small-lot homes, townhomes, condominiums, and apartments. Additionally, Utahns are doing more shopping online, and as a result, our communities will support fewer retail stores, freeing up land to be redeveloped into mixed-use centers that combine housing with retail, jobs, recreation, and other amenities. These market changes create a tremendous opportunity to design communities that provide the convenience and quality of life that Utahns want, even as the population almost doubles in the coming decades.

YOUR UTAH, YOUR FUTURE

VISION FOR TRANSPORTATION AND COMMUNITIES



THE VISION

Utahns envision safe communities that make life convenient. They desire active town and village centers in and around most neighborhoods, so they can choose to live close to where they work, shop, learn, and play. They want to be able to drive short distances, walk, bike, and access public transportation in most communities, so they can live healthy lives and save time and money. Utahns envision their communities having good housing options for them, regardless of their stage of life and whether they want to own a large home or rent a small apartment.



GOALS

- 1** Accommodate all Utahns in safe, attractive, and neighborly communities.
- 2** Ensure services and amenities (jobs, schools, shopping, parks, etc.) are convenient to where people live.
- 3** Make it convenient to reach destinations by driving, taking public transportation, walking, and biking.
- 4** Build communities that use less land, reduce impacts on farms, and require less money for building and maintaining public infrastructure (e.g., roads and utilities).
- 5** Provide convenient access to nature and recreation.
- 6** Minimize costs related to housing, transportation, taxes, utilities, and other expenses.

KEY STRATEGIES

- 1** Develop an interconnected pattern of mixed-use neighborhood, village, town, and urban centers that bring destinations and opportunities closer to people.
- 2** Build a balanced transportation system that makes it convenient to get around with or without a car.
- 3** Provide a variety of neighborhoods Utahns can choose from, while allowing the housing market to provide a variety of housing options in all communities.
- 4** Connect communities with a system of trails and parks.
- 5** Plan development so that future roads, public transportation, power lines, water lines, job centers, etc., can be accommodated easily and inexpensively.

For more details on these and other strategies, see the Recommended Strategies section beginning on p. 41.

BACKGROUND:

WHERE WE ARE TODAY



**THE KINDS OF
COMMUNITIES IN
WHICH WE LIVE,
WORK, AND SHOP
HAVE A SIGNIFICANT
IMPACT ON OUR DAILY
LIVES.**

Equally important is how we link communities together with roads, rail, trails, and other transportation options. Together, the structure of communities and transportation systems determine not only how quickly and easily Utahns can access destinations, but also how much time they can spend doing the things they really like.

How Utahns design their communities and distribute housing options also affects household costs, taxes, and other expenses, as well as the opportunity for all Utahns to live in safe, desirable communities.

When communities are organized so that people live close to shopping, jobs, public transportation, and recreation, people are able to drive less, which in turn reduces travel times, the cost of building and maintaining roads, household transportation costs (gas, car maintenance, etc.), and air pollution. These communities can even improve our health by making it more convenient to bike or walk to our destinations.

When communities are more spread out, however, roads, pipes, utilities, and other basic infrastructure must be longer to reach every household and thus become more expensive to build and maintain. Utah's agricultural future is also impacted by spread-out communities with larger lots that use more land and water.

The development of transportation and communities affects Utahns in many ways:

- Air quality is affected by how energy efficient and low emission buildings are and by the transportation options available.
- Recreation is affected by how easily Utahns can access parks, trails, and other recreational areas and by the convenience of walking and biking in communities.

- Individual and community health is affected by the convenience of walking and biking to everyday destinations.
- Disaster resilience is affected by how buildings are constructed and whether Utahns build in areas prone to earthquakes, floods, and fires.
- Housing and cost of living are affected by how well communities supply the types of housing Utahns want and can afford; by the cost of building roads, pipes, and other infrastructure, which determines how much Utahns pay in taxes, utility bills, and fees; and by how easily Utahns can reduce transportation costs by walking, biking, taking public transit, and driving less often or shorter distances.
- Agriculture is affected by how much farmland and water must be used to meet the needs of expanding communities.
- Energy costs and supply are affected by the energy efficiency of buildings and by the available modes of transportation.
- Water use is affected by how much farmland, and thus agricultural water, is converted to build homes and businesses and by the size of yards and type of landscaping.

When Utah's cities were settled in the 1800s, they were designed with grid street patterns and centered around community destinations, including government centers, churches and temples, parks, and other civic institutions.

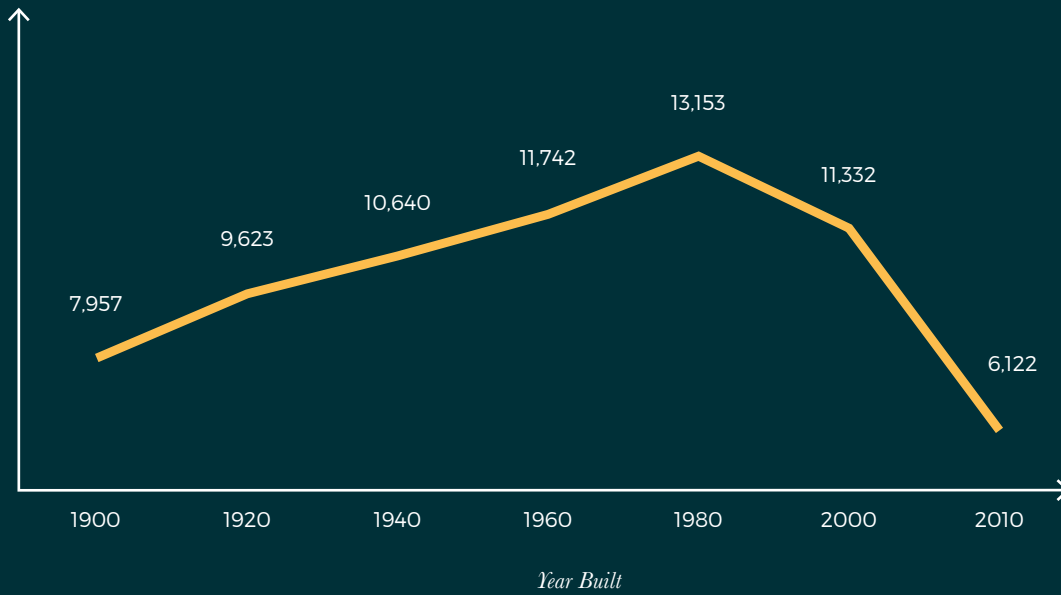
Utah's communities were designed to allow people to travel conveniently on foot. Later, as automobiles became popular and cities were zoned to separate

different uses, communities began to spread out. Homes were built on larger lots, businesses were surrounded by parking, and housing was separated from other uses like offices and stores. As a result, cars have become our primary—and in many cases our only—way to get around.

Because of increases in housing costs, in recent decades the Utah housing market has been shifting to smaller lots, townhomes, and apartments. Residents also want communities to have walkable main streets and mixed-use centers, much like the small towns and cities of Utah's past. Many people also realize that their children, parents, and friends cannot afford to live near them because of the lack of housing options. Because the market is shifting to homes on smaller lots and other compact housing types, and because many existing retail stores will not be needed as more Utahns shop online, there is an opportunity to build walkable mixed-use centers with a variety of affordable housing types throughout Utah's urban and suburban areas. Doing so will clean the air, reduce infrastructure costs, slow the conversion of farmland to homes and businesses, make people's lives more convenient, and improve the overall quality of life.

AVERAGE SINGLE-FAMILY LOT SIZE IN SALT LAKE COUNTY

In Square Feet



Source: Salt Lake County Assessor Data

HOW WE CREATED A VISION:

PEOPLE AND PROCESS

To create a vision for the future of transportation and communities in Utah, a team of experts gathered over a two-year period to share knowledge and extensively research and discuss options for designing communities and transportation infrastructure.

Members of the Transportation and Communities Action Team were selected by Governor Gary Herbert and Envision Utah to represent a spectrum of professional experience and political affiliations. Team members included transportation officials, mayors, legislators, city planners, developers, and other experts from across the state. From 2013 to 2015, the action team met to identify Utahns' choices related to transportation and communities, create scenarios for public input, and synthesize a vision for the future. The process of creating this vision also included the following components:

- 1 A 2014 values study. This study was conducted by Heart+Mind Strategies to identify (1) what factors Utahns view as affecting their quality of life the most and (2) the underlying emotions and values tied to those factors. The study concluded that Utahns want to spend less time driving and commuting, so they can save money and have more time to spend doing other activities, like being with their friends and families. (More information on the values study can be found in the Utahns' Values section on p. 19.)
- 2 A 2014 land availability and market study. This study was commissioned to determine where development is likely to occur in the future. The primary investigator in this study, RCLCO, took into consideration where vacant land is located, where market demand is the strongest, and what types of housing and other development are likely to be needed by Utahns.
- 3 The "Build Your 2050 Utah" web app. This app allowed Utahns to identify what factors concerning transportation and communities are most important to them and to visualize the effect certain decisions would have. More than 3,000 people across Utah gave input through the app, and the information gathered indicates that Utahns want the following:
 - a) Neighborhoods with a variety of housing types
 - b) Amenities like jobs and shopping that are close to where people live
 - c) An array of convenient and affordable transportation options in most communities
- 4 Envision Tomorrow Plus modeling software. Using this software, a variety of population growth patterns were modeled to show what Utah might look like in 2050. These projections differed in how places developed, the amount of land consumed by development, the size of single-family lots, the variety of housing types, the extent of different transportation options, and the extent to which Utah's urban and suburban areas would create a pattern of mixed-use centers.

The action team used this information to create four different scenarios for the future of transportation and communities in Utah. These scenarios differed in where community and transportation development occurs, what the development includes and how it is designed, how much land is developed, and the availability of transportation options. These scenarios (p. 25) were presented to the public in the Your Utah, Your Future survey in spring 2015, and 52,845 Utahns weighed in.

After receiving public input on the four scenarios, the action team met to frame a vision, including goals and strategies, to achieve what Utahns said they wanted for transportation and communities in 2050.

ACTION TEAM MEMBERS

CHAIRS



**CARLOS
BRACERAS**

*Director, Utah Department
of Transportation*



**H. DAVID
BURTON**

Chair, Utah Transit Authority



**TOM
DOLAN**

Mayor, Sandy City



**LARRY
ELLERTSON**

Utah County Commission

Stuart Adams*Utah Senate***Mike Allegra***Utah Transit Authority***Johnny Anderson***Utah House of Representatives***Nathan Anderson***Union Pacific Railroad***Keith Bartholomew***University of Utah***Lane Beattie***Salt Lake Chamber***Roger Borgenicht***ASSIST***Jake Boyer***The Boyer Company***Ken Bullock***Utah League of Cities and Towns***Mike Caldwell***Mayor, Ogden City***Craig Call***Utah Land Use Institute***Carlton Christensen***Salt Lake County***Wilford Clyde***WW Clyde; Springville City Mayor***Lew Cramer***Coldwell Banker Commercial Intermountain***John Curtis***Provo City Mayor***Dean Dinas***KI Technologies Inc.***Jim Eardley***Washington County***Dan England***C.R. England***Rolayne Fairclough***Rolayne Fairclough LLC***Gage Froer***Utah House of Representatives***Chris Camvroulas***Ivory Development***Brent Garder***Utah Association of Counties***Jeff Gilbert***Cache Metropolitan Planning Organization***David Golden***Wells Fargo; Salt Lake Chamber of Commerce***Andrew Gruber***Wasatch Front Regional Council***Dan Harbeke***Union Pacific Railroad*

Wayne Harper

Utah Senate

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Utah Transportation Commission

Greg Hughes

Utah House of Representatives

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Clark Ivory

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Mountainland Association of Governments

Aric A. Jensen

American Planning Association

Ted Knowlton

Wasatch Front Regional Council

Michael Kohler

Wasatch County Council

Jon Larsen

Wasatch Front Regional Council

Brent Marshall

Tooele County Council

Ben McAdams

Salt Lake County

Cheri McCurdy

Utah Transportation Special Service District

Ty McCutcheon

Kennecott Land

Mike Mckee

Utah County Commission

Martell Menlove

State Superintendent of Public Instruction

Bret Millburn

Davis County Commission

Kirk Miller

American Society of Landscape Architects

Craig Petersen

Mayor, Logan City

Christine Richman

Urban Land Institute

Maureen Riley

Salt Lake City International Airport

Patrick Risk

The Church of Jesus Christ of Latter-day Saints

Brad Ross

Freeport West

Brenda Scheer

University of Utah

Lincoln Shurtz

Utah League of Cities and Towns

Kevin Van Tassell

Utah Senate

Jim Smith

Davis County Chamber of Commerce

Bert Wilson

Mayor, Lehi City

Wilf Sommerkorn

Salt Lake County

Heather Wilson

American Institute of Architects

Gary Sontagg

Price City

Bryan Wright

*The Church of Jesus Christ of Latter-day
Saints*

Bryan Thiriot

Five County Association of Governments

Jan Zogmaister

Weber County Commission

Jack Thomas

Mayor, Park City

Rich Thorn

Associated General Contractors

WHY TRANSPORTATION AND
COMMUNITIES MATTER:

UTAHNS' VALUES

In 2014, Envision Utah conducted a statewide values study to identify (1) what factors Utahns view as affecting their quality of life the most and (2) the underlying emotions and values tied to those factors.

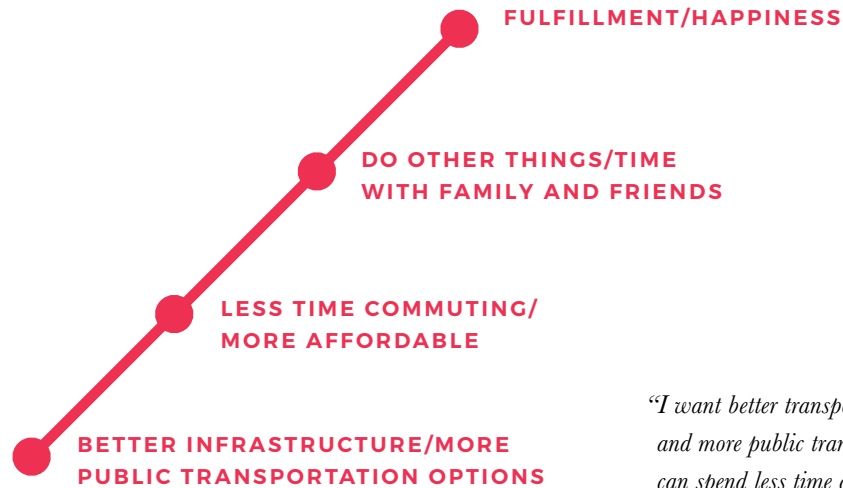
**UTAHNS WANT TO
SPEND MORE TIME
WITH FRIENDS AND
FAMILY AND LESS
TIME STUCK IN
TRAFFIC.**

Utahns want to live close to work, shopping, schools, and services so that they have the option to drive less. As a result, they will spend less time in traffic, and more people will be able to walk or bike to their destinations, leading to cleaner air, lower costs, better physical and mental health, and the ability to enjoy the outdoors. If this happens, Utahns can better enjoy life and be happy.

Utahns also want better transportation infrastructure and more public transportation options, so they can spend less time commuting and save money. Improved infrastructure and transportation options give Utahns more time to do other things, like enjoy relationships with family and friends. As a result, Utahns can experience a sense of happiness and fulfillment.

In addition, Utahns value safe housing in safe neighborhoods with less crime. Safe neighborhoods help create a sense of community and neighborliness. This results in Utahns feeling like they and their families are more secure.

TRANSPORTATION AND QUALITY OF LIFE



“I want better transportation infrastructure and more public transportation options, so I can spend less time commuting and save more money. This gives me more time to do other things like spend time with family and friends, which in turn gives me a sense of happiness and fulfillment.”

TRANSPORTATION AND HEALTH



“I want to live close to work, shopping, schools, and services, so I can drive less. Less traffic congestion and the ability to walk or bike to the places I want to go lead to cleaner air and better health, which helps me to enjoy life.”

COMMUNITIES AND QUALITY OF LIFE



“I want less crowding and close access to shopping, restaurants, schools, and services. Less traffic congestion, less time spent driving, and the ability to walk or bike to the places I want to go help me save money and lead to cleaner air and a better environment. I can enjoy life because I have better physical and mental health and more time to spend with family and friends.”

COMMUNITIES AND SECURITY



“I want safe housing in safe neighborhoods with less crime. Safe neighborhoods help create a sense of community and neighborliness and make me feel like my family and I are secure.”

CHOICES FOR THE FUTURE:

SCENARIO SUMMARIES

The following scenarios were drafted by the Transportation and Communities Action Team to represent possible outcomes for Utah's urban and suburban development in 2050. The scenarios differed in the following variables:

- The variety and types of housing in communities
- People's proximity to public transportation, amenities, and services
- Where growth occurs

- How closely the housing built matches what Utahns are projected to want and afford
- The extent to which a pattern of mixed-use centers is created

The scenarios were presented to the public as part of the Your Utah, Your Future survey in spring 2015.

The scenarios were titled Allosaurus, Bonneville Trout, Seagull, Quaking Aspen, and Segó Lily (the state fossil, fish, bird, tree, and flower).

82% OF UTAHNS SELECTED THE QUAKING ASPEN AND SEGO LILY SCENARIO.

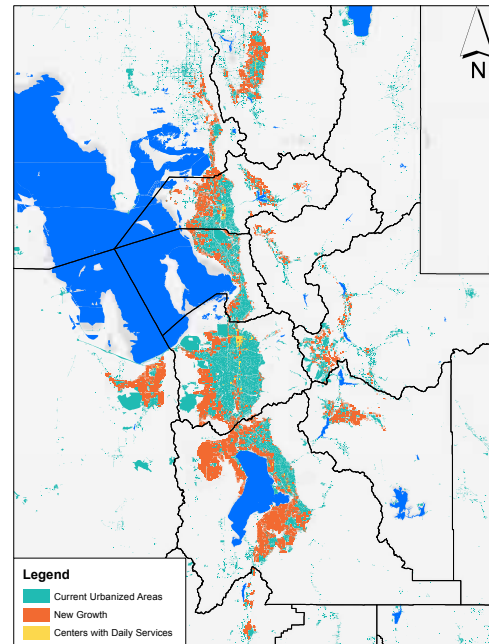
ALLOSAURUS SCENARIO

High-rises in downtowns; single-family homes and long commutes in suburbs



\$22.7 BILLION IN LOCAL INFRASTRUCTURE COSTS

By 2050, the downtown areas of larger cities like Salt Lake City, Provo, Ogden, and Sandy thrive with the addition of jobs, shopping, and housing, mostly in high-rise buildings. Outside these downtowns, we continue the development trends of the last 20 years, with most suburban communities composed of single-family homes. There are few apartments, townhomes, houses on small lots, etc., in suburban areas because these communities mandate minimum lot sizes that limit what developers can build. In the downtowns where smaller units are welcome, lack of available land forces the construction of high-rise buildings that cost considerably more per square foot to build, making units too expensive for many Utahns.



New roads and some public transportation carry commuters to the densely populated downtown areas. In these downtowns, people can walk, bike, take public transportation, or drive short distances to their destinations. Everywhere else, housing is generally separated from jobs, shopping, and public transportation, so most people drive longer distances.

In the downtown areas, there is excellent access to connected parks and trails, while these facilities are sparser and more disconnected in suburbs.

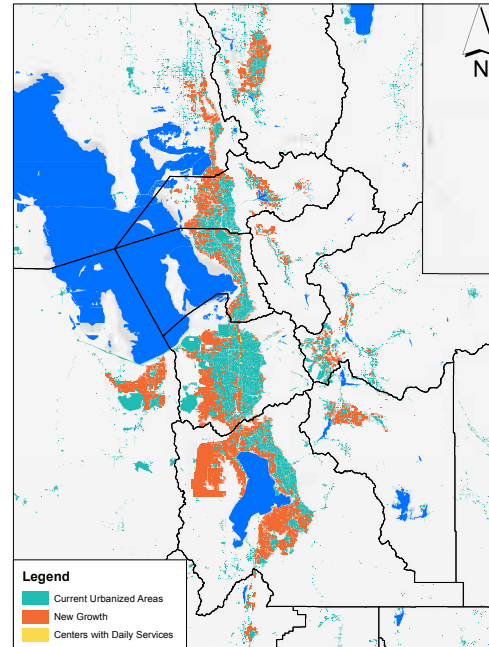
BONNEVILLE TROUT SCENARIO

Mostly single-family homes and long driving distances



\$25.5 BILLION IN LOCAL INFRASTRUCTURE COSTS

The development trends of the last two decades continue. By 2050, most housing is single-family homes. Based on what Utahns want and can afford, significantly fewer townhomes, apartments, and small-lot homes are available than needed. Many communities establish minimum lot sizes, which prevents a full range of housing options from being built. Because housing is generally far from jobs, shopping, and public transportation, people have to drive more and over long distances.



Most transportation investments are spent on building new roads, with some spent on improving the bus network. Because homes and businesses are more spread out, local infrastructure, like pipes and roads, must stretch farther to reach each building. The cost of maintaining and constructing such infrastructure is therefore higher.

Parks and trails are sparse and disconnected.

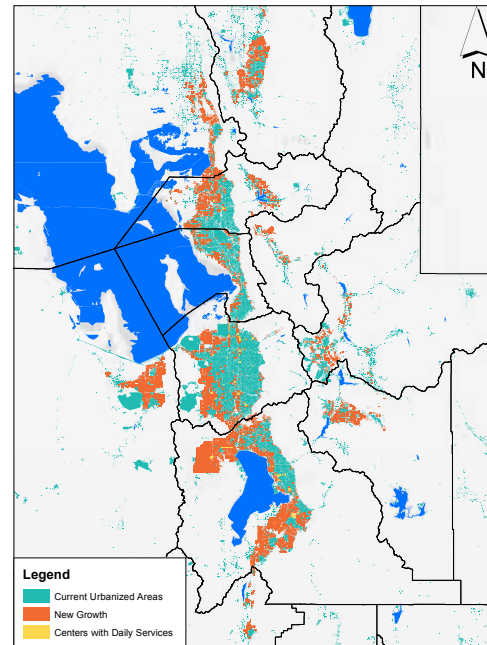
SEAGULL SCENARIO

Communities not designed for walking, transit; average drives; housing variety



\$23.0 BILLION IN LOCAL INFRASTRUCTURE COSTS

By 2050, housing generally matches what Utahns need with a mix of single-family homes (with various yard sizes), townhomes, apartments, and condominiums. Though many communities allow a variety of housing types, few focus on locating housing close to or in mixed-use centers containing jobs, shopping, recreation, and access to public transportation. Only a few of Utah's older mixed-use centers are revitalized, and few new mixed-use centers are created in the suburbs.



Transportation investments are spent on rail and buses, with somewhat more being spent on building new roads. Because housing, jobs, shopping, and public transportation are not located near each other, many people have to drive longer distances.

Parks and trails are expanded and, in some areas, are connected together.

QUAKING ASPEN AND SEGO LILY SCENARIO

Communities designed for walking, transit, short drives, and housing variety



\$20.8 BILLION IN LOCAL INFRASTRUCTURE COSTS

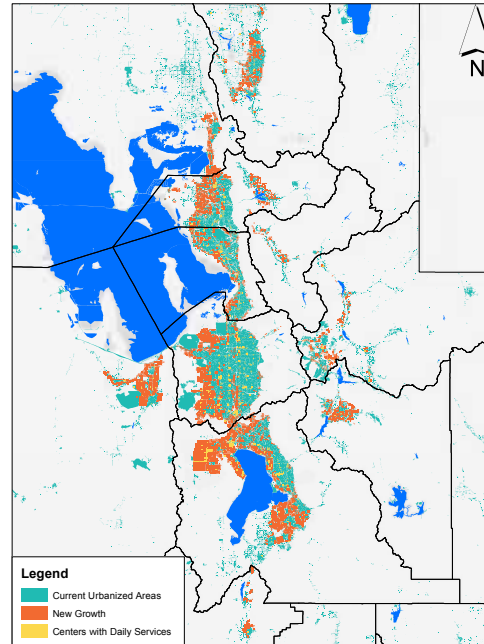
By 2050, housing generally matches what Utahns need with a mixture of single-family homes (with various yard sizes), townhomes, apartments, and condominiums. In most communities, housing is close to or in mixed-use centers containing jobs, shopping, recreation, and access to public transportation. In or near these centers, people are more likely to walk, bike, take public transportation, or drive short distances to their destinations. Many of Utah's older mixed-use centers are revitalized, and numerous new mixed-use centers are created in the suburbs. Communities work together to create a pattern of connected centers to improve convenience and affordability.

In many centers, multifamily and office buildings are low-rise (two to five stories). This reduces the cost of construction per

square foot and increases affordability in comparison to high-rise construction.

To connect this network of centers, transportation investments are spent on a balanced system of roads, rail, and buses. We also improve connections to other states and countries through roads, high-speed rail, and airports. People do not have to drive as much because trips are shorter or made by taking public transportation, walking, or biking. Many people can live without a car or with only one car if they choose.

As communities work together, parks and trails become better connected and accessible within walking distance.



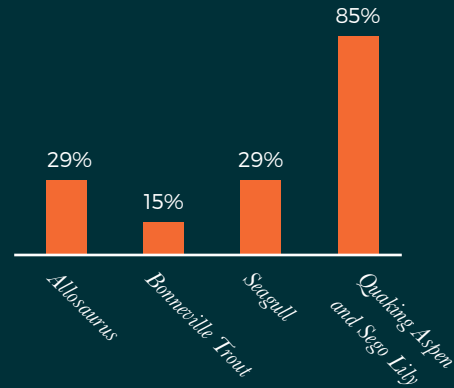
SUMMARY OF SCENARIOS

TOTAL NEW DEVELOPED ACRES

In Thousands

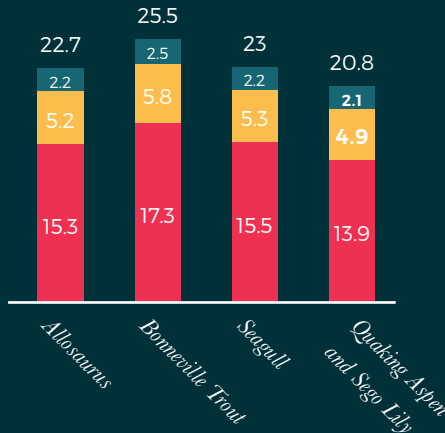


PERCENT OF HOUSEHOLDS WITHIN ONE MILE OF A CENTER WITH DAILY SERVICES

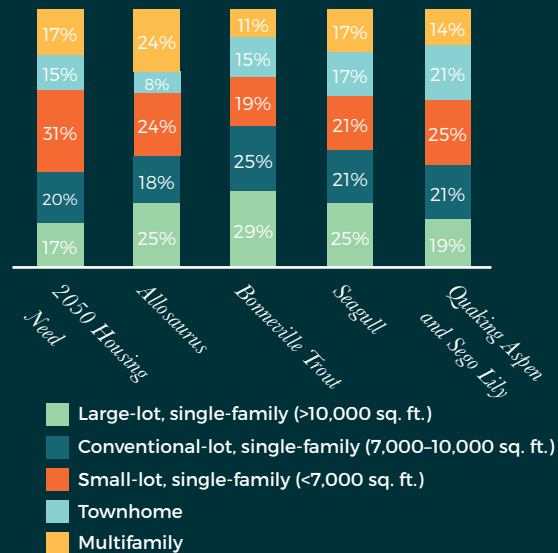


LOCAL INFRASTRUCTURE COSTS

In Billions of Dollars



NEW DEVELOPMENT HOUSING MIX



- Local Roads
- Local Utilities
- Local Water and Sewer

- Large-lot, single-family (>10,000 sq. ft.)
- Conventional-lot, single-family (7,000-10,000 sq. ft.)
- Small-lot, single-family (<7,000 sq. ft.)
- Townhome
- Multifamily

YOUR UTAH, YOUR FUTURE

SURVEY RESULTS

In April and May 2015, 52,845 Utahns shared their voice through the Your Utah, Your Future survey. Participants chose their favorite scenarios for transportation and communities and other topics. After choosing scenarios, survey participants had the option to answer a series of questions to prioritize transportation and communities among other issues, determine the most important outcomes related to transportation and communities, and identify how willing they would be to take specific actions that would ensure those outcomes. The survey results were cross-checked against a random-sample survey to ensure they represented the desires and opinions of Utahns.

1

WHAT UTAHNS WANT

More than 82% of Utahns chose the Quaking Aspen and Segoe Lily scenario, in which people live close to mixed-use centers that contain jobs, shopping, recreation, and a variety of housing. The centers are designed both to make walking, biking, and taking public transportation convenient, as well as to allow people to drive shorter distances to reach most their destinations.

2

WHY UTAHNS WANT IT

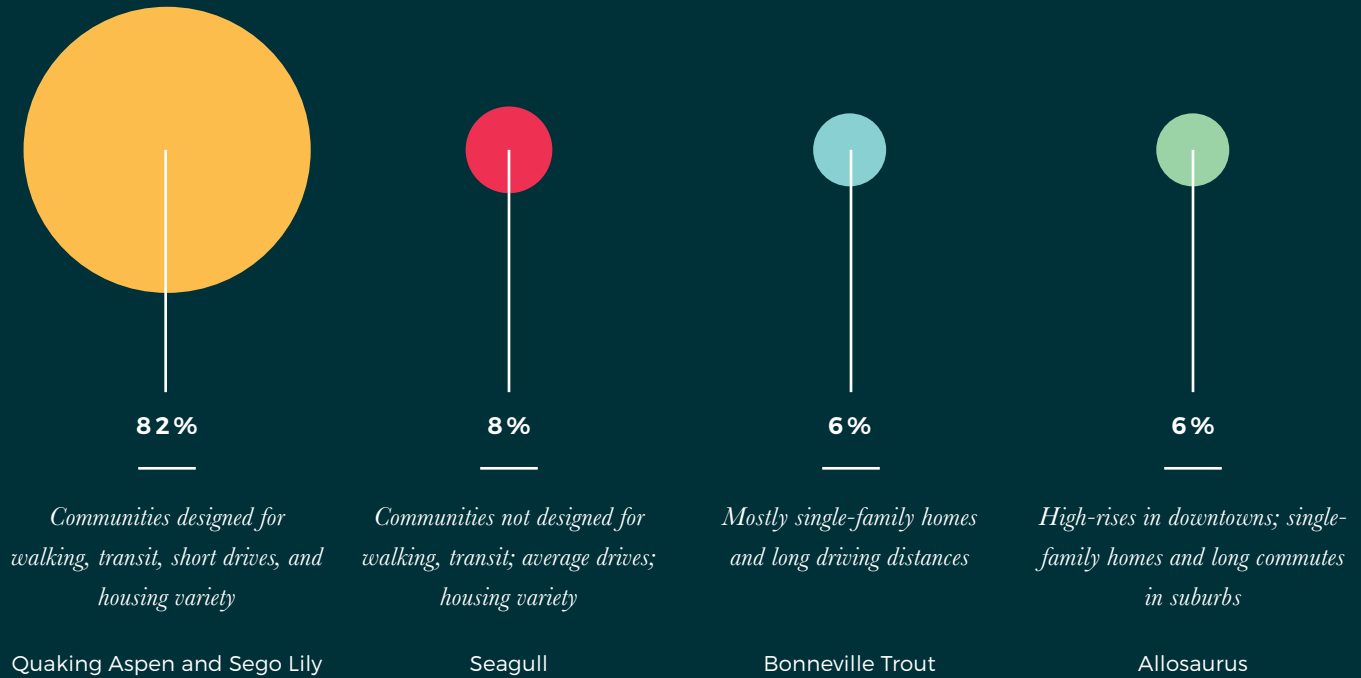
Utahns want to conveniently get around their communities without a car, to reduce traffic congestion, to live close to destinations, and to reduce the amount of farmland lost to development. Utahns do not place much importance on ensuring there are plentiful neighborhoods that are mostly just single-family homes on large lots.

3

WHAT UTAHNS ARE WILLING TO DO

To achieve these goals, Utahns are willing to design communities to be more convenient for pedestrians and cyclists, even if driving becomes slightly less convenient. They are willing to build mixed-use centers with apartments and multistory buildings distributed throughout urban areas, and they are even willing to have more local traffic congestion if destinations are closer together and overall drive times decrease. They are not willing to make any of the tradeoffs required to develop primarily large-lot homes.

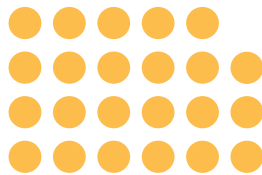
WHAT UTAHNS WANT



WHY UTAHNS WANT IT

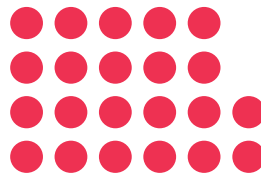
(OR WHAT OUTCOMES UTAHNS EXPECT FROM COMMUNITY AND TRANSPORTATION DESIGN)

Survey participants were asked to allocate 100 points across these outcomes based on which they considered most important.



23%

Improving how convenient it is to get around without a car (public transportation, walking, biking)



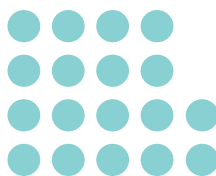
22%

Limiting traffic congestion



18%

Minimizing how much land we develop for homes and businesses



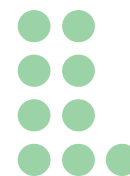
18%

Making sure daily services and amenities (work, shopping, parks, etc.) are close to where people live



10%

Ensuring there are plentiful neighborhoods that are mostly just single-family homes on large lots



9%

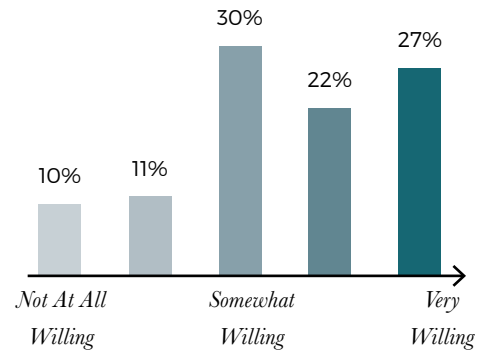
Reducing how much we spend on roads, pipes, rail, and other infrastructure

WHAT UTAHNS ARE WILLING TO DO TO HAVE MIXED-USE CENTERS

We will have to design our shopping, jobs, and roads to be more convenient for pedestrians and cyclists, which might make them a little less convenient for cars.



Mixed-use centers would have to be distributed throughout the urban area to put them close to people, which means a mixed-use center with apartments and multistory buildings might be within a mile of you.

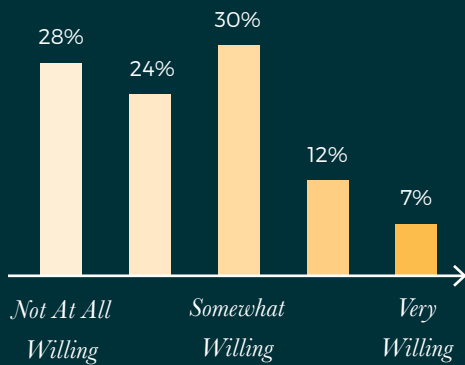


Traffic congestion might increase slightly near you, even though you wouldn't have to travel as far, so you'd actually spend less time driving

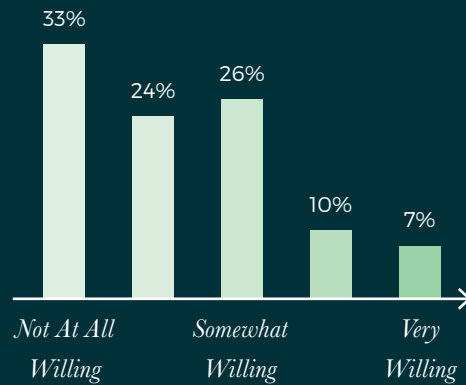


WHAT UTAHNS ARE WILLING TO DO TO HAVE LARGER HOME LOT SIZES

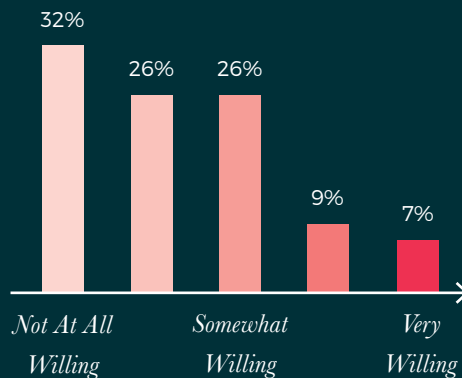
We will spend more money building and maintaining infrastructure like roads and pipes, which will have to stretch farther.



Socioeconomic classes will not mix as much because larger lots are more expensive, thus leading to more income-segregated communities.

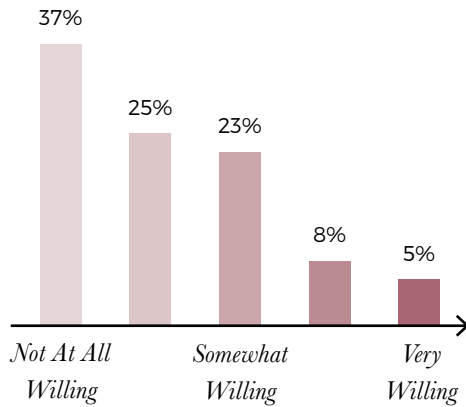


Household transportation costs and time spent driving will increase because homes will be farther from city centers, shopping, jobs, and other destinations.

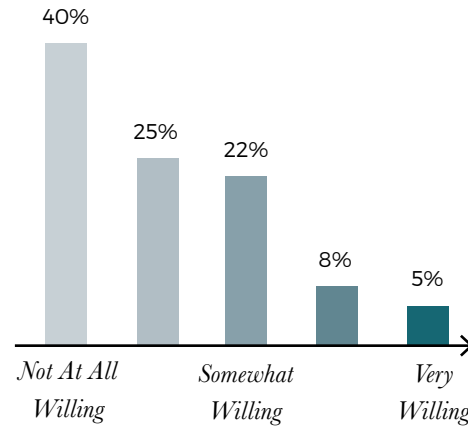


WHAT UTAHNS ARE WILLING TO DO TO HAVE LARGER HOME LOT SIZES (CONT'D)

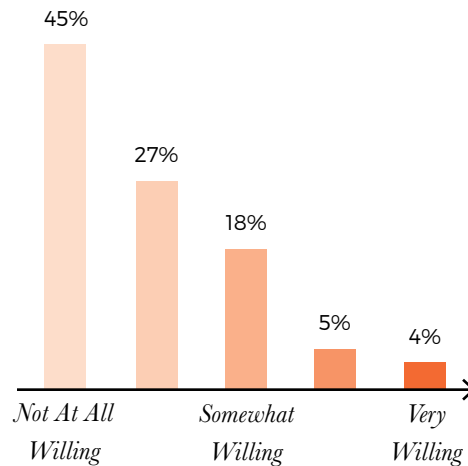
People will be less able to travel by public transportation, walking, or biking because everything will be farther apart.



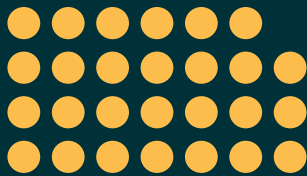
We will have to spend more money on infrastructure and impact the environment to develop and move water supplies because larger lots use more water.



We will convert more farmland into houses.

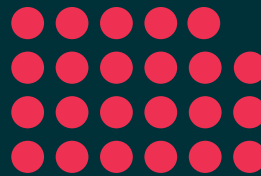


OUTCOMES UTAHNS EXPECT FROM HOUSING AND COST OF LIVING THAT WOULD AFFECT TRANSPORTATION AND COMMUNITIES



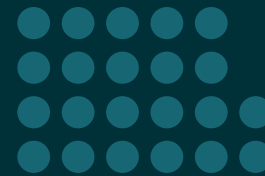
27%

Providing a full mix of housing types (townhomes, duplexes, apartments, single-family homes with a variety of yard sizes, mother-in-law apartments, etc.) that maximizes how many people can afford decent housing



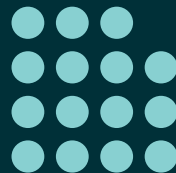
23%

Improving the ability for those with lower incomes to live in desirable neighborhoods, improving opportunity for them and their children



22%

Reducing how much each household needs to spend on transportation (gas, insurance, car payments, transit passes, etc.)



15%

Reducing how much we need to spend on social services because high housing and transportation costs increase social needs



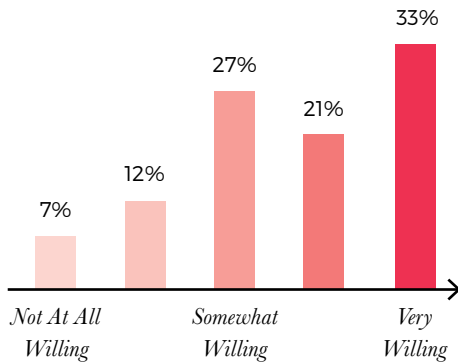
13%

Limiting how many apartments, townhomes, and low-income people/renters are in my community

OTHER RESULTS THAT WOULD AFFECT TRANSPORTATION AND COMMUNITIES

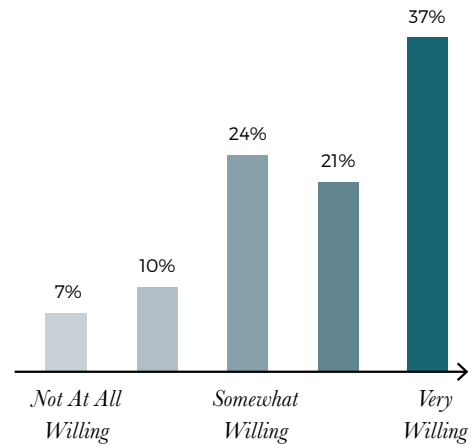
WILLINGNESS TO IMPROVE HOUSING

More communities will have to allow a variety of housing types other than large-lot homes (small lots, townhomes, apartments, duplexes, mother-in-law and basement apartments, etc.).



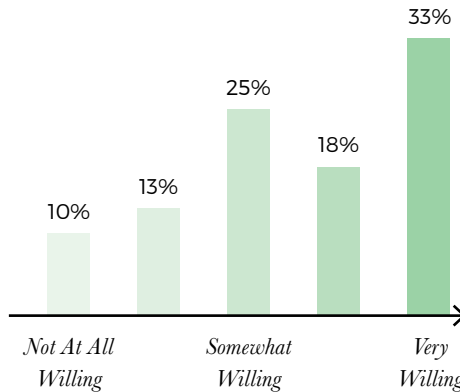
WILLINGNESS TO EXPAND AGRICULTURE

Utah would no longer be able to build homes and businesses where high-quality agricultural lands exist.



WILLINGNESS TO CONSERVE WATER

Our homes will need to have smaller yards.



REALIZING THE VISION:

RECOMMENDED STRATEGIES



1 Build mixed-use centers throughout urban and suburban areas that include places of employment, compact housing, shopping, civic uses (schools, churches, etc.), and recreation.

a) Provide a variety of centers, including neighborhood, village, town, and urban centers.

NEIGHBORHOOD CENTERS might include a park, school, and/or church within walking distance of homes.

VILLAGE CENTERS might include local shopping (e.g., a grocery store), small-scale employment, compact housing, and local-serving development (e.g., 9th and 9th in Salt Lake City; SodaRow in Daybreak).

Neighborhoods have easy access to a network of parks and trails.

A compact mix of housing types ensures affordable homes in a range of neighborhoods.

Neighborhood schools make it easy for kids to walk or bike to school.



Street trees, water-wise landscaping, sidewalks, and bike lanes ensure a pleasant travel experience.

A mix of one- to three-story buildings maintains the local-neighborhood feeling to the center.

A local market or other shops make it easy for residents to access needs close to where they live.



TOWN CENTERS (e.g. Sugar House) might include regional shopping (e.g., home improvement or department stores), employment, higher education, compact housing, and other development.

•• Building scales, shopfronts, and sidewalks maintain walkability and a pleasant experience.

•• Buildings contain a mix of jobs, retail, and housing.

•• Regional services, schools, and businesses draw in people from surrounding communities.



URBAN CENTERS may serve as downtowns (e.g., Ogden or Salt Lake City), with significant employment, shopping centers, multistory housing, etc.

•• Public plazas, parks, street trees, sidewalks, and bike lanes ensure a pleasant experience.

•• Residents have access to parks and trail networks.

•• Public transportation, such as buses or light rail, makes it easier for people to access jobs, housing, and services.

•• Buildings of various heights contain a mix of jobs, retail, and housing.



BENEFITS OF HAVING A VARIETY OF MIXED-USE CENTERS:

- Improves the convenience of traveling and reduces how much time people must spend driving
- Increases the convenience of using public transportation, walking, or biking
- Reduces cost of living through less-expensive transportation options and the reduced need to own a car
- Reduces air pollution and improves air quality
- Encourages more compact urban development while preserving agricultural land and open space
- Provides better access for all Utahns to good schools, healthcare, recreation, healthy food, shopping, jobs, etc.

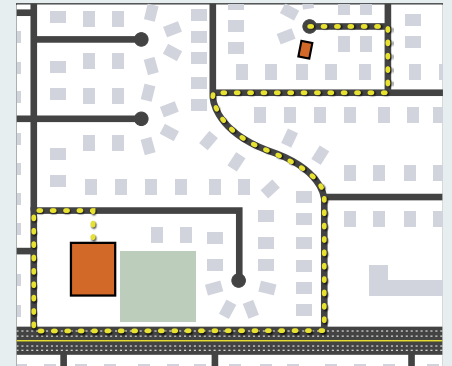
- b) Design new communities to be centered around neighborhood, village, and town centers.
- c) Remove barriers to and encourage the development of mixed-use centers within existing communities, particularly in older, underutilized commercial areas.
- d) Design mixed-use centers to make walking and biking convenient.
- e) Locate centers around existing high-frequency public transportation where feasible, and plan new routes to and from centers.
- f) Integrate school and neighborhood planning so students can easily and safely walk to schools.
- g) Locate job, education, and healthcare centers near high-capacity public transportation where it is practical.

2 Design a balanced transportation system that makes travel in communities convenient with or without a car.

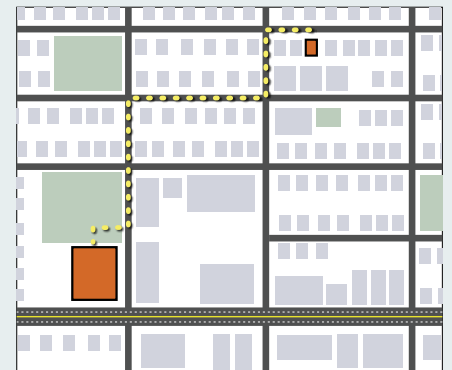
- a) Create an interconnected network of streets that disperses traffic and increases the convenience of traveling by foot or bicycle.
- b) Expand the public transportation system (bus, rail, etc.) to improve coverage, frequency, access, and convenience.
- c) Continue to improve and expand roads.
- d) Locate places of employment, schools, and healthcare facilities near public transportation.
- e) Improve infrastructure for walking and biking (sidewalks, bike lanes, trails, etc.), particularly near public transportation stations.

CONNECTED STREET NETWORKS provide shorter, more direct routes than disconnected, cul-de-sac style networks and facilitate walking and bicycling. Because pedestrians, cyclists, and drivers have more route options, traffic is dispersed, resulting in safer, less crowded streets.

POORLY CONNECTED STREETS



WELL-CONNECTED STREETS



SOME BENEFITS OF PROVIDING A VARIETY OF NEIGHBORHOODS AND HOUSING OPTIONS IN AND NEAR CENTERS:

- Maximizes how many people can afford quality housing in safe communities
- Maximizes the number of people who live near jobs, services, and public transportation
- Reduces how much land is developed for homes and businesses
- Reduces infrastructure costs because pipes, roads, etc., don't have to stretch as far

- f) Design streets, where appropriate, to accommodate bicycles, pedestrians, and public transportation, as well as automobiles.
- g) Design buildings to improve access for bicycles and pedestrians by locating entrances near the street and placing parking where it does not impede pedestrian access.

3 Provide a variety of neighborhoods Utahns can choose from, while allowing the market to adequately supply the housing that Utahns want and can afford in all communities.

- a) Structure zoning to allow a sufficient supply of a full variety of housing types, while mitigating impacts to existing neighborhoods.
- b) Otherwise ensure that regulation does not hinder developers from affordably and expediently providing an adequate supply of housing to meet market demand.

4 Connect communities through a network of parks and trails.

- a) Expand and connect trails to create integrated regional trail systems.
- b) Design and enhance trails so people can conveniently use them to travel either to their destinations or to public transportation.
- c) Cooperatively plan trail networks at community and regional scales before population growth occurs.

5 Strategically plan so that future development and infrastructure can be accommodated as cities grow.

- a) Plan ahead for road, transit, trail, and utility corridors.
- b) Ensure the prime areas for mixed-use centers and employment centers are not developed for other purposes (e.g., large-lot homes).

SOME BENEFITS OF AN INTERCONNECTED NETWORK OF PARKS AND TRAILS:

- Provides recreational spaces close to where people live
- Improves health of Utahns by increasing their ability to exercise outdoors
- Improves air quality and reduces traffic congestion by providing an alternative means of traveling
- Provides habitat and green space
- Reduces the urban heat island effect
- Helps control, absorb, and clean stormwater runoff
- Improves quality of life

