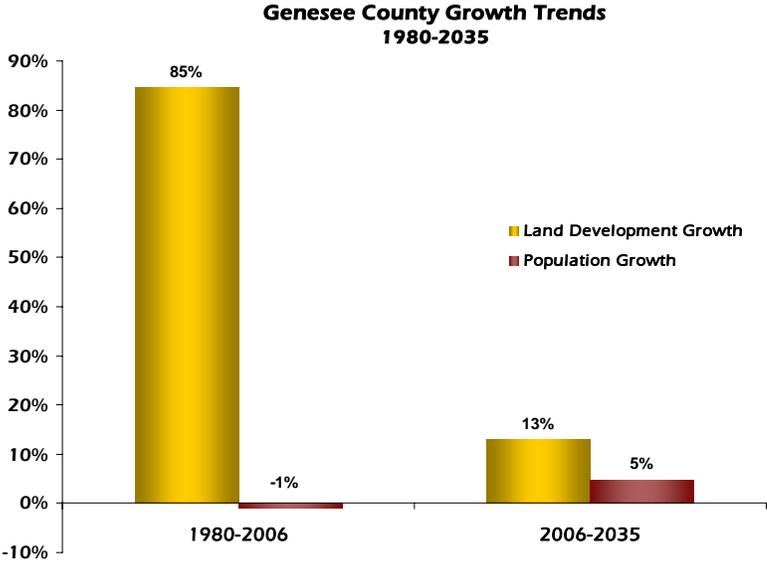


LAND USE & SCENARIO PLANNING REPORT SUMMARY

GCMPC has taken the 2006 Land Use study to the next step by developing an analysis of future development and trends for the County. While the 2006 analysis proved to us that urban sprawl had been occurring at a very rapid rate in Genesee County for the past thirty years, the 2035 projection shows this trend continuing, but at a much slower rate. This projection will become the Status Quo scenario in the scenario planning portion of this report.

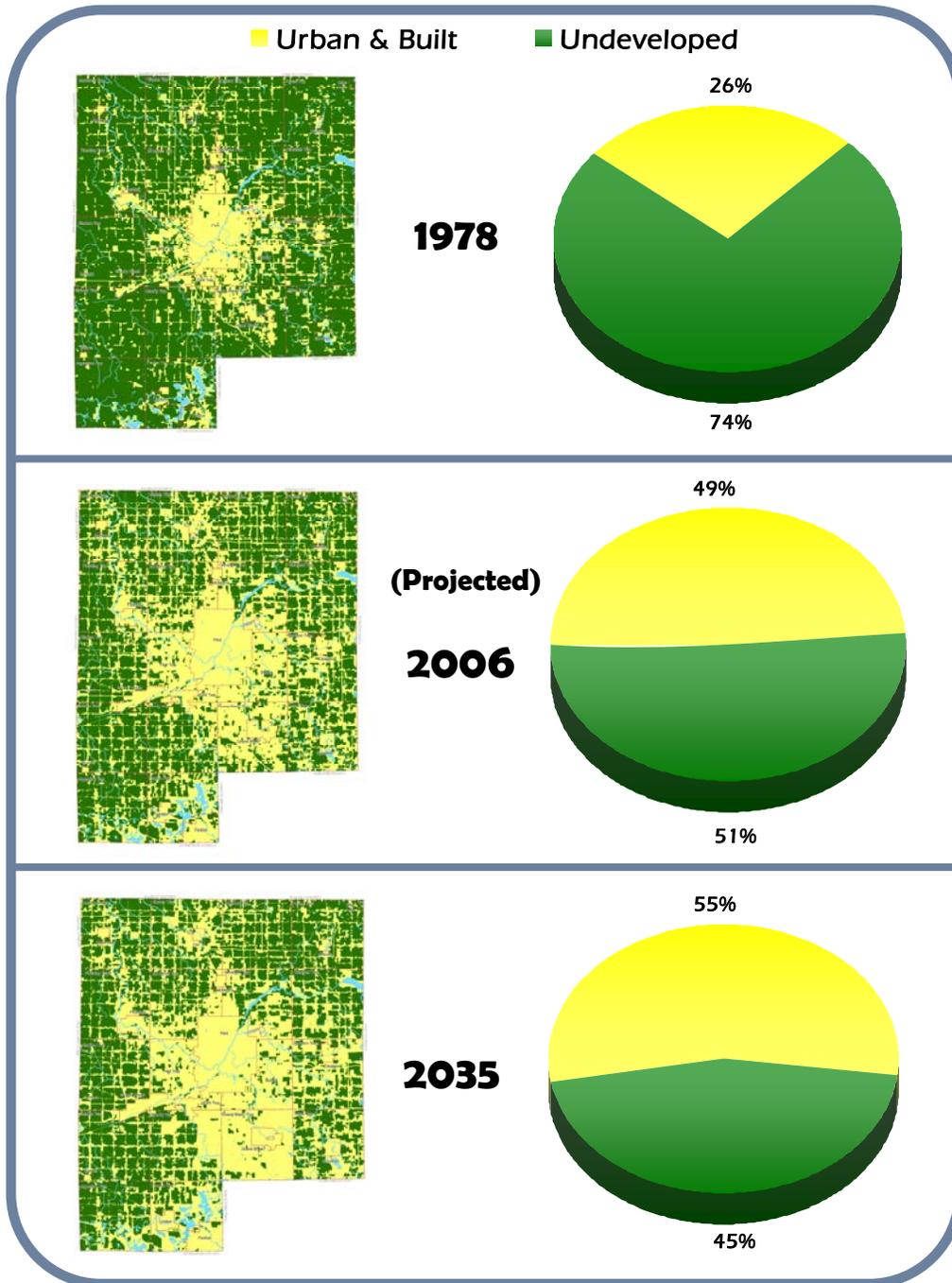


Undeveloped land in our county is becoming a scarce resource and this trend is projected to continue over the next 25 years, but not nearly at the rates seen in the 1990's. The wasteful consumption of land during that time was matched by an actual decline in population. The time period from 2006 to 2035 projects only a 13% increase in developed land but at the same time population is projected to increase by 5%. This trend suggests that from 2006 to 2035, land in Genesee County is projected to be used much more efficiently than in years past.

In the 1980's and 1990's, heavy land consumption was concentrated in townships. The 2035 projection shows this trend continuing. In the townships alone, over 87,000 acres of undeveloped land will have been developed since 1980. This amount, coupled with the growth expected to occur in the cities, climbs the total amount of undeveloped land consumed in the county to over 115,000 acres.

By 2035, it is projected that developed land in Genesee County will have increased by nearly 110% since the first inventory was completed in 1978. At the same time, the county is expected to lose roughly 40% of undeveloped land—farmland, forested lands, rangelands, and wetlands.

Land Use Trend: 1978-2035



Scenario Planning

Scenario Planning offers a way for Genesee County to explore various development possibilities (scenarios) and how these possibilities could affect the transportation system; more specifically, the levels of congestion that different development patterns may create. Each scenario generates different effects on the transportation system.

The elements that change from scenario to scenario are the population and levels of employment per traffic analysis zone (TAZ).

Scenarios

Staff developed four scenarios for the 2035 Long Range Transportation Plan which includes Status Quo, Urban Renewal, Hyper-Growth and Planned Hyper-Growth.



Status Quo Scenario - This is the business as usual scenario. This scenario shows population shifting away from the older urbanized areas to suburban and rural undeveloped areas. It uses the current population and employment growth rates that were approved by the Genesee County Metropolitan Alliance for use in the 2035 Long Range Transportation Plan which is a modest 10% increase in employment and 5% increase in population from 2005 to 2035.



Urban Renewal Scenario - This is the urban reinvestment scenario. It uses the same population and employment growth rates as the Status Quo scenario (10% increase in employment and 5% increase in population from 2005 to 2035), but clusters growth near urbanized areas as a result of urban reinvestment and suburban planning. Tools that include infill development, reinvestment strategies and revised zoning and master planning documents could help fuel this type of development.



Hyper-Growth Scenario - This is the economic boom scenario. It shows inflated growth in population and employment with dispersed development. A 30% increase in employment and 30% increase in population were utilized to project into the year 2035. This rate is similar to the national growth rate trends. Tools including economic development strategies and tax abatements could help fuel job creation and boost local economies.

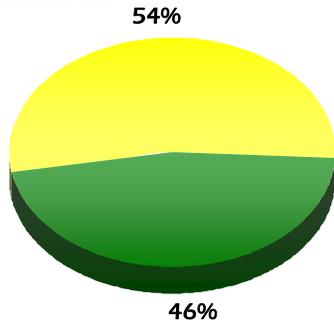
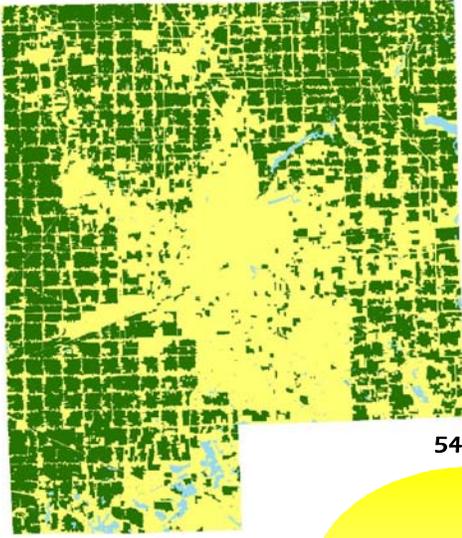


Planned Hyper Growth Scenario - This is the urban reinvestment and economic boom scenario. This scenario combines the increased growth of the Hyper Growth scenario (30% increase in employment and 30% increase in population by the year 2035), with the development patterns of the Urban Renewal scenario which clusters development in and around urbanized areas. By coupling the tools identified in both the Urban Renewal and Hyper Growth scenarios a hybrid scenario modeling smarter growth and economic prosperity could become a reality.

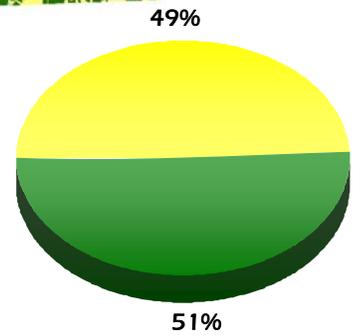
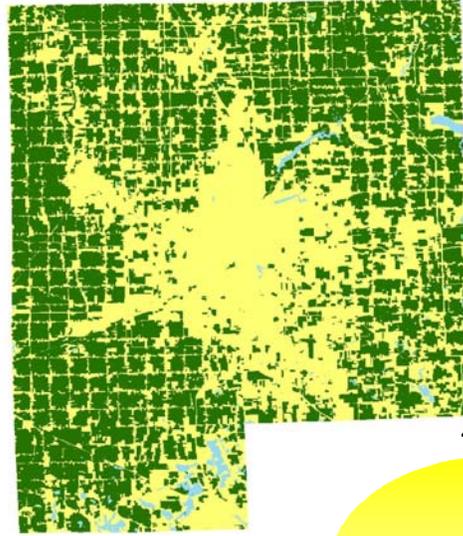
2035 Growth Scenarios

Urban & Built Undeveloped

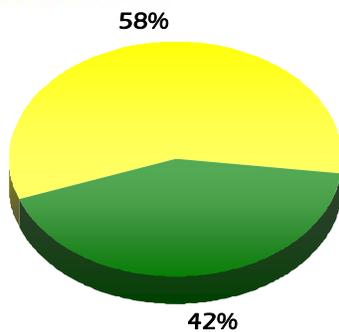
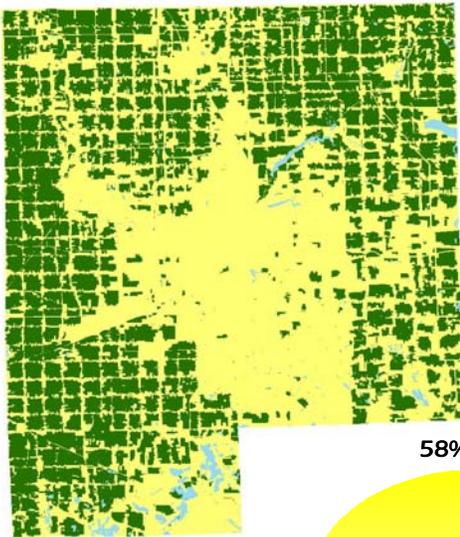
Status Quo Scenario



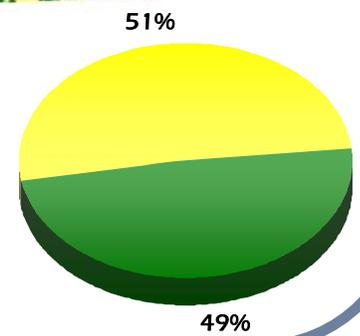
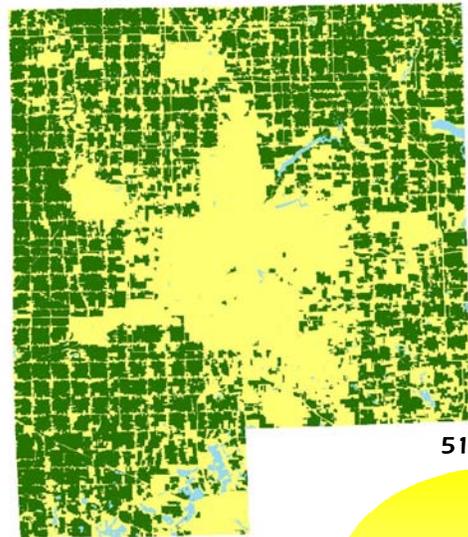
Urban Renewal Scenario



Hyper Growth Scenario



Planned Hyper Growth Scenario



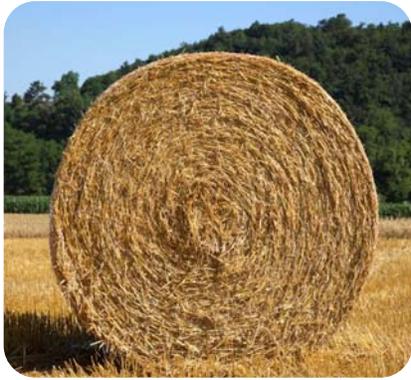
2035 Scenarios At A Glance				
Evaluation Factors	Status Quo	Urban Renewal	Hyper Growth	Planned Hyper Growth
Urban & Built Up Land Area (acres)	218,973	200,281	235,316	209,067
Lost Farmland & Open Space (acres)	20,055	1,397	36,314	10,159
Increased Infrastructure Costs	\$\$\$	\$	\$\$\$\$	\$\$
Increased Need for Public Services	High	Low	Very High	Medium
Impervious Surface	Extensive Increase	Slight Increase	Extensive Increase	Average Increase
Population	467,500	471,104	583,272	583,272
Jobs	235,891	235,891	276,068	276,068
Daily Hours of Traffic Delay	18,246	17,715	24,278	21,884
Daily Vehicle Miles Traveled	13,383,579	13,078,659	14,851,063	14,212,439
Congested Lane Miles of Roadway	248	247	314	325
Lane Miles of Road LOS D or Greater	458	453	563	544
% Growth of Fixed Route Transit Ridership	-2%	20%	24%	77%
NOx Emissions	5296	5214	5927	5718
VOC Emissions	5858	5772	6605	6383

Model Analysis

In December 2007, the official population and employment projections (appendices B and C respectively) were approved for use in the 2035 Long Range Transportation Plan. These projections were the basis for the Status Quo scenario. These population and employment projections were developed using current U.S. Census data, local building permit information, and the latest forecasting measures. The Status Quo scenario best represents the current policies and regulations in our local units, as well as the changes that will emerge on our roadways if growth and development continue to occur based upon existing trends. Official projections based upon sound methodology and approved processes must be in place to defend against any legal challenges that may occur in relation to this Long Range Plan. These projections, and the Status Quo scenario that they produce, are the official, approved forecast for Genesee County and have been utilized to project deficiencies on the county transportation system using the Travel Demand Model. While the projections used for the remaining scenarios may not be as concrete as those used for the Status Quo scenario, sound methodology was used develop these valuable planning tools. These “what if” scenarios can be used to peer into the future and help direct decisions about how we want that future to look and feel.

The Genesee County Vision

The scenario planning exercise has given us basic data that enables staff, other local planning officials, and transportation agencies to begin a dialogue on the ways that transportation and land use are linked and how to manage both effectively and cooperatively. There are a number of indicators used to describe these four scenarios. Based on the findings, each scenario predicts a different development path and raises different quality of life issues for Genesee County residents.



If the “Status Quo” land consumption is allowed to continue, more and more agricultural resources and other valuable lands—estimated at over 20,000 acres—will make way for residential homes and strip commercial developments by the year 2035. As this pattern continues, negative impacts like an increase in infrastructure costs, increased public service needs, reductions in air quality, and more time spent in the car are much more likely. The Hyper Growth scenario is used to illustrate more intense negative impacts that stem from sprawl development. A lack of responsible growth standards and development guidelines only fuel this consumption pattern. It is certain that there are more efficient ways to utilize land in our county, and with more efficient land use, can come a higher quality of life for area residents.

The Urban Renewal scenario offers a much more efficient way to handle growth in Genesee County. Not only does this scenario preserve over 18,000 acres of undeveloped land and maximize the use of infrastructure we already have in place, but a number of other positive outcomes are possible as well. The redevelopment of our urbanized areas in place of sprawling subdivisions and strip malls will keep infrastructure costs down, keep the need for costly new schools and public services to an absolute minimum, decrease the amount of vehicle miles we travel on a daily basis, improve air quality, and increase our public transit ridership by 20%. These are all positive outcomes of an improved development strategy. With more efficient development standards and zoning practices in place, the effects of a Hyper Growth scenario would be much more positive as illustrated in the Planned Hyper Growth scenario.

Future Development Recommendation: Urban Renewal Scenario

The four growth scenarios presented in this report have helped shed light on the potential positive and negative impacts on our land, air, roadways, and even our pocketbooks. While capacity deficiencies are based on the Status Quo scenario, the motivation for creating the scenarios was to help formulate a vision of how and where future development should occur in Genesee County. Of the four scenarios evaluated the Urban Renewal development scenario was deemed the best as it could potentially preserve over 18,000 acres of farmland and open space, keep costs for new infrastructure and public services down, decrease the vehicle miles traveled by local residents, the length of time residents are stuck in traffic, and increase transit ridership by 20%. This particular scenario weighs heavily on the positives in a majority of the evaluation categories. In an effort to move toward the Urban Renewal scenario in the future, the following recommendations have been provided. A number of these recommendations were provided by Governor’s Land Use Leadership Council in 2003.

- Strengthen and direct development towards existing communities.
- Encourage cities, villages, and townships to work together and adopt common goals for future development.

- Encourage local units to update zoning ordinances and master planning documents and seek commonality with other local units of government to promote smarter growth standards and development guidelines.
- Encourage transportation system maintenance and improvements on the existing infrastructure, while minimizing costly expansion of the system.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Provide a variety of transportation choices.
- Take advantage of compact development design.
- Foster distinctive, attractive communities with a strong sense of place
- Create walkable neighborhoods