



STATE OF UTAH
**POINT OF THE MOUNTAIN
DEVELOPMENT COMMISSION**

.....
**The Point of the Mountain
Visioning Process
Phase Two: Extended Report**
.....

January 22nd, 2018



**Envision
Utah**

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Introduction to the Process

In the 2016 Legislative Session, the Utah State Legislature passed House Bill 318, which established the Point of the Mountain Development Commission and served as a formal starting point for a process to explore possibilities for the future of the Point of the Mountain through community outreach and expert collaboration. The bill outlines six objectives for the project area and the state as a whole:

- maximizing job creation;
- ensuring a high quality of life for residents in and surrounding the project area;
- strategic residential and commercial growth;
- preservation of natural lands and expansion of recreational opportunities;
- provision of a variety of community and housing types that match workforce needs;
- planning for future transportation infrastructure and other investments to enhance mobility and protect the environment.



Phase One

On behalf of the Point of the Mountain Development Commission, the consultant team spent significant time and resources during Phase 1 of the project to compile feedback from industry experts, stakeholders, and the public to create a proposed aspirational vision of what the area could be. Thousands of Utahns participated through online comments, surveys, and workshops.

The major findings from Phase 1 include:

- **Transportation is viewed as the biggest challenge—by far.** Of the comments received from stakeholders and the public, an overwhelming percentage mentioned transportation or congestion as an issue, and it was rated as the most important planning outcome, as well as the top issue for economic development. As the populations of Salt Lake and Utah counties continue to grow, keeping people and goods moving through this narrow bottleneck will be a challenge. Solutions to explore in Phase 2 included additional public transportation, a grid network of local streets and arterials, and improving the geographic match between jobs and housing.
- **Continued growth of the “innovation economy” will require a more highly educated workforce.** Stakeholders listed an educated workforce as the second most important issue for attracting and creating jobs, and many employers reported difficulties in finding enough qualified employees for key positions. This issue must be addressed if the Point of the Mountain—and the state as a whole—is going to continue to generate high-paying jobs.
- **Utahns want significant steps to reduce emissions and demonstrate sustainability—and these same steps will help attract employers and employees.** Utahns rated reducing air pollution as one of the top two outcomes they want from Point of the Mountain planning, and high-tech employees listed air pollution as the top reason they might move out state. Indeed, one of the major barriers to recruiting and retaining employees and employers is the Wasatch Front’s reputation for poor air quality.
- **A research institution can catalyze economic growth.** Stakeholders ranked a research institution presence as the top “big idea” for the Point of the Mountain, and economic development experts also rated it as one of the key steps that could catalyze growth in high-quality employment.
- **Utahns and employers want greatly expanded public transportation.** During two public workshops, Utahns created nineteen maps of their desired growth patterns; fifteen of them included TRAX extensions to the south. In a follow-up survey, passenger rail was rated as the top transportation solution. Employers also often cite convenient access to public transportation as a key consideration in their location decisions.
- **Utahns and employers want live/work/play centers that make life convenient.** Of the nineteen maps created at public workshops, fifteen of them included major live/work/play hubs—vibrant places that include housing, jobs, retail, entertainment, and recreation. Stakeholders also listed live/work/play hubs as one of their top “big ideas,” and planned mixed-use/walkable communities were one of the most common ideas in public comments. Employers often cite a need for more diverse community offerings as they seek to recruit employees. Indeed, high-tech workers picked a wide variety of community types for their ideal communities, with almost half choosing something other than a traditional single-family subdivision. Economic development experts list creating great, vibrant places as one of the keys to growing high-paying jobs.

- **The Point of the Mountain offers a unique opportunity to connect the Wasatch and Oquirrh Mountains and the Jordan River with a network of trails, parks, and open spaces.** Nowhere else do the Wasatch Mountains and Oquirrh Mountains come together, and the Jordan River runs through the area. The East Traverse Mountains already boast an extensive trail network that could be expanded, the Jordan River Parkway connects Utah Lake to the Great Salt Lake, and an effort is underway to create extensive trails in the West Traverse Mountains near Camp Williams. Utahns and stakeholders listed greenspace as one of their top “big ideas” and rated trails as the most important recreational focus.
- **Utahns and transportation experts place high priority on a connected street network.** Transportation experts often cite a connected network of local streets and arterials as having a significant impact on transportation outcomes, and Utahns also rated it as one of the top transportation solutions.
- **Infrastructure investment decisions should take into account the impact on economic growth.** Economic development experts pointed to the importance of transportation infrastructure—both in keeping the area moving and in attracting jobs to parts of the area from which people currently must commute to work. The timing, type, and amount of infrastructure investment could have a significant impact on the attractiveness of an area for employers.
- **There are significant opportunities to utilize the prison site in achieving these goals.** The prison site presents a tremendous opportunity to implement many of the ideas and recommendations listed herein. Utah is fortunate to boast state-owned, available land near substantial infrastructure in a rapidly-growing area in between two large population centers.

The entirety of the Phase One Report can be found at PointOfTheMountainFuture.org/phase-one-report/.

Phase Two

The aspirational vision and findings from Phase 1 provided a strong launch point for Phase 2. The Point of the Mountain Development commission and consultant team began meeting with Small Advisory Groups comprised of a wide variety of stakeholders with the aim of tackling specific topics crucial to the future of the Point of the Mountain. With the help of these Small Advisory Groups, the consultant team formed an understanding of the scope of topics that would need to be addressed by the vision and illustrative scenario for it to be impactful and effective.

The consultant team and the Point of the Mountain Commission Co-chairs met with regional transportation agencies and local cities at key points through Phase Two of the process to gain the information and perspective necessary to include variables and metrics that would be significant and realistically implementable when proposing the vision and illustrative scenario to the legislature.

Building off of the input of the Point of the Mountain Development Commission, Small Advisory Groups, regional transportation agencies, and other developers, residents and business owners, the consultant team developed five scenarios exploring different ways the Point of the Mountain may develop, split into eight key topic areas that differ with each scenario. These alternative scenarios were shared with stakeholders and the public to receive feedback on their impacts on the key measures that were identified as most important throughout Phase One, both through in-person meetings in late November and through a month-long outreach period where residents were able to learn about individual scenarios and cast their votes at pointofthemountainsurvey.org. The specific details of this survey and outreach effort are contained in the following sections.

With the results of this outreach, the consultant team and Commission Co-chairs met with local cities and regional transportation agencies at the end of December to begin to iron out a vision that combines different aspects of scenarios based on those voted for in the survey outreach process. The details of the resulting vision and preferred scenario were covered in the Phase Two Vision and Recommendations Report.

Phase 3 is expected to begin soon after the publication of the preferred scenario, and will explore ways to fund the needed infrastructure and economic development to make the preferred scenario a reality.

Scenario Overview

INTRODUCTION

There were five distinct overall scenarios for how the Point of the Mountain may grow looking forward to 2050. Each follows different trends, hopes, and concerns that were identified through input through Phase One and Two of the visioning and outreach process.

Though residents voted on their favorite overall scenarios, the votes on each component of the scenarios were taken into the highest consideration in the development of the vision. Public reaction to the scenarios indicates that most people see the area maturing into an economic powerhouse with excellent access that is also a great place to live, work, and play.

METHODOLOGY

The five scenarios were developed and differentiated based on stakeholder input from Phase One of the process alongside expert input from the consultant team. This expert input detailed topics from NOx emissions to regional transportation concerns and suggested different outcomes for major concerns raised by the public in earlier outreach efforts.

Scenario A is viewed as a baseline, built following current economic development and population growth projections alongside an estimate of the amount of transportation and infrastructure projects that could be built using existing funding sources. Scenario A also assumes little coordination between municipalities to develop things such as a connected network of trails and integrated community centers.

Scenario B follows the same baseline economic development and population growth projections, but it assumes funding for the public transportation projects included in the Regional Transportation Plan. It features an increased level of coordination between municipalities, creating a more connected trail and open space network, more vibrant community centers, and other amenities.

Scenario C follows catalyzed market projections for economic development and population growth, but features spread-out development patterns. Transportation projects include the Regional Transportation Plan (including its public transportation projects) and several additional road projects. Scenario C assumes little coordination between municipalities to develop things such as a connected network of trails and integrated community centers, but it does include a major arena or sports venue that serves as a regional economic and entertainment resource for the Point of the Mountain.

Scenario D follows catalyzed market projections for economic development and population growth. Scenario D also includes extensive new road and public transportation projects aimed at making it easier for residents to get around and through the region. It features an increased level of coordination between municipalities, creating a more connected trail and open space network, more vibrant community centers, and other amenities. This scenario features the highest percentage of electric vehicles out of any scenario, and thus has the most significant reductions in automobile emissions.

Scenario E is very similar to Scenario D, though it includes a few select additional road projects and differs on more flexible metrics like the percentage of electric vehicles.

SCENARIO OVERVIEWS

Scenario A

Economic growth is somewhat strong. Infrastructure investments are relatively low and focused on roads. Development is suburban in character and spreads out. People spend much time and money on driving.

- The amount of growth matches market projections.
- Densities are constrained so that additional growth spreads to places like Eagle Mountain.
- Transportation investments do not exceed current funding sources so that additional roads are built but no new transit capital projects.
- There are no additional efforts to improve air quality or reduce water use.
- There is a moderate amount of additional recreation and open space.

Scenario B

Economic growth is somewhat strong. Infrastructure investments in roads and transit are moderate. Development is more compact, with some vibrant urban spaces. People spend a moderate amount of time and money on driving.

- The amount and character of growth matches market projections.
- There are some mixed-use centers and urban areas that offer a vibrant, walkable environment.
- There is some additional funding for transportation to allow the road and transit projects in the long-range plan to be built.
- There are moderate efforts to improve air quality and reduce water use.
- There is substantial additional recreation and open space.

Scenario C

Economic growth is very strong, resulting in higher wages and more jobs. Investment is high in roads, moderate in transit. Development is suburban in character. A research/university presence is established at the prison site. People spend less time and money on driving.

- Economic growth is catalyzed through a research/university presence at the prison site; improved workforce size, education, and diversity; and successful establishment of marquee companies. There are more jobs and higher salaries, although some companies don't locate to the area because of lack of public transportation, sustainability, and urban places.
- Densities are constrained so that additional growth spreads to places like Eagle Mountain.
- In addition to the long-range transportation plan, there are further investments in roadway capacity.
- There are moderate efforts to improve air quality and no additional efforts to reduce water use.
- There is a moderate amount of additional recreation and open space.

Scenario D

Economic growth is very strong, resulting in higher wages, more jobs, and more growth. Investment in roads is high and investment in transit is very high. Development is more compact. A research presence is established at the prison site. People spend less time and money on driving.

- Economic growth is catalyzed through a research/university presence at the prison site; improved workforce size, education, and diversity; and successful establishment of marquee companies. The public transportation, sustainability, and urban environment attract companies.
- There are many mixed-use centers and urban areas that offer a vibrant, walkable environment.
- In addition to the long-range transportation plan, there are further investments in both transit and roadway capacity.
- There are aggressive efforts to improve air quality and reduce water use.
- There is substantial additional recreation and open space.

Scenario E

Economic growth is very strong, resulting in higher wages, more jobs, and more growth. Investments in roads and transit are very high. Development is more compact. A research presence is established at the prison site. People spend less time and money on driving.

- Economic growth is catalyzed through a research/university presence at the prison site; improved workforce size, education, and diversity; and successful establishment of marquee companies. The public transportation, sustainability, and urban environment attract companies.
- There are many mixed-use centers and urban areas that offer a vibrant, walkable environment.
- In addition to the long-range transportation plan, there are substantial further investments in both roadway and transit capacity.
- There are efforts to improve air quality and reduce water use.
- There is substantial additional recreation and open space.

VOTING RESULTS

Scenario A: 109 Votes

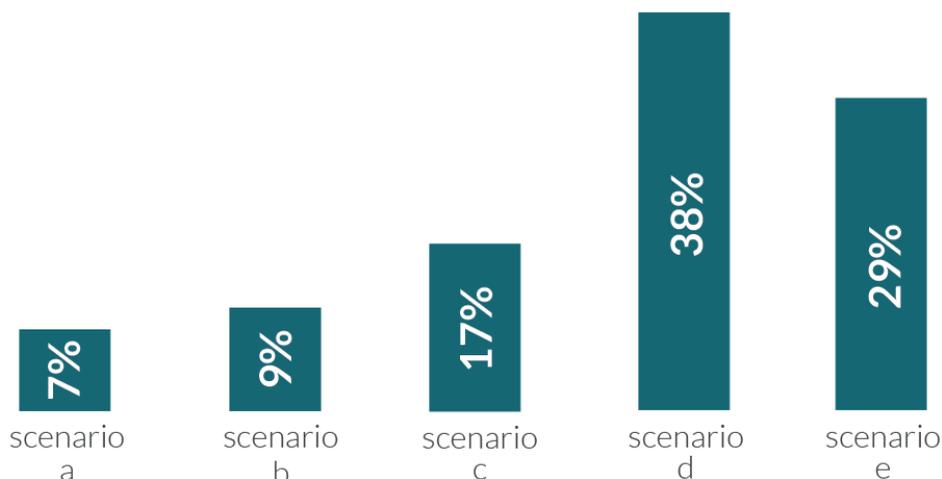
Scenario B: 126 Votes

Scenario C: 246 Votes

Scenario D: 569 Votes

Scenario E: 428 Votes

Overall Scenario Voting Results



The Scenarios Across 8 Topics

Jobs & Economy

INTRODUCTION

It's no surprise that the tech sector is crucial to the future of the Point of the Mountain. In fact, each individual IT job has significant impacts on the local economy. The Kem C. Gardner Policy Institute has found that with every IT job lost in retention or recruitment, Utah also loses 4 support jobs, 8 other jobs, \$816,000 in personal income, and \$17,400 in annual net state revenue.

These high-paying jobs are critical to the local economy, just as they are critical in developing the cutting-edge technologies Utah's Silicon Slopes has become famous for.

Throughout Phase 1 one of the most consistent big ideas we heard was that people wanted to see a major research and/or university presence at the Point of the Mountain, more specifically at the Draper Prison site. Many of the most successful innovation centers in the country have a university presence that bolsters local companies by providing talented workforce and exploring new technologies.

Other major focuses that arose through Phase 1 of the process that have been wrapped into Jobs & Economy Scenarios include:

- Improving the quality and quantity of programs that give students (and adults looking to further their education) the skills necessary to obtain jobs in the innovation economy
- Building on the things that will attract marquee companies to the Point of the Mountain (including transportation infrastructure, a strong workforce base, education investments that attract families)

As such, the team developed two distinct scenarios for the future of the Point of the Mountain's Jobs & Economy: one where we dedicate significant time and effort to developing the programs we need and catalyzing the growth we want to see in the innovation economy, and one where we work less actively to achieve those goals.

METHODOLOGY

Jobs and economy scenarios were based on the difference between a business-as-usual RCLCO projection on job and household growth vs. a scenario where job growth is catalyzed due to increased STEM graduates, more skilled workers, anchor companies, and a good business environment.

Meetings were held throughout September of 2017 to discuss the possibility of a nationally-recognized research and university presence at the Point of the Mountain, informing the creation of the jobs & economy and prison site redevelopment topics. These meetings found that this research presence will be instrumental in the job and economic growth of the Point of the Mountain and outlined goals, key governance elements, and key physical elements to help guide the implementation of such a presence over the long term. Additional details can be found in the Meeting Notes section of the Appendix.

The consultant team analyzed case studies from around the country to create two growth projections. The first, or baseline, projection utilizes the Kem C. Gardner Institute's forecast for population and job growth. The second anticipates an additional 150,000 jobs across the Wasatch

Front, along with higher incomes. These jobs bring additional population growth. Please see the RCLCO report and data contained in the Appendix for additional information.

SCENARIO OVERVIEWS

Scenario A

Skilled workforce increases; some marquee, catalyst companies; somewhat strong economic growth; poor fit for some companies.

The Story

Various efforts to improve the number of graduates of STEM and in-demand fields continue. Graduates in STEM and other in-demand fields increase, but the size and diversity of Utah’s skilled labor pool limits the state’s economic growth and appeal as an international job core.

Some large “anchor tenant” or marquee companies locate at the Point of the Mountain and act as economic catalysts by attracting employees and employers.

Some major companies may choose not to move to or expand in the Point of the Mountain area because the area’s development patterns don’t match up with their desires for public transportation, environmental sustainability, and vibrant urban communities. Some companies may also decide not to invest in the area because of a perception and reality of lack of diversity in the workforce, with fewer women and minorities working in key positions and fields than in other metropolitan areas.

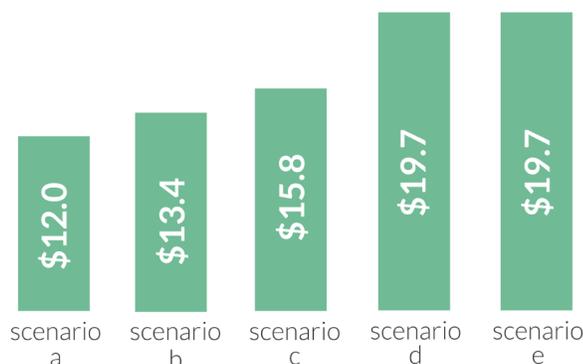
The Results

- 950,000 new jobs on the Wasatch Front, of which about 23% locate at the Point of the Mountain (218,500)
- \$84,000 average household income
- \$12.0 billion in state revenue from sales and personal income tax
- \$3 billion in tax revenue to local cities under current tax rates

Scenario B

Skilled workforce increases; some marquee, catalyst companies; somewhat strong economic growth; poor fit for some companies.

Statewide Revenue from Sales and Income Tax
(in billions USD)



Municipal Revenue
(in billions USD)



The Story

Various efforts to improve the number of graduates of STEM and in-demand fields continue. Graduates in STEM and other in-demand fields increase, but the size and diversity of Utah's skilled labor pool limits the state's economic growth and appeal as an international job core.

Some large "anchor tenant" or marquee companies locate at the Point of the Mountain and act as economic catalysts by attracting employees and employers.

Some major companies may choose not to move to or expand in the Point of the Mountain area because the area's development patterns don't match up with their desires for public transportation, environmental sustainability, and vibrant urban communities. Some companies may also decide not to invest in the area because of a perception and reality of lack of diversity in the workforce, with fewer women and minorities working in key positions and fields than in other metropolitan areas.

The Results

- 950,000 new jobs on the Wasatch Front, of which about 23% locate at the Point of the Mountain (218,500)
- \$84,000 average household income
- \$13.4 billion in state revenue from sales and personal income tax
- \$3.4 billion in tax revenue to local cities under current tax rates

Scenario C

Significant skilled workforce increase; new research & university presence at the Point of the Mountain; many marquee, catalyst companies; very strong economic growth.

The Story

The state establishes a research and university presence at the Point of the Mountain that (1) helps provide a high-quality workforce that meets the needs of targeted industries by training and attracting talent, (2) catalyzes business growth through research and technology transfer, and (3) creates a nationally-recognized draw that brands the area and the state as a place to be.

Utah improves its "innovation economy" workforce by collaborating and scaling up efforts to significantly increase the number of graduates in STEM and in-demand fields. Concerted efforts increase the number of women and minority graduates, increasing the diversity and depth of talent present in Utah's workforce. Key steps also improve the area's image as a place that welcomes people from a variety of backgrounds. This makes the state more attractive for employers to locate or expand here, and it spurs additional local entrepreneurship.

Several large "anchor tenant" or marquee companies locate at the Point of the Mountain and act as growth catalysts by attracting employees and employers.

The Results

- 1.1 million new jobs on the Wasatch Front, of which about 26% locate at the Point of the Mountain (286,000)
- \$94,000 average household income
- \$15.8 billion in state revenue from sales and personal income tax
- \$4 billion in tax revenue to local cities under current tax rates

Scenario D/E

Significant skilled workforce increase; new research & university presence at the Point of the Mountain; many marquee, catalyst companies; very strong economic growth.

The Story

The state establishes a research and university presence at the Point of the Mountain that (1) helps provide a high-quality workforce that meets the needs of targeted industries by training and attracting talent, (2) catalyzes business growth through research and technology transfer, and (3) creates a nationally-recognized draw that brands the area and the state as a place to be.

Utah improves its “innovation economy” workforce by collaborating and scaling up efforts to significantly increase the number of graduates in STEM and in-demand fields. Concerted efforts increase the number of women and minority graduates, increasing the diversity and depth of talent present in Utah’s workforce. Key steps also improve the area’s image as a place that welcomes people from a variety of backgrounds. This makes the state more attractive for employers to locate or expand here, and it spurs additional local entrepreneurship.

Several large “anchor tenant” or marquee companies locate at the Point of the Mountain and act as growth catalysts by attracting employees and employers. Some employers are attracted to the area because of steps taken to significantly expand public transportation, build vibrant urban spaces, and substantially improve environmental sustainability and air quality.

The Results

- 1.1 million new jobs on the Wasatch Front, of which about 26% locate at the Point of the Mountain (286,000)
- \$94,000 average household income
- \$19.7 billion in state revenue from sales and personal income tax
- \$4.5 billion in tax revenue to local cities under current tax rates

VOTING RESULTS

Scenario A: 145 Votes

Scenario B: 193 Votes

Scenario C: 222 Votes

Scenario D/E: 825 Votes

Jobs & Economy Voting Results



Transportation

INTRODUCTION

Ask any group of residents what their main concern for the Point of the Mountain is and you'll almost always get the same response: transportation and congestion. The constant concern about Lehi's intersection where SR-92 meets I-15 is just a symptom of growing congestion issues as the population of Salt Lake and Utah county continue to increase over the next 35 years.

The Point of the Mountain Development Commission worked with leading transportation experts to develop five different transportation scenarios with differing amounts of road and transit projects with the aim of increasing how convenient it will be to access destinations across the Point of the Mountain (and the wider Wasatch Front) in 2050.

Expanding transportation infrastructure has a tremendous impact on economic development, including:

- Increasing the movement of goods and availability of services
- Improving access to jobs, major amenities like the airport and universities, etc.
- Attracting high-tech companies that value proximity to transit when deciding where to grow and relocate

As a result, investing in both roads and public transportation will pay off in the long run in terms of municipal and statewide revenue and overall regional connectivity.

With these goals in mind, the consultant team developed five distinct scenarios for the future of transportation in the Point of the Mountain.

Smart, intentional shifts in how we plan our land use alongside the development of a local grid may be some of the most impactful ways we can improve mobility in our cities. Land use must support transportation investments, for example through transit-oriented development.

Mixed-use centers reduce the amount of automobile trips by making key destinations closer to many homes and can encourage residents to get around without using freeways. Developing and encouraging job cores to grow on the West Side where many homes are reduces the amount of miles needed to drive to access a wider variety of jobs.

Even beyond current pressing congestion concerns, the automobile industry is seeing some major changes on the horizon with the development of shared and autonomous vehicles and their implications for how we will get around in the future. The vision and its recommended strategies account for this changing future.

METHODOLOGY

These scenarios varied greatly on the amount of transit, roads, and infrastructure investment the area experiences. Scenarios explored road widening, increased job/population growth, new roads, better connected roads, new transit lines, improved transit lines, and cost assumptions. Transportation facilities were input into the travel demand model with associated households and jobs. This model outputted metrics like projected travel times, vehicle miles traveled, access to jobs, transit trips, etc. Please see the associated Fehr and Peers report for more information. Travel costs were calculated using high level estimates from WSP Consultants. Please see their write-up for more information on the costing.

SCENARIO OVERVIEWS

Scenario A

Some new road projects; no new transit projects; lower infrastructure cost; more time and money spent driving.

The Story

Transportation funding sources aren't expanded, which means there are some new road improvements but no new transit projects. Single-family neighborhoods are generally disconnected from commercial hubs and job centers. Local roads often don't connect, so people must travel on larger arterials and freeways to reach destinations. People spend more time and money on driving in this scenario than in any other, but infrastructure costs are lower than in any other scenario.

Constructed road projects in this scenario include:

- The Mountain View Corridor expanded as a freeway through SR-73 (with 8 total lanes, in addition to frontage roads)
- A 2100 North freeway in Lehi
- I-15 widening projects (12 total lanes)
- Redwood Road widening projects (6 lanes north of Porter Rockwell and 4 lanes south)

The Results

- From the Point of the Mountain during AM peak period, it takes 42 minutes to drive to downtown Salt Lake City, 41 minutes to the Salt Lake airport, and 52 minutes to the University of Utah. During PM peak period, it takes 82 minutes to drive to downtown Provo.
- A typical Point of the Mountain resident can access 850,000 jobs within a 45-minute commute by car, or 37,000 jobs within a 45-minute commute by public transportation.
- 12,000 trips in the Point of the Mountain area are made by public transportation each day.
- On average, a Point of the Mountain household pays \$845 per month for travel expenses (gas, insurance, car payments, transit fares, etc.).
- Over the next 33 years, new transportation infrastructure in the area will cost \$3.1 billion for regional projects and \$1.5 billion for local projects.
- 22% of homes in the area are within ½ mile of high-frequency public transportation (e.g., bus rapid transit, light rail, and heavy rail).
- 37% of the work trips from Point of the Mountain residents never leave the Point of the Mountain area.

Scenario B

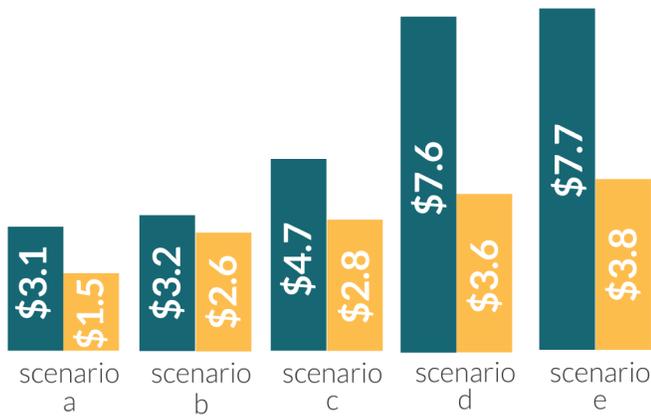
Some new road projects; some new transit projects; moderate infrastructure cost; moderate time and money spent driving.

The Story

New funding or reprioritized funding allows some new transit to be built in addition to some new roads. Homes are closer to jobs and shopping than in Scenarios A and C. People spend less time and money on driving than in Scenario A, but more than in the other scenarios. Infrastructure costs are higher than in Scenario A but lower than in the other scenarios.

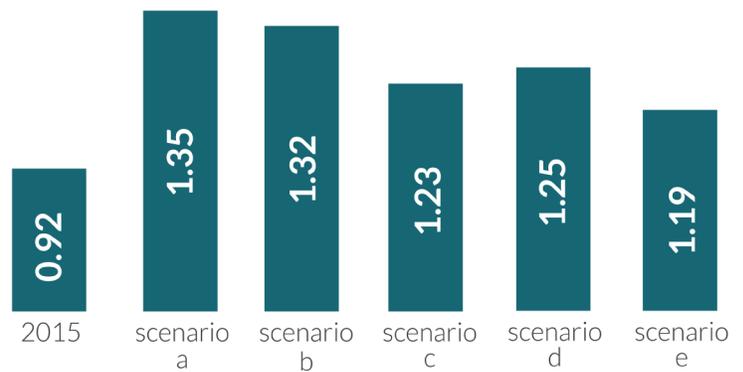
Local and Regional Infrastructure Costs

(in billions USD, regional costs in blue, local costs in orange)



Peak Period I-15 Congestion

(measured by volume over capacity)



Constructed road projects in this scenario include:

- The Mountain View Corridor expanded as a freeway through SR-73 (with 8 total lanes, in addition to frontage roads)
- A 2100 North freeway in Lehi
- I-15 widening projects (12 total lanes)
- Redwood Road widening projects (6 lanes north of Porter Rockwell and 4 lanes south)

Constructed transit projects in this scenario include:

- A Blue Line TRAX extension to Lehi
- A Bus Rapid Transit line from the Red Line stop in Daybreak to the prison site (running along 12600 South)
- A ride pooling system that acts as a commuter circulator between TRAX, FrontRunner, and the Lehi job core which may later utilize autonomous (self-driving) technologies

The Results

- From the Point of the Mountain during AM peak period, it takes 37 minutes to drive to downtown Salt Lake City, 36 minutes to the Salt Lake airport, and 49 minutes to the University of Utah. During PM peak period, it takes 82 minutes to drive to downtown Provo.
- A typical Point of the Mountain resident can access 1.1 million jobs within a 45-minute commute by car, or 60,000 jobs within a 45-minute commute by public transportation.
- 21,000 trips in the Point of the Mountain area are made by public transportation each day.
- On average, a Point of the Mountain household pays \$805 per month for travel expenses (gas, insurance, car payments, transit fares, etc.).
- Over the next 33 years, new transportation infrastructure in the area costs \$3.2 billion for regional projects and \$2.6 billion for local projects.
- 35% of homes in the area are within ½ mile of high-frequency public transportation (e.g., bus rapid transit, TRAX, and FrontRunner).
- 41% of the work trips from Point of the Mountain residents never leave the Point of the Mountain area.

Scenario C

Very many new road projects; some new transit projects; higher infrastructure cost; less time and money spent driving.

The Story

Additional economic development leads to more jobs and households. Many freeways and other roads are widened, and additional roadways are built to help establish a connected grid of larger roads, although local roads often don't connect, so people must travel on larger collectors, arterials, and freeways to reach destinations. The additional roadways require funding beyond existing sources or reprioritization of funding. Some new transit is also built, which requires new funding beyond existing sources or reprioritization of funding. People spend less time and money on driving in this scenario than in A or B, but more than in D and E. Infrastructure costs are higher than in scenarios A or B, but lower than in D and E.

Constructed road projects in this scenario include:

- The Mountain View Corridor expanded as a freeway through SR-73 (with 10 total lanes between 2100 North and Bangerter Highway, in addition to frontage roads)
- I-15 widening projects (12 total lanes)
- A frontage road system along I-15 between SR-92 and 10600 South (4 lanes total)
- Redwood Road widening projects (6 lanes total between Lehi 2100 North and Bangerter Highway)
- A new I-15 interchange at the gravel pits
- A new north-south arterial connecting Bangerter Highway to Lehi 2100 North in between I-15 and Redwood Road (6 lanes total)
- A new freeway connection between Mountain View Corridor and I-15 near the county line (4 lanes total)
- A new freeway connection between Mountain View Corridor and Bangerter Highway at 13400 South
- Widening projects along 14400 South/14600 South (4 lanes total)
- The development of many collector roads, creating a connected grid for communities across the Point of the Mountain

Constructed transit projects in this scenario include:

- A Blue Line TRAX extension to Lehi
- A Bus Rapid Transit line from the Red Line stop in Daybreak to the prison site (running along 12600 South)

The Results

- From the Point of the Mountain during AM peak period, it takes 38 minutes to drive to downtown Salt Lake City, 37 minutes to the Salt Lake airport, and 50 minutes to the University of Utah. During PM peak period, it takes 72 minutes to drive to downtown Provo.
- A typical Point of the Mountain resident can access 1.24 million jobs within a 45-minute commute by car, or 69,000 jobs within a 45-minute commute by public transportation.

- 22,000 trips in the Point of the Mountain area are made by public transportation each day.
- On average, a Point of the Mountain household pays \$785 per month for travel expenses (gas, insurance, car payments, transit fares, etc.).
- Over the next 33 years, new transportation infrastructure in the area costs \$4.7 billion for regional projects and \$2.8 billion for local projects.
- 40% of homes in the area are within ½ mile of high-frequency public transportation (e.g., bus rapid transit, TRAX, and FrontRunner).
- 41% of the work trips from Point of the Mountain residents never leave the Point of the Mountain area.

Scenario D

Many new road projects; many new transit projects; higher infrastructure cost; much less time and money spent driving.

The Story

Additional economic development leads to more jobs and households, increasing travel demand. Substantial new or reprioritized funding sources allow additional roadway and transit projects. Homes are closer to jobs and shopping than in other scenarios. There are no transit fares; riding public transportation is free. Local road networks are well connected, so that people can avoid larger roads or walk or bike more conveniently and safely. People spend less time and money on driving than in any other scenario except E. Infrastructure costs are higher in this scenario than in any except E.

Constructed road projects in this scenario include:

- The Mountain View Corridor expanded as a freeway through SR-73 (with 8 total lanes, in addition to frontage roads)
- A 2100 North Freeway in Lehi
- I-15 widening projects (12 total lanes)
- A frontage road system along I-15 between SR-92 and 10600 South (4 lanes total)
- Redwood Road widening projects (6 lanes north of Porter Rockwell and 4 lanes south)
- A new I-15 interchange at the gravel pits
- A new north-south arterial connecting Bangerter Highway to Lehi 2100 North in between I-15 and Redwood Road (4 lanes total)
- A new freeway connection between Mountain View Corridor and I-15 near the county line
- A new freeway connection between Mountain View Corridor and Bangerter Highway at 13400 South (4 lanes total)
- Widening projects along 14400 South/14600 South (4 lanes total)
- The development of many collector roads, creating a connected grid for communities across the Point of the Mountain

Constructed transit projects in this scenario include:

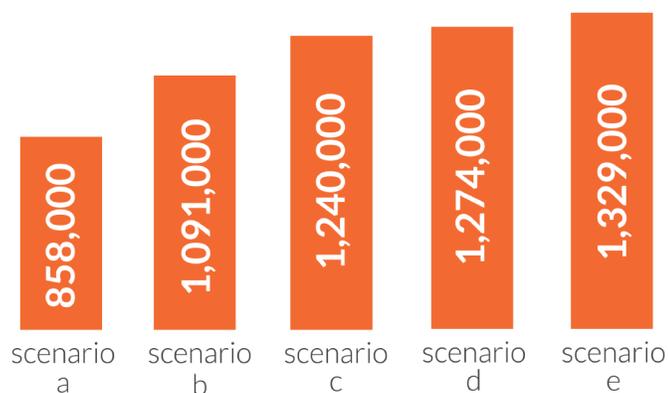
- The doubletracking of FrontRunner so that it can come every 15 minutes
- A new FrontRunner spur to Eagle Mountain

- A TRAX extension that diverges from the Blue Line at 10000 South, crosses I-15, passes through the prison site, crosses back over I-15, and continues to Lehi and then Orem
- A Red Line TRAX extension to 14400 South
- A Bus Rapid Transit line from the Red Line stop in Daybreak to the prison site (running along 12600 South)
- A Bus Rapid Transit line on a new north/south arterial from the prison site to 2100 North
- A ride pooling system that acts as a commuter circulator between TRAX, FrontRunner, and the Lehi job core which may later utilize autonomous (self-driving) technologies

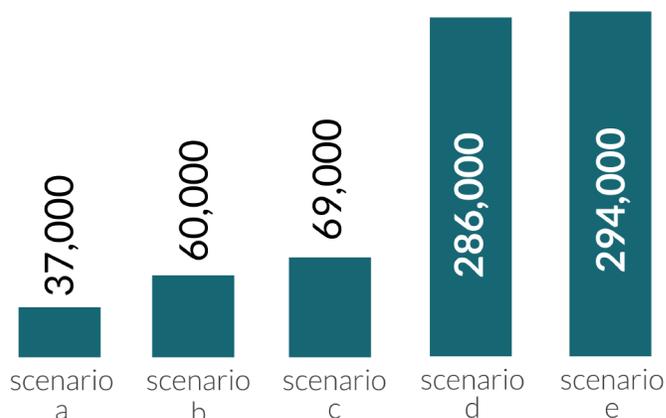
The Results

- From the Point of the Mountain during AM peak period, it takes 35 minutes to drive to downtown Salt Lake City, 35 minutes to the Salt Lake airport, and 47 minutes to the University of Utah. During PM peak period, it takes 73 minutes to drive to downtown Provo.
- A typical Point of the Mountain resident can access 1.27 million jobs within a 45-minute commute by car, or 290,000 jobs within a 45-minute commute by public transportation.
- 64,000 trips in the Point of the Mountain area are made by public transportation each day.
- On average, a Point of the Mountain household pays \$755 per month for travel expenses (gas, insurance, car payments, transit fares, etc.).
- Over the next 33 years, new transportation infrastructure in the area costs \$7.6 billion for regional projects and \$3.6 billion for local projects.
- 68% of homes in the area are within ½ mile of high-frequency public transportation (e.g., bus rapid transit, TRAX, and FrontRunner).
- 43% of the work trips from Point of the Mountain residents never leave the Point of the Mountain area.

Access to Jobs by Vehicle
(jobs within a 45 minute auto trip)



Access to Jobs by Transit
(jobs within a 45 minute public transportation trip)



Scenario E

Very many new road projects; many new transit projects; higher infrastructure cost; much less time and money spent driving.

The Story

Additional economic development leads to more jobs and households, increasing travel demand. Substantial additional or reprioritized funding sources allow significant construction of both roads and transit. Homes are closer to jobs and shopping than in other scenarios. There are no transit fares; riding public transportation is free. Local road networks are well connected, so that people can avoid larger roads or walk or bike more conveniently and safely. People spend less time and money on driving than in any other scenario, but infrastructure costs are higher in this scenario than in any other.

Constructed road projects in this scenario include:

- The Mountain View Corridor expanded as a freeway through SR-73 (with 10 total lanes between 2100 North and Bangerter Highway, in addition to frontage roads)
- A 2100 North Freeway in Lehi
- I-15 widening projects (12 total lanes)
- A frontage road system along I-15 between SR-92 and 10600 South (4 lanes total)
- Redwood Road widening projects (6 lanes total between Lehi 2100 North and Bangerter Highway)
- A new I-15 interchange at the gravel pits
- A new north-south arterial connecting Bangerter Highway to Lehi 2100 North in between I-15 and Redwood Road (6 lanes total)
- A new freeway connection between Mountain View Corridor and I-15 near the county line
- A new freeway connection between Mountain View Corridor and Bangerter Highway at 13400 South (4 lanes total)
- Widening projects along 14400 South/14600 South (4 lanes total)
- The development of many collector roads, creating a connected grid for communities across the Point of the Mountain

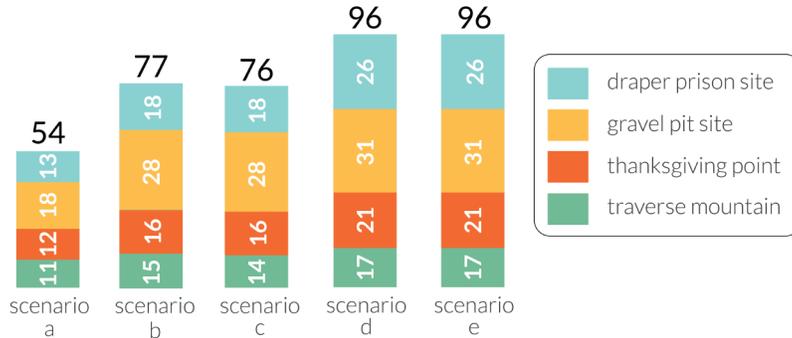
Constructed transit projects in this scenario include:

- The doubletracking of FrontRunner so that it can come every 15 minutes
- A new FrontRunner spur to Eagle Mountain
- A TRAX extension that diverges from the Blue Line at 10000 South, crosses I-15, passes through the prison site, crosses back over I-15, and continues to Lehi and then Orem
- A Red Line TRAX extension to 14400 South
- A Bus Rapid Transit line from the Red Line stop in Daybreak to the prison site (running along 12600 South)
- A Bus Rapid Transit line on a new north/south arterial from the prison site to 2100 North
- A ride pooling system that acts as a commuter circulator between TRAX, FrontRunner, and the Lehi job core which may later utilize autonomous (self-driving) technologies

Average Household Monthly Transportation Costs



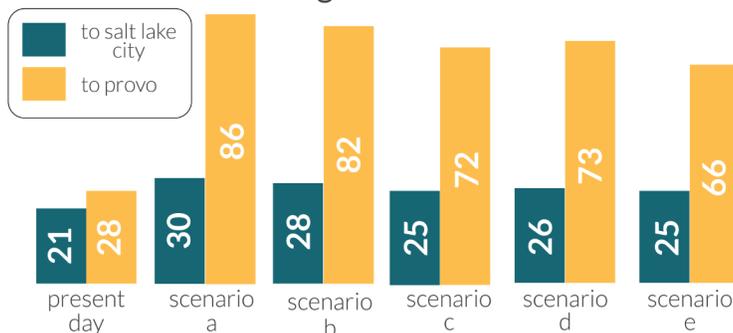
Opportunity Area Internal Capture Trip Reduction (in thousands of trips)



The Results

- From the Point of the Mountain during AM peak period, it takes 34 minutes to drive to downtown Salt Lake City, 34 minutes to the Salt Lake airport, and 46 minutes to the University of Utah. During PM peak period, it takes 66 minutes to drive to downtown Provo.
- A typical Point of the Mountain resident can access 1.33 million jobs within a 45-minute commute by car, or 290,000 jobs within a 45-minute commute by public transportation.
- 64,000 trips in the Point of the Mountain area are made by public transportation each day.
- On average, a Point of the Mountain household pays \$755 per month for travel expenses (gas, insurance, car payments, transit fares, etc.).
- Over the next 33 years, new transportation infrastructure in the area costs \$7.7 billion for regional projects and \$3.7 billion for local projects.
- 68% of homes in the area are within 1/2 mile of high-frequency public transportation (e.g., rail).
- 43% of the work trips from Point of the Mountain residents never leave the Point of the Mountain area.

Minutes from Draper Prison Site to Key Destinations During PM Peak Time

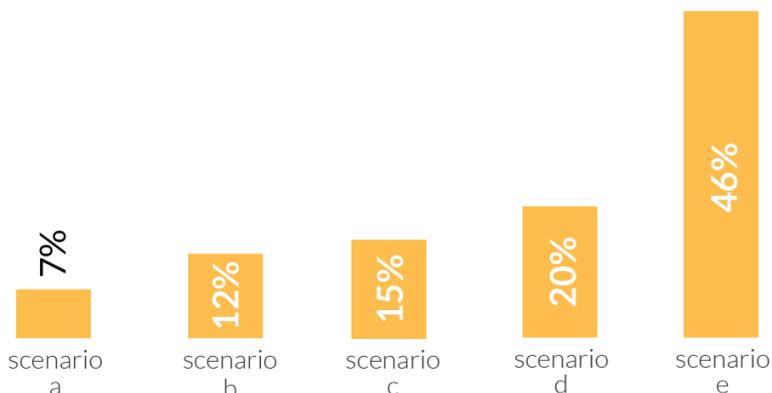


VOTING RESULTS

Members of the public overwhelmingly chose Scenario E, the scenario with the most investment in transportation infrastructure through 2050.

- Scenario A: 105 Votes
- Scenario B: 191 Votes
- Scenario C: 245 Votes
- Scenario D: 318 Votes
- Scenario E: 740 Votes

Transportation Voting Results



Community Design

INTRODUCTION

Without a doubt one of the most commonly-debated topics of recent elections across the Wasatch Front, community design is the topic that will most directly impact how it feels to live our lives day-to-day in the Point of the Mountain. Along with transportation, the way we design our communities will have dramatic impacts on things like travel times, housing affordability, and how attractive the area is to individual employees and major companies looking to relocate.

For many years, the dominant housing type across the Wasatch Front has been detached single-family homes. However, since the 2008 recession, housing development trends in Salt Lake and Utah counties have seen a significant increase in the construction of multifamily apartments and townhomes. The consultant team took these changing trends into consideration when developing four distinct community design scenarios that explore different ways we might grow in the future while still accommodating the diverse housing preferences held by residents across the Point of the Mountain. Real estate projections anticipated what Utahns will want and be able to afford in the years to come under different scenarios.

By proposing higher-intensity developments in key corridors (often buffered from single-family neighborhoods) and combining these plans with recommendations to create a more connected and varied street grid, neighborhoods in even the most dense scenarios will maintain the high quality of life that continues to attract residents to the Point of the Mountain.

METHODOLOGY

Community design scenarios were an amalgamation of a variety of factors including: housing mix, density, dispersion of mixed-use centers, location of job cores, and the presence of an economic catalyst. Many real estate market scenarios were projected by RCLCO based on these assumptions. Please refer to RCLCO's report for more in-depth information. These projections were translated into Envision Tomorrow Plus, a land-use model, which enables comparison of scenarios and outputs metrics like land consumption, water use, sustainability, etc. Other differences between scenarios include redevelopment of parking lots, the accessibility of amenities by walk/transit, and housing affordability.

SCENARIO OVERVIEWS

Scenario A

Regulation limits density; more single-family homes; development is more spread out; housing is farther from jobs and shopping; growth spills to far-away areas; housing is less affordable.

The Story

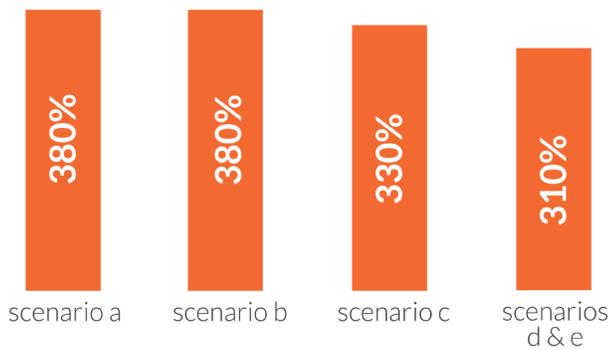
Development patterns follow recent post-recession trends. About 44% of new housing built in the Point of the Mountain area is single-family homes, which, when added to current housing, leads to a total of 65% single-family homes. The Point of the Mountain area does not accommodate all its projected growth, so additional land is converted to homes and businesses in places far from existing job centers, such that many people drive longer distances.

The Results

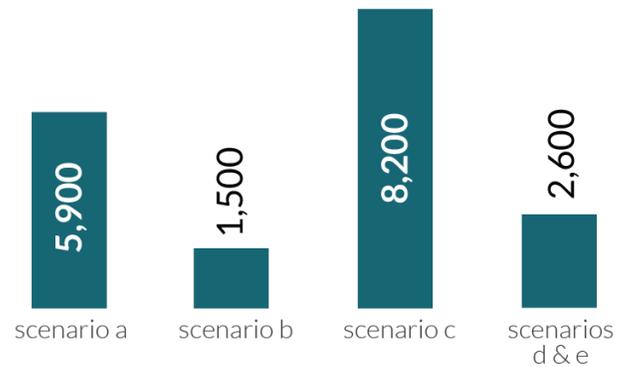
- 44% of new homes at the Point of the Mountain are single-family detached, 20% are townhomes/duplexes, and 36% are apartments/condos

Housing Affordability

(as a percentage compared to annual income)



Acres of Additional Development Outside of the Point of the Mountain



- 65% of total homes at the Point of the Mountain are single-family detached; 35% are townhomes, apartments, or condos
- Housing is somewhat less affordable than today (an average new home costs \$326,000, about 3.7 times the average income), and it is difficult to find a place to live that is close to work.
- 11% of households are within a 1/2 mile of a center with daily services
- 5,900 acres of additional development happens in places like Eagle Mountain because it isn't accommodated at the Point of the Mountain.

Scenario B

Housing mix follows market demand; moderate amount of single-family homes; development is more compact; housing is closer to jobs and shopping; housing is less affordable.

The Story

Development patterns follow market projections, which include a shift from the current patterns to more compact growth. There are some vibrant, urban areas that include a mix of housing, jobs, restaurants, and other uses. About 37% of new housing built in the Point of the Mountain area is single-family homes, which when added to current housing leads to a total of 58% single-family homes. Several existing job centers intensify and add new development. Homes are closer to jobs and shopping destinations.

Commercial areas and job cores are designed to be more accessible by foot or bicycle than in Scenarios A and C. Parking lots are designed to transition to other uses when future market demand dictates (e.g., because of shared and autonomous vehicles).

The Results

- 37% of new homes at the Point of the Mountain are single-family detached, 22% are townhomes/duplexes, and 41% are apartments/condos.
- 58% of total homes at the Point of the Mountain are single-family detached, 42% are townhomes, apartments, or condos.
- Housing is somewhat less affordable than today (an average new home costs \$328,000, about 3.7 times the average income). It is easier to find a place close to work than in Scenarios A and C—although it might be a smaller home like a townhome, apartment, or small-lot single-family house.

- 33% of households are within 1/2 mile of a center with daily services.
- 1,500 acres of additional development happens in places like Eagle Mountain because it isn't accommodated at the Point of the Mountain.

Scenario C

Economic development causes additional growth; regulation limits density; more single-family homes; development is more spread out; housing is farther from jobs and shopping; growth spills to far-away areas.

The Story

Catalyzed growth in high-paying jobs results in additional growth. Development patterns follow recent post-recession trends. About 43% of new housing built in the Point of the Mountain area is single-family homes, which when added to current housing leads to a total of 61% single-family homes. Additional jobs and growth also locate in other places along the Wasatch Front, and the Point of the Mountain area does not accommodate all its projected growth, so significant additional land is converted to homes and businesses in places far from existing job centers, such that many people drive longer distances.

Commercial areas and job cores are designed to be accessed conveniently by car, with large parking lots, but are difficult to access by foot or by bike.

The Results

- 43% of new homes at the Point of the Mountain are single-family detached, 16% are townhomes/duplexes, and 40% are apartments/condos.
- 61% of total homes at the Point of the Mountain are single-family detached, 39% are townhomes, apartments, or condos.
- Although housing costs increase, housing is more affordable than today because of increased incomes (an average new home costs \$375,000, about 3.3 times the average income). It is difficult to find a place to live that is close to work.
- 12% of households are within a 1/2 mile of a center with daily services.
- 8,200 acres of additional development happens in places like Eagle Mountain because it isn't accommodated at the Point of the Mountain.

Scenario D/E

Economic development causes additional growth; housing mix follows market demand; fewer single-family homes; development is more compact; housing is closer to jobs and shopping; housing is more affordable.

The Story

Catalyzed growth in high-paying jobs results in additional growth. Development becomes more compact and includes vibrant urban centers that include housing, jobs, shopping, and other amenities. About 33% of new housing built in the Point of the Mountain area is single-family homes, which when added to current housing leads to a total of 55% single-family homes. Additional jobs and growth also locate in other places along the Wasatch Front.

Commercial areas and job cores are designed to be more accessible by foot or bicycle than in other scenarios. Parking lots are designed to transition to other uses when future market demand dictates (e.g., because of shared and autonomous vehicles).

Percent of Households Within Half a Mile of a Center



The Results

- 33% of new homes at the Point of the Mountain are single-family detached, 25% are townhomes/duplexes, and 42% are apartments/condos.
- 55% of total homes at the Point of the Mountain are single-family detached, 45% are townhomes, apartments, or condos.
- Although housing costs increase, housing is much more affordable than today because of increased incomes (an average new home costs \$337,000, about 3.1 times the average income). It is easier to find a place close to work than in Scenarios A and C—although it might be a smaller home like a townhome, apartment, or small-lot single-family house.
- 64% of households are within 1/2 mile of a center with daily services.
- 2,600 acres of additional development happens in places like Eagle Mountain because it isn't accommodated at the Point of the Mountain

VOTING RESULTS

Though Scenario D/E received the most votes, Scenario A also had significant traction, showing residents' desire for the continued presence of single-family housing options, something that will be present in any scenario for the future of the Point of the Mountain.

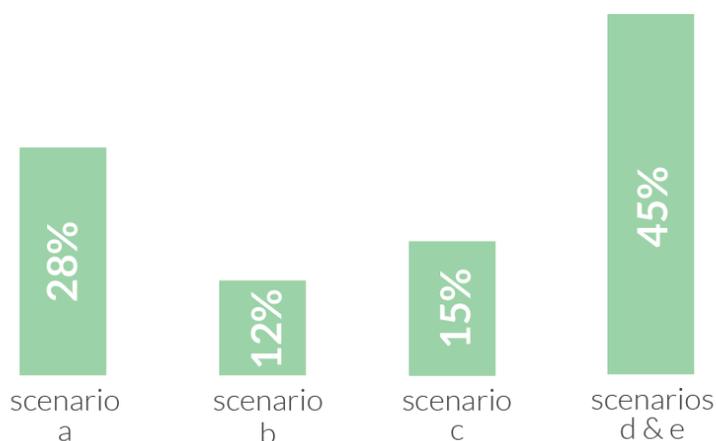
Scenario A: 440 Votes

Scenario B: 188 Votes

Scenario C: 232 Votes

Scenario D/E: 717 Votes

Community Design Voting Results



Air Quality

INTRODUCTION

Throughout our outreach efforts, only one issue came up as often as transportation: the quality of the air we breathe. Especially around mid-winter, seasonal inversion is constantly on peoples' minds when they think of things they want to change about living on the Wasatch Front.

As sustainability is a focus that nearly all major companies prioritize, our winter air quality can be seen as one of the greatest threats to economic development in the Point of the Mountain, and efforts to improve it have significant implications for how we appear to companies that may be looking to expand or relocate in the Point of the Mountain.

Currently, changes to the types of cars we drive and reducing how much we need to use them are the most potent strategies we can enact to improve our air quality. New technologies are reducing the amounts of emissions we see from vehicles, with electric vehicles entirely eliminating tailpipe emissions. Though their adoption may be the most significant factor in improving air quality through 2050, it is difficult to predict how quickly electric vehicles will become popular across the Wasatch Front.

In developing air quality scenarios for the Point of the Mountain, the consultant team predicted the impacts on air quality that different percentages of electric vehicles on the road would have.

Buildings are the other element of emissions that will become increasingly important through 2050 as vehicular emissions are reduced by technological improvements. The way we build our buildings (and building them to last over the long term) will have a drastic impact on air quality across the Wasatch Front as we continue to build new buildings of all uses in the Point of the Mountain at an unprecedented rate. Improved energy efficiency and new low-emission technologies can make a significant impact on overall emissions.

METHODOLOGY

Emissions produced from vehicles were calculated for each scenario using the travel demand model. Differences between scenarios were mainly based on the amount of vehicle miles traveled as well as a varying assumption on the percentage of electric vehicle adoption. This adoption rate ranged from 1% to 30%.

SCENARIO OVERVIEWS

Scenario A

1% electric vehicles; 50 tons of emissions across the Wasatch Front.

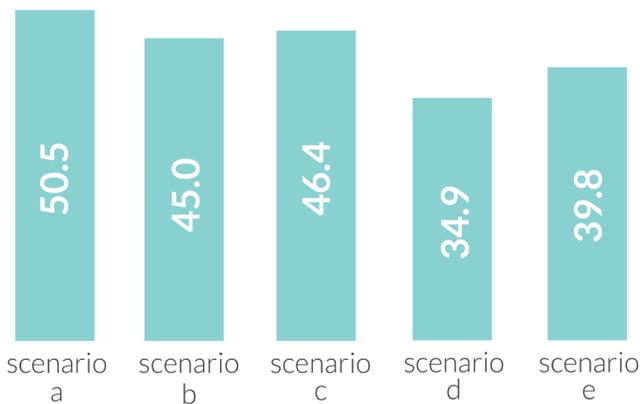
The Story

Cars get cleaner over time due to federal regulation and technological improvements, although the number of cars on the road increases because of population growth. Driving increases to 86.4 million miles per day across the four-county Wasatch Front. The percentage of electric cars, which produce zero tailpipe emissions, stays at 1%.

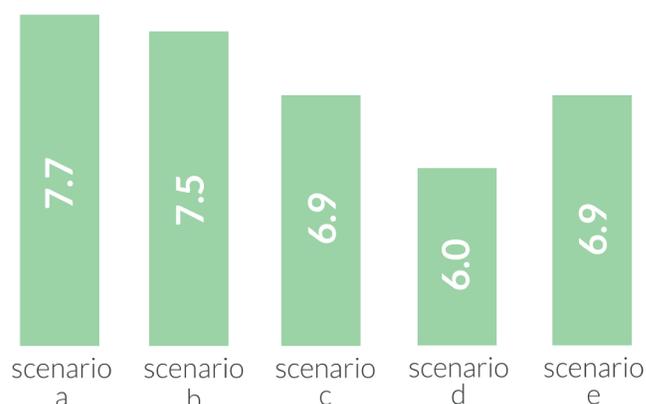
The Results

- 7.7 tons of emissions (NO_x, PM_{2.5}, and VOCs) from vehicles per day in the study area

Daily Regional Vehicle Emissions (in total tons of NOX, VOC, and PM2.5 emitted)



Daily Study Area Vehicle Emissions (in total tons of NOX, VOC, and PM2.5 emitted)



- 50.5 tons of emissions (NOx, PM2.5, and VOCs) from vehicles per day along the four-county Wasatch Front

Scenario B/C

10% electric vehicles; 45 tons of emissions across the Wasatch Front.

The Story

Cars get cleaner over time due to federal regulation and technological improvements, although the number of cars on the road increases because of population growth. Driving increases to 83.9 million miles per day across the four-county Wasatch Front. The percentage of electric cars, which produce zero tailpipe emissions, increases to 10%.

The Results

- 7.5 tons of emissions (NOx, PM2.5, and VOCs) from vehicles per day in the study area
- 45 tons of emissions (NOx, PM2.5, and VOCs) from vehicles per day along the four-county Wasatch Front

Scenario D

30% electric vehicles; 35 tons of emissions across the Wasatch Front.

The Story

Cars get cleaner over time due to federal regulation and technological improvements, although the number of cars on the road increases because of population growth. Driving increases to 83.7 million miles per day across the four-county Wasatch Front. The percentage of electric cars, which produce zero tailpipe emissions, increases to 30% through expansion of charging stations, incentives, and other measures.

The Results

- 6 tons of emissions (NOx, PM2.5, and VOCs) from vehicles per day in the study area
- 34.9 tons of emissions (NOx, PM2.5, and VOCs) from vehicles per day along the four-county Wasatch Front

Scenario E

20% electric vehicles; 40 tons of emissions across the Wasatch Front.

The Story

Cars get cleaner over time due to federal regulation and technological improvements, although the number of cars on the road increases because of population growth. Driving increases to 83.5 million miles per day across the four-county Wasatch Front. The percentage of electric cars, which produce zero tailpipe emissions, increases to 20% through expansion of charging stations, incentives, and other measures.

The Results

- 6.9 tons of emissions (NOx, PM2.5, and VOCs) from vehicles per day in the study area
- 39.8 tons of emissions (NOx, PM2.5, and VOCs) from vehicles per day along the four-county Wasatch Front

VOTING RESULTS

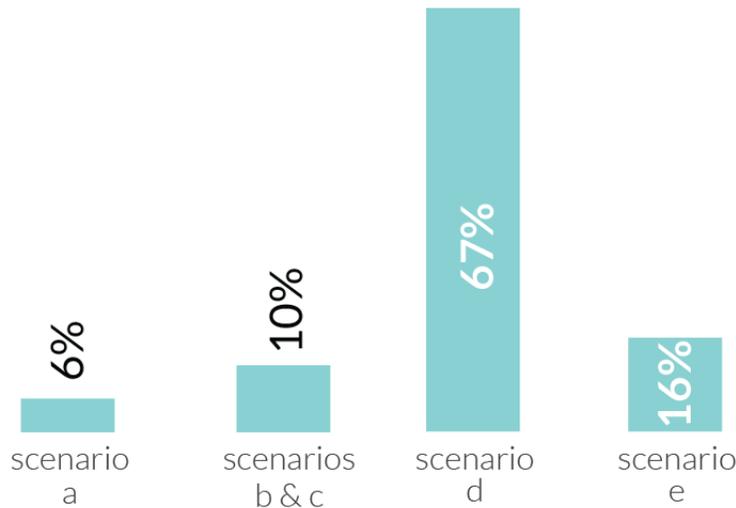
Scenario A: 92 Votes

Scenario B/C: 163 Votes

Scenario D: 1049 Votes

Scenario E: 255 Votes

Air Quality Voting Results



Recreation

INTRODUCTION

Recreation is one of Utah's most important elements, and the Point of the Mountain is rich in recreation and open spaces that have been instrumental in attracting people to the innovation economy and developing a unique community identity.

Existing plans call for a significant expansion of open spaces, trails, and other amenities, and that was used as the baseline scenario for Recreation in 2050. One scenario was developed that assumes implementation of those plans. An alternative scenario implements about half of the expansion contemplated in those plans.

METHODOLOGY

Recreation scenarios were based on how much existing city park and trail plans were completed by 2050. Other elements that differed include: how connected trails were, wayfinding, boating access and water quality, access to amenities like paragliding, amount of natural open space preserved, and acres of new parks created.

SCENARIO OVERVIEWS

Scenario A/C

Expansion of existing recreation opportunities; new trails; new parks.

The Story

In addition to the existing recreation opportunities, which include many open space and trail networks and the Jordan River, some of the trails and open space contained within city plans are preserved and constructed. Extensive trail networks are developed near Camp Williams, especially on the Herriman side, and in the East Traverse Mountains near Draper. These trail systems may lack regional connections and clear signage.

Boating on the Jordan River may be difficult in some sections due to wayfinding issues and obstructions along the corridor. Water quality and habitat improve somewhat because of advancements in treatment of storm water runoff and further efforts to clean up the river. Large open spaces are preserved in the East and West Traverse Mountains and along the Jordan River, but these areas are disconnected. Smaller local parks are present in many communities, but might require a car to access them easily. Paragliding opportunities are similar to today.

The Results

- 280 miles of connected trails in the region, one mile for every 3,218 people.
- 80% of homes are within 1/4 mile of a trail.
- 4,950 acres of open space and parks in the region, one acre of park or open space for every 182 people.

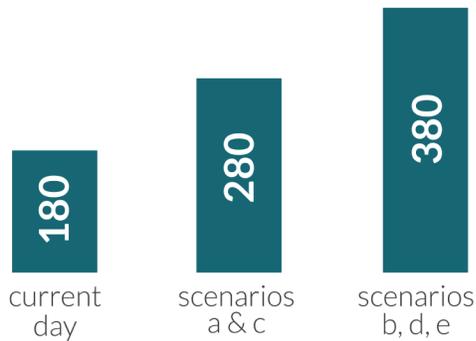
Scenario B/D/E

Substantial expansion of existing recreation opportunities; many new trails; many new parks.

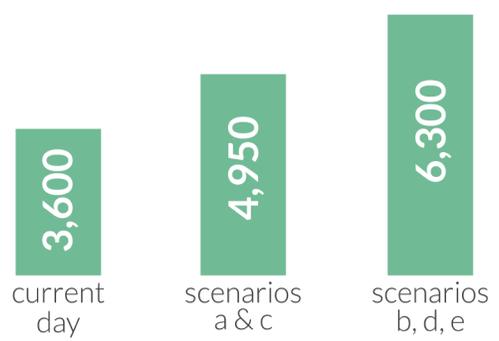
The Story

In addition to the existing recreation opportunities, which include many open space and trail networks and the Jordan River, all of the trails and open space contained within city plans are

Miles of Connected Trails at the Point of the Mountain



Acres of Open Space at the Point of the Mountain



Cost of New Trails at the Point of the Mountain

(in millions USD)



Cost of New Parks and Open Space at the Point of the Mountain

(in millions USD)



preserved and constructed. Individual city trail systems are better connected at the regional level, with improved signage. Extensive trail networks are developed near Camp Williams, especially on the Herriman side, and in the East Traverse Mountains near Draper. A trail and open space connection links the East and West Traverse Mountains to one another and to the Jordan River. This connects the trail networks from Corner Canyon to Rose Canyon and beyond. The corridor also allows better wildlife movement.

The Jordan River is improved as a regional recreation amenity and wildlife habitat. Impediments to boating, biking, and walking along the river are addressed, as are invasive species. Water quality improves through better storm water and wastewater treatment. Two new regional parks are constructed, and smaller local parks are present in many communities. Communities are designed to make it convenient to access parks on foot or by bicycle. Access to the paragliding parks is maintained and improved.

The Results

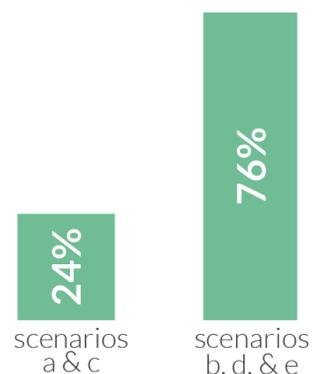
- 380 miles of connected trails, one mile for every 2,371 people.
- 95% of homes are within 1/4 mile of a trail.
- 6,300 acres of open space and parks, one acre of park or open space for every 143 people.

VOTING RESULTS

Scenario A/C: 376 Votes

Scenario B/D/E: 1184 Votes

Recreation Voting Results



Entertainment

INTRODUCTION

Entertainment is a topic that can make a substantial difference in how attractive the Point of the Mountain is to families and residents across all demographics. This includes ensuring that there are places to shop, see a movie, and go out to eat that are attractive to residents and that give them opportunities to contribute to the local economy.

The types of entertainment amenities we build are important, as they can vary widely in how enjoyable they are to visit and the types of services people are able to access. More urban, walkable centers can create vibrant areas that are used during the daytime and after work hours and can provide space for more local establishments as well as places that serve alcohol and add to nightlife for younger residents (a common desire voiced by the innovation economy employees we polled). The development of a wider variety of entertainment options is one that can make the Point of the Mountain more attractive to outside businesses and employees.

One major idea that surfaced in Phase 1 was that of a major sports venue or theme park that would spur the local economy and attract additional money into local economies.

The consultant team developed three distinct scenarios that explore different ways the Point of the Mountain's entertainment amenities might develop through 2050: one that follows recent trends of developing more spread-out entertainment areas, one that makes a concentrated effort to develop more vibrant entertainment centers in key locations, and one that folds a major sports venue or other large-scale entertainment amenity into the area's existing entertainment landscape.

Though a major regional sports venue was explored in the scenarios, it received little support in terms of discussion and votes and doesn't have a significant economic impact compared to the vibrant entertainment centers more dispersed through communities contained in the preferred scenario.

METHODOLOGY

These scenarios differed in the type of restaurants, nightlife, and entertainment venues provided. The main comparisons in the scenarios focused on local vs chain restaurants, urban amenities vs suburban amenities, and a large entertainment venue vs. not having one.

SCENARIO OVERVIEWS

Scenario A

Many entertainment and culture venues; no vibrant urban areas

The Story

Thanksgiving Point, the Loveland Living Planet Aquarium, Rio Tinto Stadium, Hale Centre Theatre, and other venues provide culture and entertainment. There are no vibrant urban areas, and chain restaurants are the primary places to eat.

Scenario B/D/E

Many entertainment and culture venues; several vibrant urban areas.



The Story

Thanksgiving Point, the Loveland Living Planet Aquarium, Rio Tinto Stadium, Hale Centre Theatre, and other venues provide culture and entertainment. There are several urban areas that offer local restaurants, a vibrant environment, and nightlife in a walkable environment. Entertainment amenities like parks, restaurants, and shops are more accessible by biking/walking/taking public transit and are closer to places where people live.

Scenario C

A large entertainment or sports venue becomes a regional draw, in addition to many other entertainment and culture venues; no vibrant urban areas.

The Story

A large area is set aside for a major entertainment or sports venue that could host a professional sports team, an amusement park, or another regional draw. This venue has little direct impact on economic development, although it may help attract and retain talent and employers.

Thanksgiving Point, the Loveland Living Planet Aquarium, Rio Tinto Stadium, Hale Centre Theatre, and other venues also provide culture and entertainment. There are no vibrant urban areas, and chain restaurants are the primary places to eat.

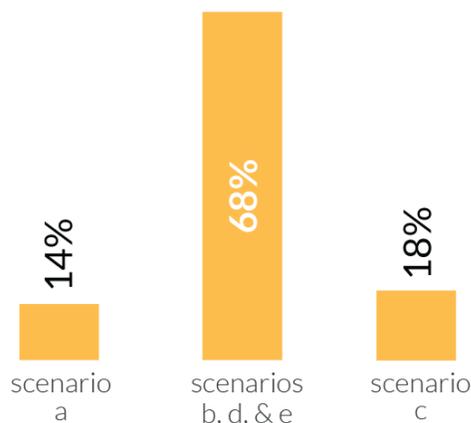
VOTING RESULTS

Scenario A: 223 Votes

Scenario B/D/E: 1074 Votes

Scenario C: 281 Votes

Entertainment Voting Results



Water & Wildlife

INTRODUCTION

Water is a key issue for Utahns. Through initial outreach to water authorities and experts in the region, the consultant team found that even with significant population projections for the Point of the Mountain, regional water supplies are adequate for growth through 2050.

As companies demand sustainability in water use on a smaller-scale, the way we design our yards and the efficiency of appliances we use have significant impacts on how much water we use in our homes.

Looking forward to 2050, we project that under all scenarios, average water use per capita will shrink alongside changes in the housing market, though overall consumption will rise with the construction of many new buildings. As such, the two scenarios for water use explore a scenario in which we build houses with more traditional grass lawns and one in which we utilize waterwise localscapes to cut back on water use (meaning lawns that are about 25% grass).

In terms of wildlife, one focus of analysis is the connectivity between the East and West Traverse Mountains and the Jordan river.

METHODOLOGY

Water and wildlife scenarios differed based on how connected wildlife areas are, storm water management, and amount and type of yard landscaping. Estimated gallons used came from Envision Tomorrow Plus modeling as well as estimates from water conservancy districts.

SCENARIO OVERVIEWS

Scenario A/C

Grass is used for much of urban landscaping; open space is preserved for wildlife.

The Story

Large open spaces are preserved in the East and West Traverse Mountains and along the Jordan River, but these areas are disconnected.

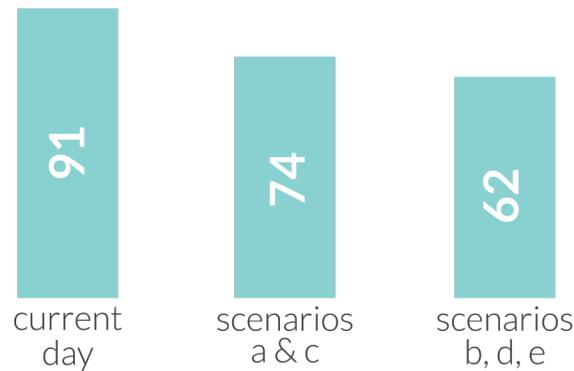
Storm water management is similar to today. Water quality in the Jordan River is similar to today.

Landscaping for private and public lots, parks, and other areas looks similar to today, with primarily turf grass.

The Results

Water use for outdoor irrigation in the new development is 74 gallons per person per day, as compared to 91 today in Salt Lake and Utah counties. The reduction is due to smaller lots and more townhomes and apartments.

Gallons Used for Outdoor Irrigation Per Person Per Day



Scenario B/D/E

Waterwise landscaping cuts back on water use; open space is preserved and connected for wildlife.

The Story

Large open spaces are preserved in the East and West Traverse Mountains and along the Jordan River. Additional wildlife connections between the Wasatch and Oquirrh Mountains better facilitate wildlife movement between the ranges and to the Jordan River.

Green infrastructure practices are used to manage storm water runoff, reducing pollutants flowing into the Jordan River. These practices might include using vegetated channels (bioswales) to remove pollutants from storm water runoff, permeable pavements for roads and driveways to allow storm water to soak through the ground and avoid picking up pollutants from paved surfaces, and green parking lot designs that allow storm water to infiltrate the ground while also making parking lots more pleasant to walk and drive in.

Only about a quarter of landscaping in yards is lawn, with the remainder being traditional northern Utah plants or non-irrigated paths or patios.

The Results

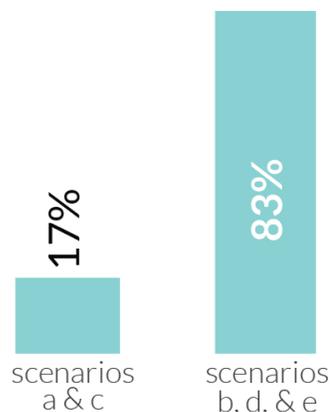
Water use for outdoor irrigation in the new development is 62 gallons per person per day, as compared to 91 today in Salt Lake and Utah counties. The reduction is due to smaller lots, more townhomes and apartments, and more waterwise landscaping.

VOTING RESULTS

Scenario A/C: 109 Votes

Scenario B/D/E: 126 Votes

Water & Wildlife Voting Results



Prison Redevelopment

INTRODUCTION

The relocation of the Utah State Prison provides an area of tremendous opportunity for the Point of the Mountain. A large site well-situated with regard to transportation infrastructure and local amenities, the Draper prison site has an important part to play in the future of the entire region, from catalyzing economic growth to improving quality of life.

Some of the major ideas that surfaced in Phase One of the project that the consultant team has explored through scenarios include:

- A research/university presence as explored in the Jobs & Economy scenarios.
- A major, mixed-use urban center.
- Transit connections through the site, possibly including bus rapid transit, light rail, and bus circulators for commuters.
- A significant percentage of open space to accommodate residents' needs and desires for recreation and entertainment amenities.

METHODOLOGY

These scenarios differed mainly in what happens on the nearly 700 acres of Prison/state owned land at and around the existing Draper prison site. These scenarios have different land use and transportation arrangements, transit accessibility, amount of urban amenities, and open space. Other elements that vary include the ability to create a national draw and the presence of a research center/university that helps to provide workers, catalyze growth, and creates a national draw.

SCENARIO OVERVIEWS

A short video comparing the scenarios can be found at https://youtu.be/nOWIRE8G5_g.

Scenario A

Lower-density office and retail; some housing and open space; 17,500 jobs.

The Story

The 700 acres of the existing prison site and adjacent state-owned land are redeveloped in a mix of uses that includes lower-density office and retail, as well as a mix of housing and some open space. Uses are generally separated and designed to be convenient to access by car but not by foot, bicycle, or transit.

The Results

- 3.2 million square feet of office space (around 16,000 jobs)
- 160,000 square feet of industrial uses (around 250 jobs)
- 700,000 square feet of retail (around 1100 jobs)
- 4,200 housing units, of which about 700 are single-family detached and the remainder are apartments, condos, townhomes, and duplexes
- 46 acres of parks and open space (approximately 1/3 the size of Sugar House park, spread across the area)

- 19% of the trips people make from the site (for work, food, shopping, etc.) never leave the site

Scenario B

Office and retail; compact housing; open space; 22,000 jobs.

The Story

The 700 acres of the existing prison site and adjacent state-owned land are redeveloped in a mix of uses that includes higher-density office and retail, as well as a high-density mix of housing and some open space. Uses are mixed and designed to be convenient to access by car, foot, or bicycle.

The Results

- 4.1 million square feet of office space (around 20,500 jobs)
- 170,000 square feet of industrial uses (around 250 jobs)
- 800,000 square feet of retail (around 1,250 jobs)
- 6,400 housing units, of which about 800 are single-family detached and the remainder are apartments, condos, townhomes, and duplexes
- 73 acres of parks and open space (approximately the size of Liberty Park, spread across the area)
- 21% of the trips people make from the site (for work, food, shopping, etc.) never leave the site

Scenario C

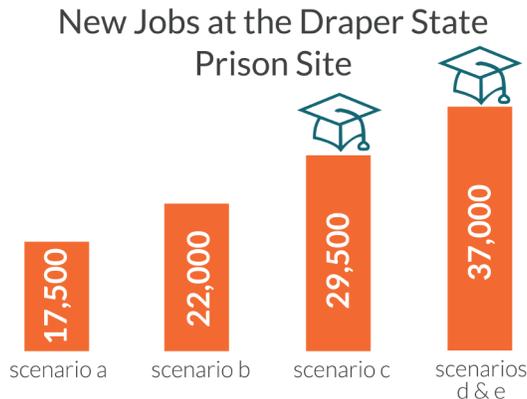
University & research presence; office and retail; compact housing; open space; 29,500 jobs.

The Story

The 700 acres of the existing prison site and adjacent state-owned land are redeveloped in a mix of uses that includes a research and university presence that (1) helps provide a high-quality workforce that meets the needs of targeted industries by training and attracting talent, (2) catalyzes business growth through research and technology transfer, and (3) creates a nationally-recognized draw that brands the area and the state as a place to be. Additional uses include higher-density office and retail, as well as a high-density mix of housing and some open space. Uses are generally separated and designed to be convenient to access by car but not by foot, bicycle, or transit.

The Results

- 5.6 million square feet of office (around 28,000 jobs)
- 160,000 square feet of industrial uses (around 250 jobs)
- 900,000 square feet of retail (around 1,400 jobs)
- 6,200 housing units, of which about 700 are single-family detached and the remainder are apartments, condos, townhomes, and duplexes
- 47 acres of parks and open space (approximately 1/3 the size of Sugar House park, spread across the area)
- 19% of the trips people make from the site (for work, food, shopping, etc.) never leave the site



Scenario D/E

University & research presence; urban-style office, retail, and housing; open space; 37,000 jobs.

The Story

The 700 acres of the existing prison site and adjacent state-owned land are redeveloped in a mix of uses that includes a research and university presence that (1) helps provide a high-quality workforce that meets the needs of targeted industries by training and attracting talent, (2) catalyzes business growth through research and technology transfer, and (3) creates a nationally-recognized draw that brands the area and the state as a place to be. Additional uses include high-density office and retail, as well as a high-density mix of housing and some open space. A TRAX extension provides at least one station on the site, which is designed as a vibrant urban environment that offers nearby amenities and destinations and that makes it convenient to travel by foot, bicycle, or transit.

The Results

- 7 million square feet of office (around 35,000 jobs)
- 160,000 square feet of industrial uses (around 250 jobs)
- 1.1 million square feet of retail (around 1700 jobs)
- 8,400 housing units, of which about 300 are single-family detached and the remainder are apartments, condos, townhomes, and duplexes
- 75 acres of parks and open space (approximately the size of Liberty Park, spread across the area)
- 23% of the trips people make from the site (for work, food, shopping, etc.) never leave the site or use transit/bicycle

VOTING RESULTS

Scenario A: 215 Votes

Scenario B: 129 Votes

Scenario C: 254 Votes

Scenario D/E: 937 Votes

Prison Redevelopment Voting Results

