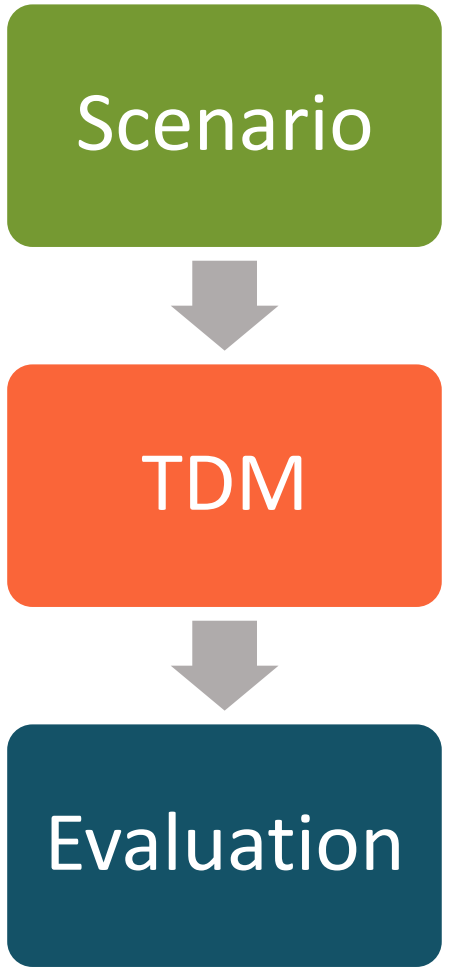
ENCOMPASS 2040

central oklahoma

Land Use Scenarios Status

Encompass 2040 Scenarios

- Metropolitan Transportation Plan
- Link between land use and transportation
- Travel Demand Model (TDM)
  - Population and employment data (Scenarios)
  - Current and future projects
- Impacts of development
- Fiscally constrained plan

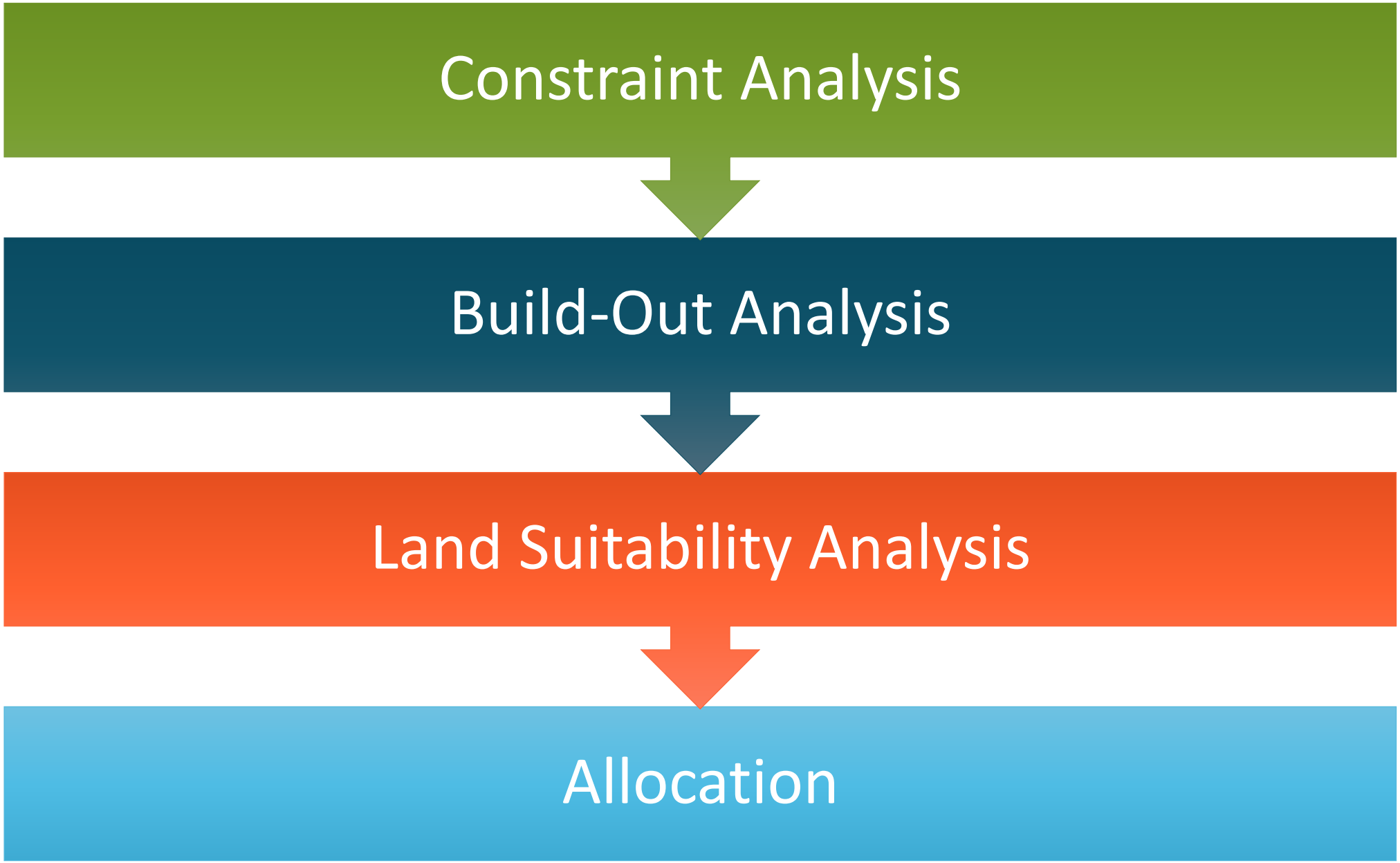


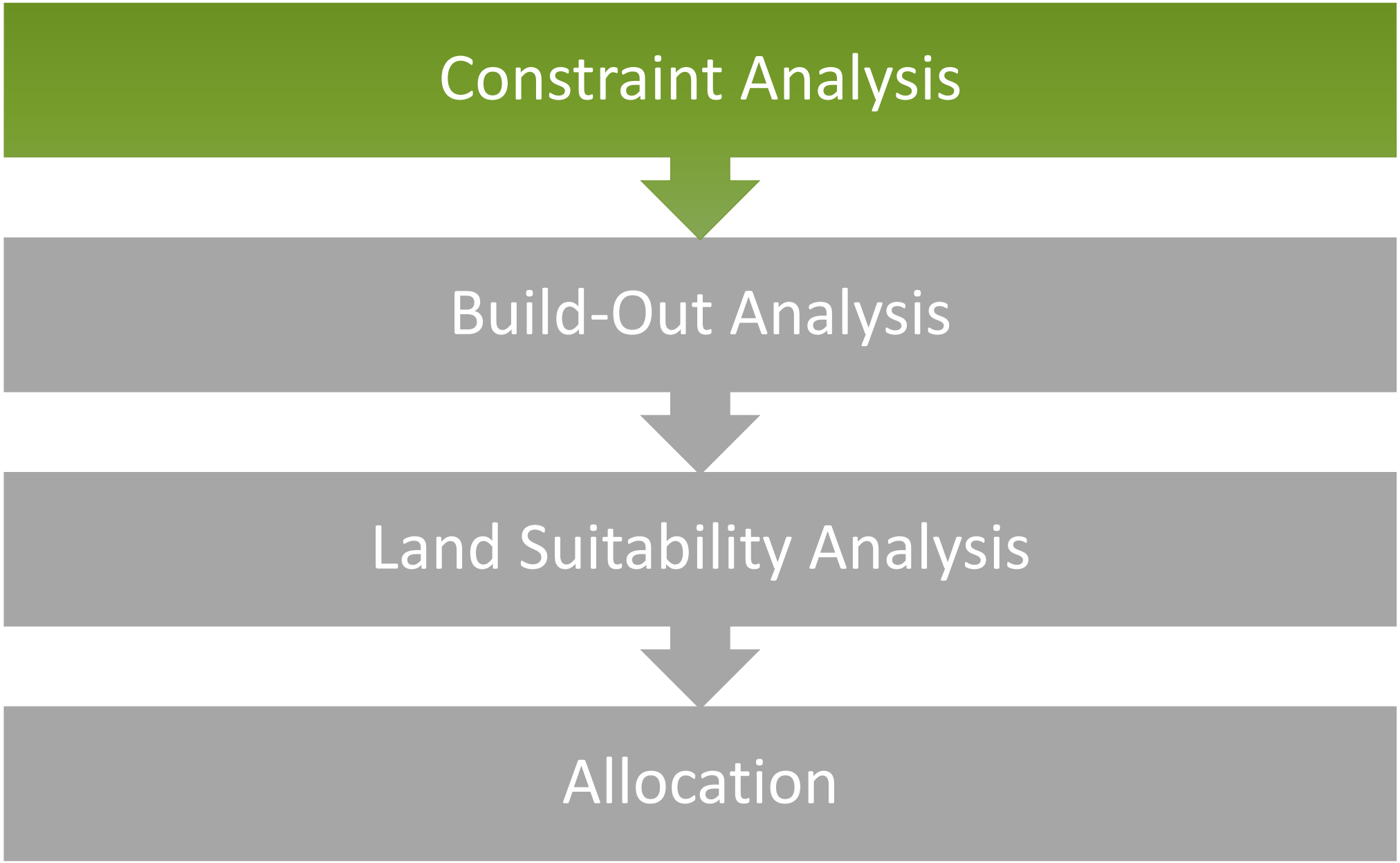
Scenario 1: Historical Trend

- **Constraints:** Floodways, parks, ROWs
- **Attractions:** Trend and schools
- **Housing:** Lower density residential developments
- **Employment:** Separated from housing, along transportation corridors
- **Transportation:** Auto-dependent

Scenario 2: Nodal Growth

- **Constraints:** Farmland
- **Attractions:** Downtowns, Transit Oriented Developments (TODs), service areas
- **Housing:** Mixed-use, infill, higher density developments
- **Employment:** Downtowns, TODs, mixed-use
- **Transportation:** Regional transit


Constraint Analysis
Build-Out Analysis
Land Suitability Analysis
Allocation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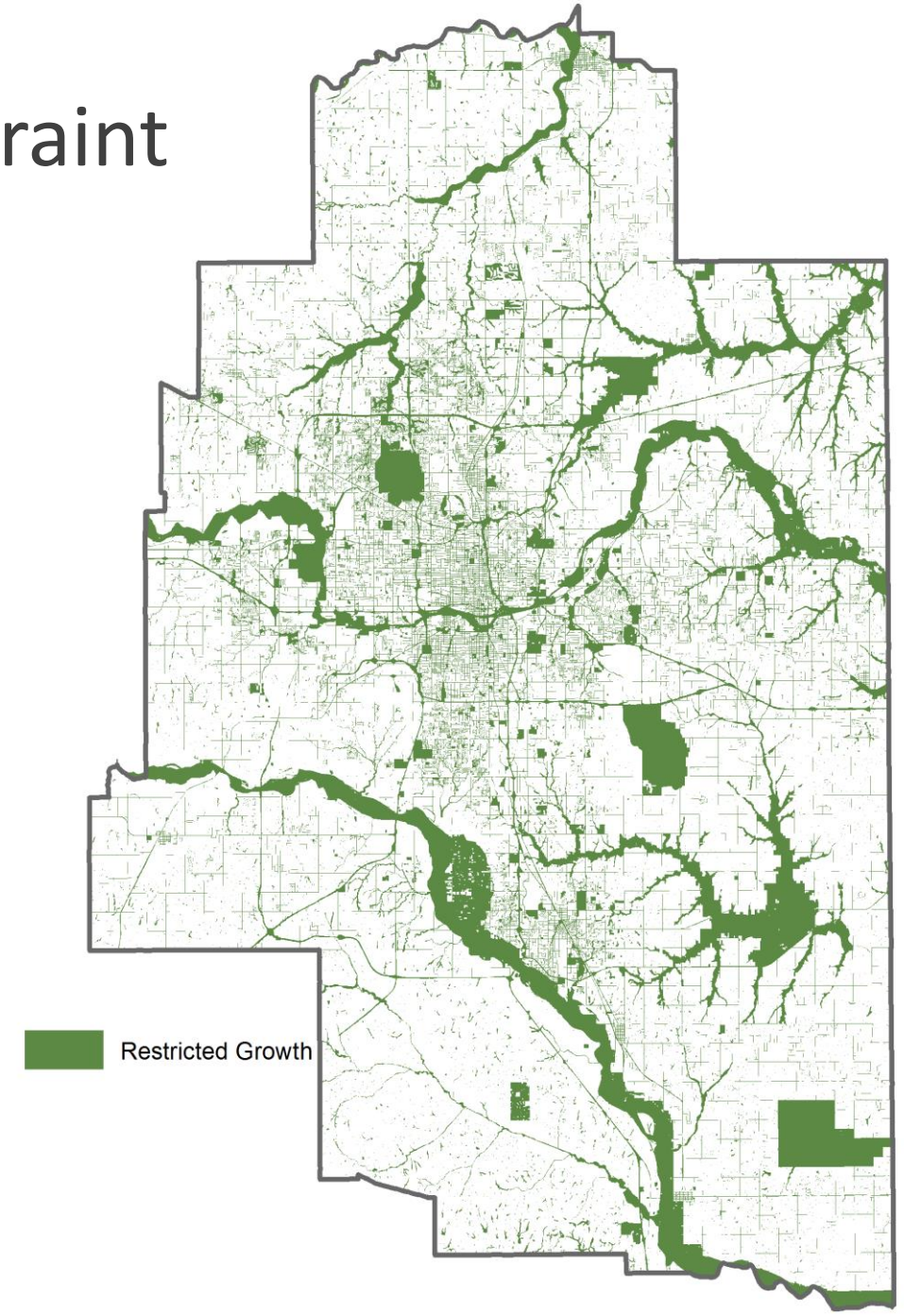
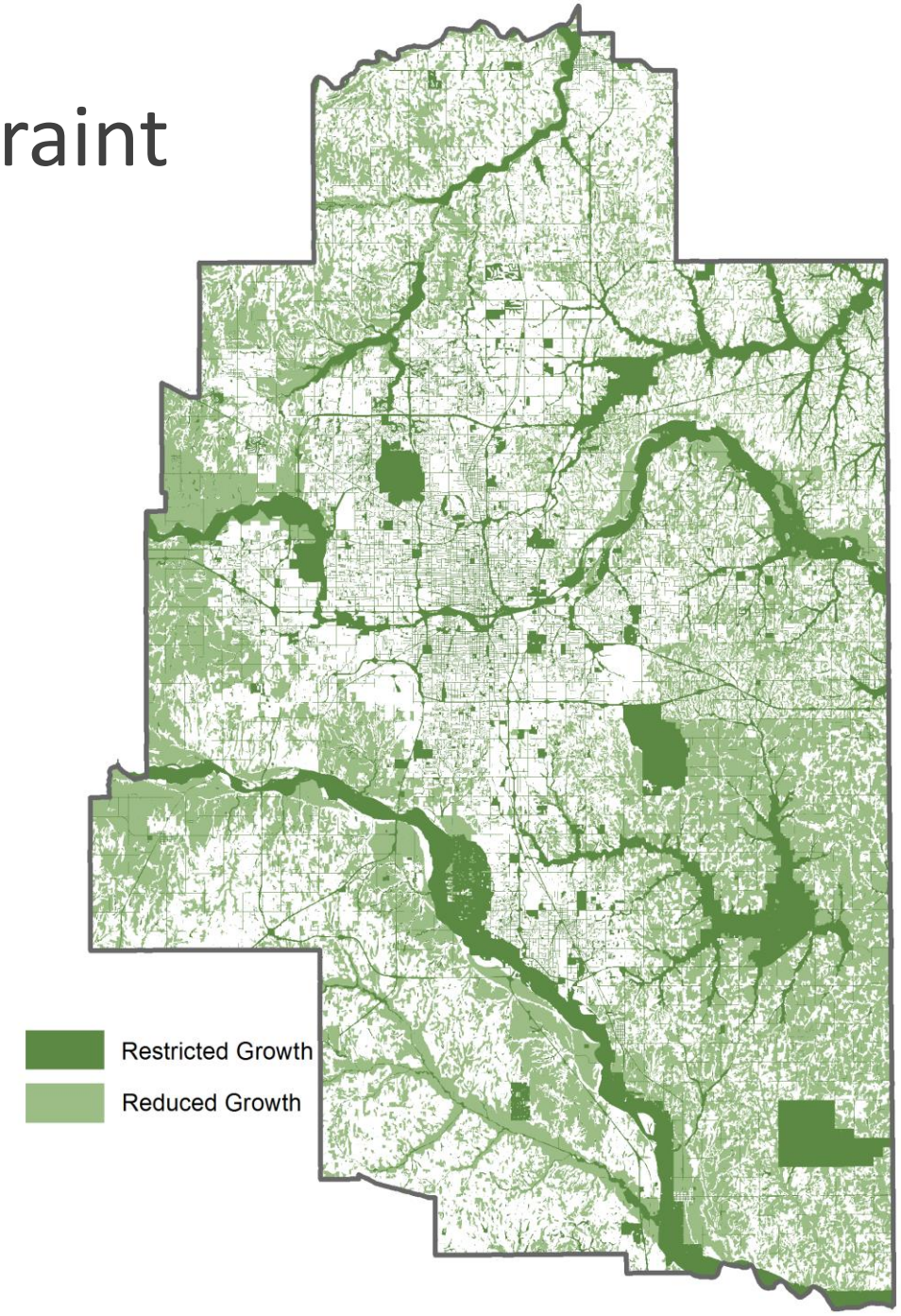
Constraint Analysis

- Determines land not available for development
  - Housing and employment
  - Used in Build-Out Analysis
- Areas of Constraint
  - Restricted Growth Areas:
    - Rights-of-way, protected areas, parks, water bodies, floodways, open space, wetlands
  - Reduced Growth Areas:
    - Prime farmland (Scenario 2 only)
    - Based on APTAC feedback

Areas of Constraint
(Scenario 1)



Areas of Constraint
(Scenario 2)



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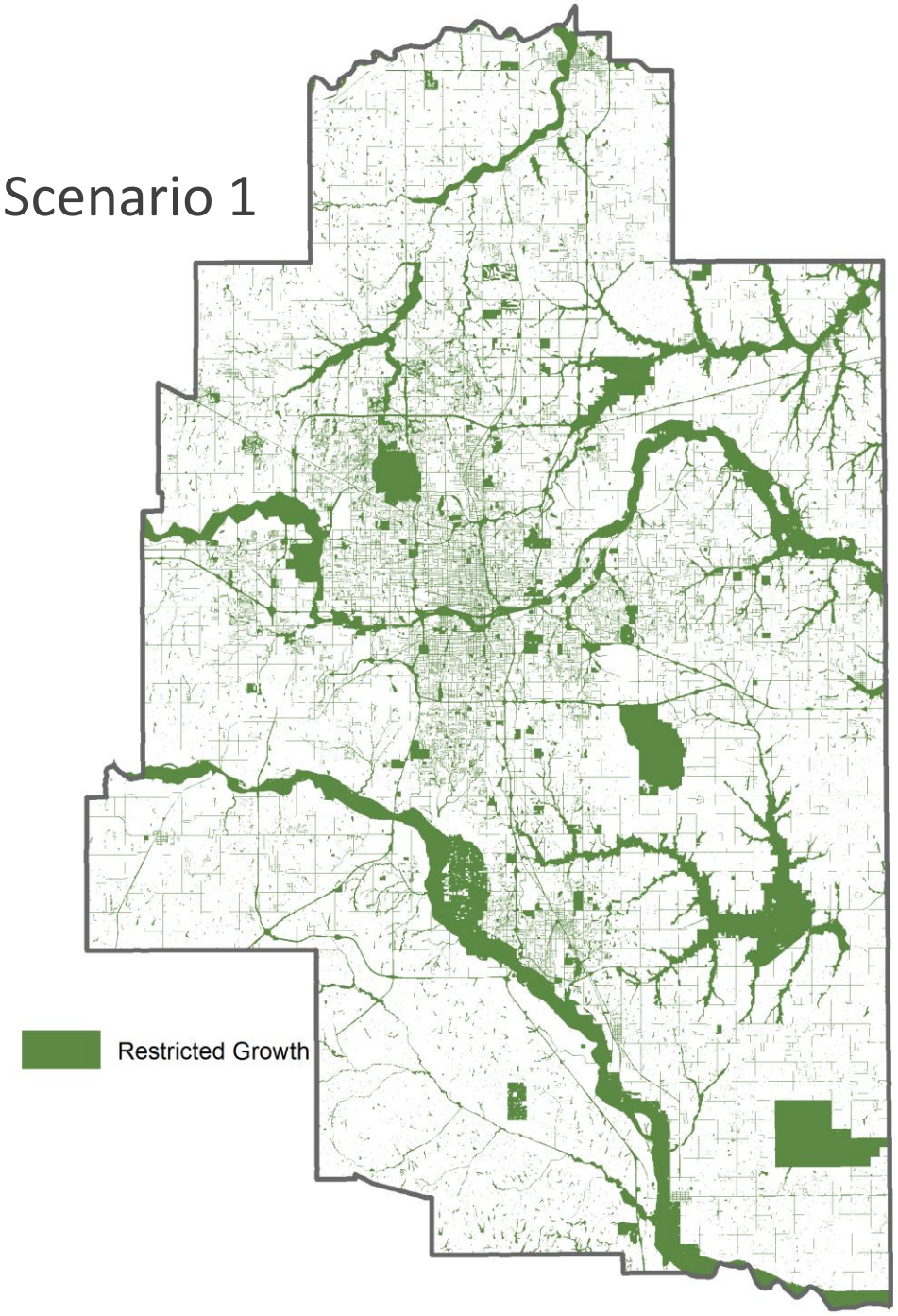
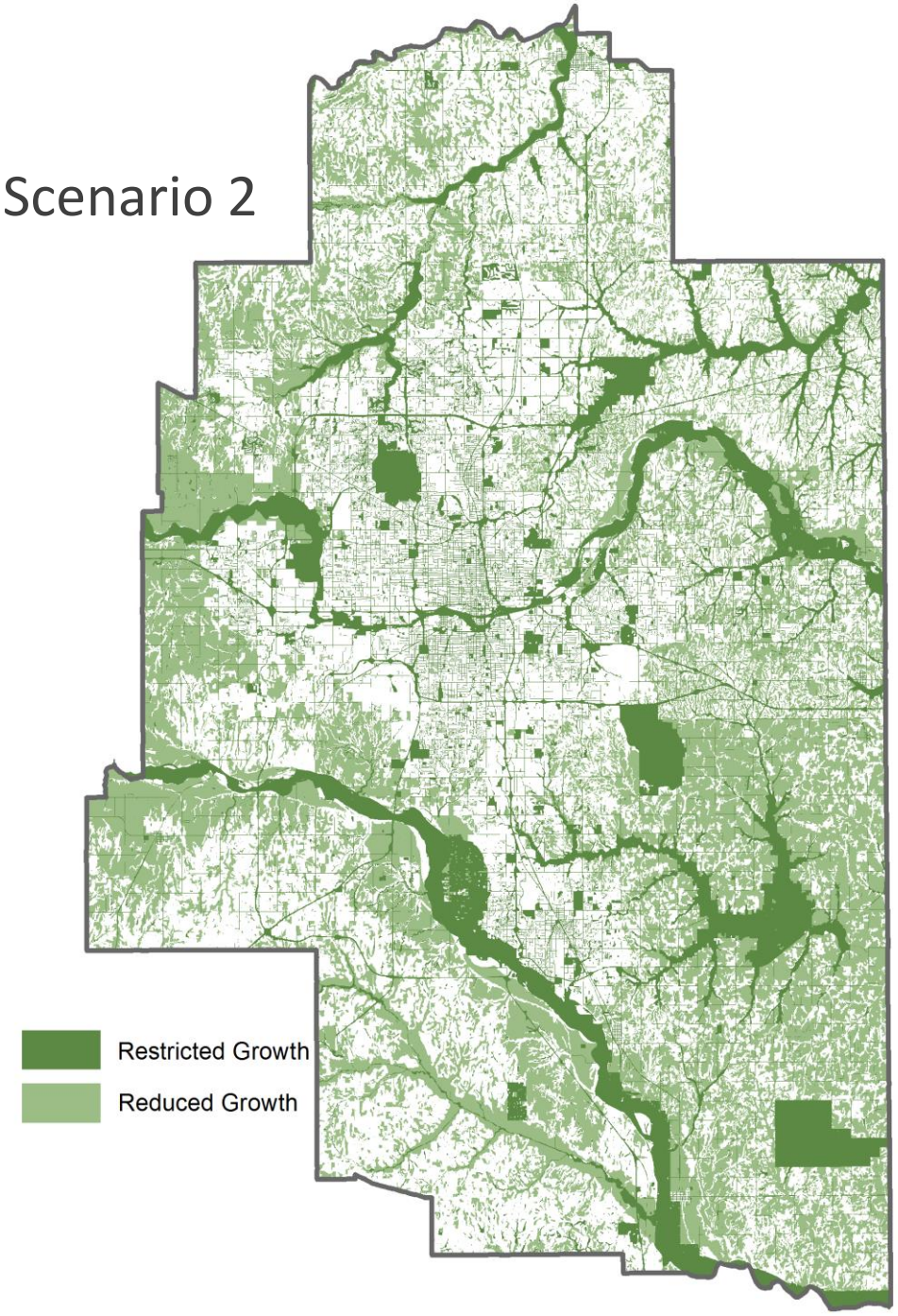
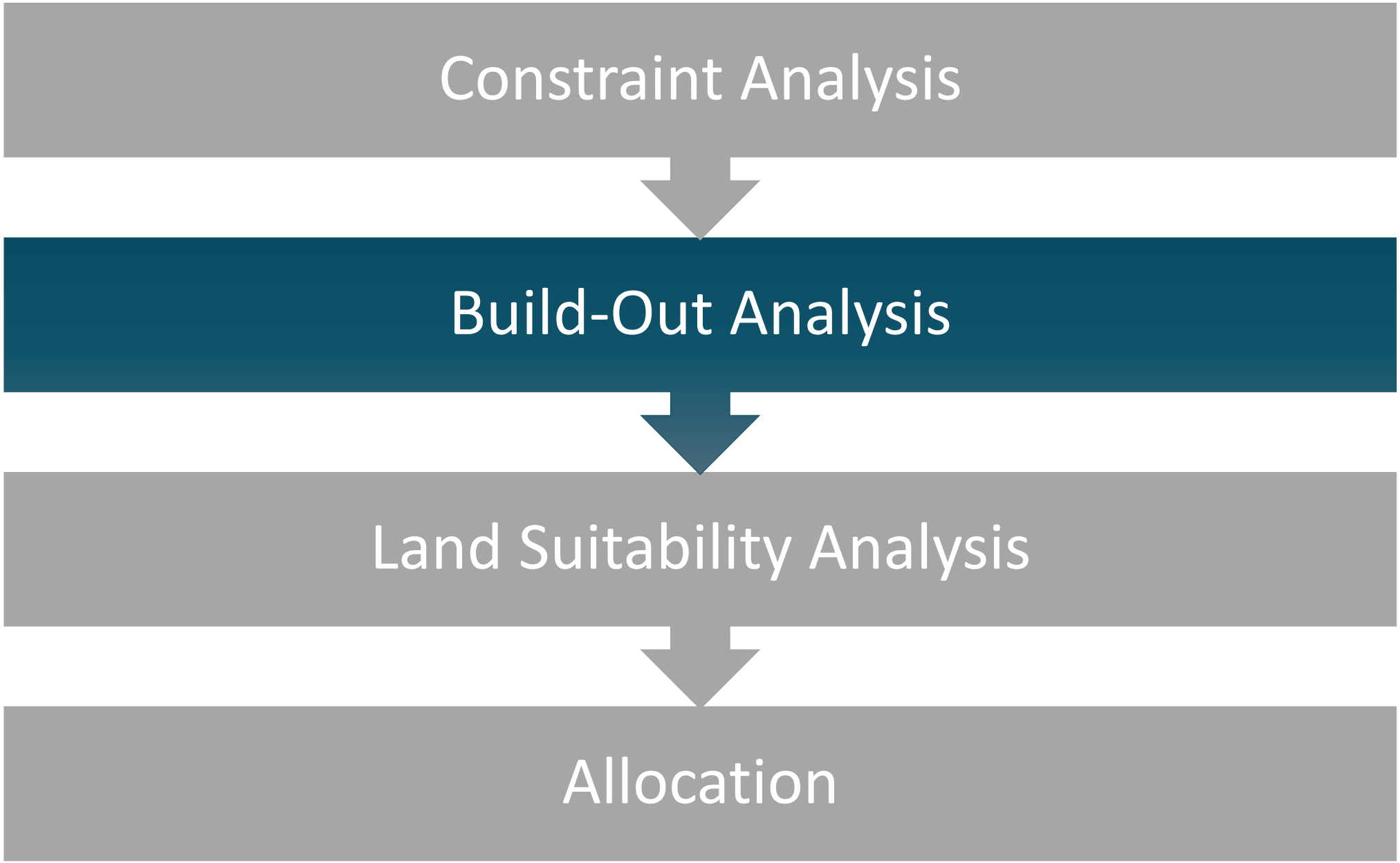
Scenario 1



Scenario 2

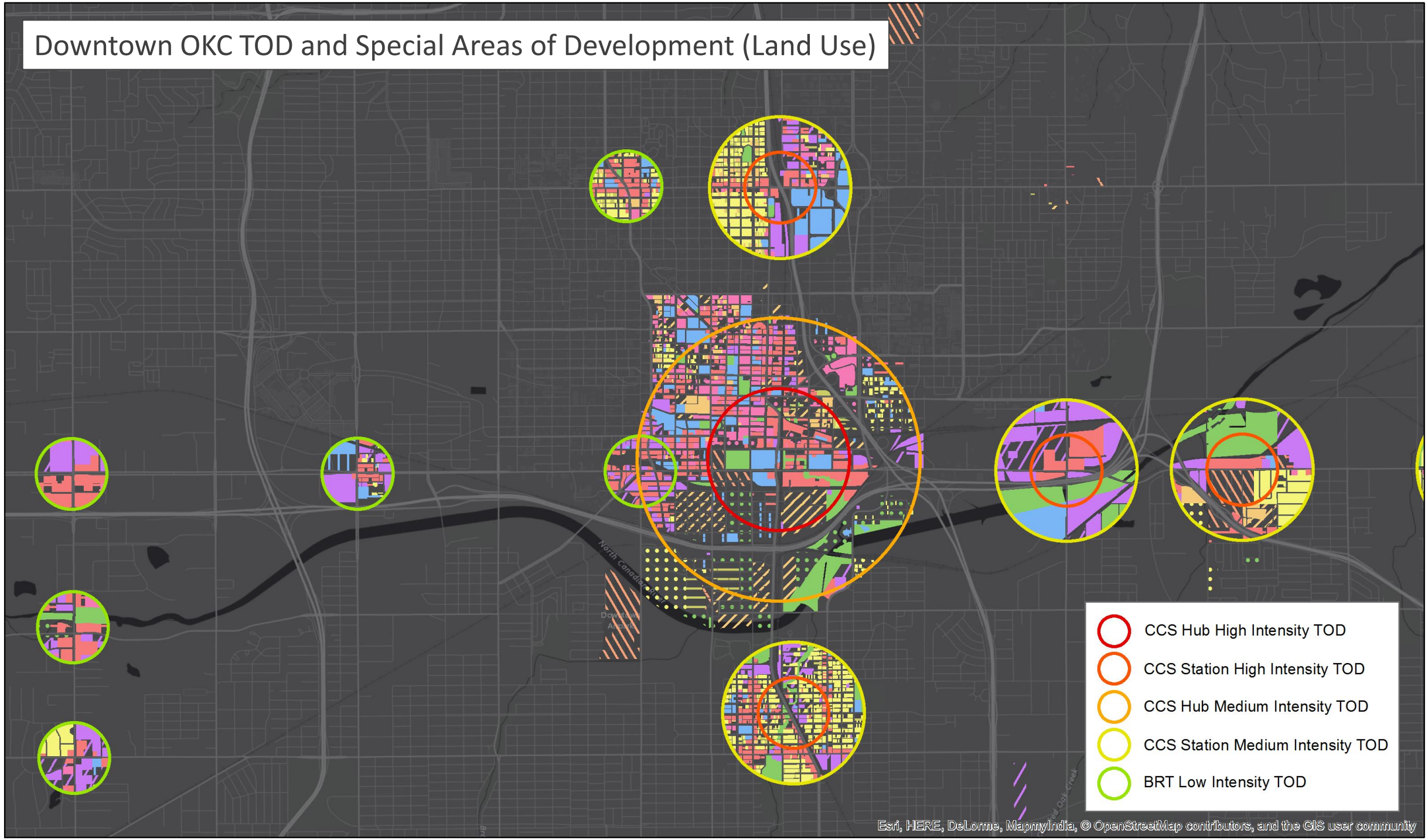



Constraint Analysis
Build-Out Analysis
Land Suitability Analysis
Allocation

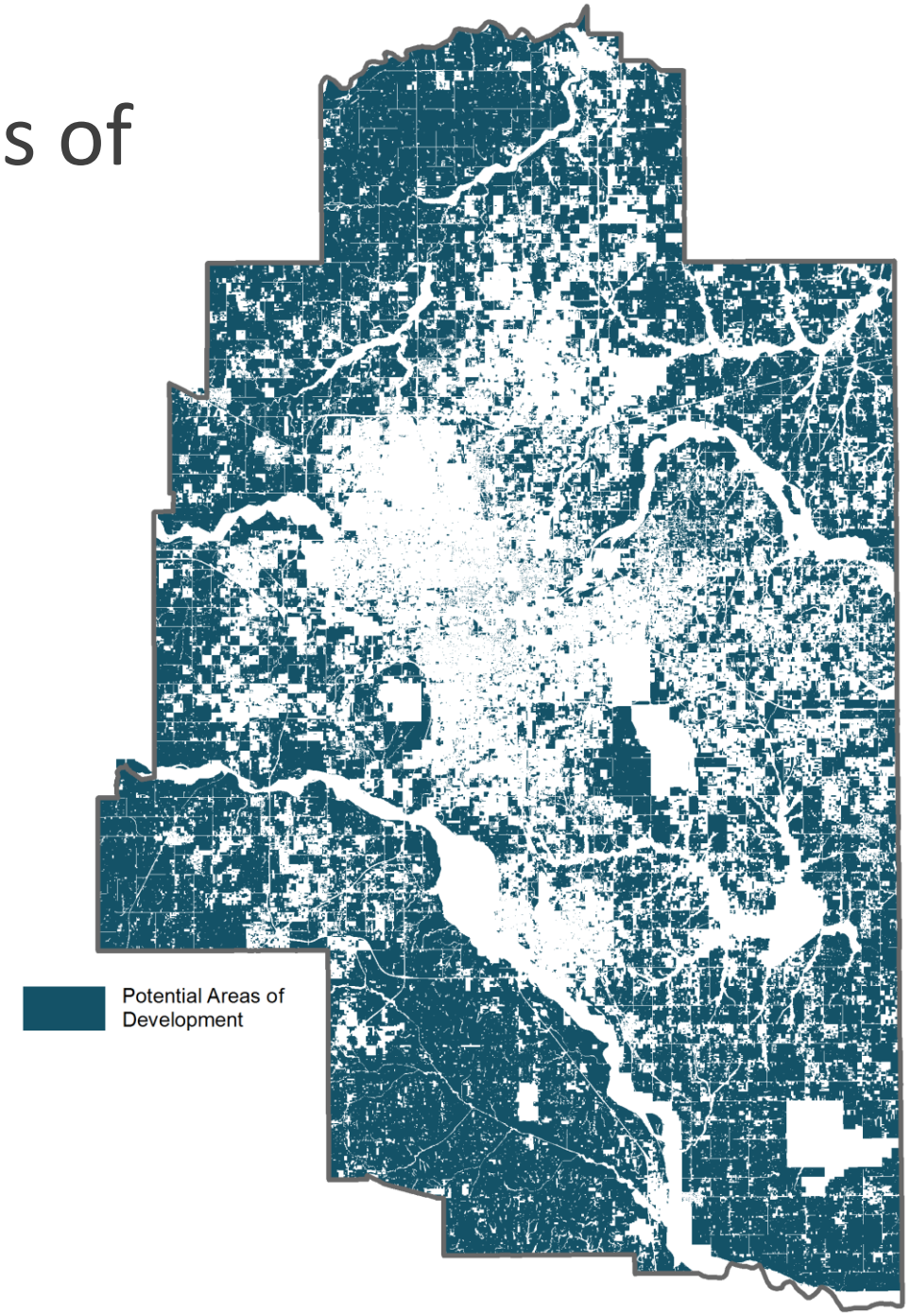
Build-Out Analysis

- Determines development capacity
  - Uses available land determined in Constraint Analysis
  - Acreage and density
  - Housing and employment
  - TOD and Special Districts
- Potential Areas of Development
  - Based on:
    - Available land (not currently developed)
    - Not constrained

Downtown OKC TOD and Special Areas of Development (Land Use)



Potential Areas of Development (Scenario 1)



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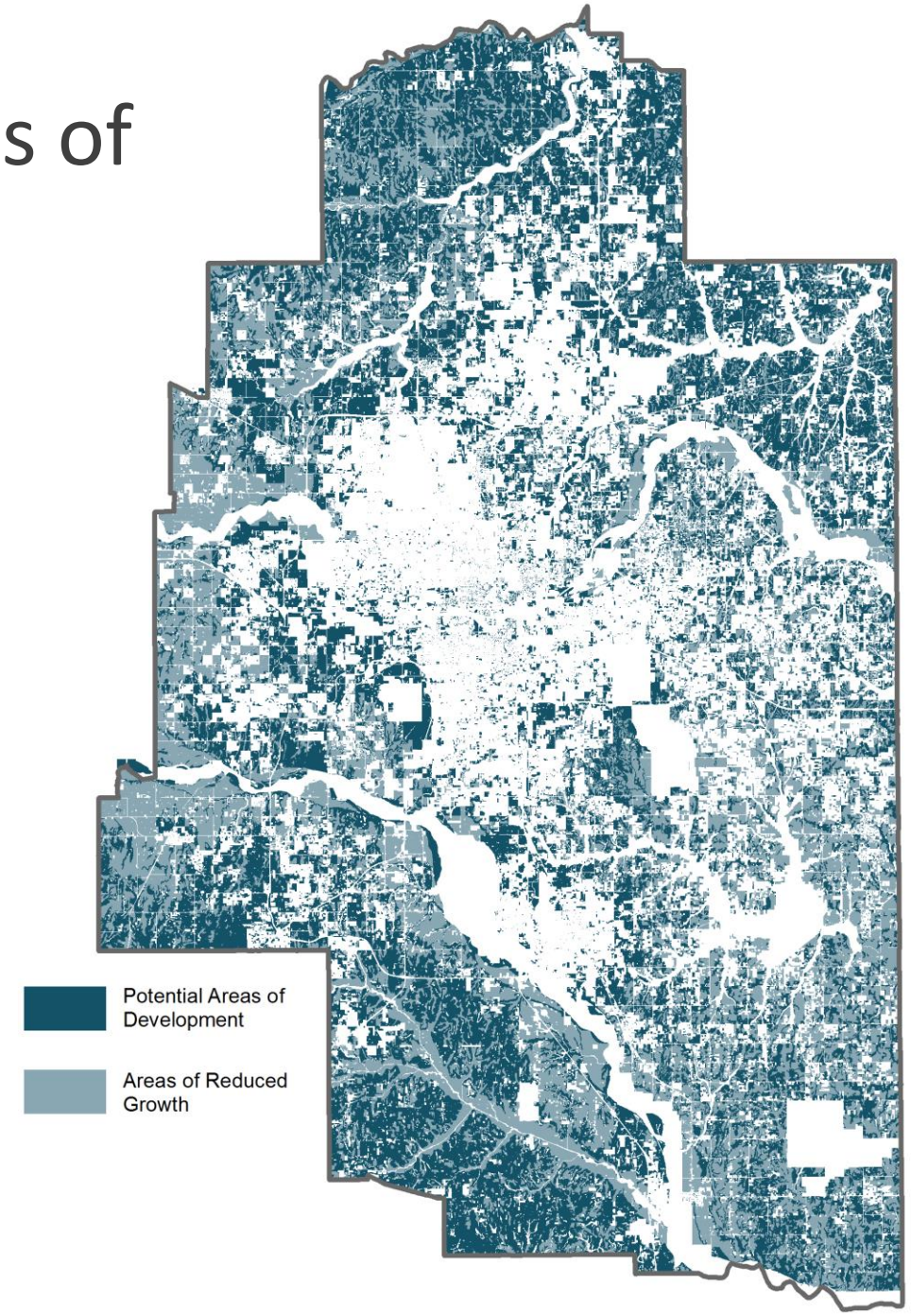
OCARTS Metropolitan Transportation Plan

Potential Areas of Development (Scenario 2)



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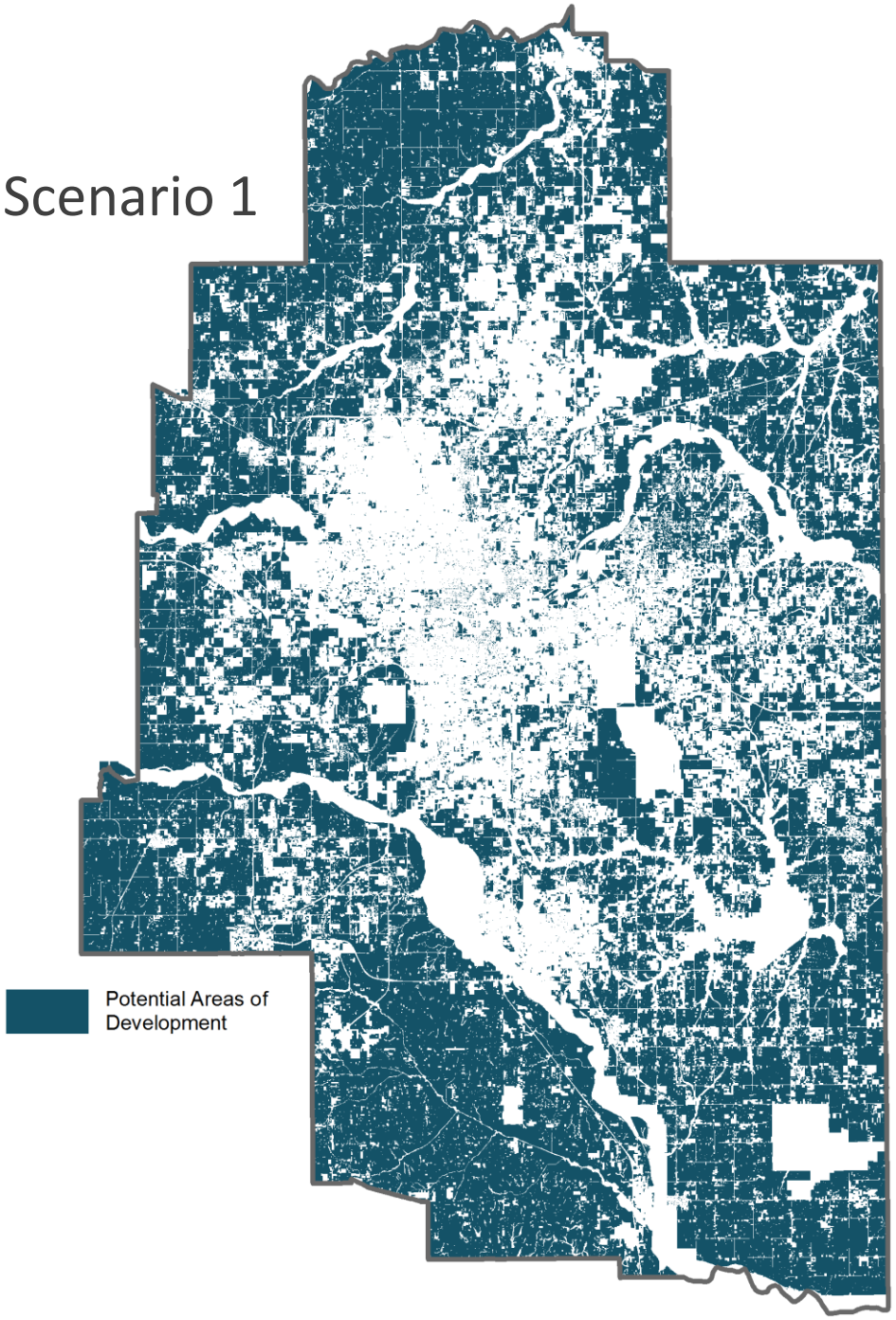
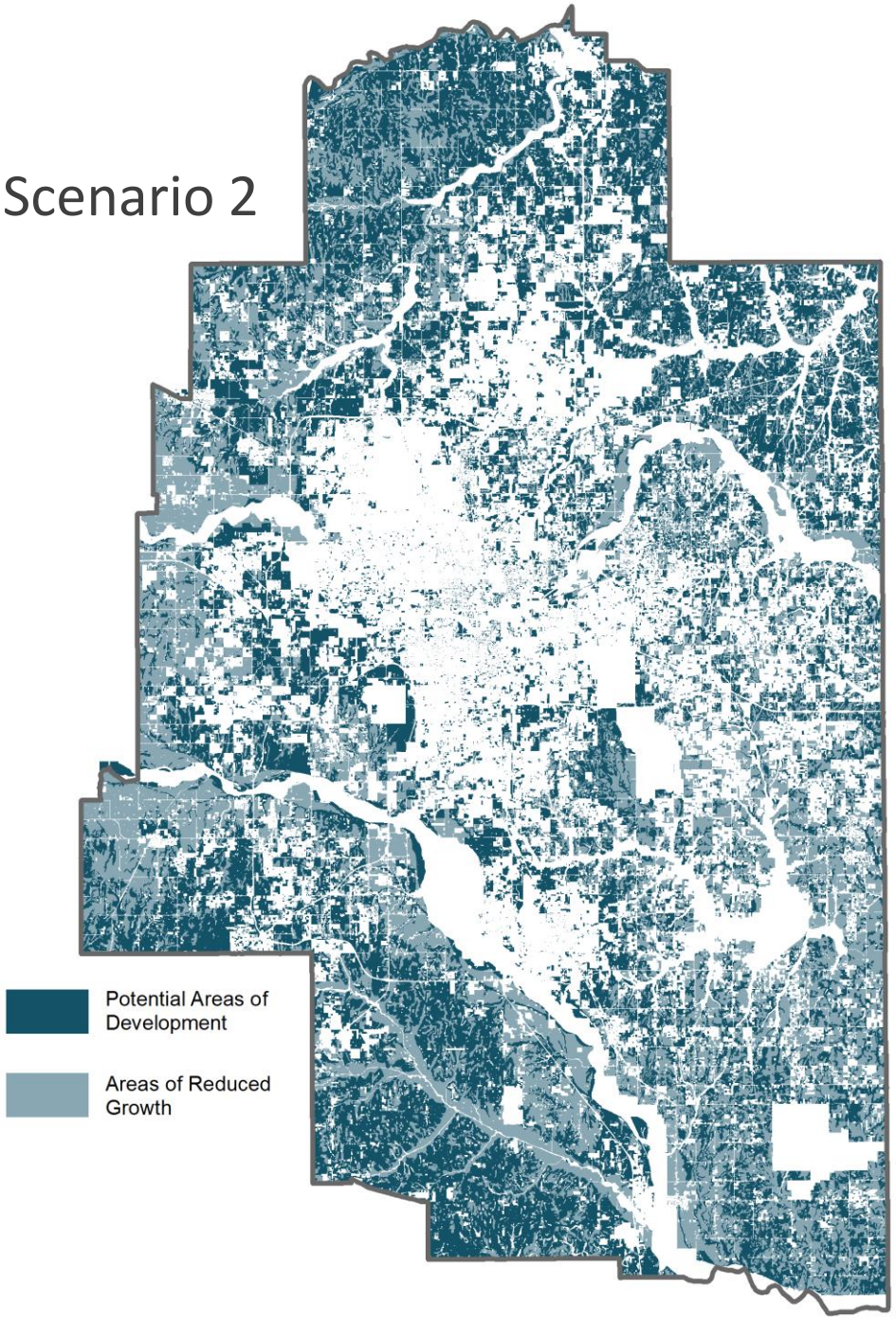
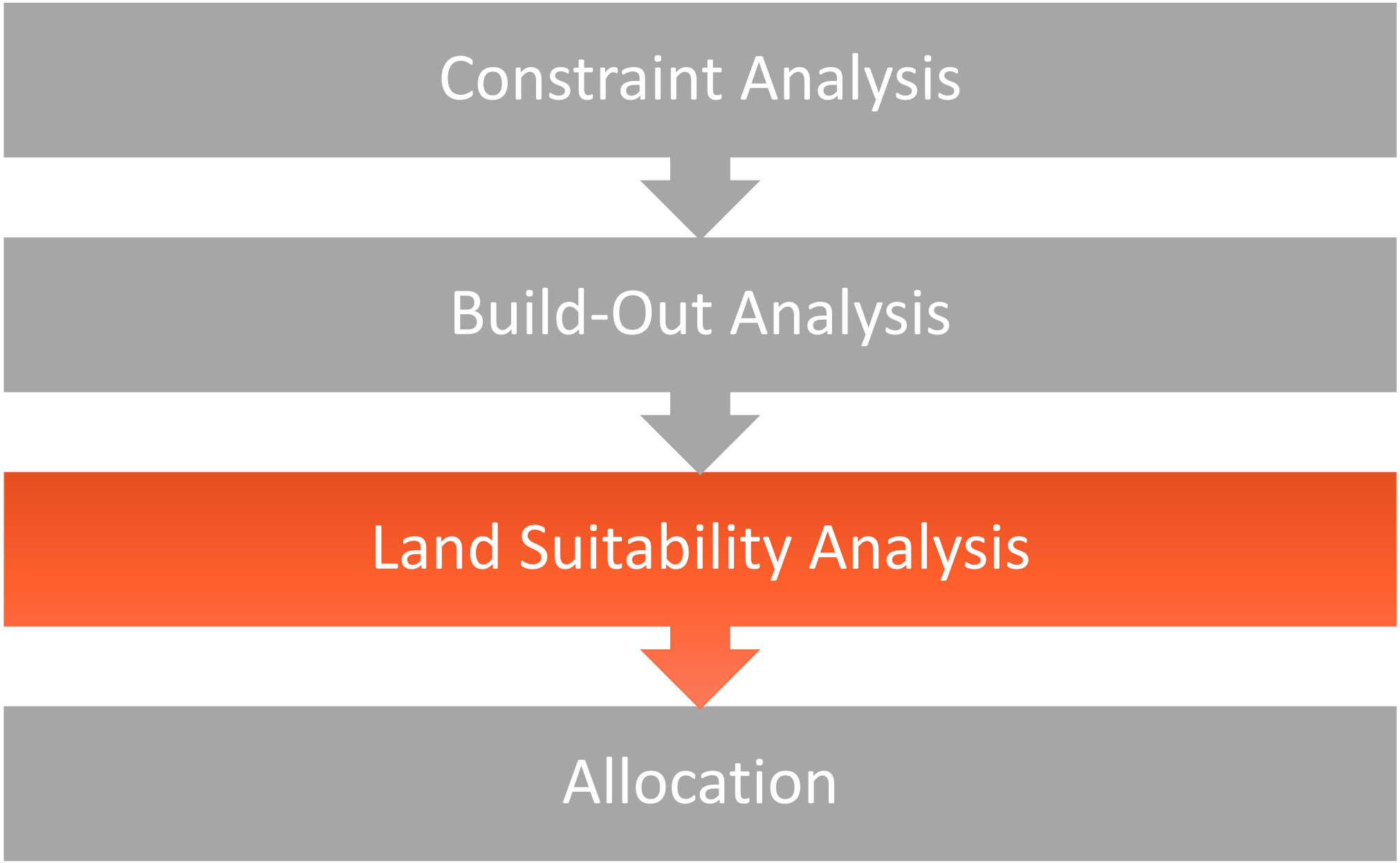


Scenario 2




Constraint Analysis
Build-Out Analysis
Land Suitability Analysis
Allocation

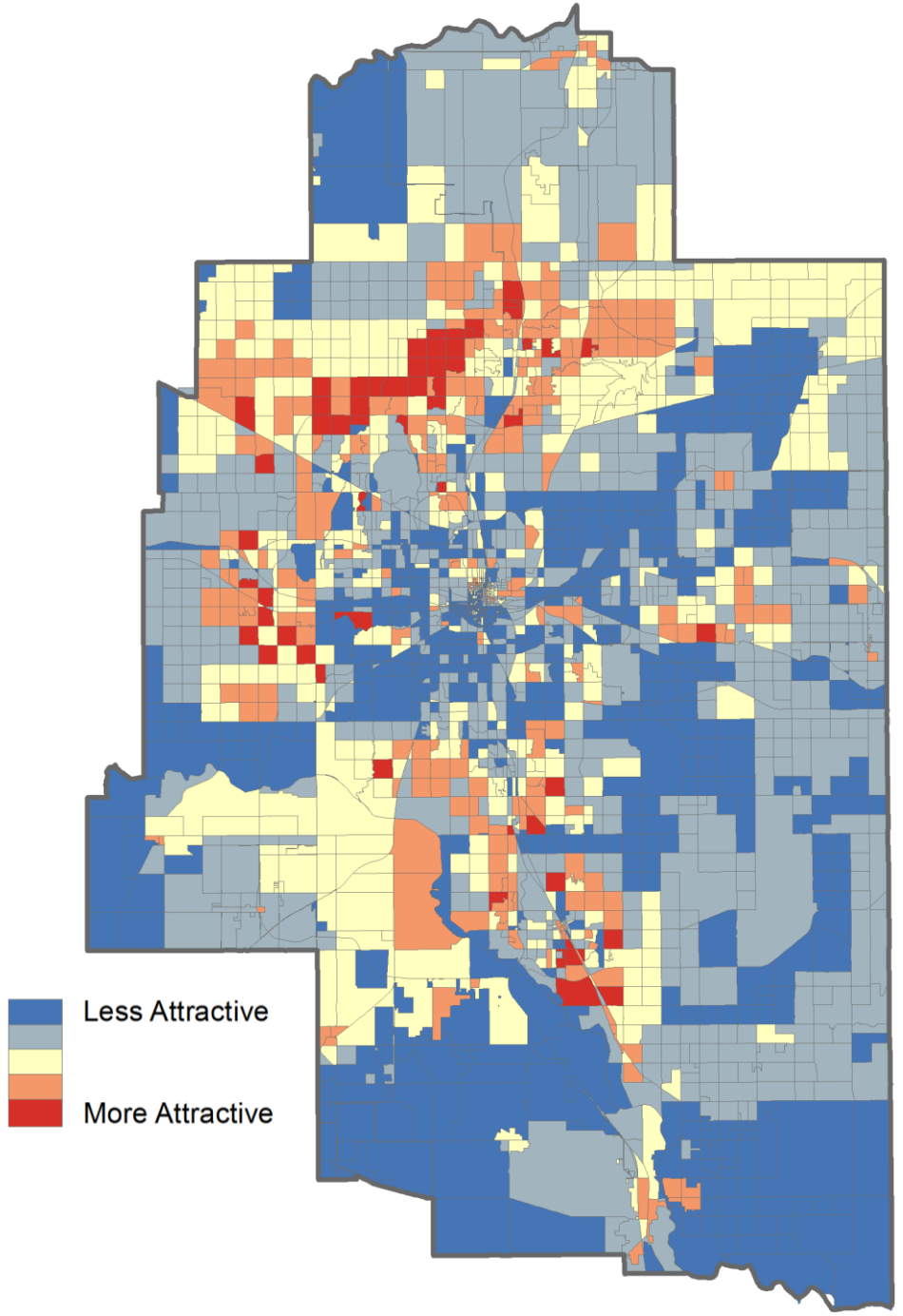
Land Suitability Analysis

- Determines attractiveness
  - Areas most desirable for development
- Residential Attractiveness
  - Based on:
    - Current development trend (2010-2013 building permit data)
    - Schools
    - Income
    - Density
    - Downtowns, TODs, and Special Districts (Scenario 2)
    - Service area boundary (Scenario 2)

Land Suitability Analysis: Attractiveness

Attractiveness	Scenario 1	Scenario 2
Schools	✓✓✓	✓
Current Trends	✓✓✓	✓
Downtowns	✓	✓✓✓
Redevelopment Areas	✓	✓✓✓
Transit Oriented Developments		✓✓✓
Utilizes Existing Service Area Boundary	✓	✓✓✓

Residential Attractiveness (Scenario 1)



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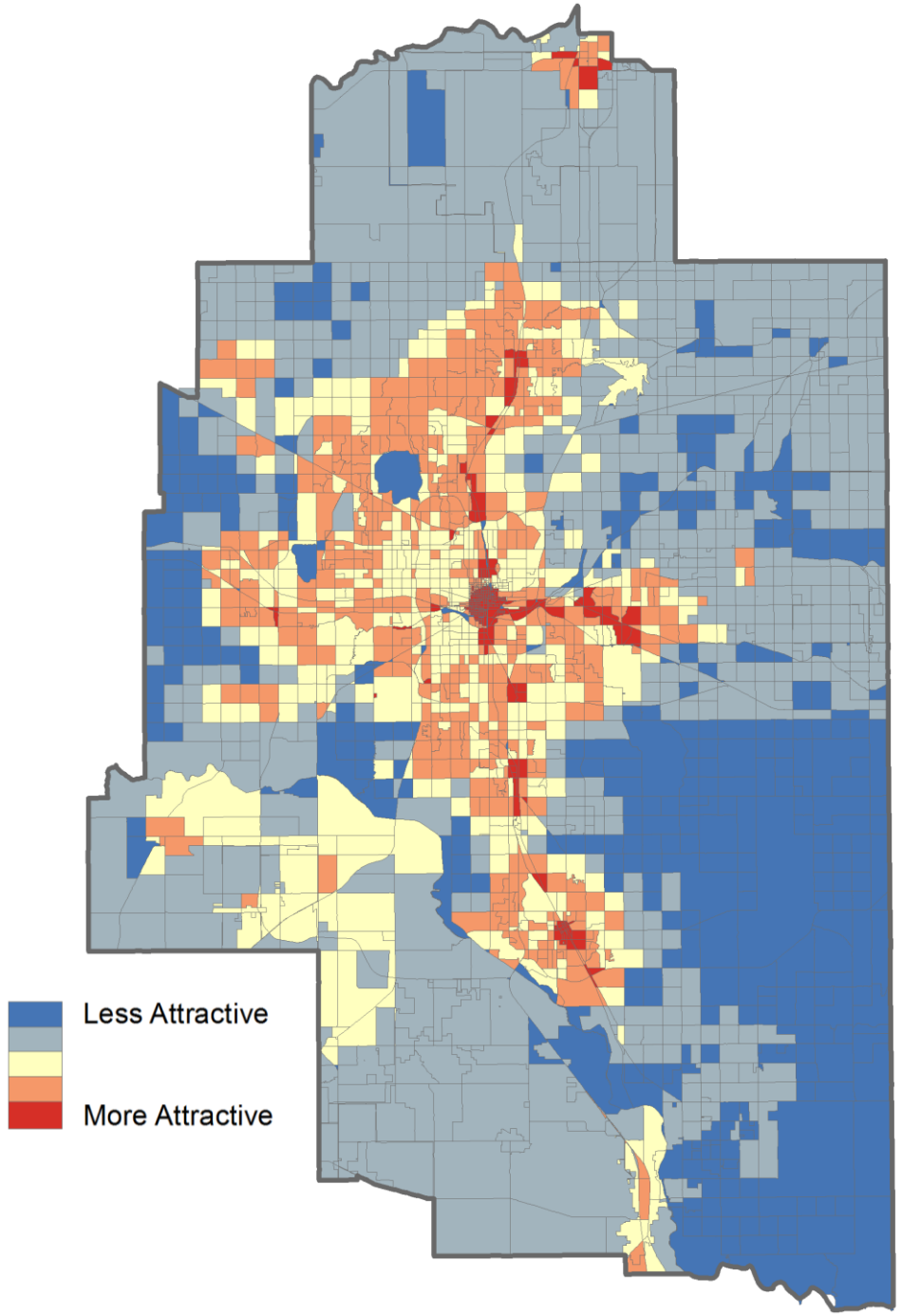
Residential Attractiveness (Scenario 2)



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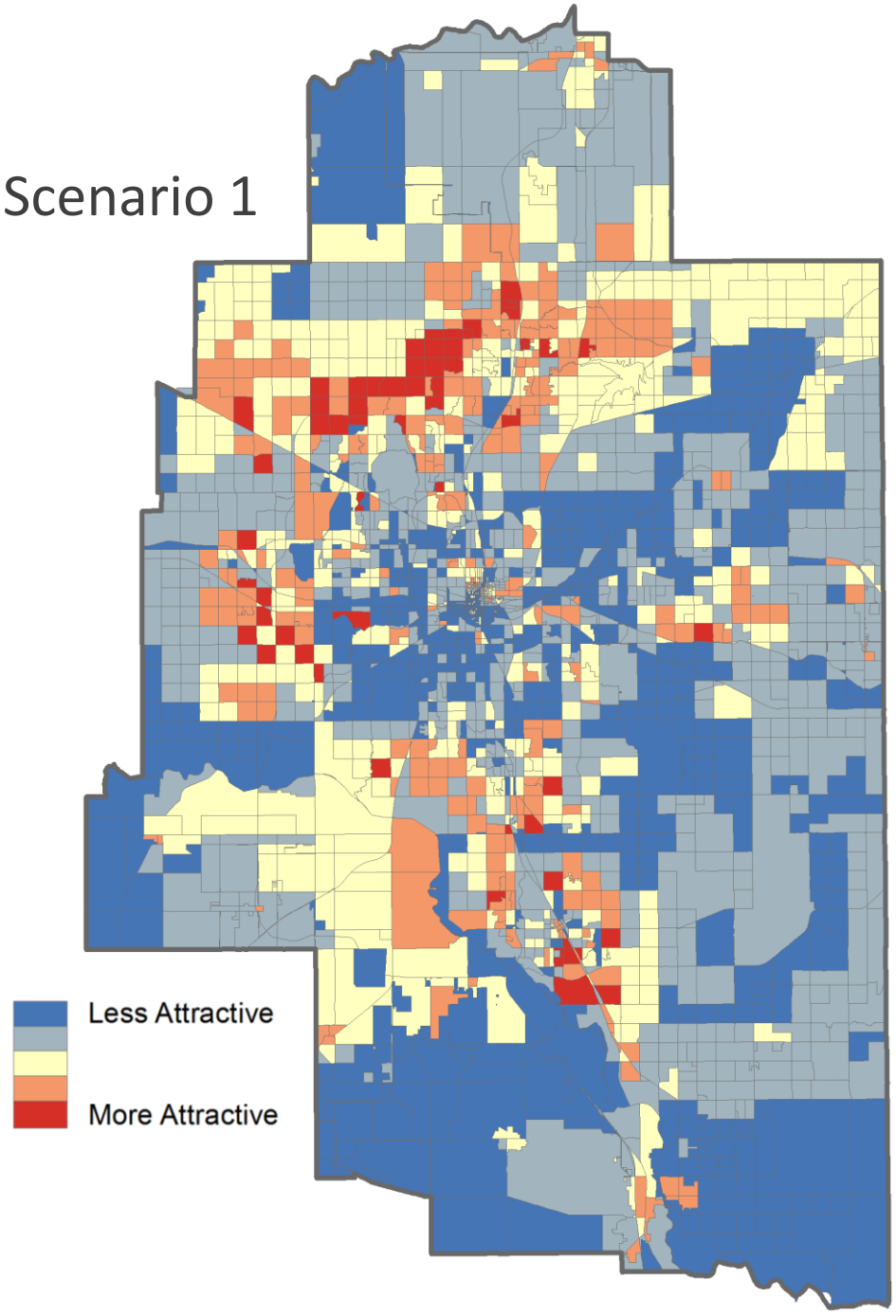
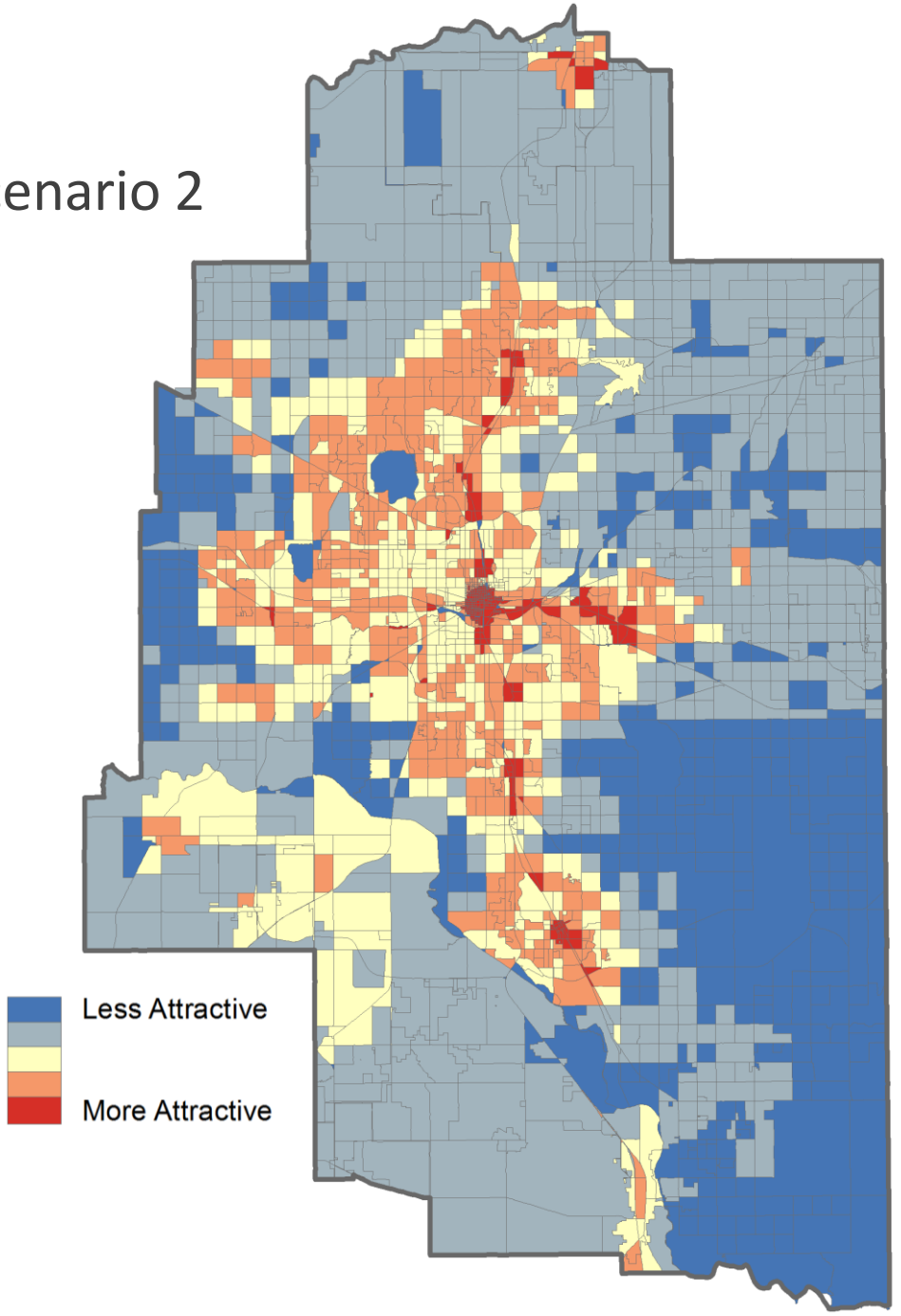


Scenario 2



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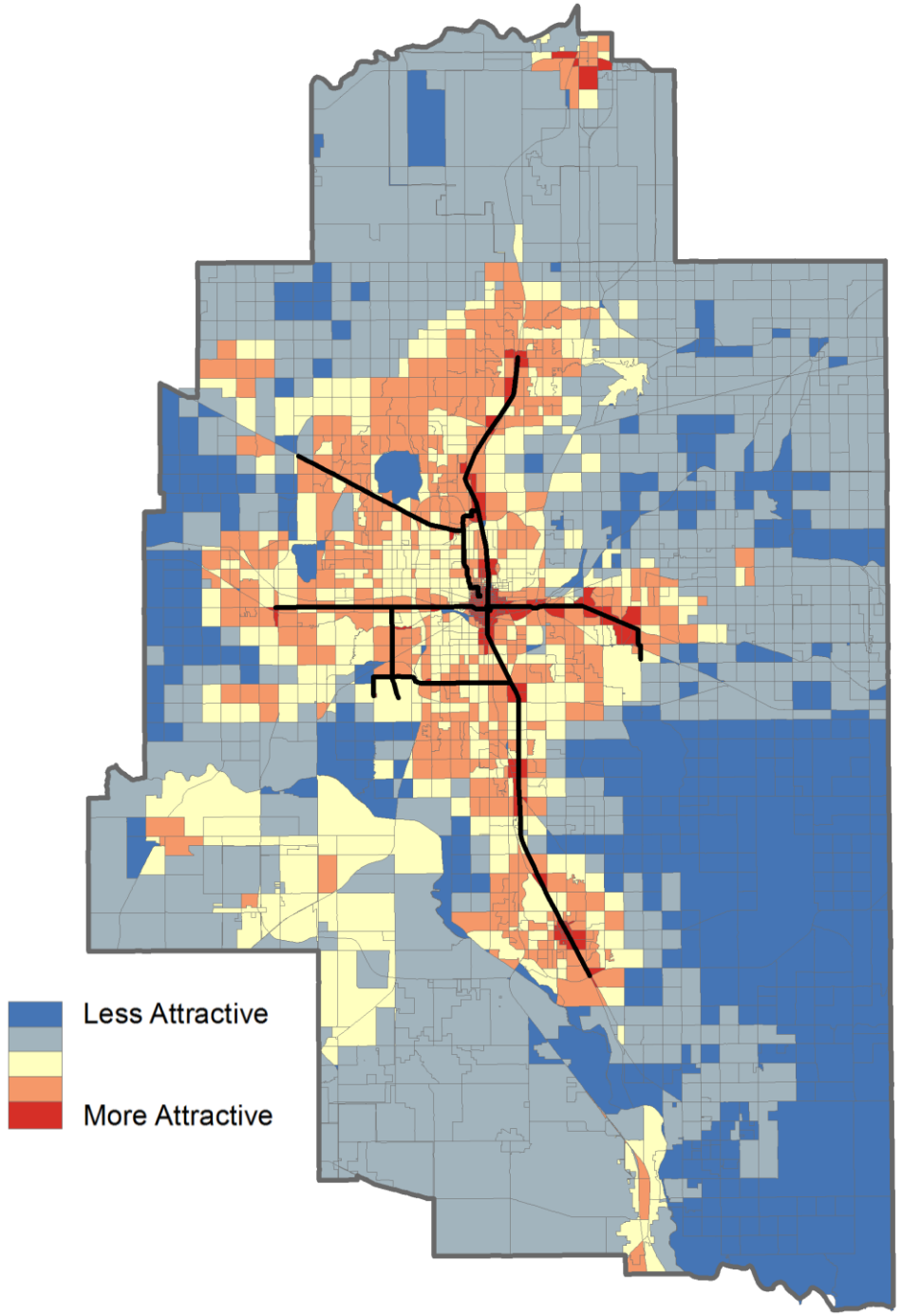

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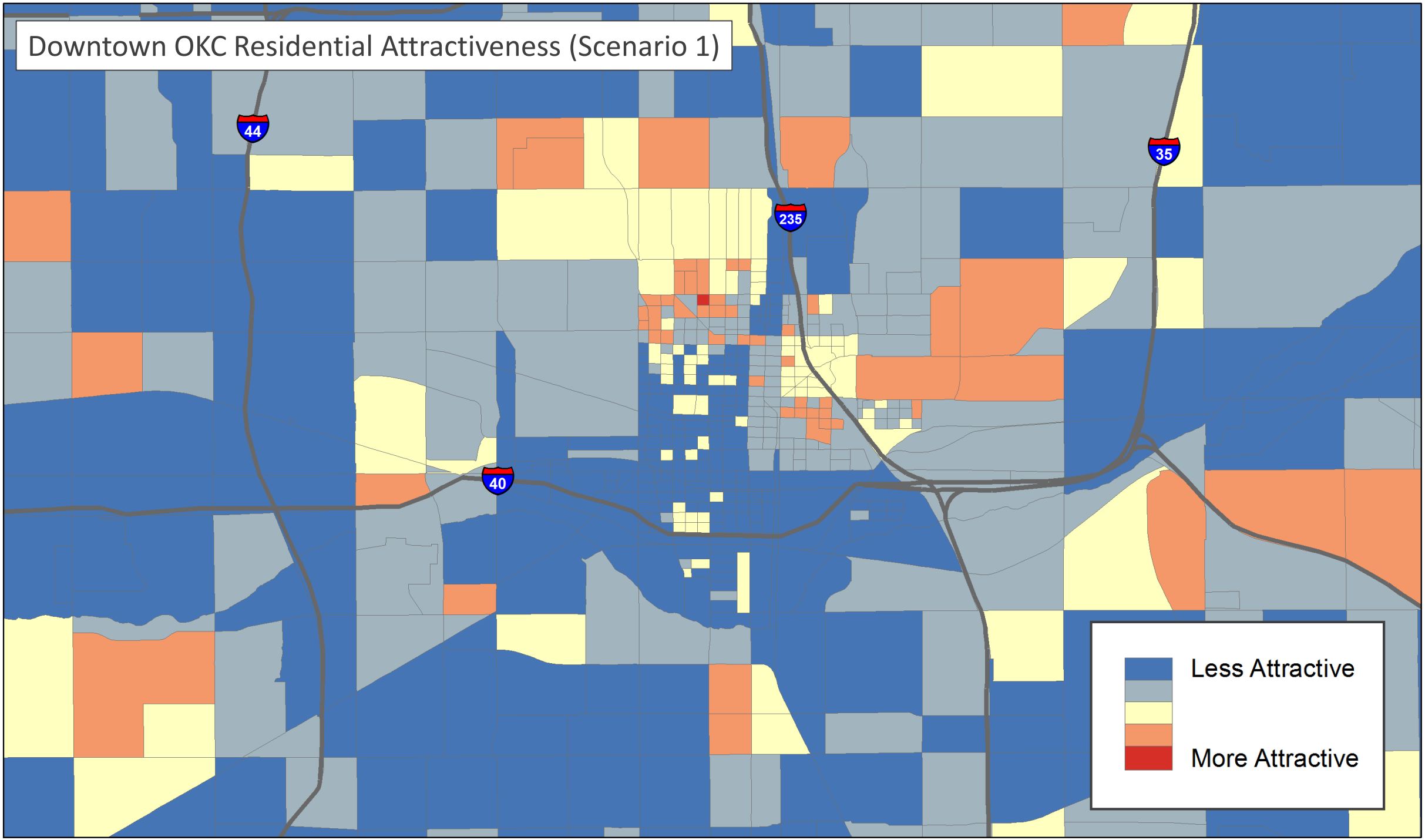
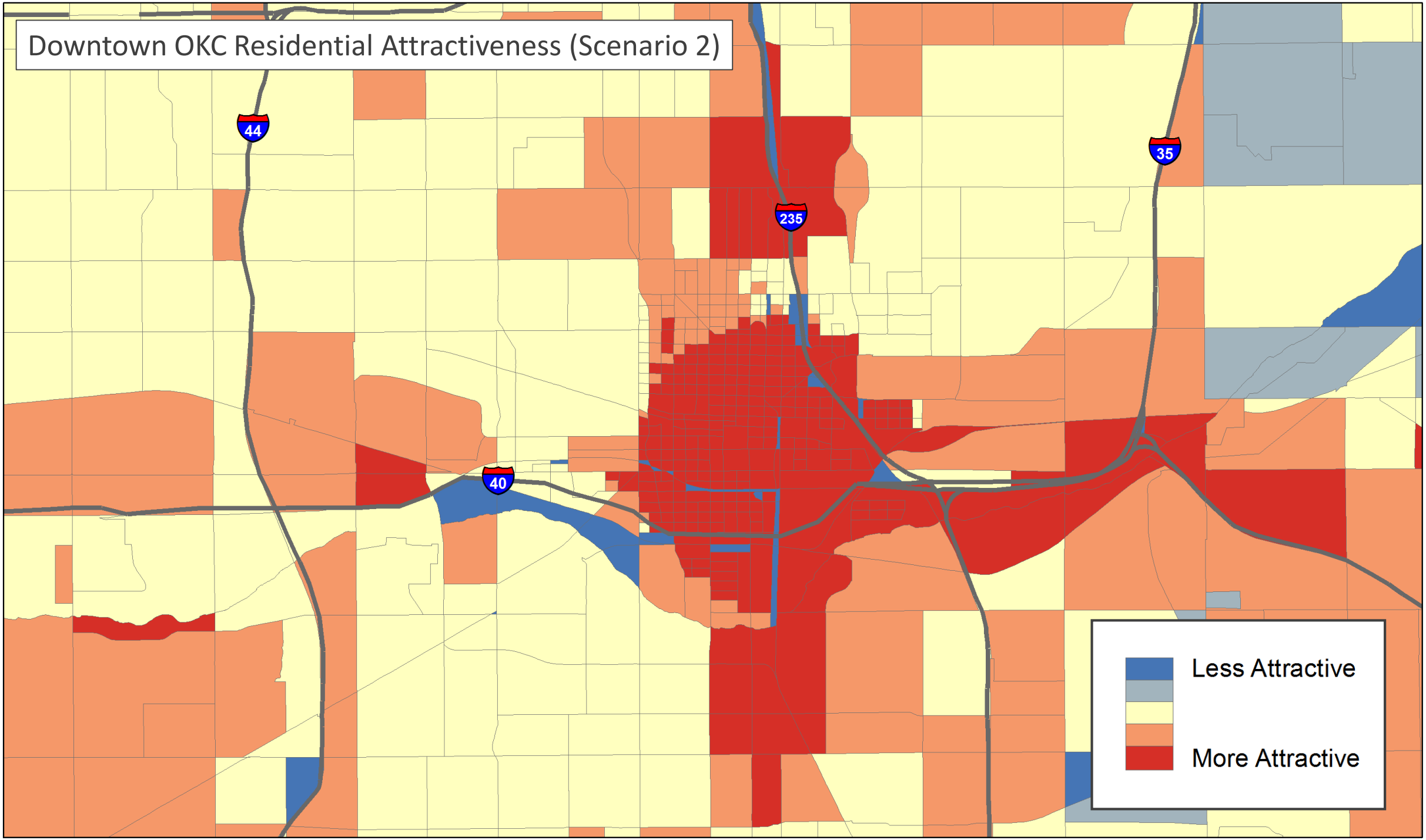
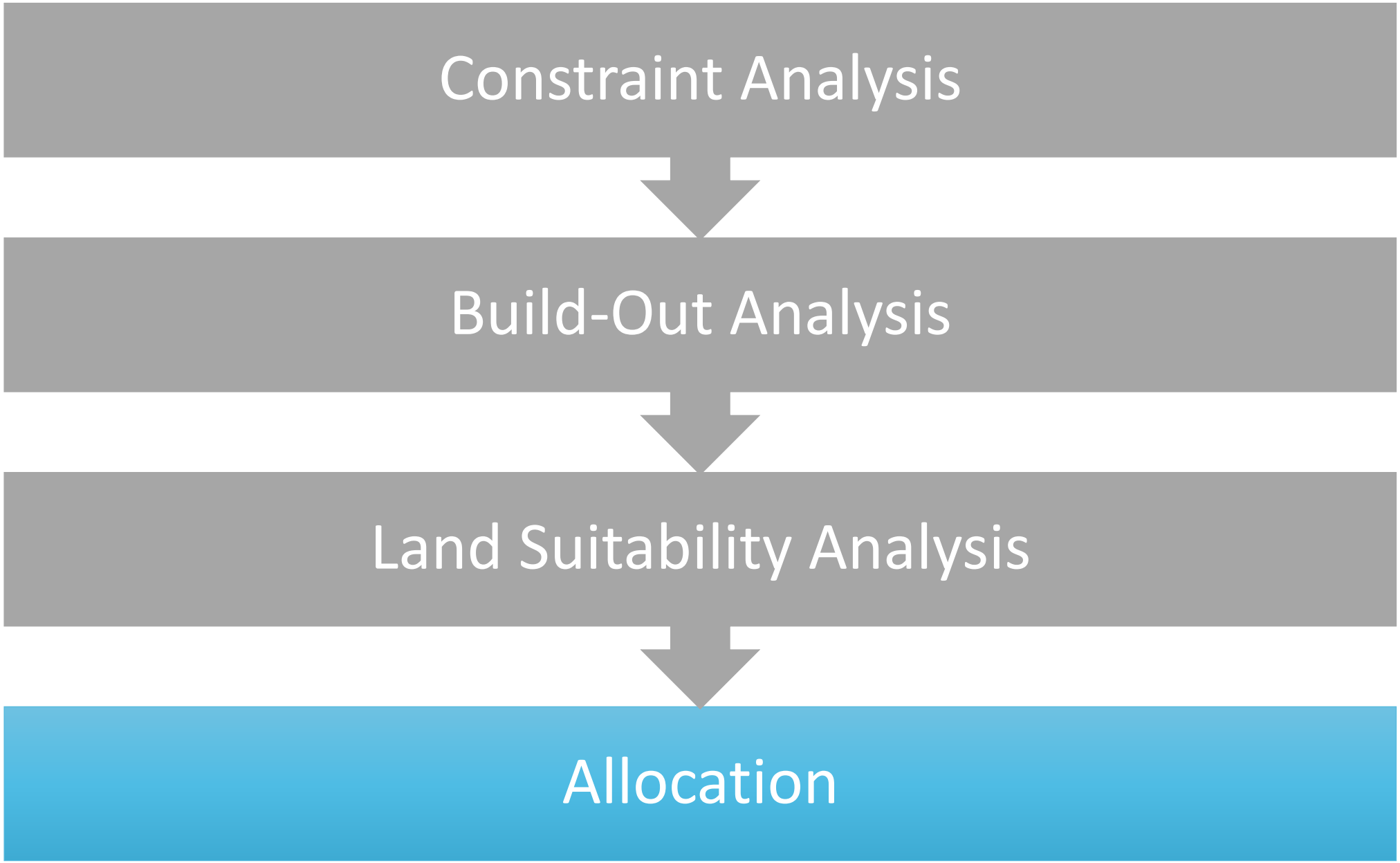
OCARTS Metropolitan Transportation Plan

Downtown OKC Residential Attractiveness (Scenario 1)



Downtown OKC Residential Attractiveness (Scenario 2)

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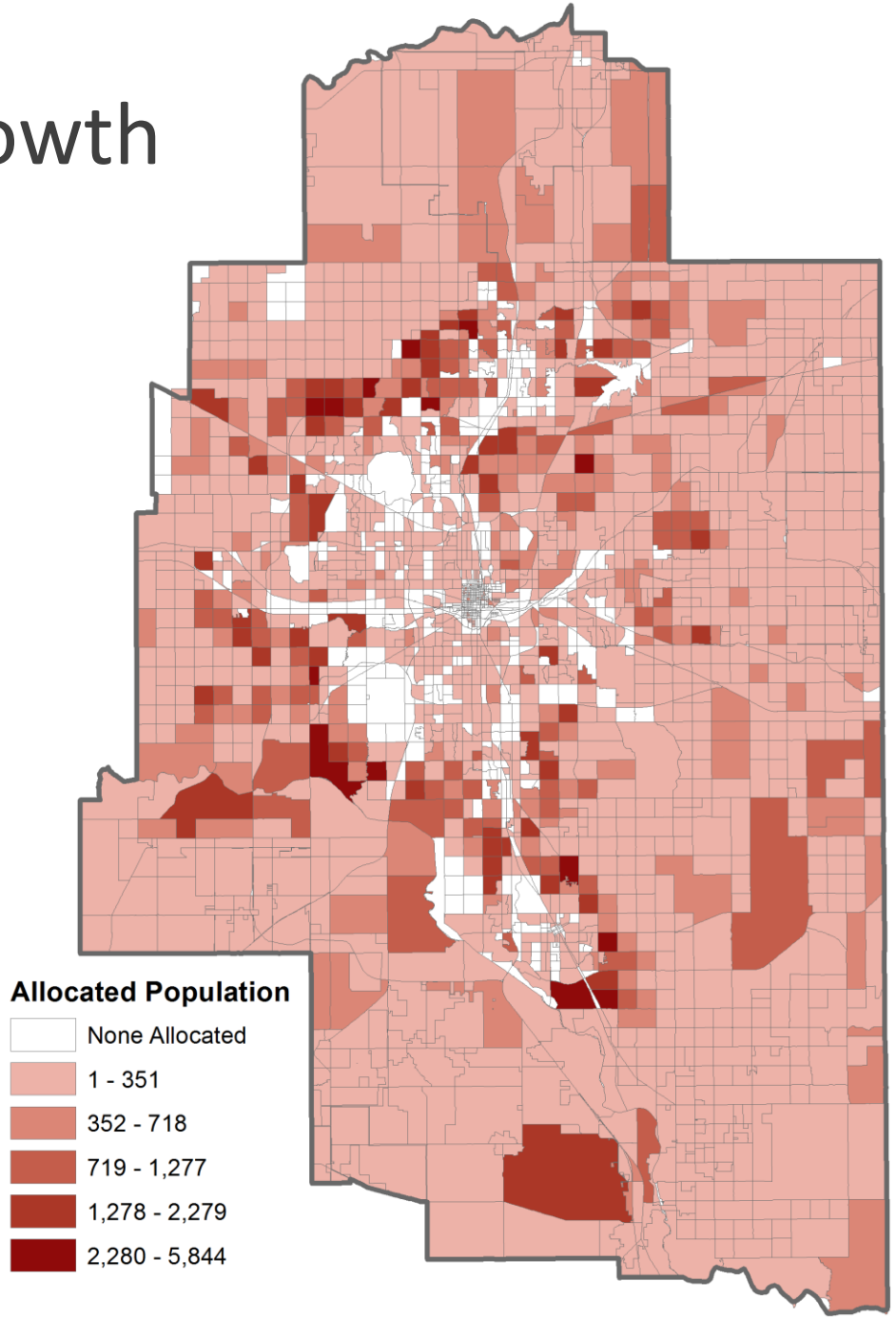
Residential Growth Allocation

- Future development capacity
  - Constrained land
  - Development characteristics
  - Areas of no growth
- Land Suitability Analysis attraction scores
- Population control totals
  - OCARTS, county
- Land use received from each community

Residential Growth Allocation (Scenario 1)



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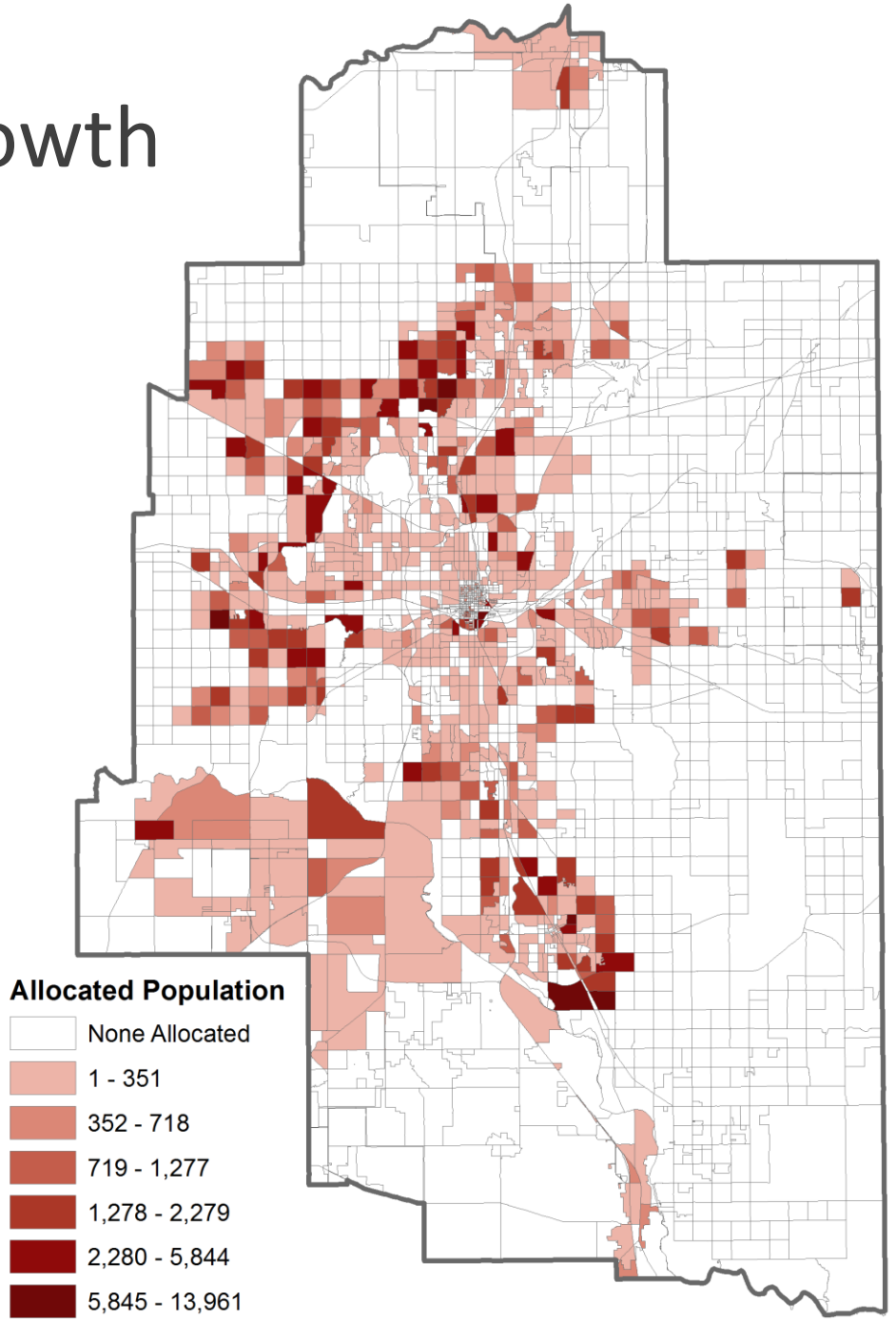
Residential Growth Allocation (Scenario 2)



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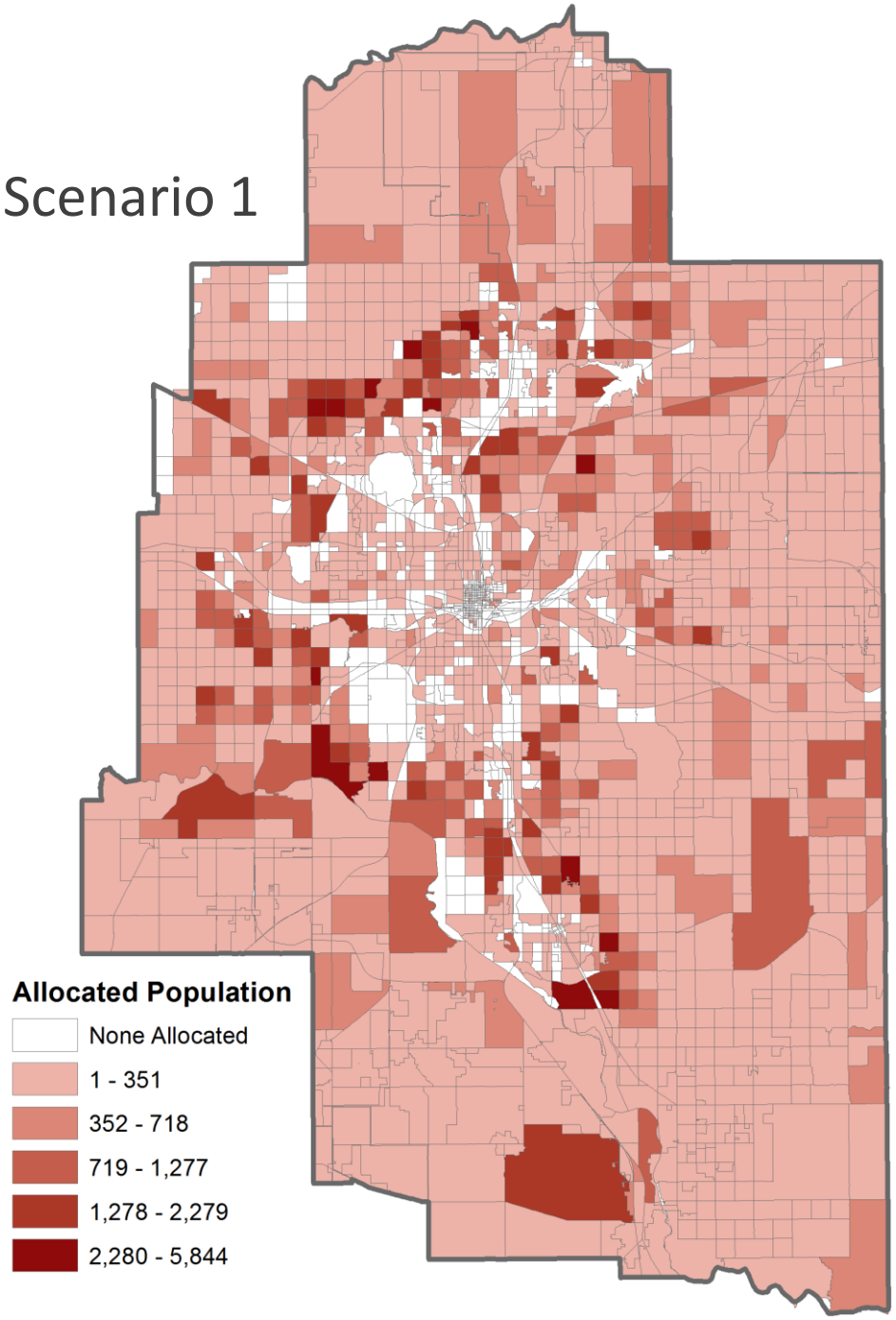
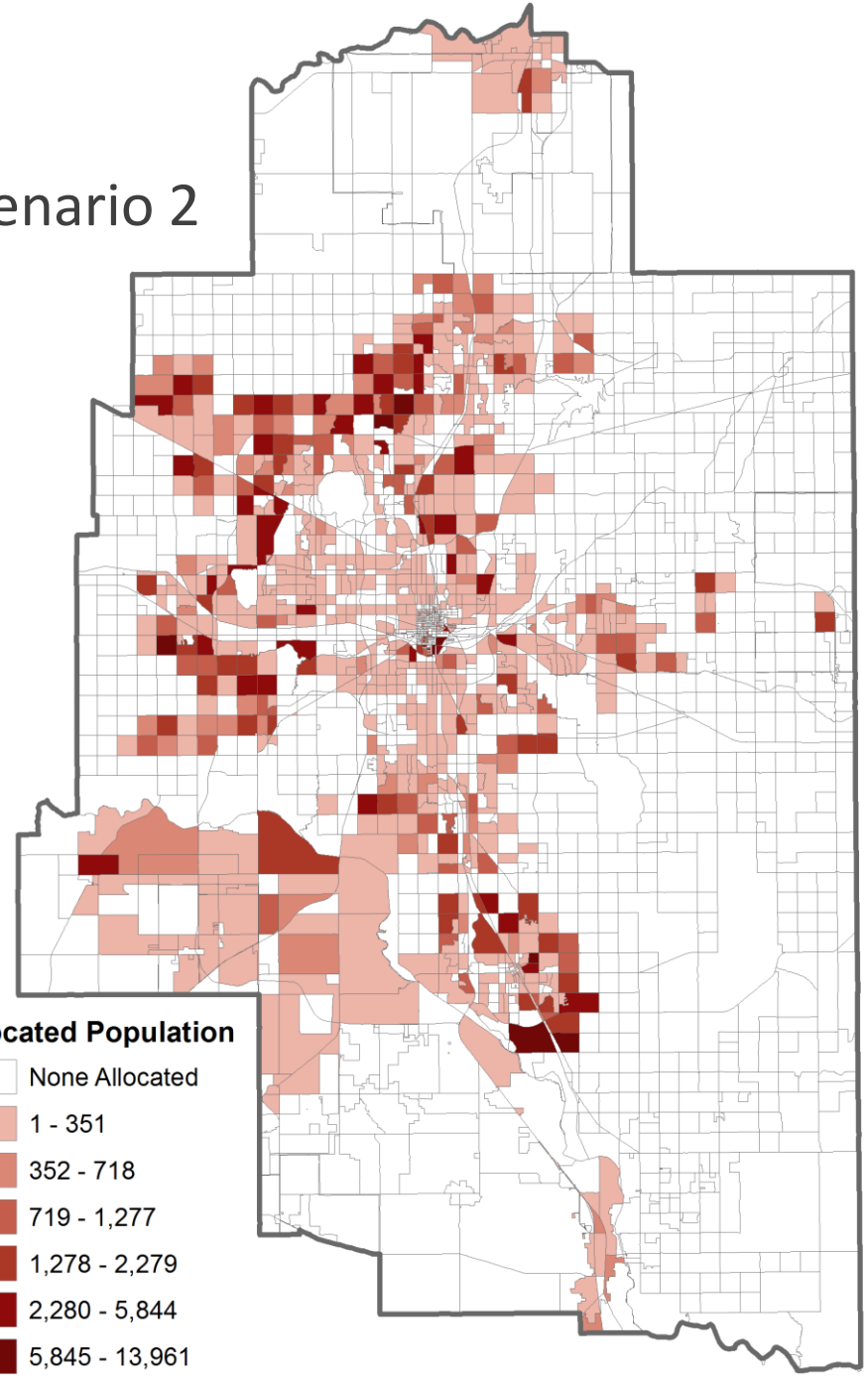


Scenario 2



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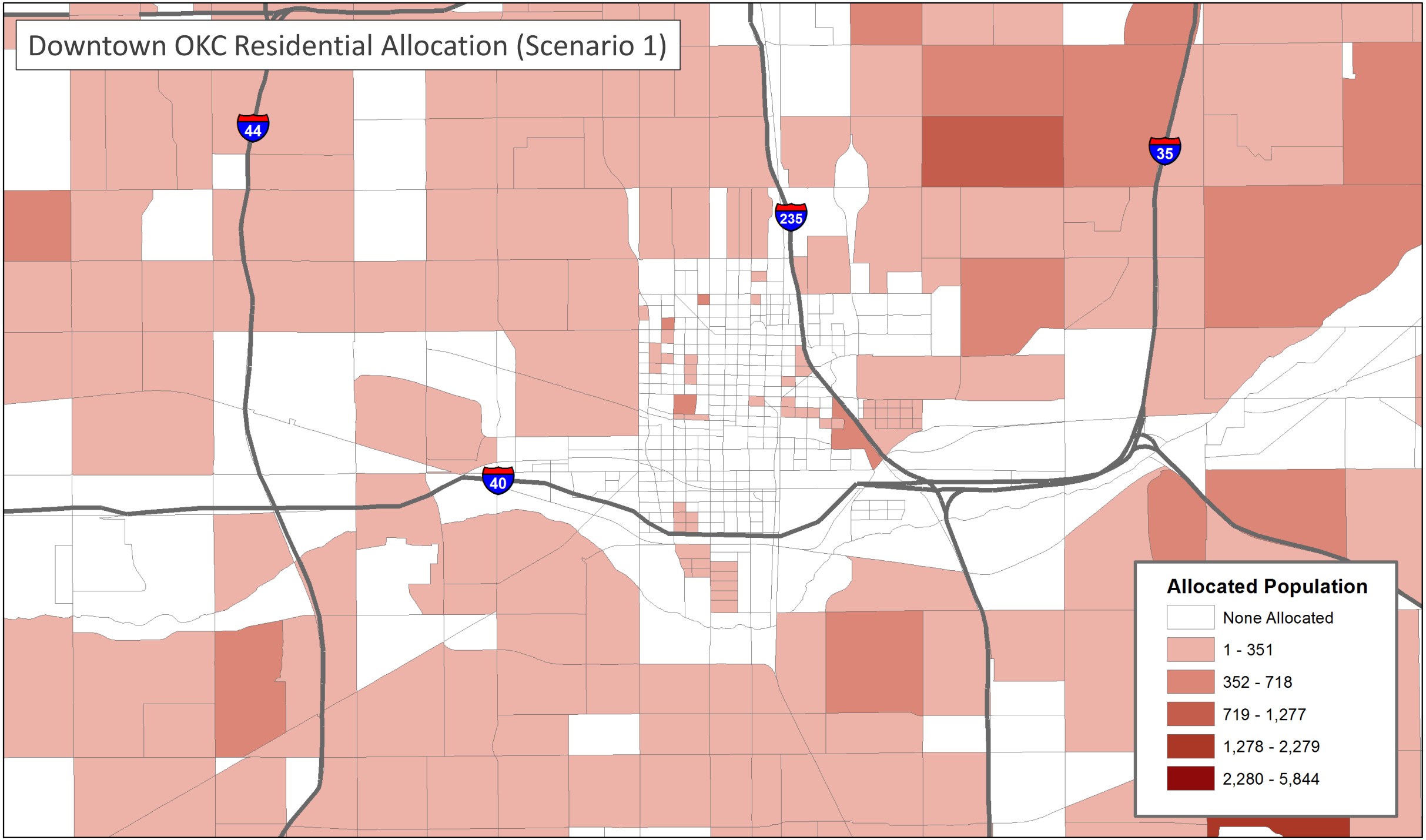
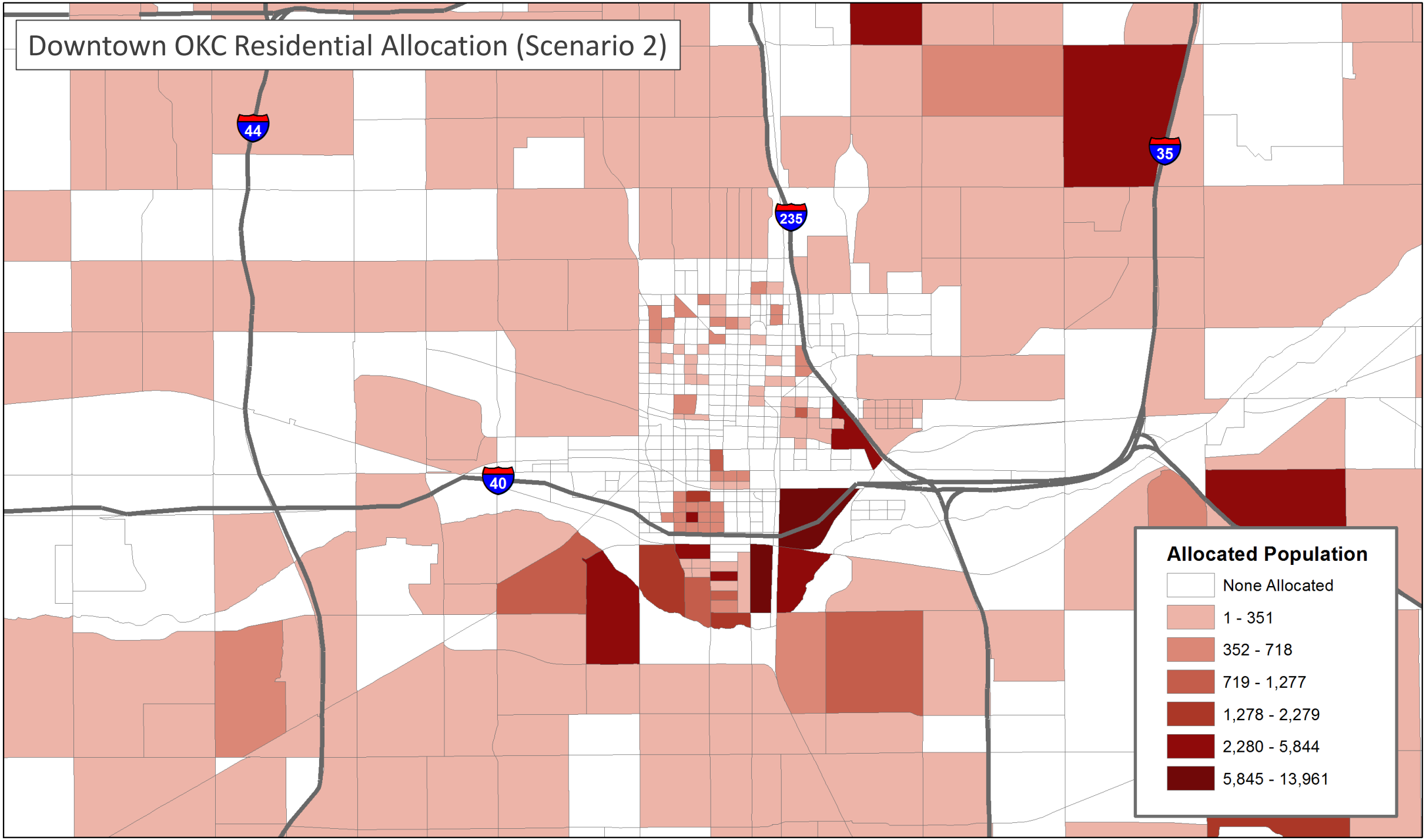
Downtown OKC Residential Allocation (Scenario 1)



OCARTS Metropolitan Transportation Plan

Downtown OKC Residential Allocation (Scenario 2)



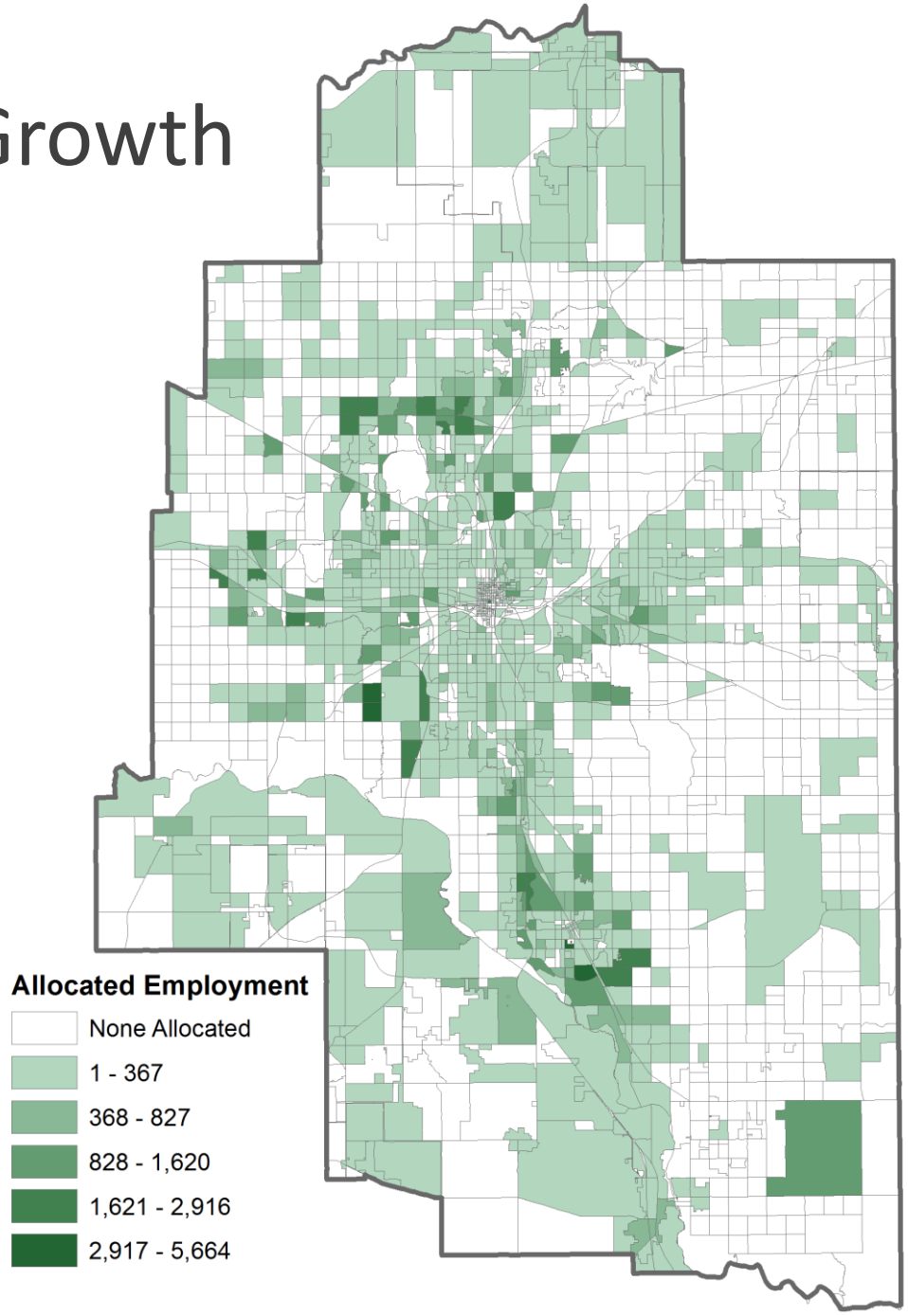
Employment Growth Allocation

- Future development capacity
  - Constrained and Developable Areas
    - Same as residential growth
  - Development characteristics
- Land Suitability Analysis attraction scores
  - Different for each employment land use type (Commercial, Office, Industrial, Public)
- Employment control totals
  - OCARTS, county, COIP
- Land use received from each community

Employment Attractiveness

Component	Commercial	Office	Industrial	Public
Highway proximity (or network proximity)	✓		✓✓✓	
Proximity to like land use	✓	✓	✓	✓
Proximity to complementary land uses				✓
Downtown	✓✓	✓✓✓		✓✓
Airport proximity			✓	
Acreage available			✓	
Existing service area boundary	✓✓✓	✓✓✓	✓✓	✓✓✓
Employment density (total and/or by land use)	✓	✓	✓	✓
Population density (2010)	✓			
Future population (based on 2040 allocation)	✓✓✓			✓✓
Occupied housing units	✓			
Transit Oriented Developments	✓✓✓	✓✓✓		✓✓✓

Employment Growth Allocation (Scenario 1)



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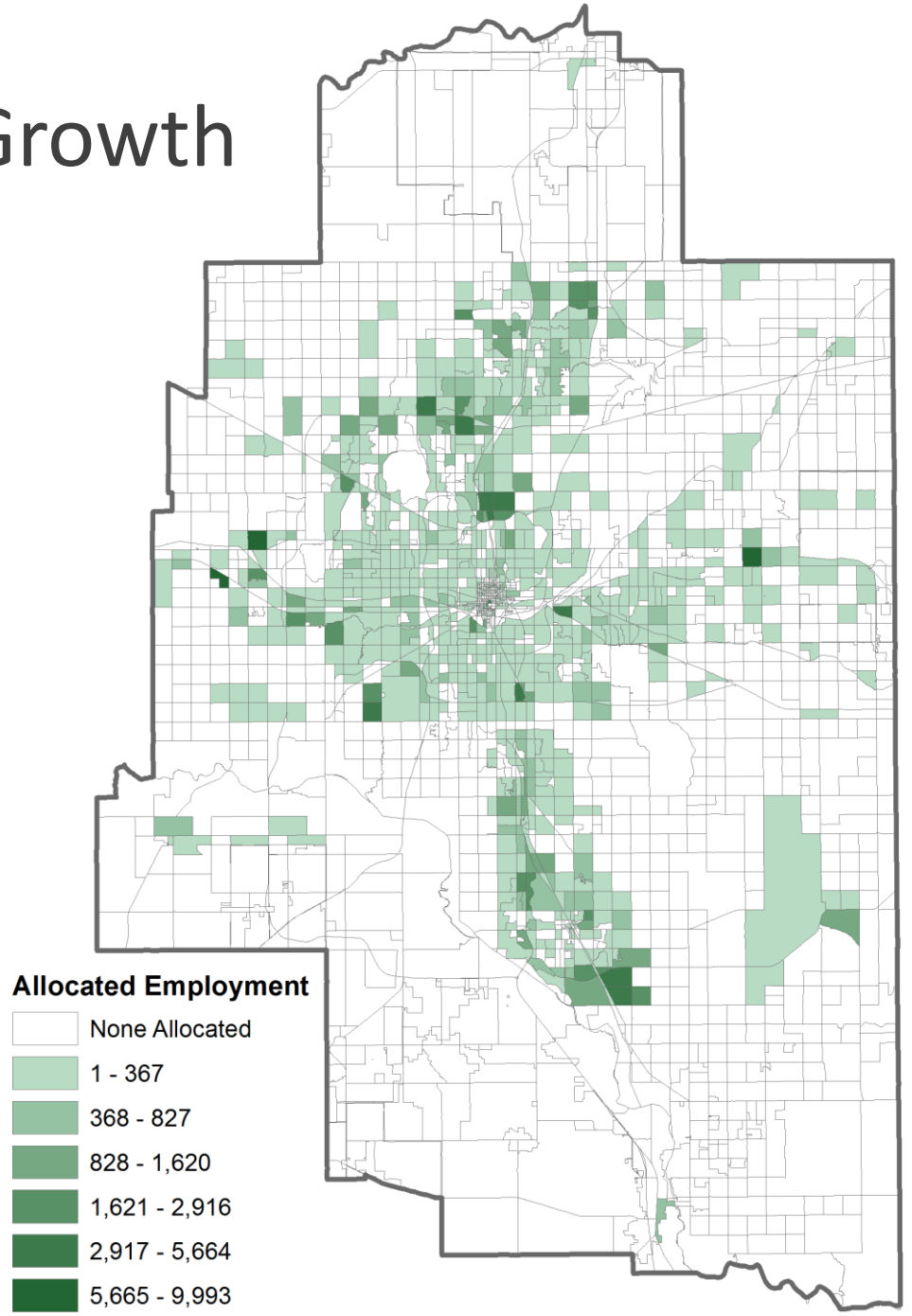
Employment Growth Allocation (Scenario 2)



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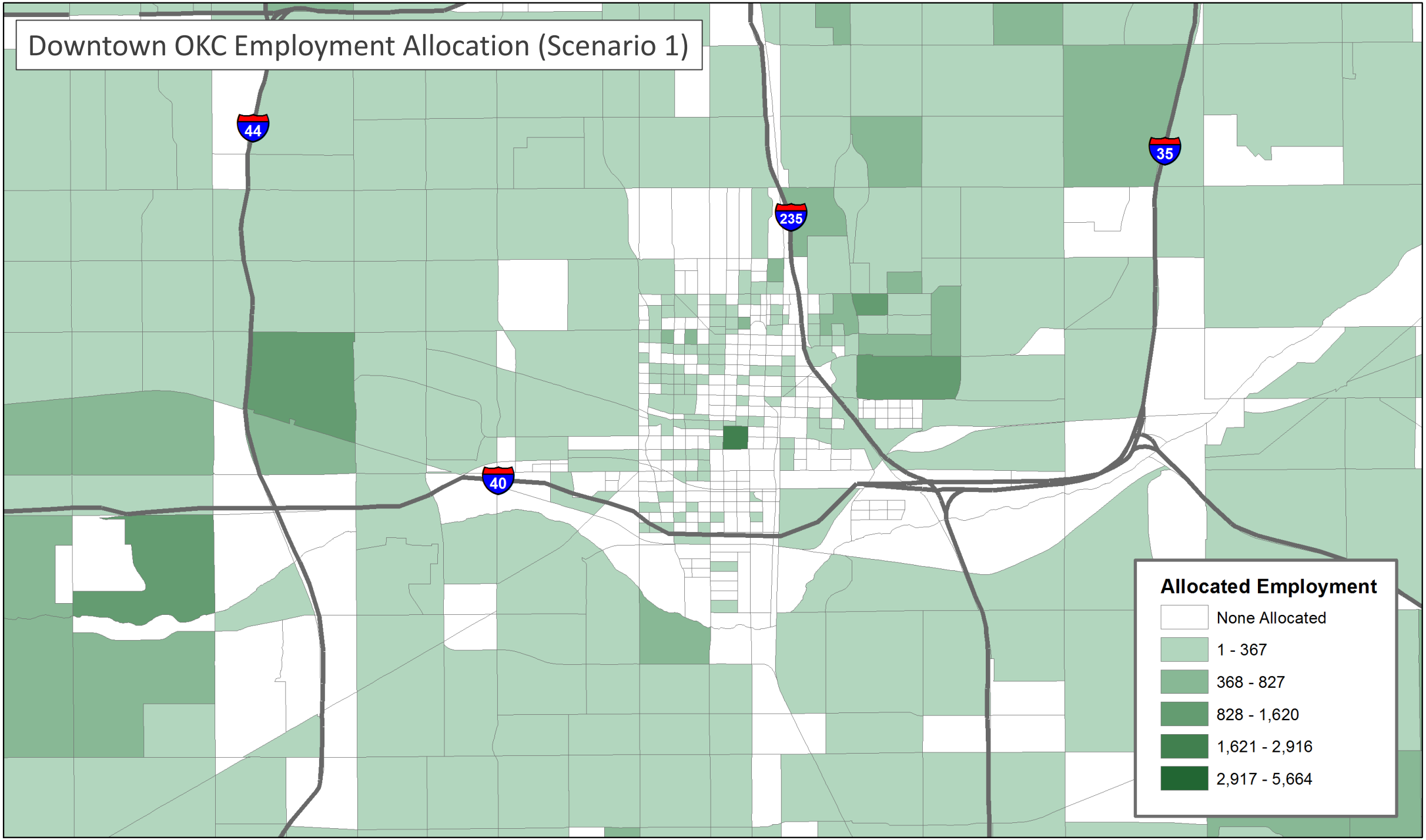
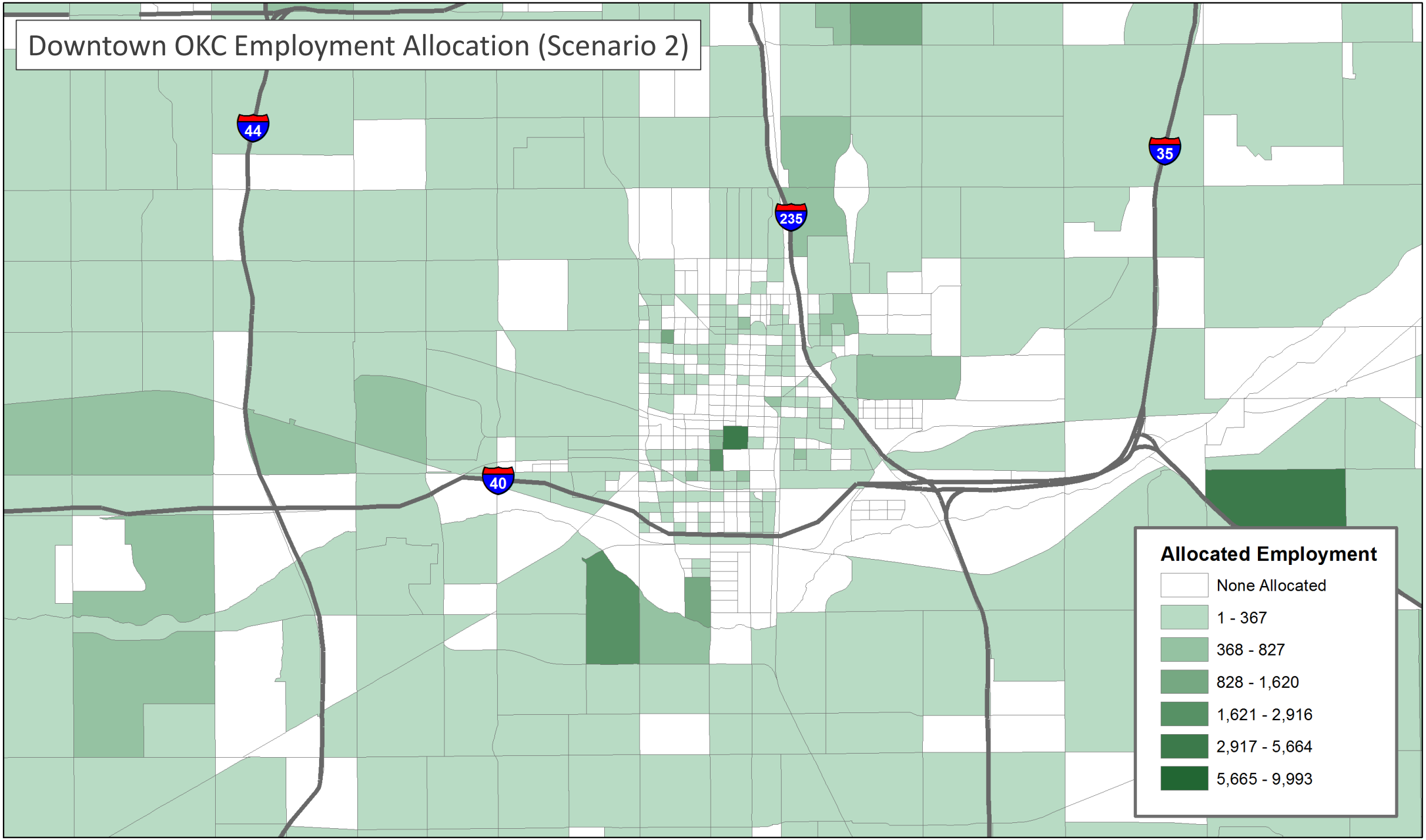
Downtown OKC Employment Allocation (Scenario 1)



Downtown OKC Employment Allocation (Scenario 2)



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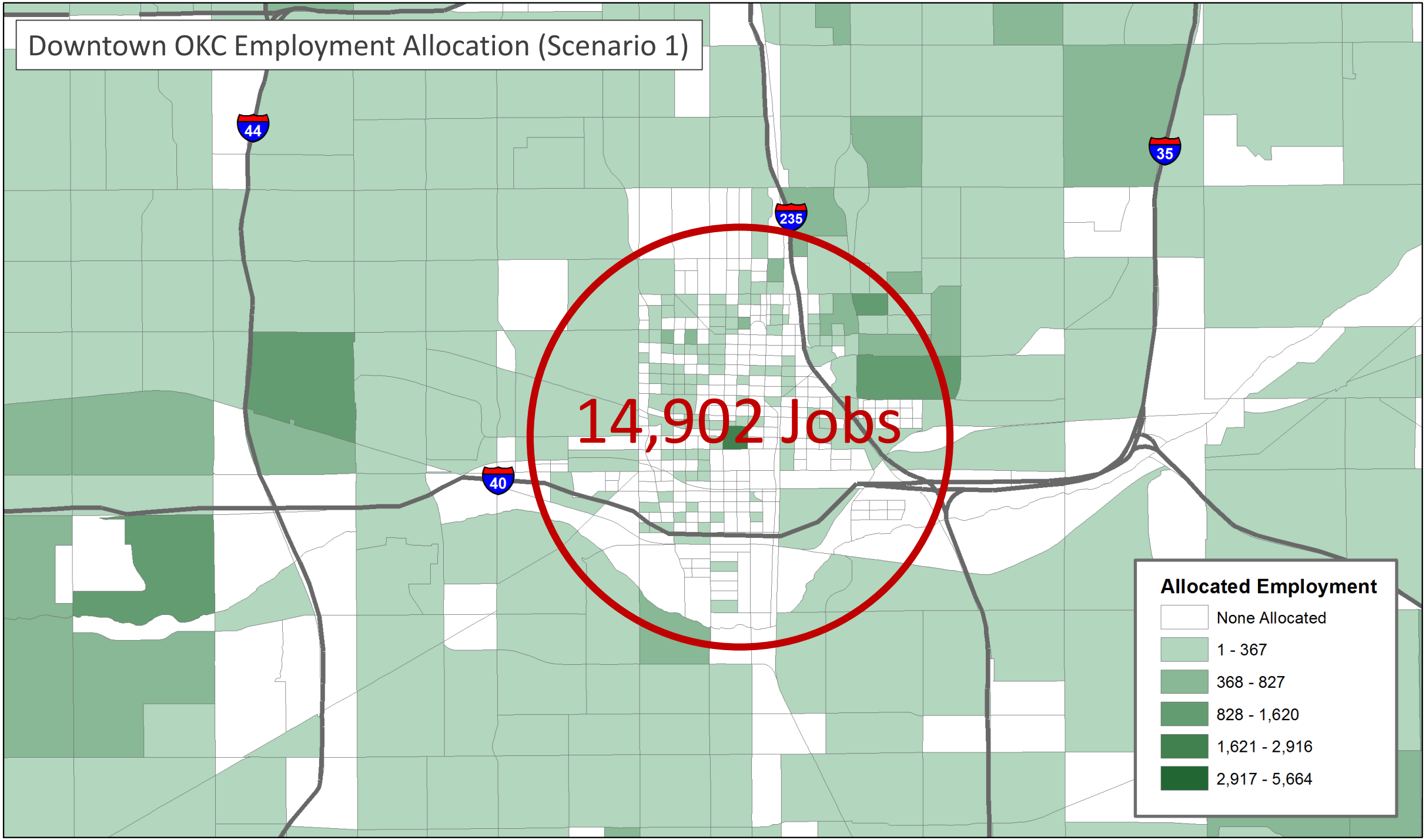
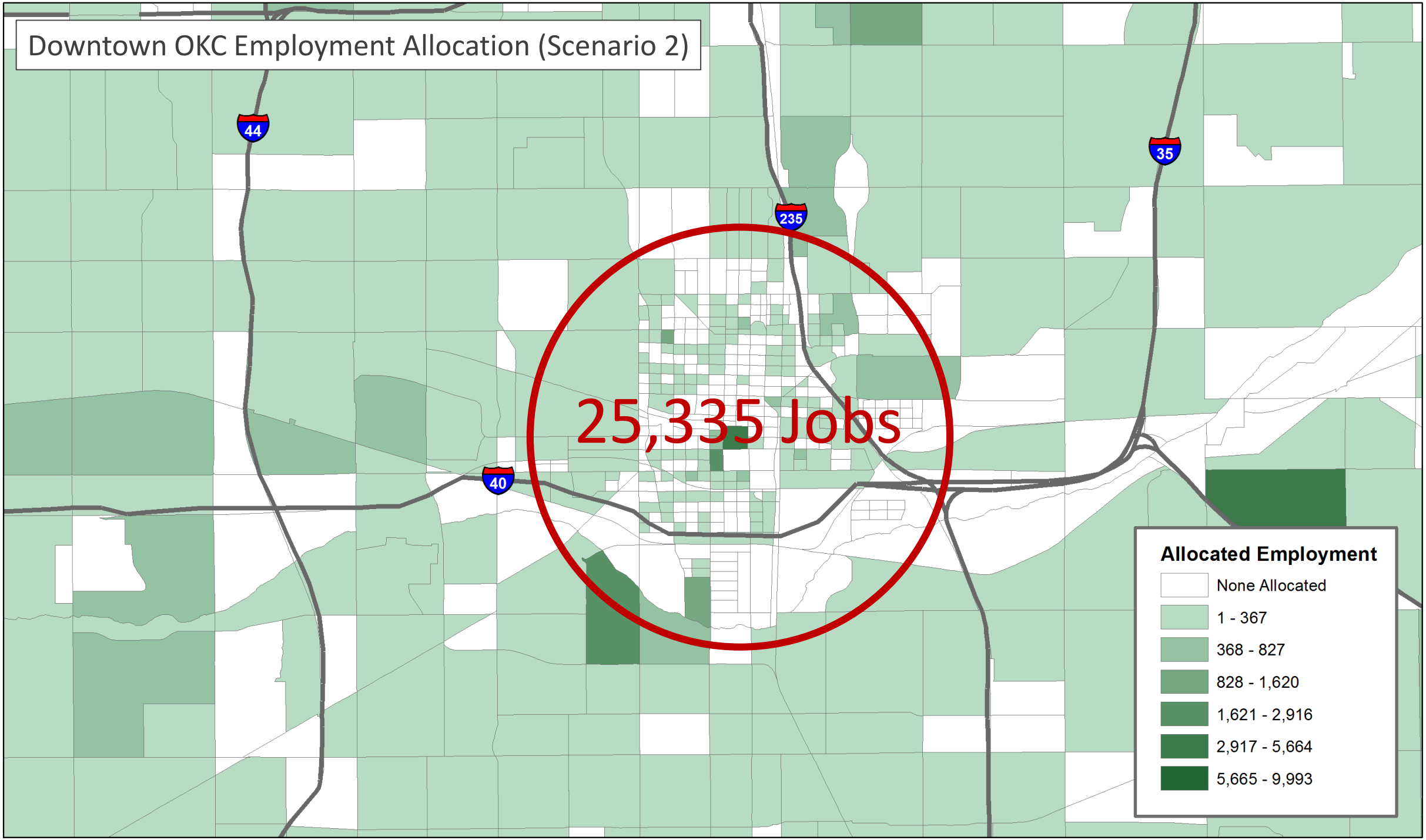
Downtown OKC Employment Allocation (Scenario 1)



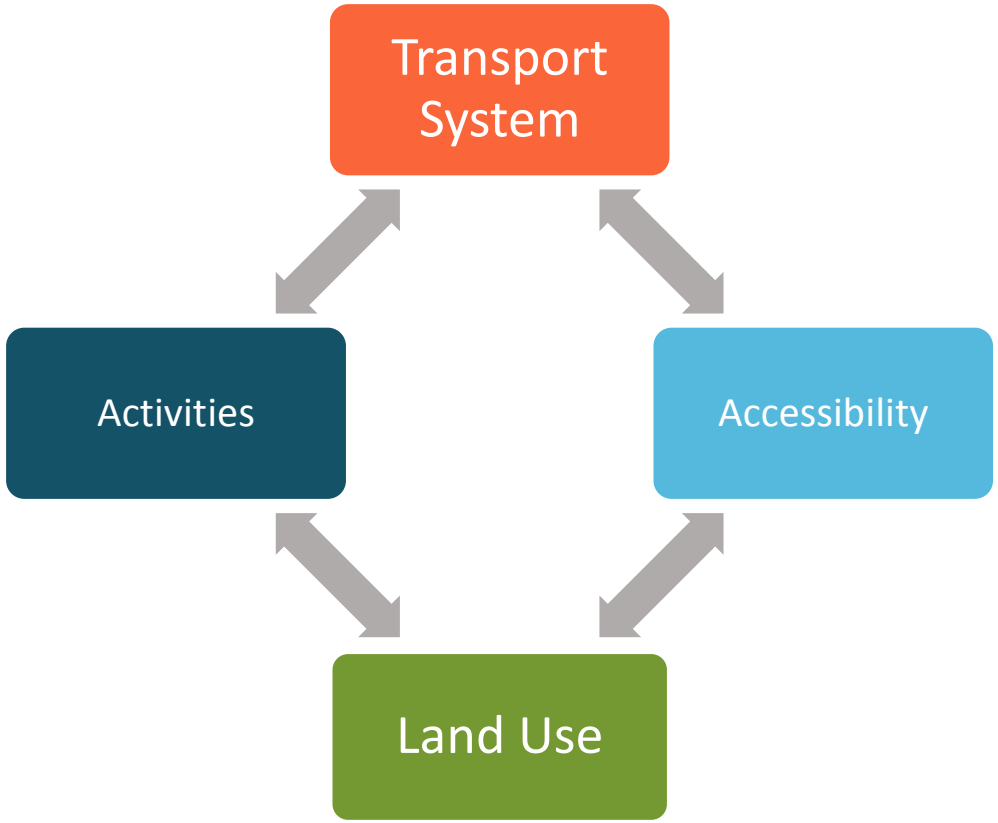
OCARTS Metropolitan Transportation Plan

Downtown OKC Employment Allocation (Scenario 2)



Status of Encompass 2040 Scenarios

- ☑ Data Collection and Model Inputs
- ☑ Scenario 1
- ☑ Scenario 1 TDM Alternate 1
- ☐ Scenario 1 TDM Alternate 2
- ☑ Scenario 2
- ☐ Scenario 2 TDM Alternate 1
- ☐ Scenario 2 TDM Alternate 2
- ☐ Scenarios Evaluation and Feedback
- ☐ Scenario 3



Questions?

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