2050 Vision for the Point of the Mountain

Prepared by Envision Utah
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
Stakeholder Collaboration (HB 318)

The commission shall study and develop strategies to engage the public and collaborate with stakeholders, including:

(a) providing a public forum to **gather insight from citizens**; and

(b) **evaluating the costs and benefits** of growth, land use, and economic development strategies in the project area and the **impacts of those strategies** on residents of the project area and the state.
No Effect On Local Authority (HB 318)

- This chapter does not limit or otherwise affect a municipality's authority under Title 10, Chapter 9a, Municipal Land Use, Development, and Management Act, with respect to private development on land within the jurisdiction of the municipality.

- This chapter does not limit or otherwise affect a county's authority under Title 17, Chapter 27a, County Land Use, Development, and Management Act, with respect to private development on land within the jurisdiction of the county.
Process to Date
Phase 1: Listening & Research

Phase 2: Scenarios
- Completed
- Baseline
- Alternatives
- Now
- Vision

Phase 3: Financing
- SPRING 2018

Completed
Meetings

• 4 public workshops
• 21 small group, advisory group, and subgroup meetings to discuss specific topics
• 2 major stakeholder phase kick-offs
• Regular check-in meetings with transportation agencies
• Numerous meetings with stakeholders, landowners, and interested citizens
Stakeholder and Public Input

- Over **4,200 responses** collected informing critical points and decisions throughout the process:
  - Employee Survey: 1224 responses
  - Point of the Mountain Workshop Survey: 625 responses
  - Phase 1 Report Detailed Feedback: 16 responses
  - Phase 2 Scenario Variable Ranking: 48 responses
  - Baseline Scenario Comments: 14 responses
  - Point of the Mountain Website Feedback: 354
  - Phase 2 Scenario Workshop Feedback: 350
  - Phase 2 Scenario Online Feedback: 1733
11,500 unique visitors and over 14,000 visits

- Transparent process:
  - Process details
  - Meeting notes
  - Presentations
  - Comment section
Small Advisory Groups

- Housing, Commercial Development, and Air Quality
- Education, Workforce Development, and Technology
  - Subgroup: P-20 Education
  - Subgroup: Research Facility Possibilities
- Transportation, Infrastructure, and Air Quality
- Environment, Recreation, and Entertainment
Housing, Commercial Development, and Air Quality

- Vibrant places that include housing, jobs, shops, and other amenities
- Communities that are well designed and walkable
- Jobs-housing balance
- Diversifying our housing stock so it matches the needs of our workforce
- Energy efficient/low-emission buildings
Education, Workforce Development, and Technology

- Workforce pipeline for innovation economy
- Research/university presence
  - Workforce training
  - Technology transfer
  - Nationally-recognized branding
- Collaboration between K-12, higher education, and business to ensure educational efforts meet workforce demands
- Increase the diversity of Utah’s workforce
Transportation, Infrastructure, and Air Quality

- Land use
  - Jobs-housing balance
  - Vibrant mixed use centers
- Connected street network/street grid
- New transit connections
- Additional north-south connections
- Additional east-west connections
- Innovative technological & policy solutions
  - EV charging stations, free fare transit, etc.
Environment, Recreation, and Entertainment

- Ambitious trail, park, and open space planning
- Recreation improvements
  - Jordan River boating
  - Connected trail system
  - Paragliding
- Wildlife connection between Oquirrhs and Wasatch
- More efficient water use/water-wise landscaping
- Better stormwater management to improve water quality
- Creating vibrant centers with entertainment options
  - Local restaurants
What’s at Stake?
INNOVATION HUBS OF TODAY AND TOMORROW

<table>
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<tr>
<th>#</th>
<th>Top Innovation Hubs</th>
<th>Total</th>
<th>Primary</th>
<th>% of Jobs in Innovation</th>
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<td>15</td>
<td>San Diego, CA</td>
<td>7</td>
<td>5</td>
<td>25%</td>
</tr>
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</table>

JOB FORECAST
150,000 ADDITIONAL JOBS; HIGHER QUALITY JOB GROWTH

Job Growth in 4-County Region

SOURCE: Kem Gardner Center Projections; Moody’s Economy.com; RCLCO
NEW HOUSEHOLD INCOME RISES WITH ECONOMIC CATALYST

New Household Income in Region by Decade Without Inflation

- **Baseline (Scenario A & B)**
- **Catalyst (Scenario C, D, & E)**

*SOURCE: RCLCO*

2017: $84,800
2020: $84,000
2030: $87,000
2040: $83,000
2050: $78,400

2017: $82,900
2020: $83,200
2030: $99,300
2040: $114,300
2050: $116,200

*NEW* HOUSEHOLD INCOME RISES WITH ECONOMIC CATALYST
Average Household Income in Region by Decade
Without Inflation
Municipal Revenue (in billions USD)

Total 2017-2050 revenue generated from the study area. Includes sales, property, and energy taxes and Class B/C road funds.

Baseline scenario: $3.0
Preferred scenario: $4.4
State Revenue from Sales and Personal Income Tax
(in billions USD)

Baseline scenario: $12.0
Preferred scenario: $19.7

Total 2017-2050 revenue generated from the study area. Does not include corporate taxes or revenue from outside the study area.
Accelerated growth will make innovation sector, and economy overall, more resilient

- Build education and research institutions
- Improve education level of existing workforce
- Support larger companies that can establish a presence in Utah
- Support expansion and growth of local innovation companies
If We Fail?

• 150K jobs go somewhere else
• For every IT job lost in retention or recruitment, Utah loses:
  – 4 support jobs
  – 8 other jobs
  – $816,000 in annual personal income
  – $17,400 in annual net state revenue
• We may never know what we lost

Source: Kem C. Gardner Policy Institute
Regional Context for Growth at Point of the Mountain
Growth is Rapidly Shifting to Utah County
Salt Lake County

≈ 40,000 Acres Currently Developable
Utah County

≈ 240,000 Acres Currently Developable
New 2060 Population Growth Projections for Salt Lake/Utah County

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2017</th>
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<tr>
<td>Salt Lake</td>
<td>1,800,000</td>
<td>1,650,000</td>
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<tr>
<td>Utah</td>
<td>1,400,000</td>
<td>1,500,000</td>
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</table>

Not if, but how?

Under any reasonable scenario, the vacant land in Southern Salt Lake County and Northern Utah County will be completely developed by 2050.
The Bottleneck Between the State’s Two Largest Counties is a State-Level Issue
Pass-Through Traffic Dominates the Bottleneck Now and in the Future

Types of Trips that Use I-15 at the Point of the Mountain in 2014

- Trip Starts and Ends Outside Study Area: 63%
- Trip Either Starts or Ends inside Study Area: 30%
- Trip Starts and Ends inside Study Area: 7%

Types of Trips that Use I-15 at the Point of the Mountain in the 2050 Baseline Scenario

- Trip Starts and Ends Outside Study Area: 69%
- Trip Either Starts or Ends inside Study Area: 30%
- Trip Starts and Ends inside Study Area: 2%
Why is This Innovation Cluster Centering Here?

- Regional Access to Employees
- Critical Mass of Companies
- Available Entitled Land with Infrastructure
- Housing Availability (Boss and Employee)

Point of the Mountain Innovation Center
Phase 2 Scenario Voting Results
Input Methods

• In-person workshops (350 people)
  – 2 public workshops (Lehi and Draper)
  – Sandy, Draper, Lehi, and Southwest Chambers
  – Silicon Slopes lunch

• Online survey (1733 people)
Most people see the area maturing into an **Economic Powerhouse** with excellent access that is also a great place to live, work, and play.
Jobs & Economy Scenario Voting

A/C
Somewhat strong economic growth

B/D/E
Very strong economic growth
Transportation Scenario Voting

A: Road projects according to RTP
B: Road projects and transit projects according to RTP
C: Many additional road projects; transit according to RTP
D: Additional road and transit projects
E: Many additional road projects; additional transit projects
Recreation Scenario Voting

A/C
Less recreation and open space than existing plans

B/D/E
Recreation and open space according to existing plans
Water & Wildlife Scenario Voting

A/C
Traditional lawns, some open space preserved

B/D/E
Waterwise yards, more open space preserved
Entertainment Scenario Voting

A: Many entertainment venues, no vibrant urban areas
C: Large entertainment or regional sports venue, no vibrant urban areas
B/D/E: Many entertainment venues, some vibrant urban areas
Air Quality Scenario Voting

- A: ~1% electric vehicles
- B/C: 10% electric vehicles
- D: 30% electric vehicles
- E: 20% electric vehicles
Prison Redevelopment Scenario Voting

A: Low-density office and retail
B: Medium-density office and retail
C: Medium-density office and retail, university presence
D/E: Urban-style office and retail, university presence
The vision combines the most supported elements for each topic.
This Vision is 12 Signature Elements, 21 Goals, and 126 Strategies
A Deep, Diverse, and Highly-Trained Workforce

The quality of Utah’s workforce is the number one factor in attracting, retaining, and growing high-paying “innovation economy” jobs. The desired workforce is diverse and highly educated, with a focus on in-demand fields. While a portion of this workforce will undoubtedly be generated by attracting workers from out of state, Utahns can fill the bulk of these jobs if they have the required skills.
Example: Workforce Goals

- Significantly improve the match between the needs of innovation-related companies and the education level and skills of Utah’s workforce.
- Attract and retain world-class talent.
- Increase the diversity of Utah’s workforce.
- Maintain a business environment that stimulates the growth of high-paying jobs in the 21st Century “innovation economy.”

23 strategies
Executives Report Workforce Top Challenge for Growth

Source: Salt Lake Chamber's CEO Outlook – Quarter 2, 2017
2016 EDCUtah Site Selector Study

- D - Availability of skilled labor
- J - Low operating costs
- G - Business friendly environment
- A - Competitive labor costs
- H - Transportation accessibility/efficiency
- B - Incentives/tax exemptions
- F - Availability of managerial labor
- C - Low tax burden
- E - Availability of entry level workers
- I - Availability of land/property
Aggressive Steps to Improve Air Quality and Reduce Natural Resource Use

Employers and Utahns increasingly demand a sustainable approach to natural resources like air, water, and energy. The Point of the Mountain can demonstrate sustainability by facilitating electric vehicle use, promoting non-automobile travel, reducing air emissions and energy use in buildings, using water-wise landscaping, and implementing new technologies.
Vehicle Emissions

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

baseline scenario: 7.7
preferred scenario: 6.0

Study area total 2050 emissions. Preferred assumes 30% electric vehicles.
Winter Average Daily Emissions from New Buildings (in tons of NOx)

Baseline scenario: 3.0 tons
Preferred scenario: 1.5 tons
A Connected Network of World-Class Open Spaces and Recreation

The Point of the Mountain is already home to extensive open spaces and trails, paragliding, and the Jordan River. Continued implementation of thoughtful and ambitious trail, park, and open space planning will establish a world-class network for people and wildlife, connecting the mountain ranges and the Jordan River.
LEGEND

Open Space

Trail Connections

Camp Williams

RECREATION AT THE POINT OF THE MOUNTAIN

Bonneville Shoreline Trail

Jordan River Trail

Mountain View Corridor Trail

Traverse Mountain Open Space

Murdock Canal Trail

Camp Williams Border Trail System
Vibrant places include housing, jobs, shops, amenities, and open space. They bring destinations closer to home, shorten driving trips, and increase the convenience of walking and biking, and improve affordability by diversifying housing types. The prison and other large sites at the Point of the Mountain are ideal for the creation of major urban centers, without disrupting existing single-family neighborhoods.
CENTERS AT THE POINT OF THE MOUNTAIN
Examples of Mixed-Use Centers in Utah

FARMINGTON STATION

DAYBREAK

GATEWAY

RIVERWOODS
Percent of Households Within Half a Mile of a Center

- Baseline scenario: 11%
- Preferred scenario: 64%
Variety of Community Centers

- Range of centers at different scales
- Close to where people live
Jobs and housing in close proximity reduces commuting distances, decreases traffic volumes during peak hours, improves air quality, lowers travel times and expenditures, and enhances quality of life. While housing is needed in proximity to east-side jobs in both Utah and Salt Lake counties, jobs are needed in proximity to west-side housing in both counties. Completing west-side infrastructure like the Mountain View Corridor will improve the west side’s attractiveness for jobs.
However, jobs continue to locate near/around I-15.

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

Housing is rapidly locating in western SLCo and UTCo.
Access to Jobs by Automobile
(jobs within a 45 minute auto trip from the Draper prison site)

- Baseline scenario: 858,000
- Preferred scenario: 1,258,000
Access to Jobs by Transit
(jobs within a 45 minute public transportation trip from the draper prison site)

37,000
baseline scenario

270,000
preferred scenario
400,000 trips per day
≈ 3 eight-lane freeways of traffic

Study Area Daily Trip Internal Capture
(in millions of trips captured)

Baseline scenario: 1.43
Preferred scenario: 1.82
Daily Regional Vehicle Miles Traveled
(in millions)

Baseline scenario: 86.4
Preferred scenario: 83.8

Preferred scenario accommodates more jobs and households with less driving.
A variety of community and housing types ensures housing affordability and a high quality of life that matches what Utahns want and can afford. Such variety includes single-family suburbs and walkable communities in neighborhood, community, and urban centers.
Permits for single-family units have declined while permits for multi-family units have increased.

<table>
<thead>
<tr>
<th>Year</th>
<th>Single-Family Units</th>
<th>Multi-Family Units</th>
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</tr>
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<td>1999</td>
<td>73%</td>
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</tr>
<tr>
<td>2000</td>
<td>73%</td>
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<td>2016</td>
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</tr>
<tr>
<td>2017</td>
<td>53%</td>
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Ideal Housing Choices

A growing number of employees in the region (45%) say they want to live somewhere more walkable than traditional suburban.
A new north-south road from Bangerter Highway in Draper to 2100 North in Lehi will serve as an alternative to I-15, Mountain View, and Redwood Road. This new boulevard or main street will include public transportation in a dedicated right-of-way. It will encourage active transportation, stimulate growth of urban centers, and provide an alternative for shorter, local trips.
MAJOR ROADWAYS AT THE POINT OF THE MOUNTAIN
A Connected Street Network

Street networks efficiently move people and goods. Connected arterials, collectors, and local streets provide multiple alternative travel routes and enhance walking and biking. Additional crossings of the Jordan River and I-15 will be necessary.
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
Public transportation moves people, addresses air quality, fosters high-quality urban centers, improves affordability, and attracts “innovation economy” employers and employees. Connected, shared, and autonomous vehicles will revolutionize travel. FrontRunner will increasingly serve as a backbone for long-distance trips. Light rail and/or “micro-transit” options will improve local mobility.
Potential Transit Improvements:
- Double-track FrontRunner
- Transit along N-S Boulevard
- Extend TRAX Blue Line from Sandy through Prison Site to Lehi/Provo
- Extend TRAX Red Line from Daybreak through Herriman and Riverton to new SLCC Campus
- Micro-transit circulators
- Transit along 12600 South
- Low/no fares
Percent of Households Within Half a Mile of Transit
(light rail, heavy rail, and/or bus rapid transit)

- Baseline scenario: 22%
- Preferred scenario: 68%
FrontRunner Regional Daily Ridership

How?

- Land Use
- Additional transit connections
- Free fares
- Double-tracking, allowing 15 minute headways

28,000 baseline scenario
107,000 preferred scenario
Public Transportation is Evolving

- Micro-transit
- On demand
- First and last mile
- Autonomous vehicles
- Automated Transit Network
North-South
and East-West
Throughput

The Point of the Mountain bottleneck limits transportation connections between Salt Lake and Utah counties. It is essential to maximize the capacity of Mountain View, Redwood Road, I-15, FrontRunner, and light rail. High-speed east-west connections between I-15 and Mountain View are also needed to increase east-west capacity. In addition to 2100 North and Bangerter Highway, a new connection closer to the county line should be explored.
Potential Road Improvements:
- Widen Mountain View
- Widen Redwood Road
- N-S Boulevard
- I-15 Collector-Distributor system
- Connection I-15 to MVC
- Connection MVC to Bangerter
- Improved local street grid
Potential Transit Improvements:
- Double-track FrontRunner
- Transit along N-S Boulevard
- Extend TRAX Blue Line from Sandy through Prison Site to Lehi/Provo
- Extend TRAX Red Line from Daybreak through Herriman and Riverton to new SLCC Campus
- Micro-transit circulators
- Transit along 12600 South
- Low/no fares
Minutes from Draper Prison Site to Key Destinations During AM Peak Time

- **To Salt Lake City** (present day: 24 minutes, baseline scenario: 33 minutes, preferred scenario: 34 minutes)
- **To Provo** (present day: 24 minutes, baseline scenario: 42 minutes, preferred scenario: 28 minutes)
Minutes from Draper Prison Site to Key Destinations During PM Peak Time

- **Present Day**:
  - Salt Lake City: 21 minutes
  - Provo: 28 minutes

- **Baseline Scenario**:
  - Salt Lake City: 30 minutes
  - Provo: 86 minutes

- **Preferred Scenario**:
  - Salt Lake City: 25 minutes
  - Provo: 66 minutes
East-West Throughput

• Further study east-west travel between:
  – MVC and I-15
  – Bangerter and MVC near 13400 South.

• Demand for a high speed, east-west freeway connection: 140k trips a day
  – Alleviates study area east-west congestion, e.g. 2100 North in Lehi and 126th South in Riverton
Catalytic Job Core and Urban Center at the Prison Site

The Draper prison site’s 700 acres hold tremendous opportunity for catalyzing growth in high-paying jobs by (1) establishing a nationally-known research and university presence, (2) attracting marquee employers, and (3) creating a high-quality urban center that attracts employers and employees.
Amazon’s HQ2 RFP Requirements

Requirements:
• Access to mass transit routes (preferably fixed)
• Proximity to highways and major arterials
• Within 45 miles of a major airport

Preferred:
• Access to major universities
• An urban or downtown campus
• Access to recreation opportunities and other quality of life elements
PRISON SITE AS A KEY DRIVER

1. Establish or attract a new research institution or new campus of an existing institution;

2. Provide economic incentives to attract major employers to the site; and

3. Create a “great place” that will attract households and major employers.
Transportation
Roads
Light Rail
Bus Rapid Transit or Other Mode of High Capacity Transit
Open Space
Districts
Land Use
Mixed Use
Town Center
Office District
Residential
Office and Industrial
Retail Center
Research and University
Phasing
Prison Site Public Transportation

Fixed guideway benefits:
• The land is far more valuable
• Significant intensity/mixed use around stations
• Attracts local and marquee companies
• Creates a walkable/vibrant place
• Easier to attract talented employees
• Improves air quality
A Nationally-Recognized Research and University Presence

Establishing a nationally-recognized research and university presence will catalyze growth in high-paying jobs by strengthening the innovation workforce, spurring research and technology transfer, and creating a “wow” factor to brand the area and the state as a place to be.
Essential Next Steps

Fund and Complete Phase Three

Financing plan for the key infrastructure projects
Essential Next Steps

Aggressively Continue the Commission’s Work

1. Explore an ongoing forum for collaboration and implementation.
2. Coordinate with regional transportation plans being finalized in 2019.
3. Coordinate decisions in the area around the prison site.
4. Protect corridors.
5. Collaborate with cities as they refine general plans.
6. Complete planning and solidify funding for short-term transportation improvements.
7. Ensure street connectivity.
Establish a Governance Structure for the Draper Prison Site

1. Establish a governance and planning structure for the prison site and adjacent state-owned land.
2. Establish a more detailed plan.
3. Explore a university/research presence.
4. Coordinate with local jurisdictions and nearby land owners.
Questions?