Purposes of the Effort (HB 318)

- 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 1
• Public and stakeholder engagement
• Research: markets, demographics, best practices
• Conceptual vision/goals

DELIVERABLES:
• Conceptual vision/goals
• Analysis of best practices, markets, etc.

Phase 2
• Scenario development and modeling
• Public and stakeholder input on scenarios

DELIVERABLES:
• Well-analyzed scenarios and findings
• Initial financing concepts

Phase 3
• Funding strategy
• Vision development
• Implementation underway
• Final Report

DELIVERABLES:
• Vision and implementation plan
• Implementation underway
Phase One Results
PointofTheMountainFuture.org
Stakeholder and Public Input Methods

- Stakeholder kickoff at Adobe
  - 175 in attendance
  - Over 100 written comments
- 9 topic-specific meetings
  - 130 in attendance
- Presentations
- Meetings with key stakeholder groups

- Employee survey
  - 6 tech companies; 1221 responses
- Website - public input online
  - Over 12,200 website hits
  - Over 950 comments across two surveys
- Public workshops
  - Over 160 in attendance
- Post-workshop survey
  - 616 responses
Stakeholder/Expert Involvement

- Cities and counties
- Transportation agencies
- Market demand experts
- Land use experts
- Universities
- Major landowners
- Developers
- Governor’s Office
- Legislature
- Environmental experts
- Interest groups like paragliders
- And more
Technical Research

- Economic development
- Real estate
- Case studies
- Transportation
- Environment
- Utilities
Key Findings:
Transportation & Infrastructure
Transportation & Infrastructure
Finding #1:

Transportation is viewed as the biggest challenge.
## Top Perceived Challenges

<table>
<thead>
<tr>
<th>Public Input</th>
<th>Stakeholder Input</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Congestion</strong></td>
<td><strong>Transportation -- congestion</strong></td>
</tr>
<tr>
<td>87</td>
<td>46</td>
</tr>
<tr>
<td>Lack of corridors/additional roads/connections</td>
<td><strong>Funding (transportation)</strong></td>
</tr>
<tr>
<td>22</td>
<td>29</td>
</tr>
<tr>
<td>Preserving recreation/open space</td>
<td><strong>Land use coordination between markets, developers, cities, public</strong></td>
</tr>
<tr>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>Managing/directing growth</td>
<td><strong>Air quality</strong></td>
</tr>
<tr>
<td>13</td>
<td>19</td>
</tr>
<tr>
<td>Preserving beauty of the area</td>
<td><strong>Protecting the feel of the area, preserving open space</strong></td>
</tr>
<tr>
<td>12</td>
<td>19</td>
</tr>
<tr>
<td>Inversion/air quality</td>
<td><strong>Water supply &amp; distribution</strong></td>
</tr>
<tr>
<td>10</td>
<td>15</td>
</tr>
</tbody>
</table>

Results from first online public survey (339 open-ended responses)  
Results from December stakeholder kickoff (stakeholders brainstormed issues, voted with stickers)
How important are these planning and development outcomes? (Scale from 1-10)

- Manage transportation access, mobility, and congestion: 8
- Reduce air pollution: 8
- Preserve open space and natural lands: 8
- Expand outdoor recreation opportunities: 7
- Create jobs and build Utah's economy: 7
- Maintain and improve residential and commercial affordability: 6
- Provide a variety of communities and housing types: 6

Results from second online public survey (616 responses)
How important are these economic development outcomes? (Scale from 1-10)

Results from keypad polling with economic development groups
WFRC Travel Demand Model 2014
Salt Lake County
2050 Population: 1.5M People?

Utah County
2050 Population: 1.3M People?

Source: RCLCO
WFRC Travel Demand Model 2040

- Assumes everything in the 2040 plan is built
- Does not assume major development at Point of the Mountain

I-15 experiences the greatest percentage increase in traffic at Point of the Mountain.
Transportation & Infrastructure
Finding #2:

Infrastructure investment decisions should take into account the impact on economic growth.
Example: When is Mountain View completed?

Housing is rapidly locating in western SLCo and UTCo

Lack of jobs/housing balance creates east-west traffic congestion.

However, jobs will continue to locate near/around I-15
Transportation & Infrastructure
Finding #3:

Utahns and transportation experts place high priority on a connected street network.
How important are these transportation solutions?

- Build more road connections to disperse traffic from a few main roads
- Provide more rail (TRAX/FrontRunner) routes and stations
- Provide more convenient and safe walking and biking routes
- Increase bus/Frontrunner frequency so buses/trains come more often
- Design development so destinations are closer to where people live
- Widen existing roads
- Encourage carpooling and other ways to use roads more efficiently

Results from second online public survey (616 responses)
ITE Ideal Spacing vs. SL County Actual

Freeways 5-miles (pink)
Arterials 1-mile (green, orange)
Collectors ½ mile (grey)

As planned for 2040

Applied as recommended in ITE's Transportation Planning Handbook, 1st Edition, 2.2.3.5 Spacing, pg 37
Transportation & Infrastructure Finding #4:

Utahns and employers want greatly expanded public transportation.
80% of maps from the public workshops included TRAX extensions.
How important are these transportation solutions?

1. Encourage carpooling and other ways to use roads more efficiently
2. Widen existing roads
3. Design development so destinations are closer to where people live
4. Increase bus/Frontrunner frequency so buses/trains come more often
5. Provide more rail (TRAX/FrontRunner) routes and stations
6. Provide more convenient and safe walking and biking routes
7. Build more road connections to disperse traffic from a few main roads

Results from second online public survey (616 responses)
Transportation & Infrastructure

Finding #5:

Existing utility plans are generally sufficient for current growth projections through 2050.

(Water, Power, Telecommunications, Sewer, Gas, etc.)
Key Findings:
Jobs & Economic Development
Competing with an International Market

• Fierce competition for the same “innovation economy” jobs
  – Build on current strengths
    • World-class recreation, cost of living, quality of life
  – Strengthen broader key competitive selling points
    • Transportation, air quality, branding, education programs
INNOVATION HUBS OF TODAY AND TOMORROW

A national research facility is the top recurring theme to catalyze economic growth.
## Top Perceived Big Ideas

<table>
<thead>
<tr>
<th>Public Input</th>
<th>Stakeholder Input</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open space preservation/recreational opportunities</td>
<td><strong>High-tech university, Stanford-like national-scale lab/research system</strong> 38</td>
</tr>
<tr>
<td>Planned, mixed-use/walkable communities</td>
<td>Greenspace</td>
</tr>
<tr>
<td>Major sports arena/stadium (MLB, NFL, etc.)</td>
<td>Mixed-use developments and live/work/play hubs</td>
</tr>
<tr>
<td>Theme Park (Lagoon, Disneyland, etc.)</td>
<td>Innovative Transportation—electric vehicles, self-driving vehicles, etc. 26</td>
</tr>
<tr>
<td>Attracting high-tech businesses</td>
<td>Public Transportation</td>
</tr>
<tr>
<td>Don't move prison/rebuild it where it is</td>
<td>Recreation hubs for paragliding, skiing, mountain biking, Jordan River 14</td>
</tr>
<tr>
<td>Build TRAX lines/expand existing lines/other rail opportunities</td>
<td>Tax revenue for open space</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Responses</th>
<th>Number of Stickers</th>
</tr>
</thead>
<tbody>
<tr>
<td>67</td>
<td>38</td>
</tr>
<tr>
<td>45</td>
<td>34</td>
</tr>
<tr>
<td>24</td>
<td>33</td>
</tr>
<tr>
<td>24</td>
<td>26</td>
</tr>
<tr>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>16</td>
<td>14</td>
</tr>
<tr>
<td>15</td>
<td>13</td>
</tr>
</tbody>
</table>

Results from first online public survey (339 open-ended responses)  
Results from December stakeholder kickoff (stakeholders brainstormed issues, voted with stickers)
Continued growth of Utah’s “innovation economy” requires a larger, highly educated workforce.
How important are these economic development outcomes? (Scale from 1-10)

- Transportation / Congestion
- An educated workforce
- Amenities
- Affordability (office, housing, etc.)
- Tax structure
- Transportation choices and mobility
- Air quality
- Access to capital
- Open space, recreation, and green infrastructure
- Large building sites with infrastructure
- Housing choices
- Branding

Results from keypad polling with economic development groups
Common theme from employers: We need a more diverse workforce. We need to continue to grow the perception Utah is “welcoming.”
Jobs & Economic Development
Finding #3:

Attracting and clustering large employers is key to the innovation economy.
IMPORTANT CHARACTERISTICS OF INNOVATION HUBS

1. Thick Labor Markets
2. Research Universities with Connection to Industry
3. Clustering of Large Employers
4. Venture Capital Finance & Support Systems
5. Connection with Other Innovation Centers
6. Diversity of Sectors
Key Findings: Quality of Life
Utahns want significant steps taken to **improve air quality**, **reduce emissions**, and **demonstrate sustainability**.
How important are these planning and development outcomes? (Scale from 1-10)

- Manage transportation access, mobility, and congestion
- Reduce air pollution
- Preserve open space and natural lands
- Expand outdoor recreation opportunities
- Create jobs and build Utah's economy
- Maintain and improve residential and commercial affordability
- Provide a variety of communities and housing types

Results from second online public survey (616 responses)
Top Reasons You Might Move Away from Utah

- Air quality
- Low salaries
- Utah culture
- Weather
- Traffic congestion
- Not enough diversity in the workforce / people
- Lack of entertainment / restaurants / night life

Results from tech employee online survey (1200 responses)
AIR EMISSIONS NOW AND IN THE FUTURE (for all of the Wasatch)

**Industry and Non-road smaller in Provo**

TODAY

- **Industry:** 8%
- **Non-road:** 9%
- **HOMES & BUSINESSES:** 28%
- **VEHICLES:** 55%

2050

- **Industry:** 9%
- **Non-road:** 11%
- **HOMES & BUSINESSES:** 61%
- **VEHICLES:** 19%

Compliance with federal healthy air standards

**Industry**

**Non-road**

**HOMES & BUSINESSES**

**VEHICLES**
Quality of Life
Finding #2:
Utahns and employers want convenient centers where they can live, work, and play.
Permits for single-family units have declined while permits for multi-family units have increased.

Wasatch Front Residential Permitting

- Single-family Units
- Multi-family Units
A growing number of employees in the region (45%) say they want to live somewhere more walkable than traditional suburban.
RCLCO Market-Driven Growth Scenario Housing Mix – Point of the Mountain 2017-2050

- Single Family: 42%
- Towhomes: 22%
- Multifamily: 36%

I-15: 33% Single Family, 19% Towhomes, 48% Multifamily
Mountain View: 38% Single Family, 37% Towhomes, 25% Multifamily
## Top Perceived Big Ideas

### Public Input

<table>
<thead>
<tr>
<th>Idea</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open space preservation/recreational opportunities</td>
<td>67</td>
</tr>
<tr>
<td>Planned, mixed-use/walkable communities</td>
<td>45</td>
</tr>
<tr>
<td>Major sports arena/stadium (MLB, NFL, etc.)</td>
<td>24</td>
</tr>
<tr>
<td>Theme Park (Lagoon, Disneyland, etc.)</td>
<td>24</td>
</tr>
<tr>
<td>Attracting high-tech businesses</td>
<td>17</td>
</tr>
<tr>
<td>Don't move prison/rebuild it where it is</td>
<td>16</td>
</tr>
<tr>
<td>Build TRAX lines/expand existing lines/other rail opportunities</td>
<td>15</td>
</tr>
</tbody>
</table>

Results from first online public survey (339 open-ended responses)

### Stakeholder Input

<table>
<thead>
<tr>
<th>Idea</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-tech university, Stanford-like national-scale lab/research system</td>
<td>38</td>
</tr>
<tr>
<td>Greenspace</td>
<td>34</td>
</tr>
<tr>
<td>Mixed-use developments and live/work/play hubs</td>
<td>33</td>
</tr>
<tr>
<td>Innovative Transportation--electric vehicles, self-driving vehicles, etc.</td>
<td>26</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>17</td>
</tr>
<tr>
<td>Recreation hubs for paragliding, skiing, mountain biking, Jordan River</td>
<td>14</td>
</tr>
<tr>
<td>Tax revenue for open space</td>
<td>13</td>
</tr>
</tbody>
</table>

Results from December stakeholder kickoff (stakeholders brainstormed issues, voted with stickers)

80% of workshop maps included major live/work/play hubs
CENTERS

A Pattern and Variety of Centers

NEIGHBORHOOD CENTERS

TOWN CENTERS

VILLAGE CENTERS

URBAN CENTERS
Quality of Life Finding #3:

Connect the Wasatch, Oquirrh, & Traverse Mountains and the Jordan River with a network of trails and open spaces.
## Top Perceived Big Ideas

### Public Input

<table>
<thead>
<tr>
<th>Idea</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open space preservation/recreational opportunities</td>
<td>67</td>
</tr>
<tr>
<td>Planned, mixed-use/walkable communities</td>
<td>45</td>
</tr>
<tr>
<td>Major sports arena/stadium (MLB, NFL, etc.)</td>
<td>24</td>
</tr>
<tr>
<td>Theme Park (Lagoon, Disneyland, etc.)</td>
<td>24</td>
</tr>
<tr>
<td>Attracting high-tech businesses</td>
<td>17</td>
</tr>
<tr>
<td>Don't move prison/rebuild it where it is</td>
<td>16</td>
</tr>
<tr>
<td>Build TRAX lines/expand existing lines/other rail opportunities</td>
<td>15</td>
</tr>
</tbody>
</table>

Results from first online public survey (339 open-ended responses)

### Stakeholder Input

<table>
<thead>
<tr>
<th>Idea</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-tech university, Stanford-like national-scale lab/research system</td>
<td>38</td>
</tr>
<tr>
<td>Greenspace</td>
<td>34</td>
</tr>
<tr>
<td>Mixed-use developments and live/work/play hubs</td>
<td>33</td>
</tr>
<tr>
<td>Innovative Transportation—electric vehicles, self-driving vehicles, etc.</td>
<td>26</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>17</td>
</tr>
<tr>
<td>Recreation hubs for paragliding, skiing, mountain biking, Jordan River</td>
<td>14</td>
</tr>
<tr>
<td>Tax revenue for open space</td>
<td>13</td>
</tr>
</tbody>
</table>

Results from December stakeholder kickoff (stakeholders brainstormed issues, voted with stickers)
RCLCO’s Market-Driven Scenario

How would the real estate market develop the Point of the Mountain area by 2050, given current trends?

1. Only basic regulations and restrictions on new development;
2. Economic growth occurs as forecasted;
3. No significant new catalysts or other “market movers”; and
4. Traffic remains flowing

Phase Two will develop scenarios incorporating other potential factors:

- Available land
- Redevelopment potential/likelihood
- Level of land use regulation and “forced” development types
- Level of growth restrictions
- New transportation alternatives
- New catalyst/anchor uses
- Economic development efforts
Goal: Show How Locations Change

Office Development Pre-2000

Office Development 2000-2017

Office Development Concentration

High

Low
## POM Submarkets Capture 25-27% of Wasatch Front Growth

<table>
<thead>
<tr>
<th></th>
<th>4-County Region</th>
<th>POM Submarkets</th>
<th>Forecasted % Capture</th>
<th>Historical % Capture</th>
</tr>
</thead>
<tbody>
<tr>
<td>SFD</td>
<td>414,000</td>
<td>77,000</td>
<td>19%</td>
<td>22%</td>
</tr>
<tr>
<td>Townhome</td>
<td>61,800</td>
<td>26,760</td>
<td>43%</td>
<td>33%</td>
</tr>
<tr>
<td>Multifamily</td>
<td>134,200</td>
<td>47,900</td>
<td>36%</td>
<td>24%</td>
</tr>
<tr>
<td>Office</td>
<td>60.7 Million SF</td>
<td>22.8 Million SF</td>
<td>38%</td>
<td>48%</td>
</tr>
<tr>
<td>Industrial</td>
<td>30.4 Million SF</td>
<td>2.1 Million SF</td>
<td>7%</td>
<td>11%</td>
</tr>
<tr>
<td>Retail</td>
<td>55.0 Million SF</td>
<td>14.7 Million SF</td>
<td>27%</td>
<td>18%</td>
</tr>
<tr>
<td><strong>Total Housing (Units)</strong></td>
<td><strong>609,900</strong></td>
<td><strong>151,700</strong></td>
<td><strong>25%</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total Commercial (SF)</strong></td>
<td><strong>146.1 Million SF</strong></td>
<td><strong>39.6 Million SF</strong></td>
<td><strong>27%</strong></td>
<td></td>
</tr>
</tbody>
</table>
Two Corridors Likely to See Increased Density

- Proximity to Major Infrastructure
- Availability of Key Development Sites

<table>
<thead>
<tr>
<th></th>
<th>I-15 Corridor</th>
<th>Mountain View Corridor</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Housing</strong></td>
<td>45,600</td>
<td>54,000</td>
<td>99,500</td>
</tr>
<tr>
<td>(Units)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Commercial</strong></td>
<td>25.2 M SF</td>
<td>8.8 M SF</td>
<td>33.8 M SF</td>
</tr>
<tr>
<td>(SF)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Seven Key Development Nodes

- Location Attributes
- Available Land
- Distinct Site Characteristics
- Balance of Value, Timing, and Supportable Demand

<table>
<thead>
<tr>
<th>Development Nodes</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Downtown Sandy</td>
<td>85</td>
</tr>
<tr>
<td>2 Prison Site</td>
<td>800</td>
</tr>
<tr>
<td>3 Gravel Pits</td>
<td>2,400</td>
</tr>
<tr>
<td>4 Traverse Mountain</td>
<td>180</td>
</tr>
<tr>
<td>5 Thanksgiving Point</td>
<td>1,410</td>
</tr>
<tr>
<td>6 Mountain View Corridor</td>
<td>4,300</td>
</tr>
<tr>
<td>7 2100 North</td>
<td>725</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>9,900</strong></td>
</tr>
</tbody>
</table>
Case Studies

HOK studied five case studies as analogues for three of the most crucial development sites at the Point of the Mountain:

<table>
<thead>
<tr>
<th>Utah Study Sites</th>
<th>Case Study Analogues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thanksgiving Point 1&amp;2, Traverse Mountain</td>
<td>Cool Springs, Nashville, TN</td>
</tr>
<tr>
<td>Draper Prison Site</td>
<td>Stanford University Medical Center, Redwood City, CA</td>
</tr>
<tr>
<td></td>
<td>Gilead Corporate Campus, Foster City, CA</td>
</tr>
<tr>
<td></td>
<td>Denver Tech Center and T_REX, Denver, CO</td>
</tr>
<tr>
<td>Gravel Pits</td>
<td>Civita/Quarry Falls, San Diego, CA</td>
</tr>
</tbody>
</table>
Cool Springs, Tennessee Case Study for Thanksgiving Point
Lessons Learned from Cool Springs

- Well-implemented urban design concepts have allowed Cool Springs to transition from lower densities to more compact environments.
- Cool Springs builds its brand on placemaking, lifestyle, and ease of mobility rather than its low cost of living and low taxes.
Redwood City Stanford Medical Center for the Prison Site

Scale Comparison Map

Draper Prison

Total population (2010): 3,840

- Population taken from this area
- Site boundary
- Site boundary
- Stanford Redwood City campus boundary

N
Lessons Learned from the Stanford Medical Center

• Being near a ‘vibrant downtown’ encourages employee retention.

• A robust visioning process signaled that the city and community were highly invested in the site’s success.

• A successful example of a major university expansion through cluster development and close collaboration with university partners.
Foster City Gilead Campus for the Prison Site

Scale Comparison Map
Draper Prison

Total population (2010): 3,840

- Population taken from this area
- Site boundary
- Gilead campus boundary
Lessons Learned from the Gilead Campus

- City marketing and positioning brought Gilead to the market as a key tenant, creating a mutually beneficial relationship.
- Proximity to world-class research institutions is key to attracting and retaining talent and partnerships.
- Gilead’s use of surface parking save land for future redevelopment opportunities.
Denver Tech Center Case Study for the Prison Site
Lessons Learned from the Denver Tech Center

- Including public transportation in the master plan allows for alternative means of transportation for employees and allows land to be used for additional buildings rather than parking lots.
- Simultaneous construction of the highway and the light rail saved taxpayers an estimated $300-$500 million (of increased property taxes) and minimized public inconvenience along the corridor.
- A prime location + good access + well planned transit and infrastructure + quality planning controls = development success.
Civita, San Diego, California Case Study for the Gravel Pits

Scale Comparison Map

- Gravel Pits
- Site boundary
- Civita boundary

Total population (2010): 3,362

Population taken from this area
Lessons Learned from Civita

• Thoughtful, innovative planning created a healthy, sustainable environment and unique identity for the community.

• A well-defined community plan and regional vision make it so that developments that increase density have supportive design guidelines to help them fulfill community goals.

• Engaging communities early to make decisions on infrastructure, access, and mobility helped avoid suspending construction and postponing later projects.
The Aspirational Vision
UTAHNS ENVISION POINT OF THE MOUNTAIN AS A HIGHLY DESIRABLE PLACE

Prosperous & Thriving

Accessible & Enjoyable

Healthy & Beautiful
Prosperous & Thriving

- Maintain a business environment that stimulates the growth of high-paying jobs in the 21st Century “innovation economy.”
- Attract and retain a world-class workforce that promotes the creation, recruitment, expansion, and retention of 21st-Century “innovation economy” employers.
Healthy & Beautiful

- Protect beautiful open spaces and make them accessible for outdoor recreation.
- Take significant steps to improve air quality.
- Provide high-quality, reliable, low-emission, affordable utilities and use resources in a way that allows future generations to have sufficient resources.
Accessible & Enjoyable

- Ensure good transportation and mobility for residents, employees, and visitors.
- Provide great, affordable places to live, work, and play.
- Leverage Utah’s world-class outdoor recreation by maintaining and expanding access to outdoor recreation opportunities and open space.
The full report is available online at
PointofTheMountainFuture.org
LOUISIANA SPEAKS
LOUISIANA SPEAKS

• Visioning for Southern Louisiana
• Disaster resilience issues

Hurricane Impacts Were the Key Driver for the Plan

Hurricane Katrina
28 August 2005

Hurricane Rita
22 September 2005
If Southern Louisiana does not deal with its erosion and wetland loss issues, then the next hurricane will cause ...

If Southern Louisiana does deal with its erosion and wetland loss issues, then the next hurricane will not cause ...
Framing Issues for Scenarios

If the Point of the Mountain area has a more connected street network, then average “delay time” will be reduced by ________________.

If the area does not have a connected street network, then “delay time” will increase by ________________.
Phase Two
<table>
<thead>
<tr>
<th>Now - Summer</th>
<th>Summer - Fall</th>
<th>Fall - Winter 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PHASE 2 LAUNCH</strong></td>
<td><strong>BUILD ALTERNATIVE SCENARIOS</strong></td>
<td><strong>BUILD PREFERRED SCENARIO</strong></td>
</tr>
<tr>
<td>Now - Summer</td>
<td>Summer - Fall</td>
<td>Fall - Winter</td>
</tr>
<tr>
<td>- Stakeholder kickoff meeting</td>
<td>- Modeling and visualizing</td>
<td>- Modeling and visualizing</td>
</tr>
<tr>
<td>- Advisory committees/stakeholder groups</td>
<td>- Advisory committees/stakeholder groups</td>
<td>- Advisory committees/stakeholder groups</td>
</tr>
<tr>
<td><strong>BASELINE SCENARIO RELEASE</strong></td>
<td><strong>SCENARIO RELEASE</strong></td>
<td><strong>PREFERRED SCENARIO RELEASE</strong></td>
</tr>
<tr>
<td>Mid-Summer</td>
<td>Late Fall</td>
<td>Winter</td>
</tr>
<tr>
<td>- “Business as Usual” scenario</td>
<td>- Online public input</td>
<td>-</td>
</tr>
<tr>
<td>- Concepts for alternative scenarios</td>
<td>- Workshops/open houses</td>
<td>-</td>
</tr>
<tr>
<td>- Stakeholder input</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
Framing Issues for Scenarios

If ______________, then _________________...

If not ______________, then _________________...
What are some variables we can explore through modeling?

- Land Area Developed
- Open Space
- Public Transportation
- Housing Choices
- Water Use
- Miles of Driving
- Services Proximity
- Housing Proximity
- Job Proximity
- Policy Decisions
- Types of Jobs
Example: RCLCO’s Market-Driven Scenario

How would the real estate market develop the Point of the Mountain area by 2050, given current trends?

1. Only basic regulations and restrictions on new development;
2. Economic growth occurs as forecasted;
3. No significant new catalysts or other “market movers”; and
4. Traffic remains flowing

Phase Two will develop scenarios incorporating other potential factors:

- Available land
- Redevelopment potential/likelihood
- Level of land use regulation and “forced” development types
- Level of growth restrictions
- New transportation alternatives
- New catalyst/anchor uses
- Economic development efforts
Group Scenario Activity
Four Topics for Scenario Variables

• At your table, discuss the variables for the topic and decide which variables your group believes are most important to model
• Use comment sheets to brainstorm your own ideas
• Some tables can report back to larger group
Transportation, Infrastructure, and Air Quality
Housing, Commercial Development, and Air Quality
Workforce Development, Education, and Technology
Environment, Recreation, and Entertainment
Tables Report Back to Larger Group
Phase Two Next Steps

- Hold small advisory committee meetings
- Develop and model multiple scenarios for the Point of the Mountain’s future
- Hold public workshops to discuss the scenarios and determine desired aspects of each
- Develop a final scenario using feedback from public workshops that will comprise the vision for the region with details on land use, transportation, recreation, air quality, and more.
The full report is available online at PointofTheMountainFuture.org