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The Cache Valley Vision

The Cache Valley Vision

Envision Cache Valley is an historic effort by leaders across the valley to listen to the preferences of citizens regarding future growth. The Cache Valley Vision is the product of this process, reflecting the ideas explored and preferred by a broad sample of the valley's residents. The public expressed optimism and excitement for the future if growth unfolds in a thoughtful, efficient way. They foresee a future where there are more housing choices for people at different stages of life, more efficient transportation so they have more time for family and other priorities, active communities and cleaner air for a healthier lifestyle, good jobs to promote prosperity, more efficient development patterns that save taxpayer money, and continued opportunities to enjoy beautiful outdoor resources. The challenge will be to move beyond visioning, for the vision will only be realized as local governments and citizens translate the vision into specific actions.

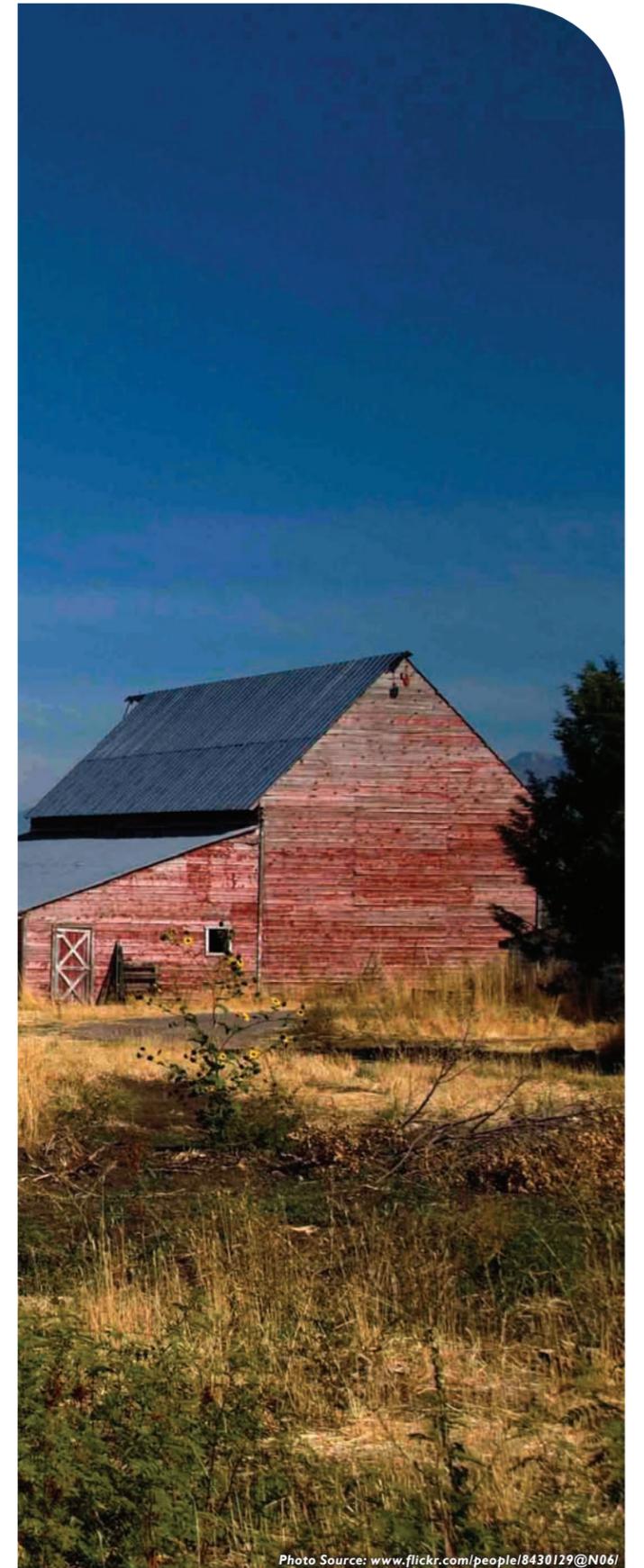
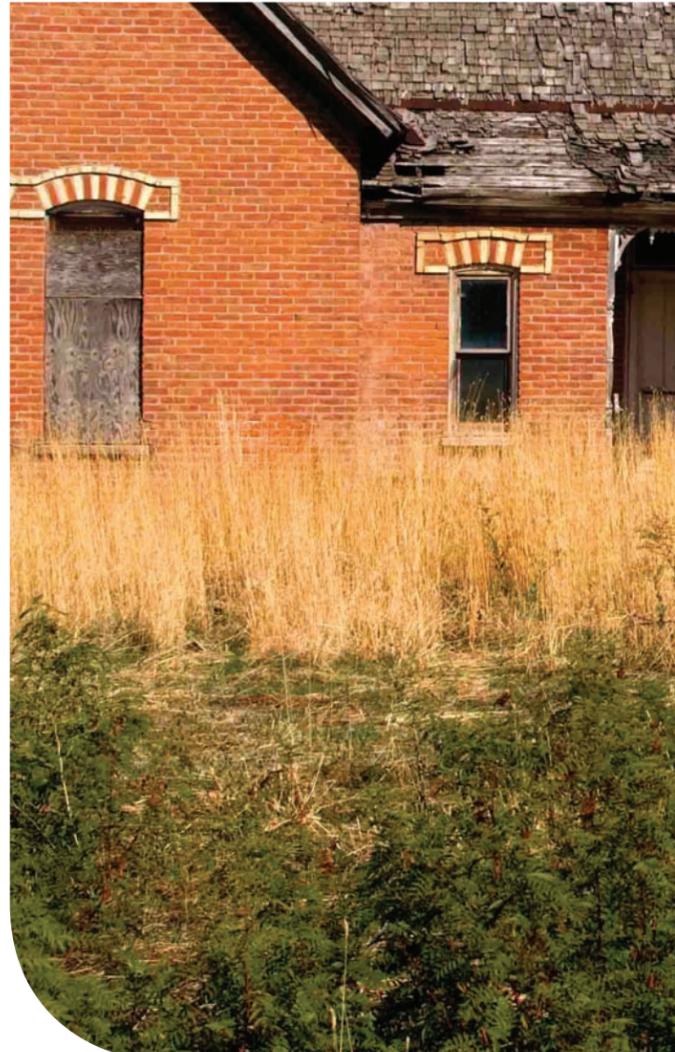


Photo Source: www.flickr.com/people/8430129@N06/

Cache Valley Vision Statement

Cache Valley citizens envision a future that embraces the character and quality of life that residents currently appreciate. Our communities are a source of pride and identity. We want to invest in our towns which have served us well as centers for living, industry and culture. We encourage most growth to happen in these communities, maintaining and creating safe, vibrant and rich places for future generations. Our communities will be sensitive to the varied needs of a diverse population—families, the young, the old, the workforce, and all others—providing viable housing and transportation options for everyone.

What happens outside our towns is equally important. We value our natural surroundings—water quality, scenic beauty, wildlife habitat, clean air, agriculture, and outdoor recreation. We will maintain and enhance those qualities we enjoy today, while attending to those things that could compromise our quality of life and the health of those who come after us. By focusing much of our future growth in existing municipalities, we will reduce the pressure on many of the features that make Cache Valley great. Further, we will work together to maintain and enhance the agricultural and natural lands that sustain us.



Cache Valley Vision Principles

General Growth Patterns, Housing, and Employment

1. Enhance existing towns and cities and maintain individual community identity by encouraging inward growth and more compact development and buffering community boundaries with agrarian and natural lands.

Using incentives to encourage infill and redevelopment within towns and cities will strengthen existing centers of living, culture and industry while fostering a sense of community identity, if care is taken to plan development that is compatible with historic landscapes and architecture to preserve and protect the unique heritage and character of each community.

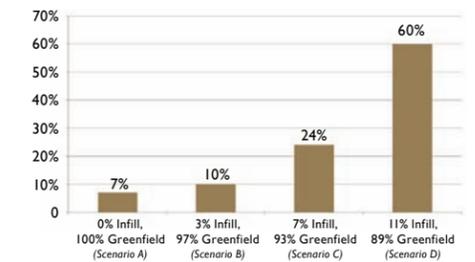
Using voluntary, market-based planning tools to encourage the preservation of working farms and ranches and the integrity of natural systems and scenic views will protect the lands that sustain us while safeguarding the most desirable characteristics of Cache Valley. Maintaining open lands between communities will enable them to remain distinct from one another and prevents them from growing into a single conglomerate over time.

2. Encourage mixed-use neighborhoods and town centers that include a variety of housing options and that allow individuals and families to live close to where they shop, obtain services, go to school, work and play.

Integrating a variety of housing options—as well as schools, recreational opportunities, civic functions, shops, services, and employment—has many community benefits and responds to emerging market demand. More housing choices enable people to live in the same community their entire life, if they wish, or move to one that suits their needs. Because services and employment are nearby, walking, biking, and public transportation systems are more convenient, increasing mobility for everyone. Overall, infrastructure is more efficient, reducing capital and maintenance costs and the impact on air and water resources.

When contemplating mixed-use neighborhoods and centers, towns and cities should encourage growing inward over growing outward, emphasizing infill and redevelopment in already developed areas. Where growth is envisioned, housing options should be expanded to better meet market demand.

Survey Question:
More Infill or Greenfield Development?



Survey Question:
What kind of access to civic spaces (libraries, parks, etc.) is most appropriate?



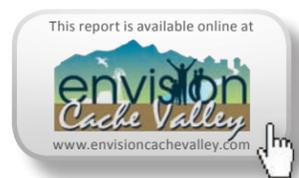
More frequent, smaller scale civic spaces (i.e., neighborhood schools, neighborhood parks, local libraries, etc.)



Less frequent, larger scale civic spaces (i.e., regional schools, parks, libraries, etc.)



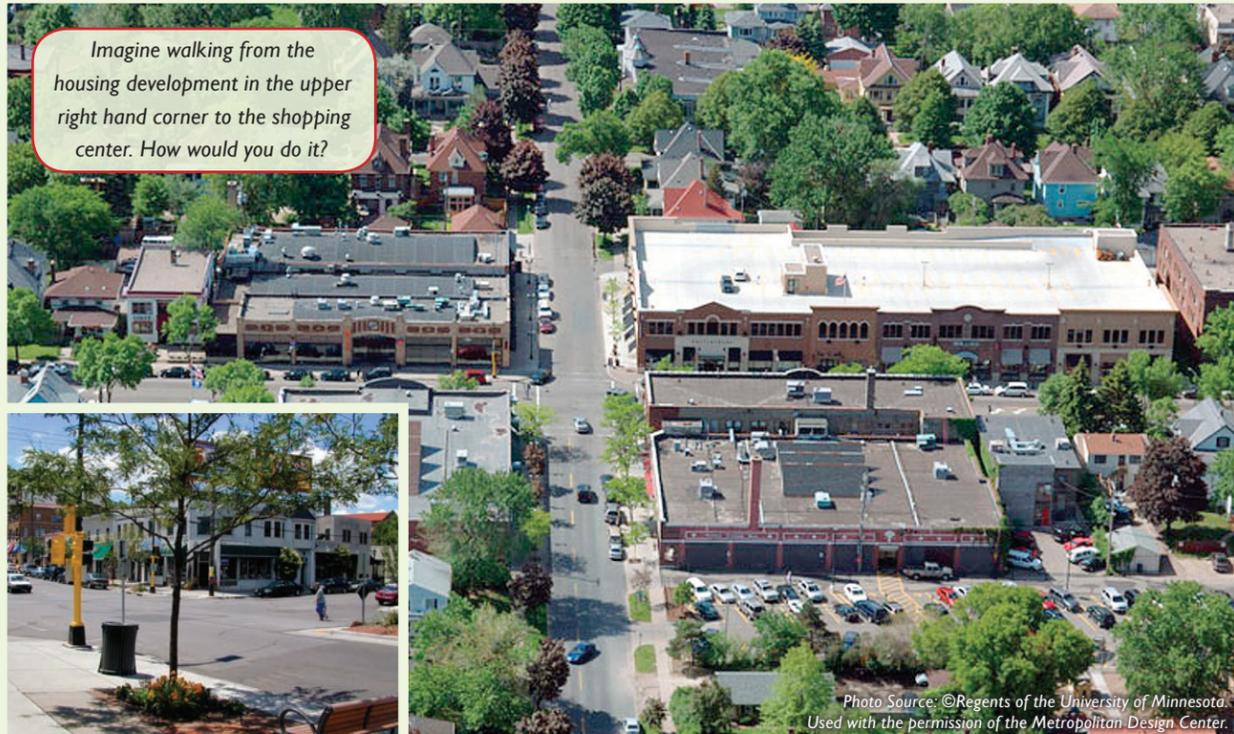
Photo Series Source: www.flickr.com/photos/8430129@N06/



What does “mixed-use” look like?

Mixed-Use Town Center Development

- multiple land uses exist in close proximity to one another
- small parking lots tucked behind buildings.



Conventional Development

- single-use areas are largely separated from each other
- large parking lots.



3. Develop clean and sustainable industry and good-paying jobs close to home.

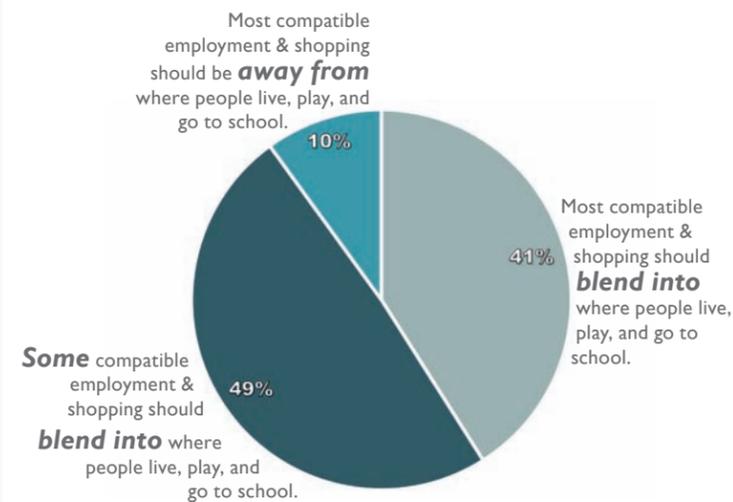
Specific areas for economic development should be designated and prepared, and where job sites are envisioned, towns and cities should build efficient, business-ready infrastructure, addressing transportation, energy, water, broadband, etc.



Underutilized or vacant land within existing towns and cities should be considered for compatible economic development, and a job center on the west side of the valley, perhaps near the State Route 30/23 junction, should be explored.

Survey Question:

How should shopping and employment relate to other land uses?



Did You Know?

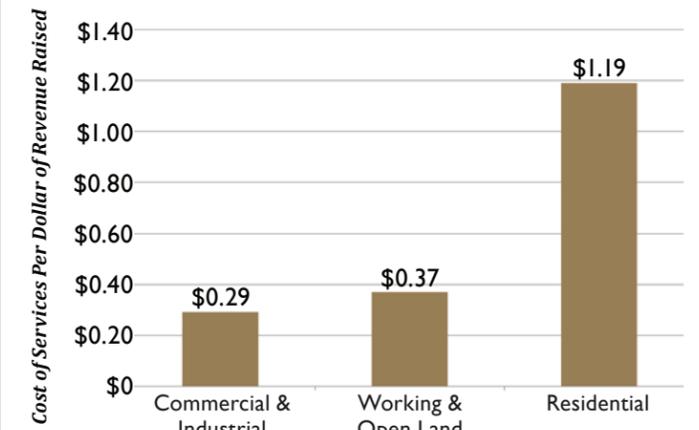
Not that we're Colorado, but...

In Colorado, disbursed rural residential development costs counties and schools \$1.65 in service expenditures for every \$1.00 of tax revenue generated.

Source: American Farmland Trust

In general, commercial, industrial, and working landscapes more than pay for themselves. Generally, residential growth costs more for governments to service than it contributes in revenue. However, this changes when residential development assumes more compact patterns.

Average Cost of Service Per Dollar of Revenue Raised



Source: American Farmland Trust

An Unsustainable Cycle

Some local governments enter into an unsustainable cycle in which they approve disbursed development projects to generate new tax revenue in order to pay the costs of old development.



Cache Valley Vision Principles

Transportation and Infrastructure

4. Provide a balanced transportation network with improved roadway connections, enhanced public transportation options, and streets that encourage bicyclist and pedestrian mobility.

Roadway planning should be coordinated to maximize connectivity, to provide multiple routes to destinations and reduce congestion. These streets should encourage various transportation modes as appropriate, including walking, biking, driving, and public transportation. Pedestrian and bicyclist safety and access should be a priority, and bike commute routes should serve all communities. Public transportation options should be enhanced, matching the capacity of service to the local growth pattern and population intensity. For example, a bus rapid transit (BRT) line—often described as light rail on rubber tires—could serve the majority of the population, running between Hyrum and Smithfield and up to Utah State University. This line could transition to light rail if justified by future demand. Enhanced express bus service could run between Logan and Wellsville or Brigham City and between Logan and Preston. Enhanced peak-time bus loops could serve other Cache County communities, while peak-time van pools may serve Franklin County communities. Potential right-of-way needs should be identified early and set aside for eventual use.

5. Invest in efficient infrastructure systems to serve existing communities and future growth. These systems manage such services as water, sewer, waste disposal, and energy.

Transportation and the cost of other infrastructure are significant municipal and regional burdens. The cost of infrastructure should be reduced by maximizing existing infrastructure and building new development more compactly—in a fashion that requires fewer miles of roads, pipes, and wires.

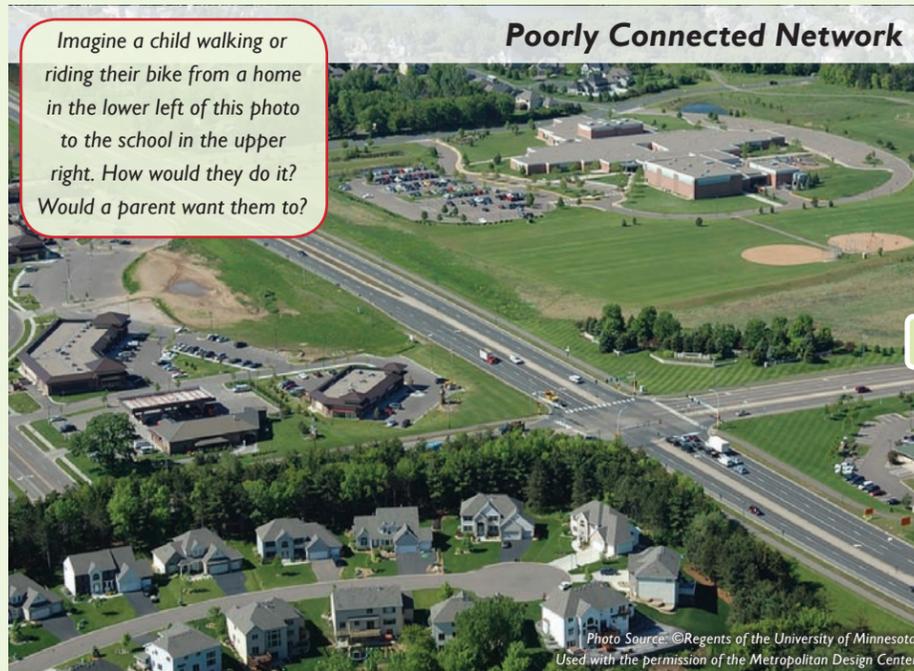


Photo Series Source: Cache Valley Farmer's Market

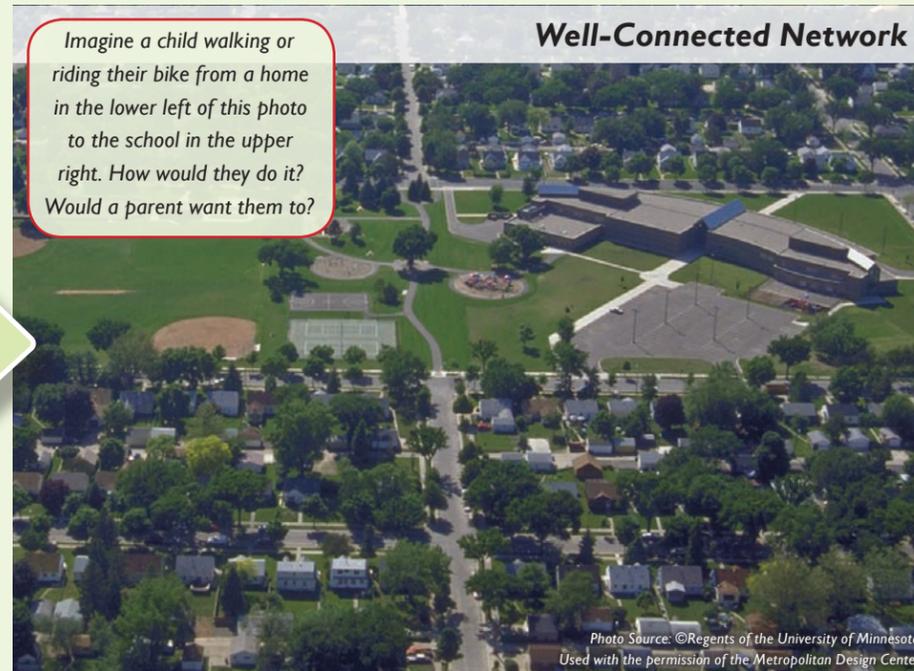


What is a Balanced Transportation Network?

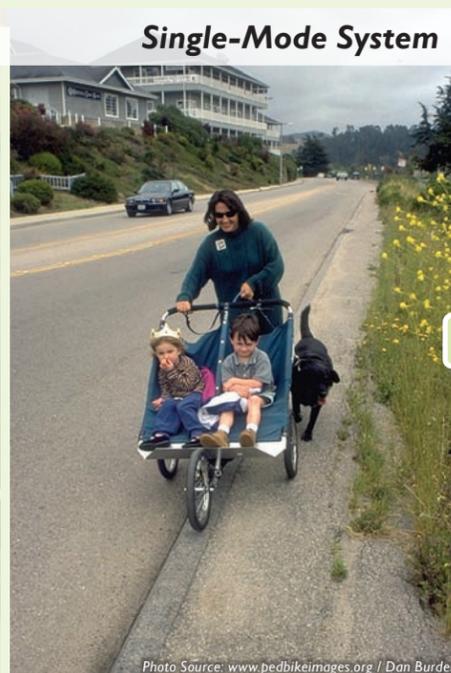
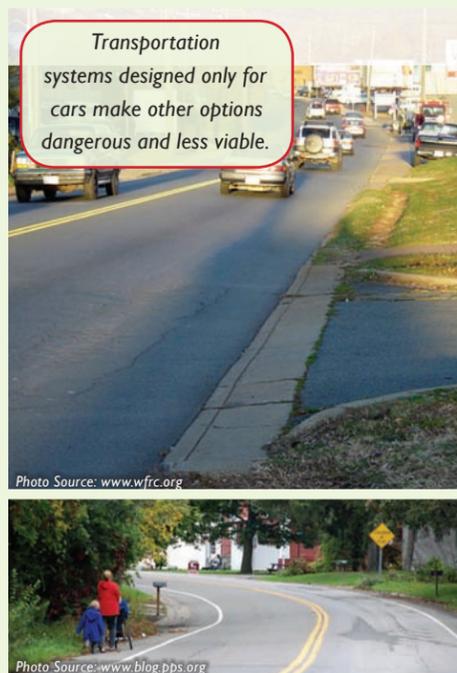
A BALANCED TRANSPORTATION NETWORK IS CONNECTED...



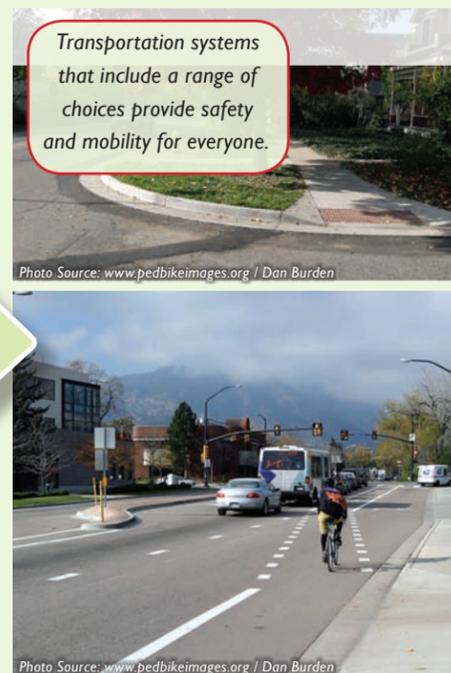
VS.



... AND PROVIDES FOR A WIDE RANGE OF TRANSPORTATION OPTIONS.



VS.



Why is a balanced transportation network important?

Improved Connections...

- Reduce auto congestion by providing multiple ways to get around.
- Reduce travel distances, especially important for walkers and bikers. Connected streets, for example, make it possible for kids to walk to school.
- Reductions in vehicle congestion and miles traveled can improve air quality and give us more time for the things we enjoy.

More Transportation Options...

- Provide mobility for more people, including children and the elderly. Kids can walk to school, for example, or an older person who no longer drives can take a bus to an appointment.
- Streets designed for more transportation options improve safety for everyone using the transportation system. Those in cars and buses have a space designed especially for their travel, as do cyclists and pedestrians. While connectivity makes it possible for kids to walk to school, streets designed for walking make it safe to do so.
- A transportation system that is conducive to walking and biking also encourages physical fitness and health.
- Shifting even a small share of vehicle trips from personal automobiles to other modes measurably improves air quality.



Recycling the Big-Box

Underutilized parking lots and underperforming retail can be re-imagined as places not only for shopping but also for living and working. In this case, the old Kmart houses a small grocery store and several other retail shops. New streets make a large block more walkable, and a parking structure, wrapped with retail stores, restaurants, offices and condos, replaces the old parking lot. The space offers a place where people are comfortable walking in the shade of trees, working with a view of the street below, or meeting a friend at the corner bakery.

For people who want to live nearby services and workplaces, this environment provides an affordable option. The development offers a housing choice that is inexpensive relative to a single-family home, and transportation costs are reduced because of proximity to services and public transportation. For cities, this type of development makes service delivery efficient and keeps infrastructure costs low. For the region at large, recycling underutilized spaces reduces the pressure to grow further out and creates new economic opportunities. Encouraging inward growth helps to maintain space between communities and can keep multiple towns from growing into a single conglomerate.

Before



Rethinking the Town Square

The heart of most towns in Cache Valley includes a square containing a park, school or church. Today, the civic space remains, but retail and commercial space that fronts the square has often experienced disinvestment. As our towns grow, our town centers could become the gathering places they once were. Through the Envision Cache Valley process, residents stated a desire for more access to goods and services and a wider range of housing options close to home. A focused effort to revitalize the hearts of our towns could fill this need.

This image, of a street fronting Wellsville's town square, illustrates new life in a special part of town. When we rethink a town square, we can focus on providing space to address day-to-day needs: a small market makes picking up food for dinner easy, a café becomes a gathering place to meet friends, and several other shops and offices could make running errands or even working in town possible. Second stories provide attractive housing that a new teacher, a young couple, or others with a modest income can afford. As our communities grow, we will be more able to support local businesses, reducing the need to drive out of town to meet many of our day-to-day needs.

Before



After



After



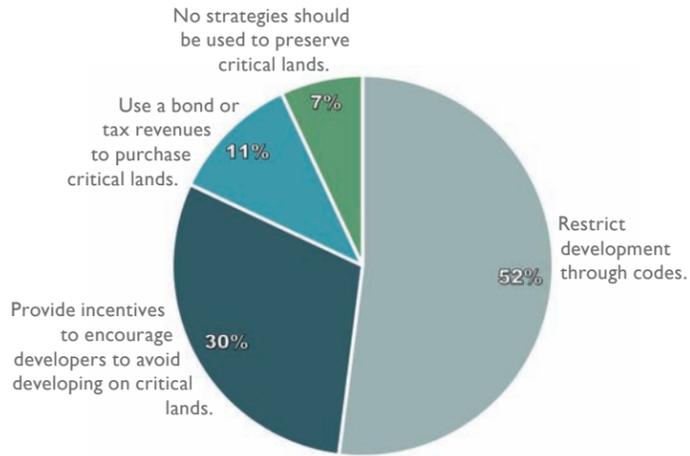
This report is available online at

www.envisioncachevalley.com

Preserving Land in Cache Valley

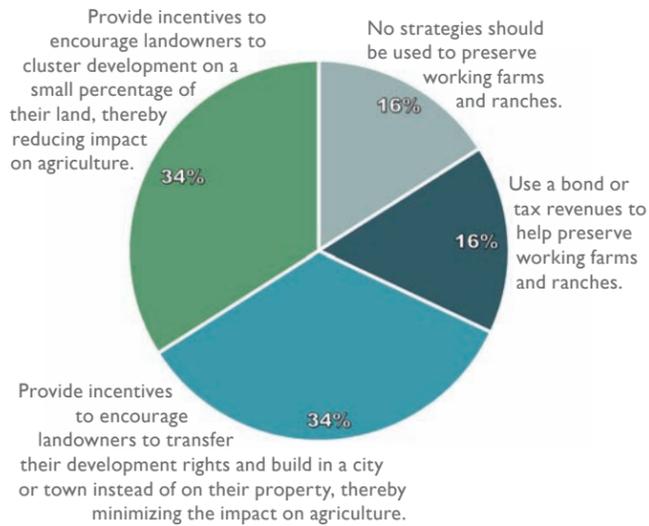
Survey Question:

Which of the following strategies do you most support for preserving lands that, if developed, may pose a safety risk or undue expense to people (i.e. floodplains, wetlands, steep slopes)?



Survey Question:

Which of the following strategies do you most support for preserving working farms and ranches?

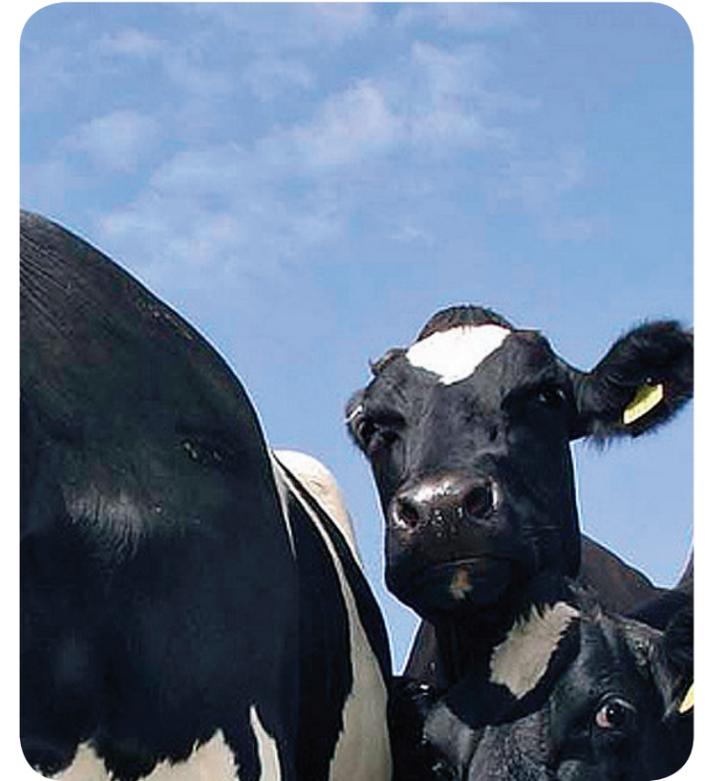


Cache Valley Vision Principles

Natural Resources, Working Farms, and Recreation

6. Protect, preserve and improve air quality, water quality, wildlife habitat, agricultural land and the scenic beauty of Cache Valley.

The use of tools to permanently protect, maintain, and improve the quality of floodplains, wetlands, wildlife habitat, scenic beauty, and agricultural lands should be encouraged, just as tools to focus growth within existing communities should be encouraged to reduce the pressure to develop in sensitive areas in the first place. Development should occur away from features like floodplains and steep slopes, which could pose a risk to public health and safety and diminish quality of life, and natural resource networks and connections should be maintained and improved. Scenic corridor preservation should be encouraged to maintain views along roadways into the valley and between communities. Air quality should be improved by reducing vehicle miles traveled, and sensitive landscape design should conserve water in developed areas.



Survey Question:

Which statement best reflects the level and type of land conservation you feel Cache Valley should work toward?

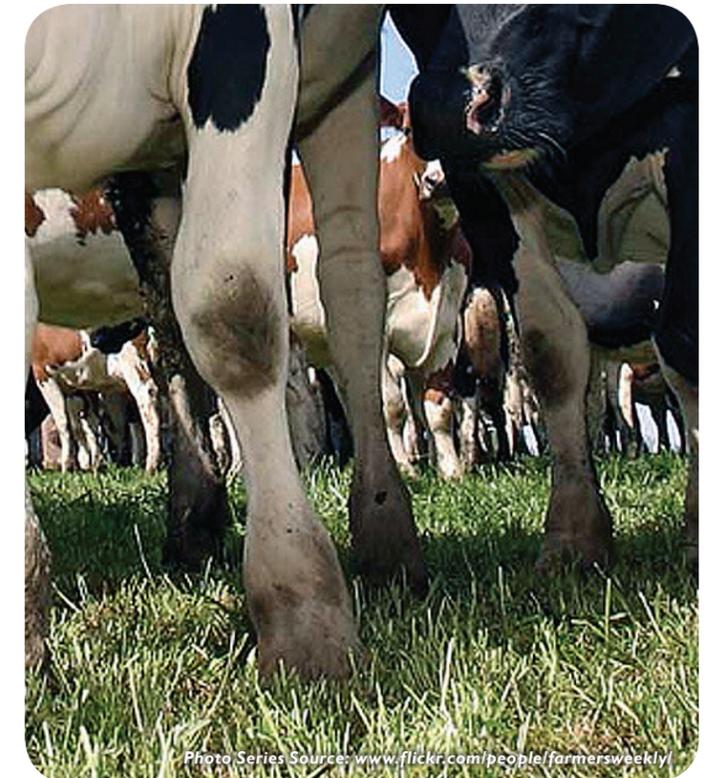
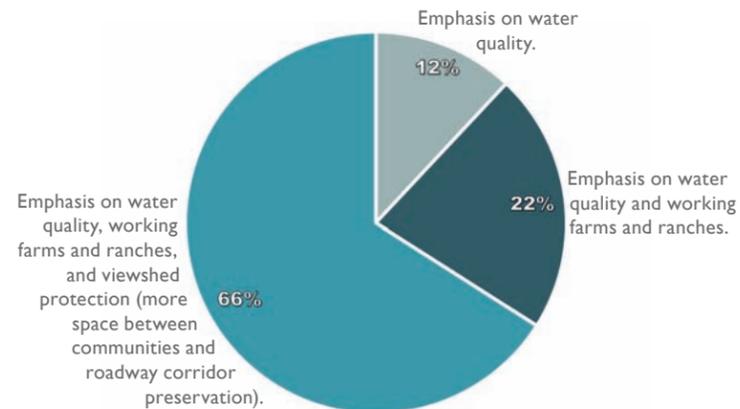


Photo Series Source: www.flickr.com/people/farmersweekly/

7. Maintain and improve access to recreation by connecting local recreational amenities to a regional network.

The bicycle and pedestrian trail network should be improved and expanded, with the Bonneville Shoreline Trail providing access to other regional amenities, including regional recreation centers, but also recreation in more natural areas, like canyon trails and the mountains. New regional recreation areas, including parks, greenways, and blueways should be created, with local recreation systems linking to the Bonneville Shoreline Trail or otherwise providing access to the regional network.

8. Expand local recreational systems, providing small parks located near where people live and linked by trails for walking and biking.

As towns and cities grow, access to recreation should be provided close to home. Small parks can provide nearby multi-use space to accommodate a range of interests, from playing and picnicking to growing a garden. Trails and walkways should provide recreational opportunities for biking and walking as well as a means to get around without a car.

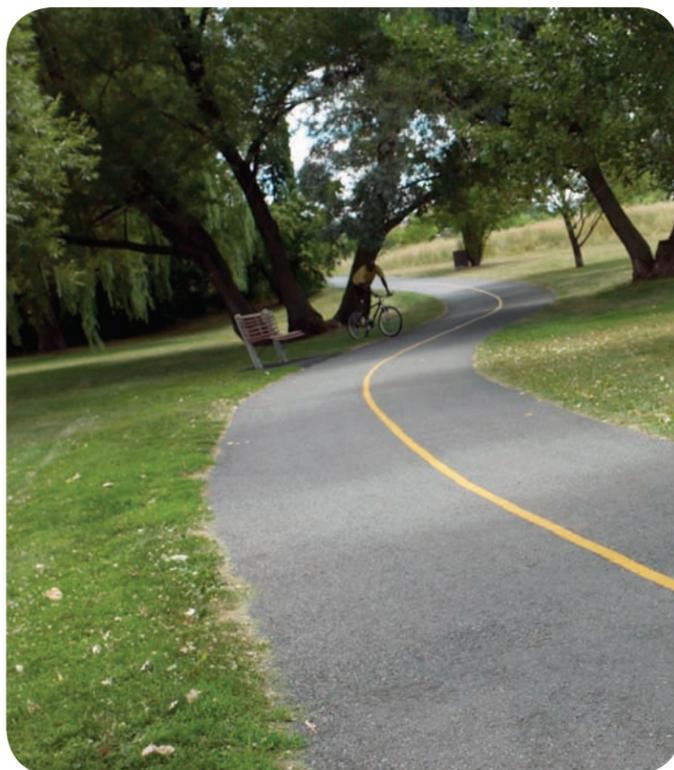
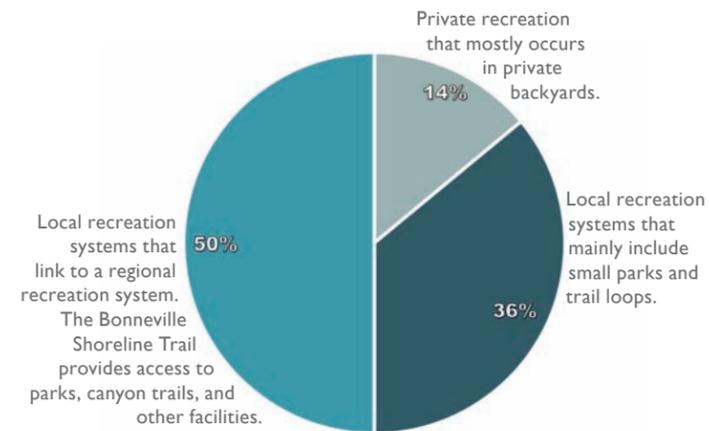


Photo Series Credit: www.photos.com



Photo Credit: www.photos.com

Survey Question: Which recreational emphasis is most important?



9. Encourage close coordination among local governments, school districts, universities, businesses, and places of worship to address growth issues and implement the Cache Valley Vision.

Ensuring a high quality of life for current citizens and future generations will require close coordination among governments and ongoing citizen involvement. The Cache Valley Regional Council should meet regularly to provide coordination, leadership and resources to implement the vision. Education and training to better understand policy options and implementation tools will be especially important, as will the development of model tools that can be locally adapted and used. They should identify policies and incentives that could encourage growth into efficient patterns that save taxpayer dollars and safeguard the natural resources on which we depend. Municipalities and the counties should work together to implement regional-scale priorities, like the public transportation network and the protection of natural resources, which will contribute to accomplishing a desirable general growth pattern and a strong economy.



Clustering Growth

While most growth is envisioned to occur within our existing communities, the impact of growth that does occur in the country can be minimized while providing attractive housing options and income for land owners desirous of subdividing their property. The first image to the right illustrates a typical subdivision, in which all of a parcel's land is subdivided into lots that are large but also difficult to maintain. The second option presents an alternative for country living. Rather than building on ten-acre lots, house lots are between one-half and two acres, and homeowners share a common pasture, equestrian facilities, and trails. With large acreage maintained as a single expanse, including the drainages to the nearby river, the visual impact of development is reduced while water quality is preserved.

Clustering can be used to achieve many varied goals. In the case above, it affords recreational use and some benefits to water quality. In other cases, farmers maintain ownership of the remaining agricultural land, and real estate development finances further agricultural investment. In another, the agricultural land is sold to the homeowner's association, which leases it to farmers who grow specialty vegetables and fruits, which then can be sold to local restaurants, or to the public at farmer's markets.

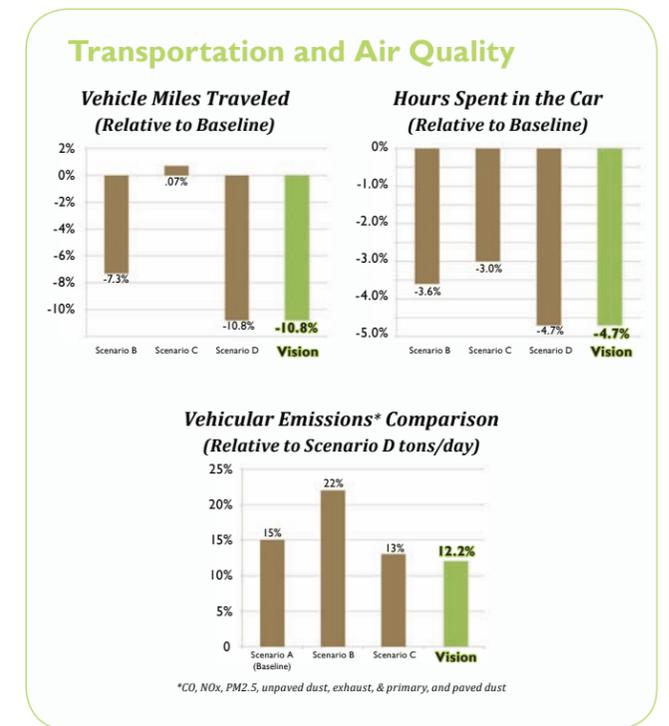
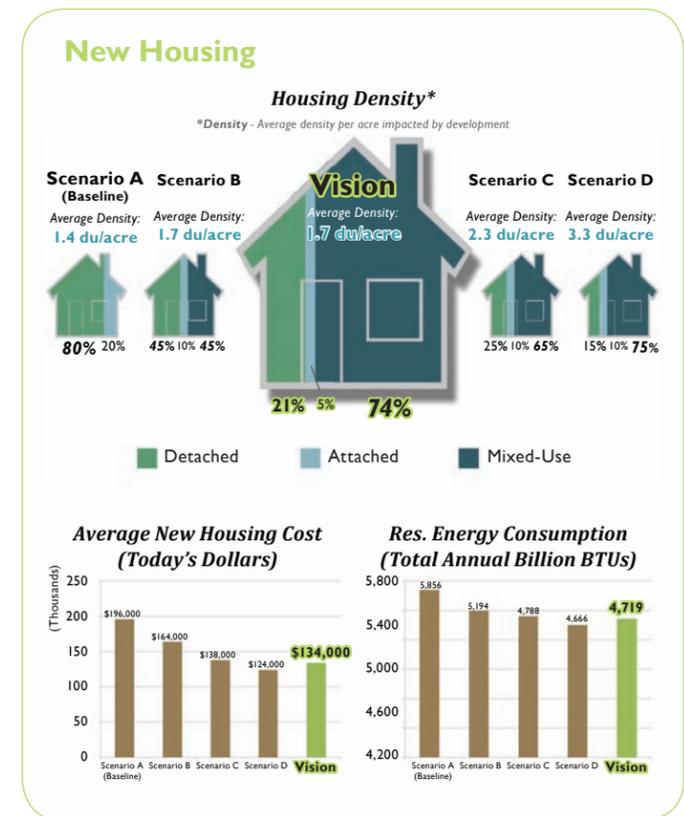
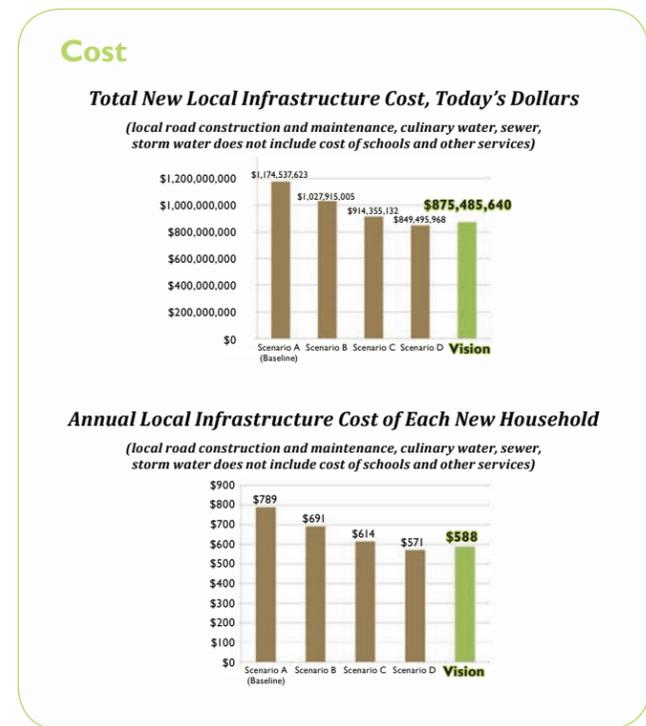


Vision Scenario

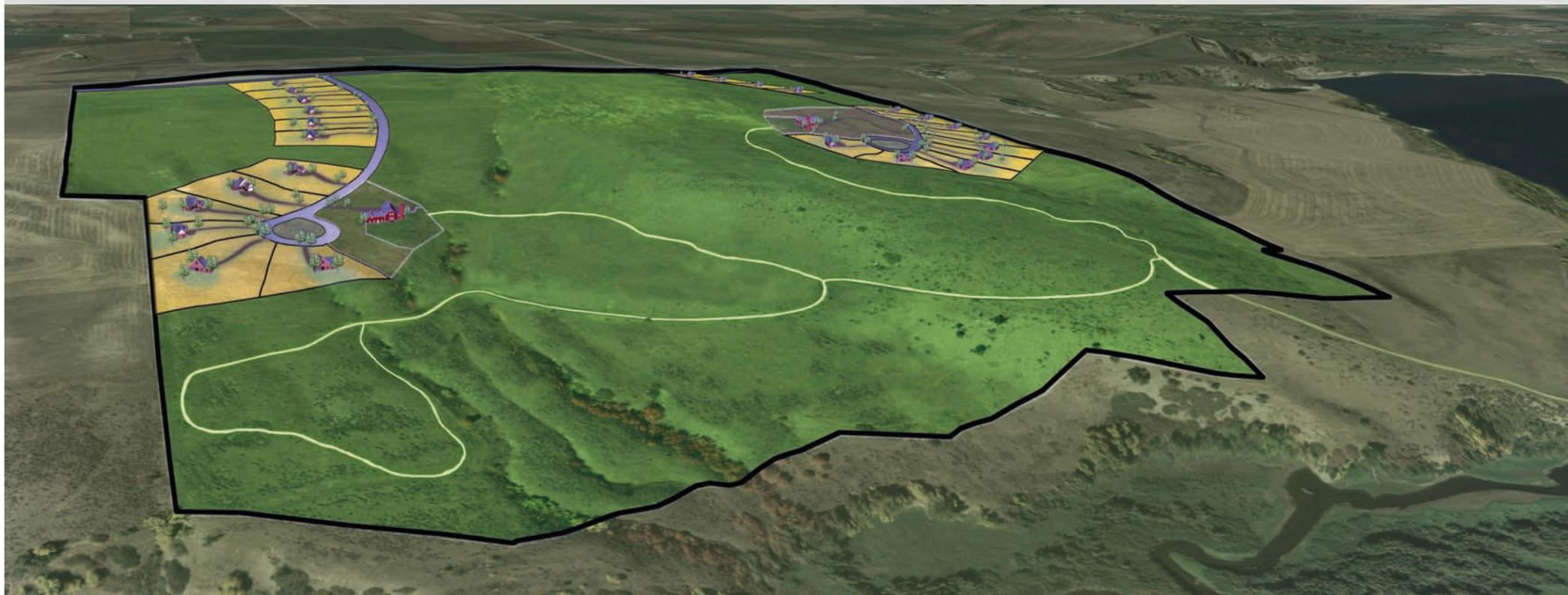
The vision scenario maps featured on pages 25-30 illustrate one of many plausible ways that growth could unfold as the vision principles are implemented. Best viewed as a story rather than a prediction, the purpose of the maps is to highlight ideas embodied in the vision principles—from growing inward and maintaining communities that are distinct from one another, to safeguarding our agricultural and natural lands. The maps are not intended to be prescriptive. Individual communities could implement the principles in many ways to have both local relevance and meaningful regional impact. The vision maps do, however, enable comparison with the baseline scenario, providing a snapshot of potential benefits if the vision is implemented. They show reduced infrastructure costs, fewer vehicular emissions, reduced impact on farmland, and lower housing costs.



Benefits of the Vision



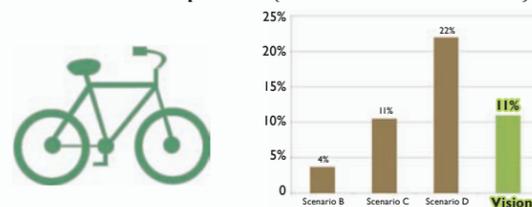
Clustered Subdivision



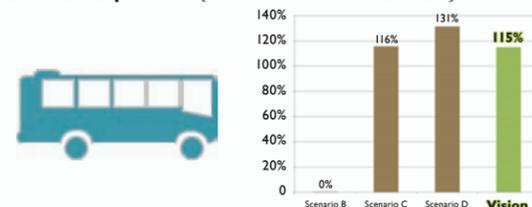
Benefits of the Vision

Transportation and Air Quality

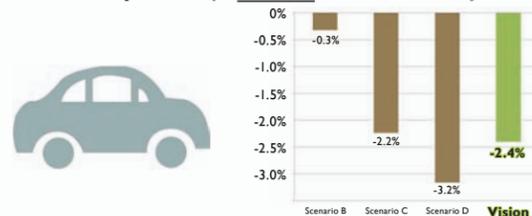
Non-Motorized Transportation (% Increase Relative to Baseline)



Public Transportation (% Increase Relative to Baseline)

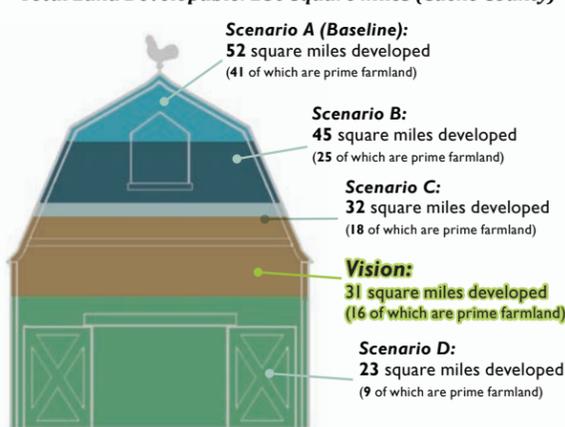


Private Transportation (% Decrease Relative to Baseline)

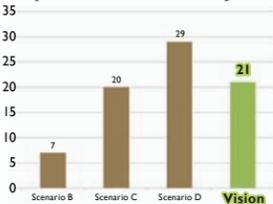


Land Conservation

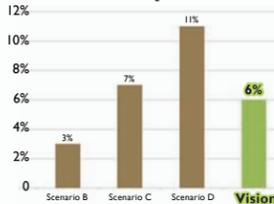
Total Land Developable: 280 square miles (Cache County)



Square Miles Conserved (Relative to Baseline)

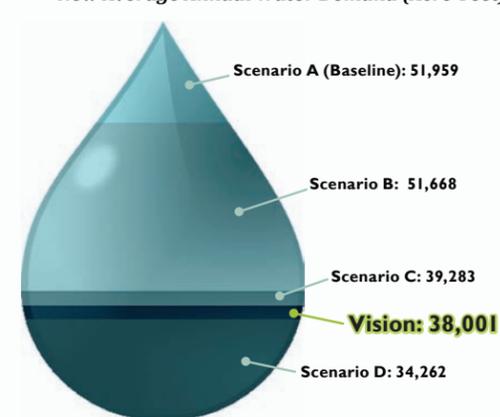


Infill and Redevelopment

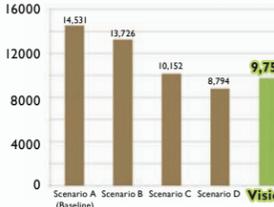


Water Quality & New Water Consumption

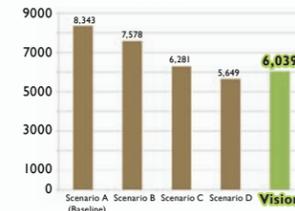
New Average Annual Water Demand (Acre-Feet)



Average Annual New Storm Water Flows (CFS)



New Impervious Acres



Big Ideas & Concepts

I. Growth

As we grow, most of us will live within existing municipalities. A more compact growth pattern emerges, as well as an emphasis on infill and redevelopment, which reduces pressure on outlying natural resources and farmland. Eastside communities will assume a more compact pattern and absorb a majority of the population as distinct city and town centers emerge or are enhanced. Westside and central communities also experience growth, with most featuring neighborhood or town centers that provide for day-to-day needs and some employment. This growth pattern places a mix of jobs, shopping, townhouses and condos at the center of larger cities and towns with single-family housing nearby. This approach responds to changing demographics and projected market demand.

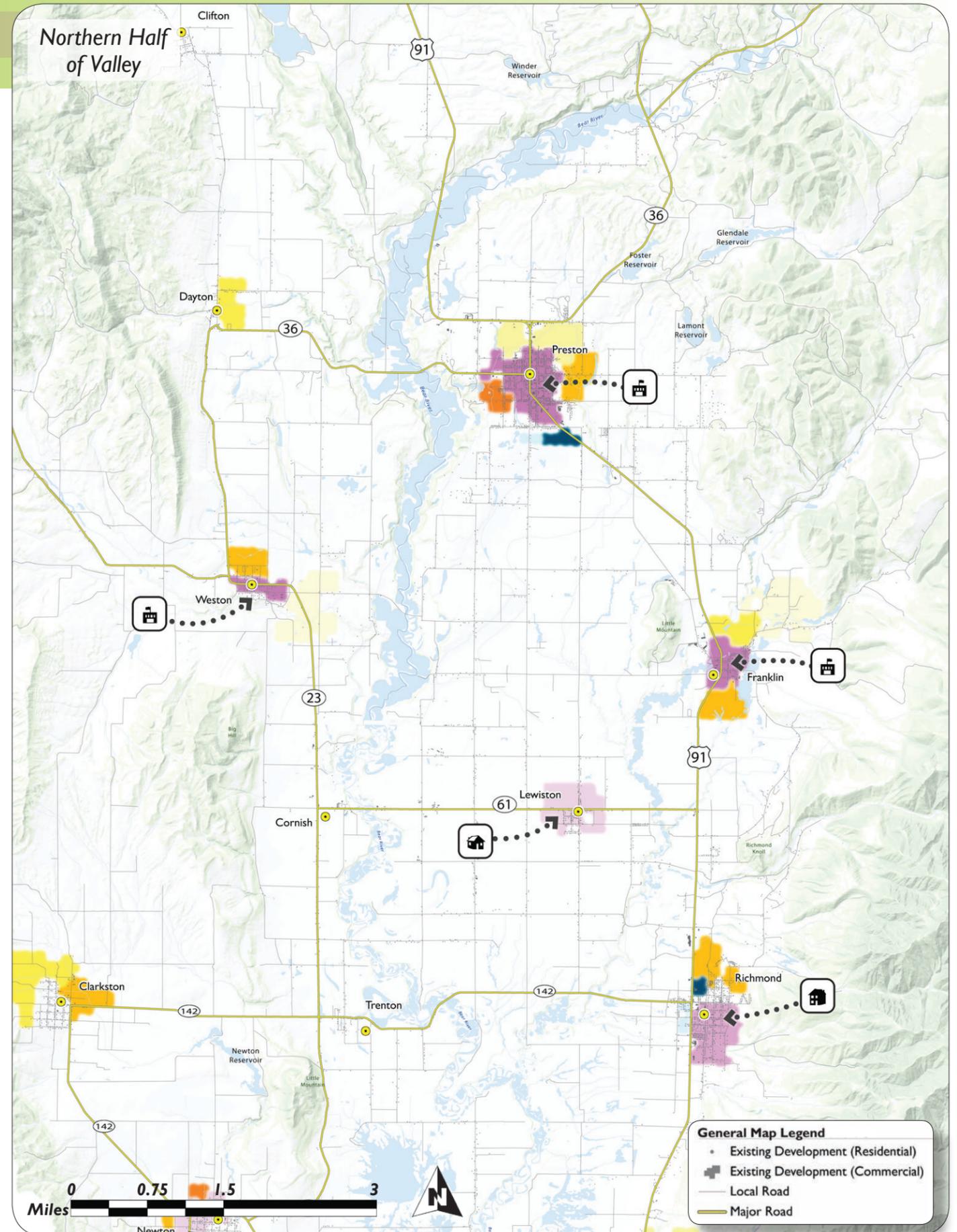
- Mixed-Use Neighborhoods** - Mixed-use neighborhoods include a wide range of single-family homes and a variety of lot sizes. Parks, trails, a church, a school, and perhaps a small market or café are within walking distance.
 
- Compact Mixed-Use Neighborhoods** - Compact mixed-use neighborhoods feature mostly single-family homes on range of smaller lots, as well as some townhomes and some smaller scale multifamily homes. Parks, trails, a church, a school, and some small businesses, markets, and cafés are within walking distance.
 
- Neighborhood Centers** - Neighborhood centers blend numerous small businesses (offices, shops, and restaurants), compact housing (likely above businesses), and perhaps a small plaza into a compact area. The core is surrounded by single-family homes and townhouses, parks and trails, churches and schools.
 
- Town Centers** - Town centers include a larger business district and more compact residential (townhomes and apartments) than neighborhood centers, often sharing buildings two or three stories high. Parks, plazas, churches, and schools integrate into the center, as do single-family homes on smaller lots.
 
- City Centers** - A larger regional center for commerce and living, city centers include a significant central business district as well as compact residential (mostly townhomes and apartments—many above businesses) often sharing buildings three or four stories high. The city center integrates parks, plazas, churches, schools, and some single-family homes adjacent to more compact areas.
 



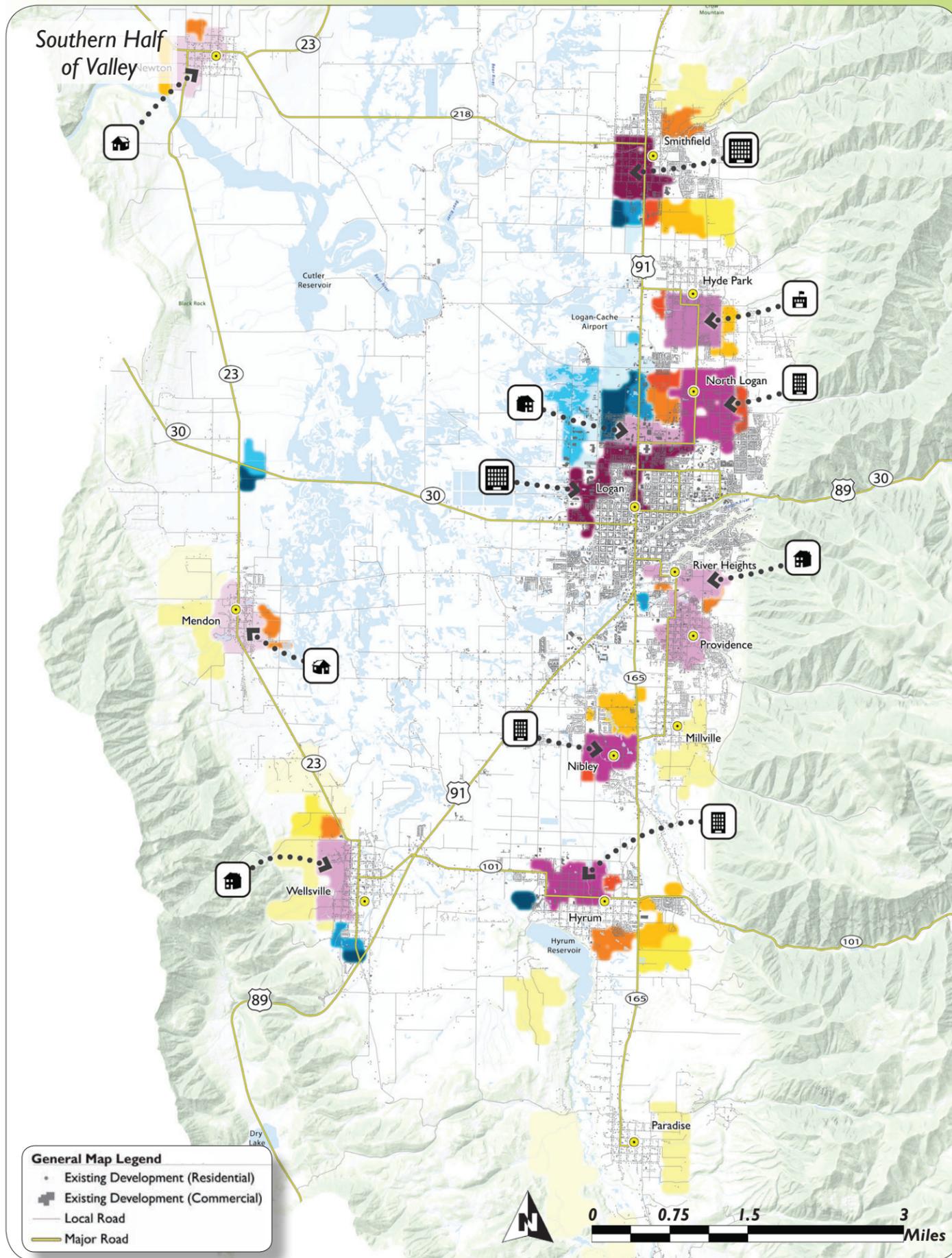
2. Designing Density

While most new residences will be single-family homes, providing an expanded range of housing choices is also important. Design makes a difference, enabling more intensive housing to blend comfortably into almost any neighborhood. Some ideas for townhomes, small multifamily, and apartments:

- Buildings relate to the street in the same way single-family houses do (similar setbacks/build-to lines).
- Main entrances face the street, engaging with the neighborhood.
- Parking is in the back.
- Building construction and materials are similar in quality to surrounding single-family homes.

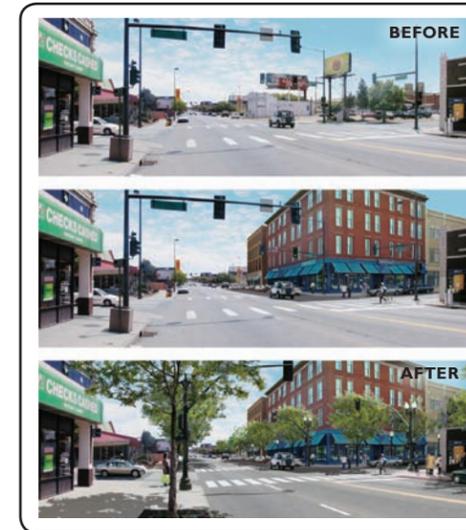


Big Ideas & Concepts



3. Land Recycling

Existing communities can accommodate significant growth through land recycling. Vacant developable land can house new compatible development, and underused land, particularly in commercial areas, can be redeveloped. Imagine little-used parking transitioning to a vibrant space with a blend of shops, offices, and townhomes. Imagine an empty big box building transforming into a recreation center, senior center and a library. What if all of this happened on the same parcel? Creativity and flexibility will be hallmarks of reinvented spaces.



4. Existing Neighborhoods

As new growth incorporates a wider range of housing choices, existing residential neighborhoods remain largely unchanged.



Land-Use Legend Overview

Residential

Residential areas range from large estate lots in less intense areas to townhomes in more intense areas.



Employment

Employment intensity refers to how many jobs per acre there may be. Office parks are most intense, followed by retail, heavy industrial, and light industrial.



Mixed-Use Neighborhoods and Centers

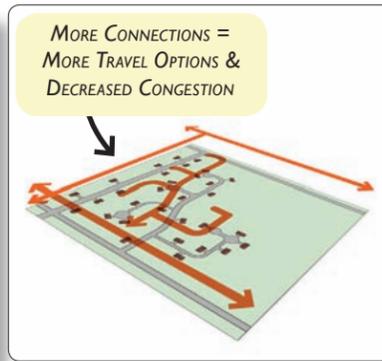
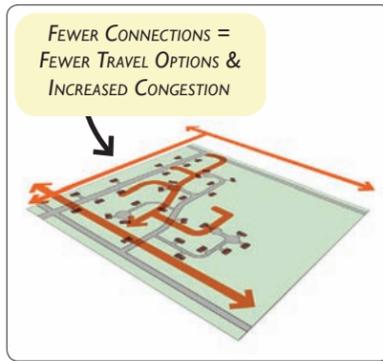
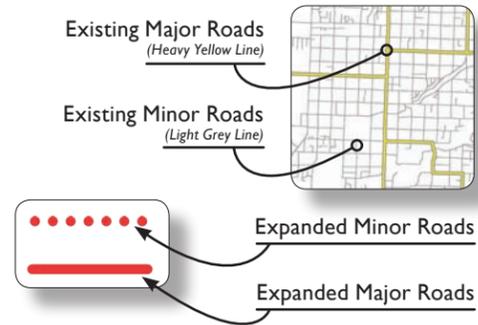
Mixed-use areas integrate a range of compatible housing options, shopping, and businesses into a walkable neighborhood or center. Residential and employment intensities can vary, ranging from the lower key feel of a mixed-use neighborhood to a vibrant city center. The majority of new households are established in mixed-use areas.



Big Ideas & Concepts

I. Improved Roadway Connections

As we grow and our street system expands, we will coordinate roadway planning to maximize connectivity, providing multiple routes to destinations and reducing congestion. The map features improved connections and capacity key to the regional road network. The inset below highlights the importance of local-scale connectivity.



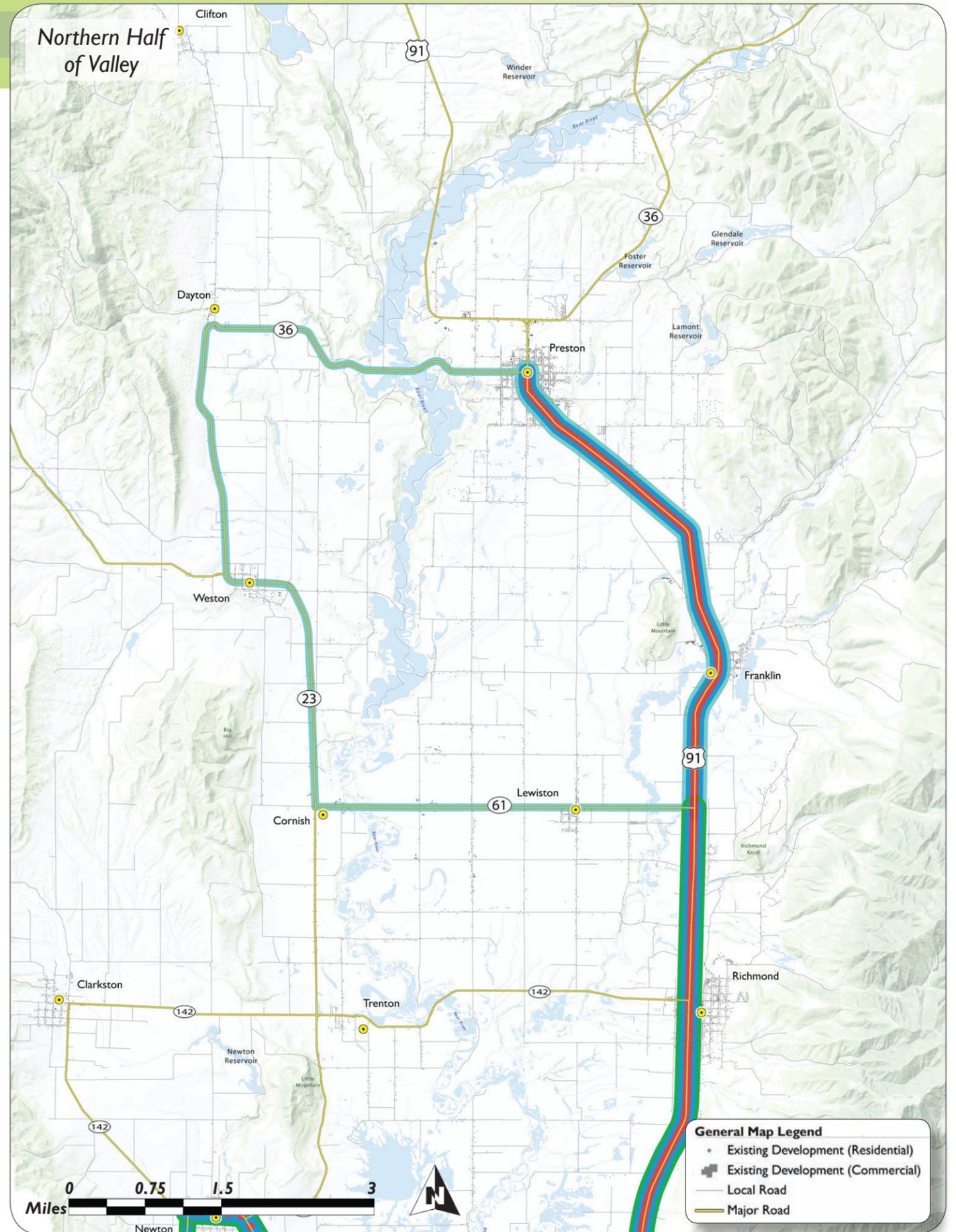
Ia. Connecting Local Roads

While local roadway connections are not illustrated on the regional map, the impacts of better local roadway connectivity are regional. Adding connectivity reduces overall congestion and provides multiple ways to get from one location to another. This decreases pressure on regional roads and is cost effective, reducing the need for expensive high-capacity, regional roadways.

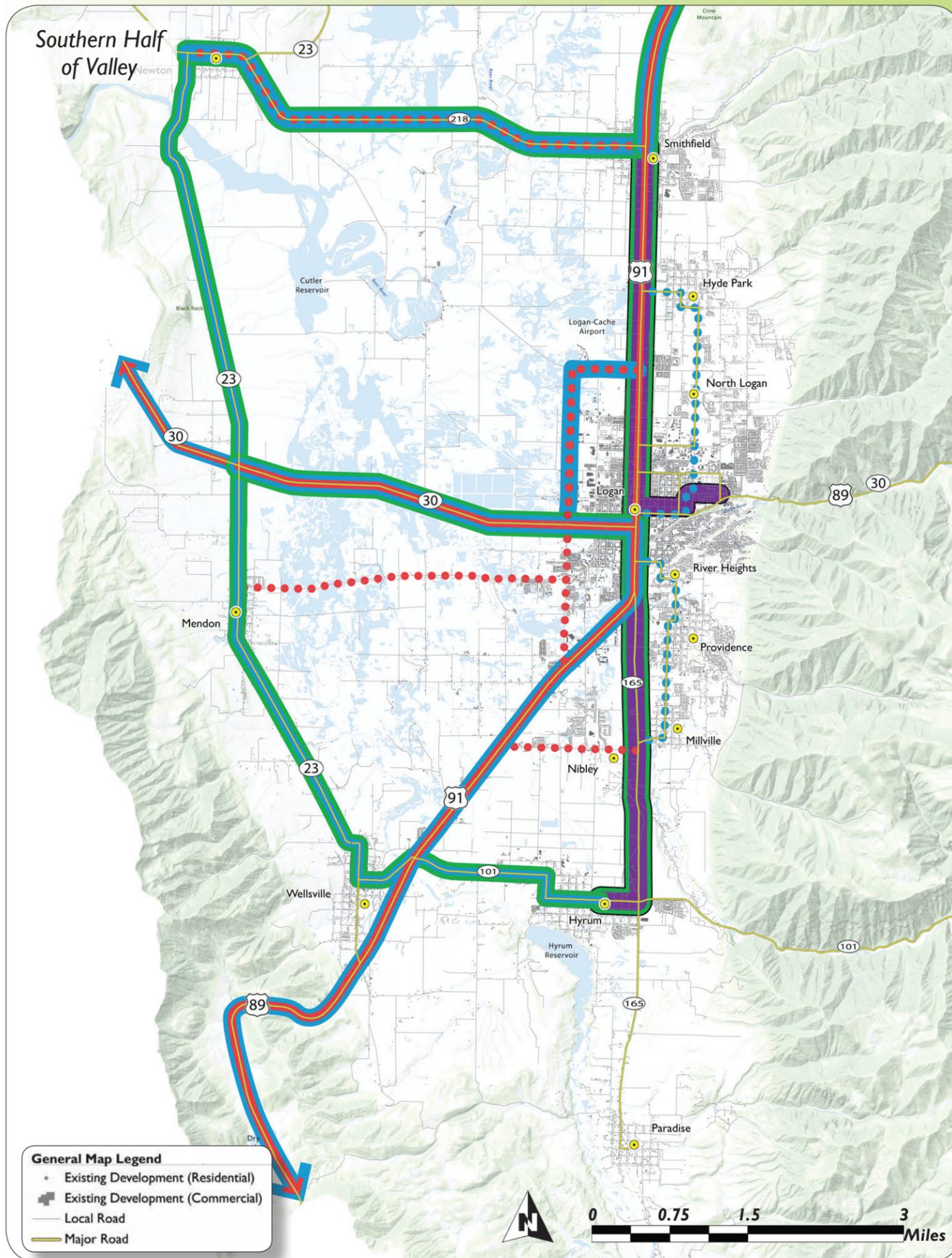
2. Enhanced Public Transportation Options

Public transportation options will be enhanced to match the capacity of service to the growth pattern and population intensity in an area.

- **Bus Rapid Transit** - Bus Rapid Transit (BRT), basically light rail on rubber tires, will service the most urban areas of the valley, from Hyrum to Smithfield, with a spur to Utah State University. If justified by future demand this line could transition to light rail.
- **Express Bus Service** - An express bus employs an efficient route with few stops and, therefore, a reduced drive time to its destination. Express buses would feature pick-up and drop-off points in larger towns. The map shows lines connecting Preston to Logan, and Wellsville to Logan. The Wellsville line could extend to Brigham City and proposed commuter rail servicing the Wasatch Front.
- **Enhanced Peak-Time Bus Loops** - Enhanced peak-time bus loops will serve many smaller Cache County communities, providing more transportation options when need is greatest.
- **Peak-Time Vanpools** - Vanpools will serve smaller communities in Franklin County, providing an additional transportation option for the first time.



Big Ideas & Concepts



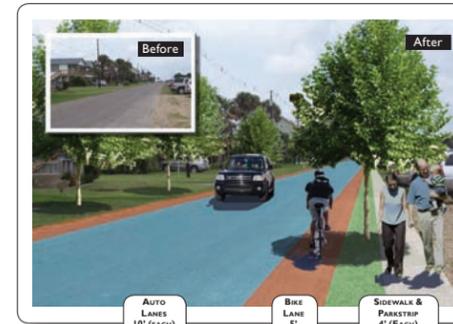
2a. The Existing Public Transportation Network

Cache Valley is well served by its existing public transportation network, pictured at left. Key additions to existing service, as outlined on the large map and including bus rapid transit and the expansion of local and express bus service, signal more reliance on public transportation as a key long-term mobility strategy.



3. Bike Commute Routes

Bike commute routes  provide a non-motorized, inexpensive and healthful transportation option, linking many communities in Cache Valley

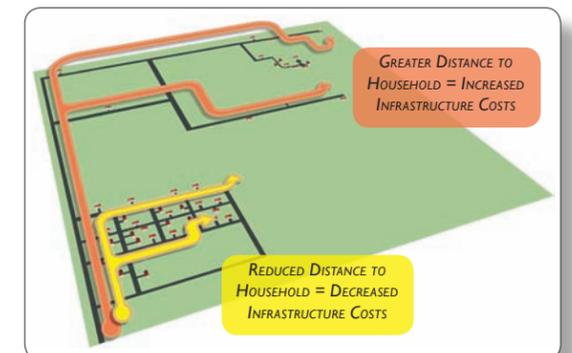


4. Mobility for Everyone

The streets in our communities are important public spaces that can significantly enhance livability, safety, and mobility. When street design and operation are sensitive to context and to all of their users, including pedestrians, bicyclists, and those riding public transportation, we make the most of a valuable public resource.

5. Infrastructure Efficiency

When overall development patterns are more compact, infrastructure usually becomes more efficient. Fewer miles of water and sewer pipes mean lower maintenance costs. All else being equal, a smaller house uses less energy than a larger one. The road network is shorter, costs less to construct, and uses fewer resources.

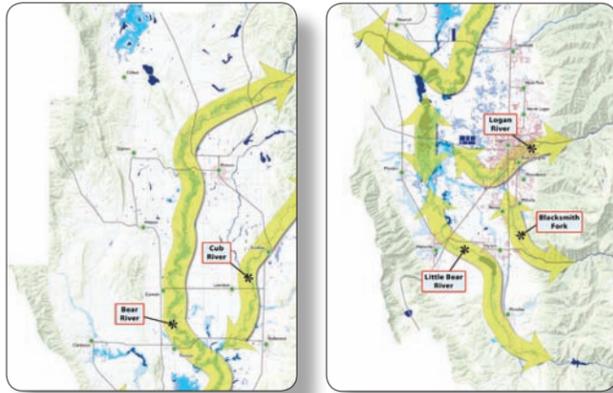
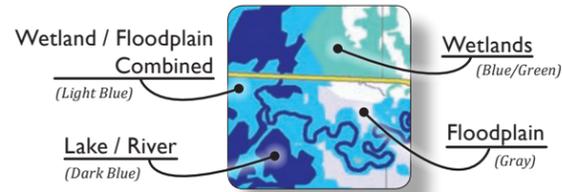


The Vision Natural Resources, Working Farms, and Recreation

Big Ideas & Concepts

I. Water Quality

Water quality resources identified on the map include water bodies, wetlands and floodplains. Safeguarding our water resources is important to maintaining and improving the quality and safety of our water supply, and keeping growth away from them reduces risk to public safety due to flooding. Our water resources also sustain birds, fish, deer, elk and other wildlife.

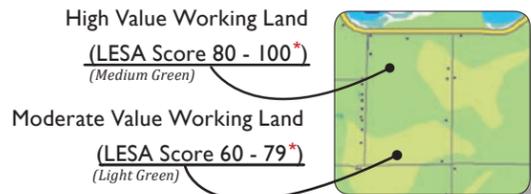


Ia. Safeguarding our Water Resources

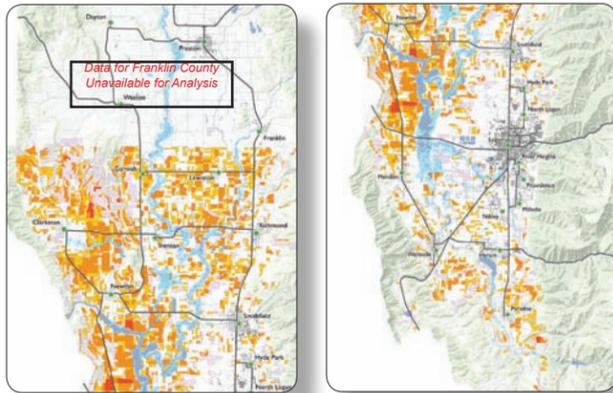
Major riparian corridors (as shown conceptually on the small maps at left) could become the focus of our water quality protection strategy. What if the Bear River and its tributaries continued to provide quality water for our region, along with recreational opportunity, unique wildlife habitat, and protection from flood hazards?

2. Working Farms & Ranches

Working farms and ranches identified on the map include lands with soils considered to be of national, statewide, or local importance, recognizing potential constraints, like a high water table or steep slopes. Working farms and ranches foster security and self sufficiency in our food system and significantly contribute to our local economy and the lifestyle and character of Cache Valley.

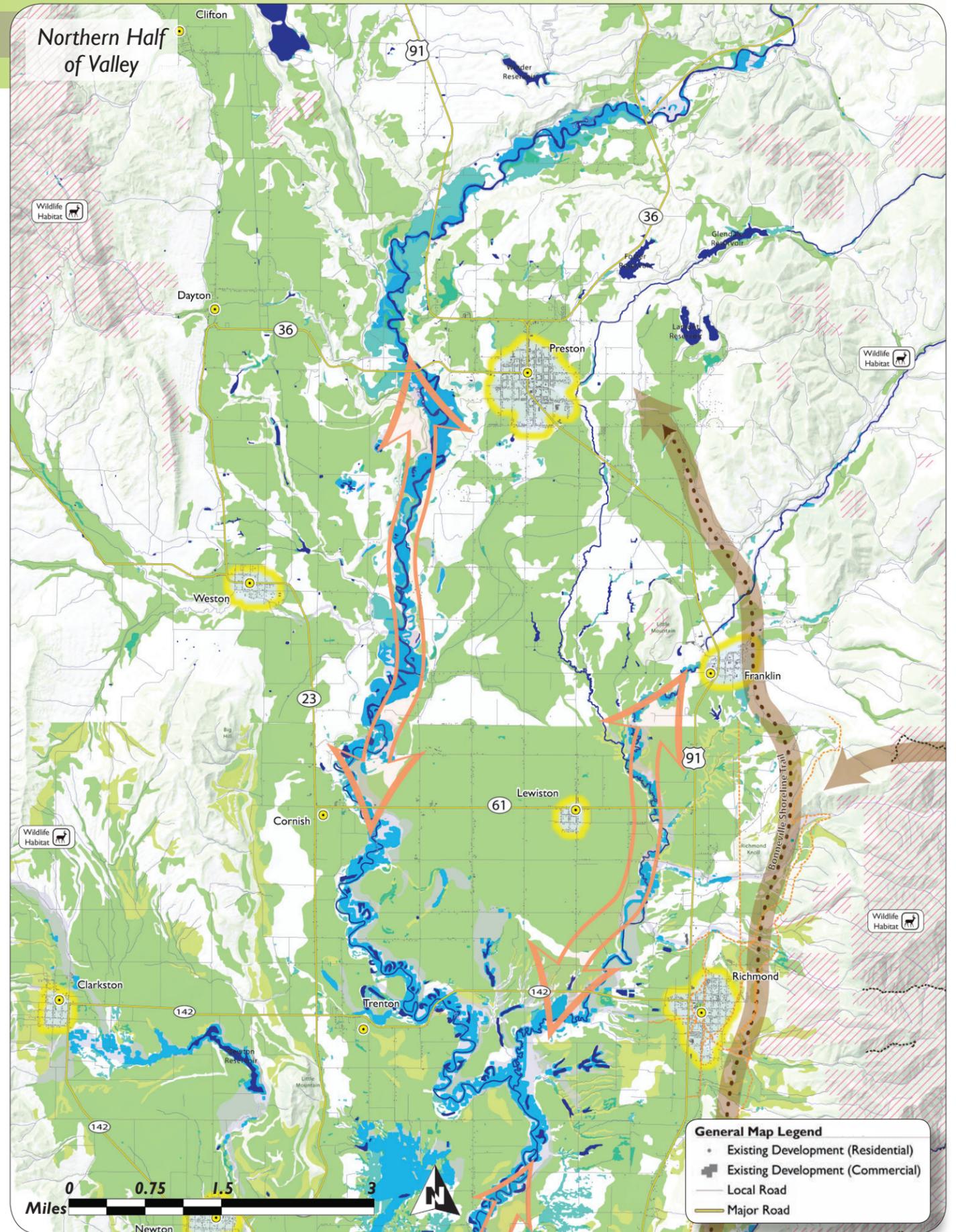


(*) Mapped agricultural lands in Cache County reflect analysis from the Land Evaluation and Site Assessment (LESA) handbook, approved by the Cache County Agricultural Advisory Board. Agricultural lands in Franklin County are based on soil classification(s) deemed suitable for agricultural use per USDA-NRCS Soil Data Mart.

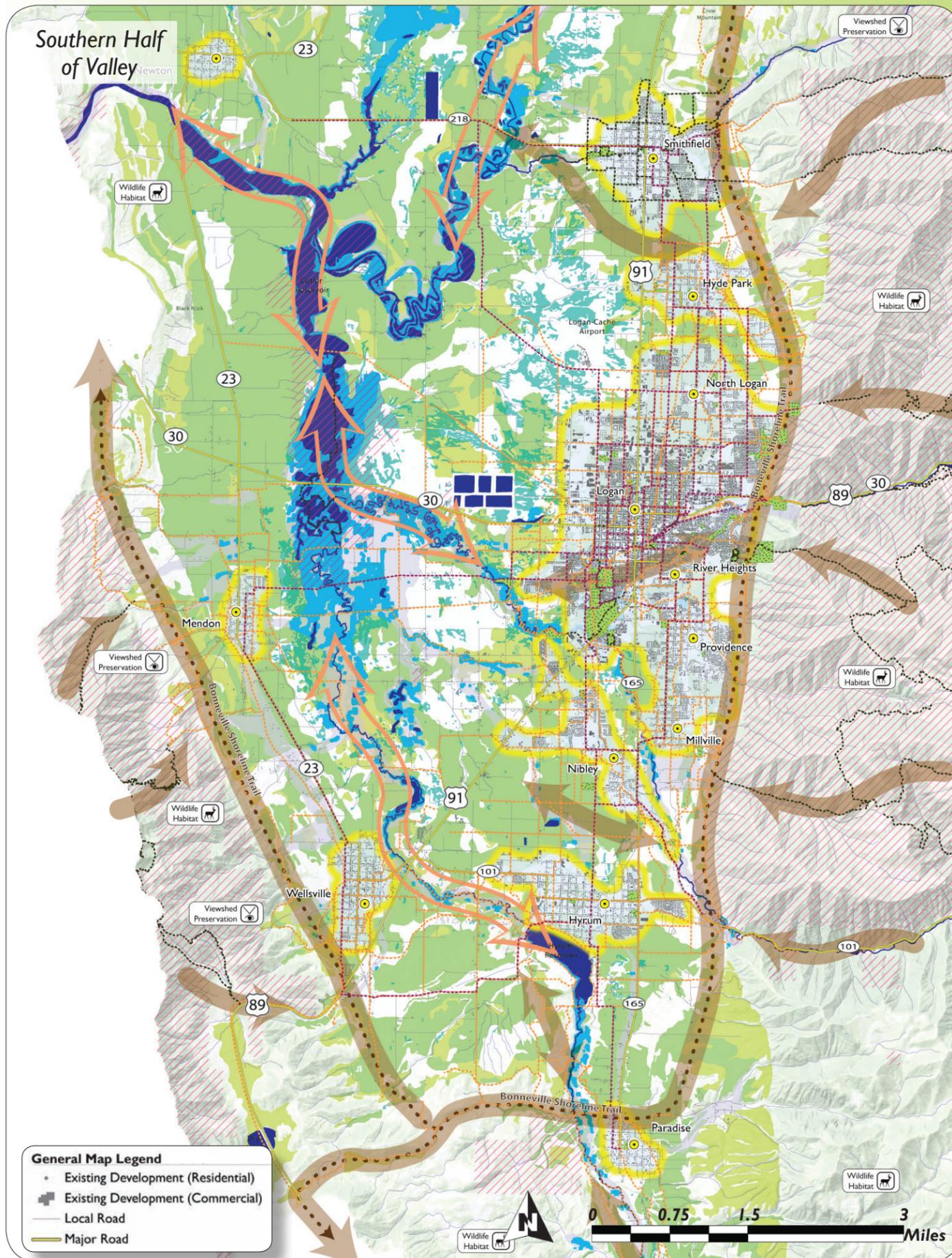


2a. A Network of Viable Farmland

The small inset maps at left depict agricultural parcels of 160 acres or more (red), parcels between 40 and 160 acres (medium orange), and parcels between 20 and 40 acres (light orange). When combined with high-value farmland identified on the large map, possible benchmarks become apparent. What conservation goals make sense for our region? All high-value lands 40 acres or more? All moderate-value lands over 20 acres?

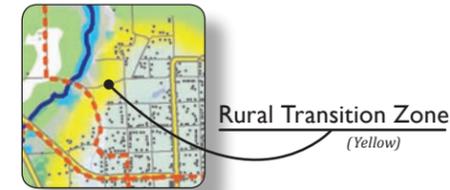


Big Ideas & Concepts



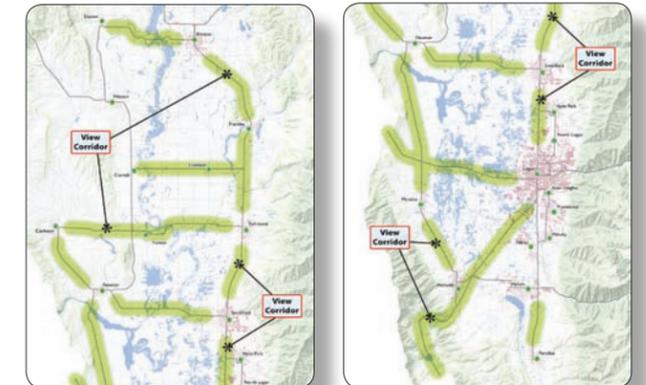
5. Rural Transition Zones

Careful conservation efforts at the edges of communities provide a transition space from urban to rural land while also keeping communities from growing into a single conglomerate.



6. A View from the Road

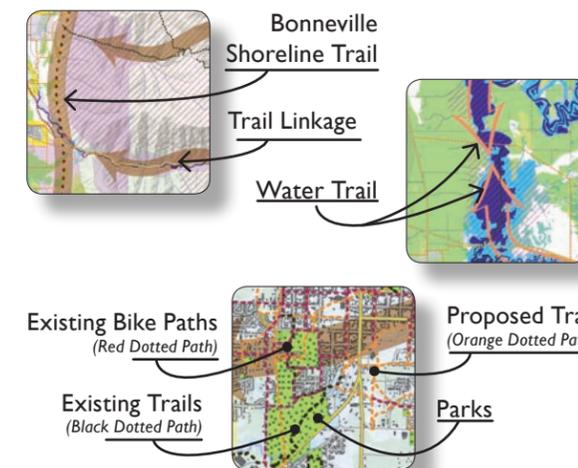
Scenic view corridors (as shown conceptually on the small inset maps at right) are lands immediately adjacent to the valley's major roads, and they provide visual access to many of the lands associated with Cache Valley's identity, from cropland and pastures to riparian areas and riverbeds. Scenic view corridors also provide a sense of separation between communities. If the quality of these corridors diminishes, the communities in the valley will begin to feel like a single conglomerate. Maintaining the quality of these corridors will likely require a range of creative solutions. Which make the most sense in your part of the valley?



7. Recreation

Bonneville Shoreline Trail and the Regional Recreation Network

With most people living within just a few miles of the ancient shoreline of Lake Bonneville, The Bonneville Shoreline Trail will become the backbone of the valley's regional recreational network. The trail will link local systems together and provide access to other regional recreational amenities, like canyon trails or regional recreation facilities. The valley's rivers also provide opportunity for a regional trail system, both on and alongside the water course.



Local Recreational Systems

Local recreational systems are smaller in scale, enabling most residents to walk to a park or other recreational space from home. Parks and facilities are linked to one another by trails, bike routes and pedestrian-friendly sidewalks, and local systems are connected to the regional one.

8. Protected Lands / Critical Habitat

Resources in the foothills, mountains and canyons overlap to a high degree. Combined, they represent critical wildlife habitat (key avian and large mammal species), scenic views, ground water recharge areas and lands used for recreation, hunting and fishing.

