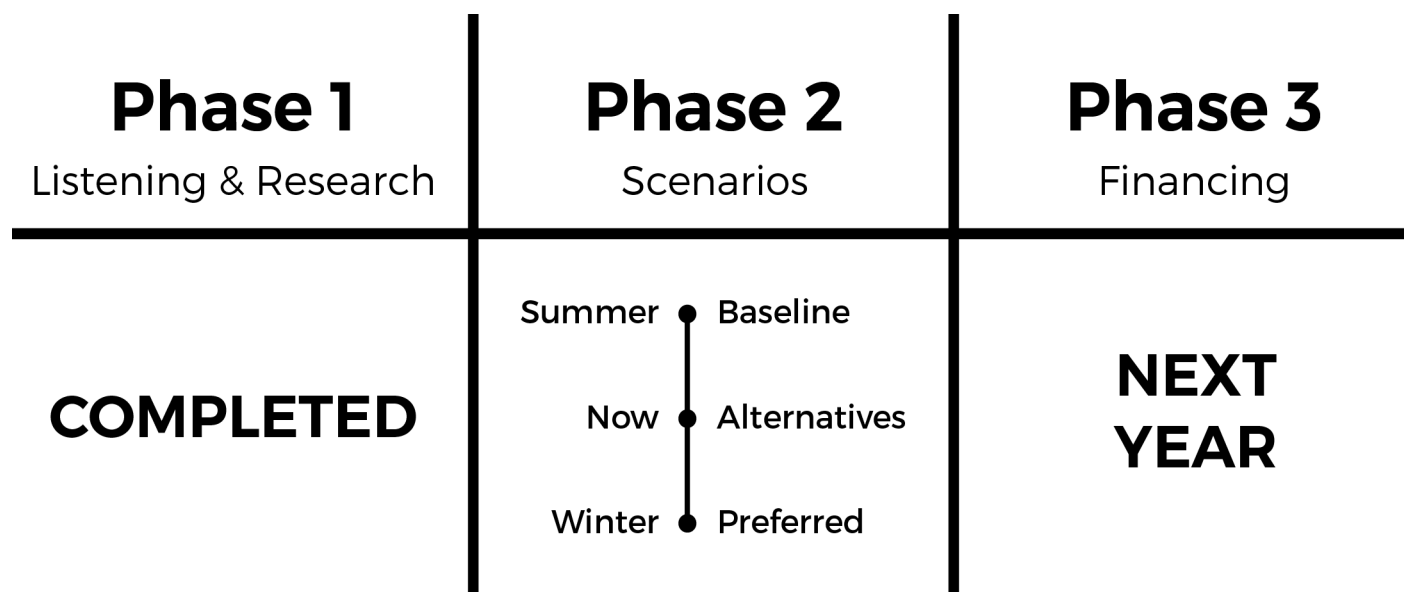


# Point of the Mountain Visioning Process Phase Two Scenarios Summary

## THE PROCESS

The Point of the Mountain planning process proceeds in **three phases**:



## WHAT IS A SCENARIO?

A scenario is a projection of potential outcomes in 2050 if certain steps are taken between now and then. Analysis of the scenarios using sophisticated modeling techniques allows Utahns to understand the implications of the various choices and give informed feedback. The scenarios focus on the ideas and priorities Utahns shared through numerous surveys and meetings.

## HOW WILL THE SCENARIOS BECOME A PREFERRED SCENARIO OR VISION?

Utahns are invited to give their input in one of two ways:

- ◇ Come to an in-person workshop on November 29th, 2017, at 6 p.m. in the Garden Room at Thanksgiving Point or on November 30th, 2017, at 6 p.m. in the Islands Room at Loveland Living Planet Aquarium; or
- ◇ Weigh in online at [PointOfTheMountainSurvey.org](http://PointOfTheMountainSurvey.org). The online survey allows Utahns to choose their favorite scenario for each of eight topics, as well as their overall favorite scenario. Participants may also leave specific comments.

Public input will serve as the basis for Small Advisory Groups—composed of expert Utahns—to recommend a preferred scenario across multiple topics. A recommended preferred scenario will be presented to the Point of the Mountain Development Commission in January. The preferred scenario will likely combine various elements of the five scenarios.

# Scenarios for 2050

## SCENARIO A\*

- ◇ 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

- ◇ 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 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.



\*Revision of the baseline scenario released in July 2017.



## SCENARIO D

- ◇ 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 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.













































# Point of the Mountain Scenario Metrics Summary:2050

	A	B	C	D	E	
New Jobs at the Point of the Mountain	218,500 	218,500 	286,000 	286,000 	286,000 	JOBS & ECONOMY
New Jobs across the Wasatch Front	950,000 	950,000 	1,100,000 	1,100,000 	1,100,000 	
Average Household Income	\$84,000 \$\$\$\$	\$84,000 \$\$\$\$	\$94,000 \$\$\$\$\$	\$94,000 \$\$\$\$\$	\$94,000 \$\$\$\$\$	
Amount of New Transit Projects	none					TRANSPORTATION
Amount of New Road Projects						
Transportation Infrastructure Costs	\$   \$ \$1.5 billion local   \$2.1 billion regional	\$\$   \$\$ \$2.6 billion local   \$3.2 billion regional	\$\$   \$\$\$ \$2.8 billion local   \$4.7 billion regional	\$\$   \$\$\$\$\$ \$3.6 billion local   \$7.6 billion regional	\$\$   \$\$\$\$\$ \$3.7 billion local   \$7.7 billion regional	
Travel Time from Prison Site to Salt Lake City (at PM peak time)	 42 minutes	 37 minutes	 38 minutes	 35 minutes	 34 minutes	
Travel Time from Prison Site to Provo (at PM peak time)	 86 minutes	 82 minutes	 72 minutes	 73 minutes	 66 minutes	
Household Monthly Transportation Costs (present day average is \$949)	\$846 	\$804 	\$783 	\$755 	\$755 	
Percent of Households within 1/2 mile of Transit	22% 	35% 	40% 	68% 	68% 	



# Point of the Mountain Scenario Metrics Summary: 2050

	A	B	C	D	E	
Percentage of Homes That Are Within 1/2 Mile of a Center	11% 	33% 	12% 	64% 	64% 	COMMUNITY DESIGN
Percentage of Homes That Are Single-Family Houses	65% 	58% 	61% 	55% 	55% 	
Housing Affordability (Average Housing Cost)	\$ \$ \$ \$ \$ 3.7 times the average annual income	\$ \$ \$ \$ \$ 3.7 times the average annual income	\$ \$ \$ \$ \$ 3.3 times the average annual income	\$ \$ \$ 3.1 times the average annual income	\$ \$ \$ 3.1 times the average annual income	
Emissions from Vehicles	50 tons per day  1% electric vehicles	45 tons per day  10% electric vehicles	46 tons per day  10% electric vehicles	35 tons per day  30% electric vehicles	40 tons per day  20% electric vehicles	OTHER TOPICS
Prison Site Redevelopment	17,500 jobs 	22,000 jobs 	29,500 jobs + research presence 	37,000 jobs + research presence 	37,000 jobs + research presence 	
Water Use for Outdoor Irrigation (currently we use 91 gallons daily per person)	74 gallons daily per person 	62 gallons daily per person 	74 gallons daily per person 	62 gallons daily per person 	62 gallons daily per person 	
Miles of Trails in the Area	280 miles 	380 miles 	280 miles 	380 miles 	380 miles 	
Entertainment & Amenities	 no/few vibrant urban areas	 some vibrant urban areas	 major regional venue	 some vibrant urban areas	 some vibrant urban areas	
State Sales & Income Tax Revenue	\$12.0 billion 	\$13.4 billion 	\$15.8 billion 	\$19.7 billion 	\$19.7 billion 	

# Lessons Learned From Scenarios

Rapid growth in this area is inevitable; under any scenario, the area is “built out” by 2050. The question is what the growth will look like. The scenario modeling results confirm that Utah has the opportunity to

- ♦ catalyze economic growth in a way that substantially increases the number of high-paying jobs in the region, with incomes increasing by as much as \$10,000; and
- ♦ accommodate the catalyzed growth in a way that maintains a high quality of life across transportation and other metrics.

Successfully accomplishing these twin objectives—and it may be impossible to accomplish one without accomplishing the other—requires a combination of factors working together in a synergistic fashion:

- ♦ substantial road and transit investments;
- ♦ quality development patterns (including mixed-use village, town, and urban centers, as well as a connected road grid) that work synergistically with transportation improvements;
- ♦ a robust workforce of highly skilled and diverse workers and entrepreneurs;
- ♦ a nationally-recognized research & university presence that builds workforce and name recognition and catalyzes economic growth through technology transfer;
- ♦ aggressive steps to improve air quality and demonstrate environmental sustainability; and
- ♦ continued investments in high-quality outdoor recreation, entertainment, and culture.

It is unlikely that taking a few of these steps without the other steps will result in the desired outcome.

The additional economic growth from these steps will provide increased revenue to the state and local governments, thereby providing a return on investment.





PUBLIC VISIONING SURVEY

# Weigh in on how the Point of the Mountain should grow:

➤ [PointOfTheMountainSurvey.org](https://PointOfTheMountainSurvey.org)

5 POSSIBLE SCENARIOS  
8 CRITICAL TOPICS

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This area has over 20,000 acres of undeveloped property in Salt Lake and Utah Counties.

This includes the prison site and much more land beyond it.



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



**Envision  
Utah** How we grow matters.