

STATE OF UTAH
POINT OF THE MOUNTAIN
DEVELOPMENT COMMISSION

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

The Study Area

Includes:

- Bluffdale
- South Jordan
- Riverton
- Herriman
- Draper
- Lehi
- Saratoga Springs
- Sandy
- Salt Lake County
- Utah County
- State

Point of the Mountain



Phase 1 Findings

- Transportation is top issue
- Other key issues:
 - Air quality
 - Workforce
 - Outdoor recreation
 - Quality of place
 - Etc.

Phase 1

Listening & Research

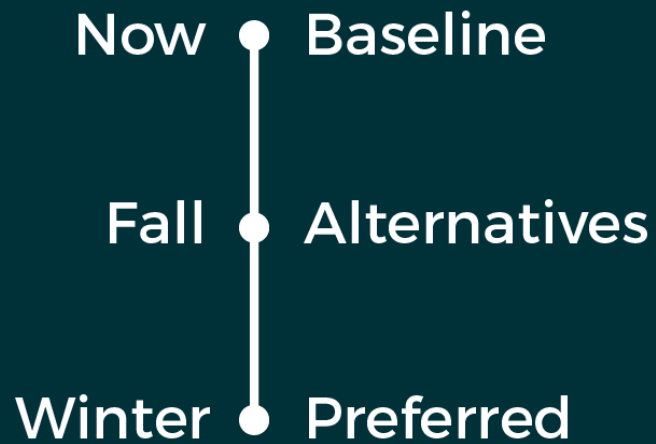
Phase 2

Scenarios

Phase 3

Financing

COMPLETED



**NEXT
YEAR**

The Point of the Mountain is a prototype of analyzing transportation and economic development from the vantage point of an emerging job core

Baseline Scenario



Sandy

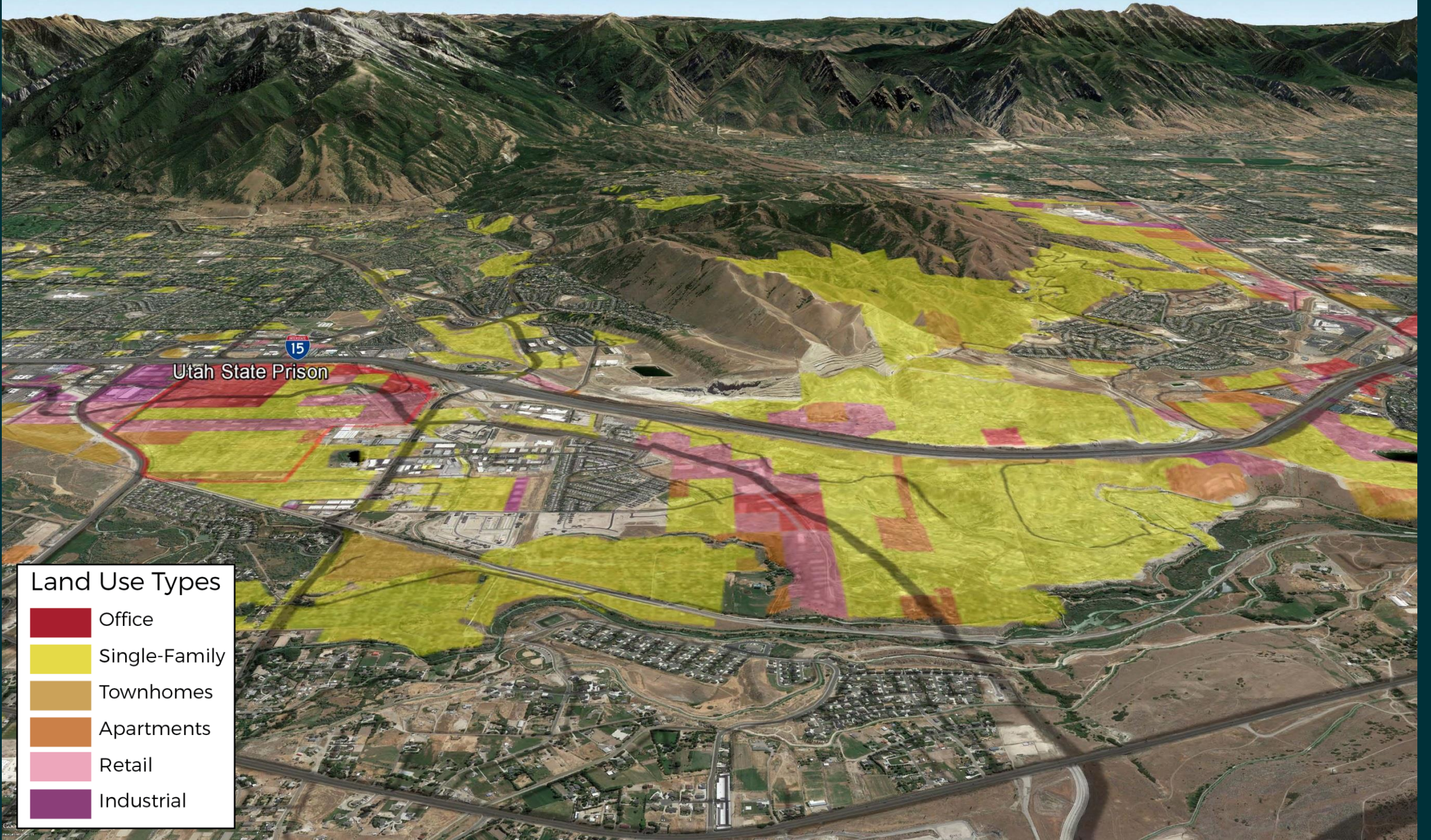
Utah State Prison

Thanksgiving Point

Utah Lake

Land Use Types

Red	Office
Yellow	Single-Family
Tan	Townhomes
Orange	Apartments
Pink	Retail
Purple	Industrial



Utah State Prison

Land Use Types

- Office
- Single-Family
- Townhomes
- Apartments
- Retail
- Industrial



Utah Lake

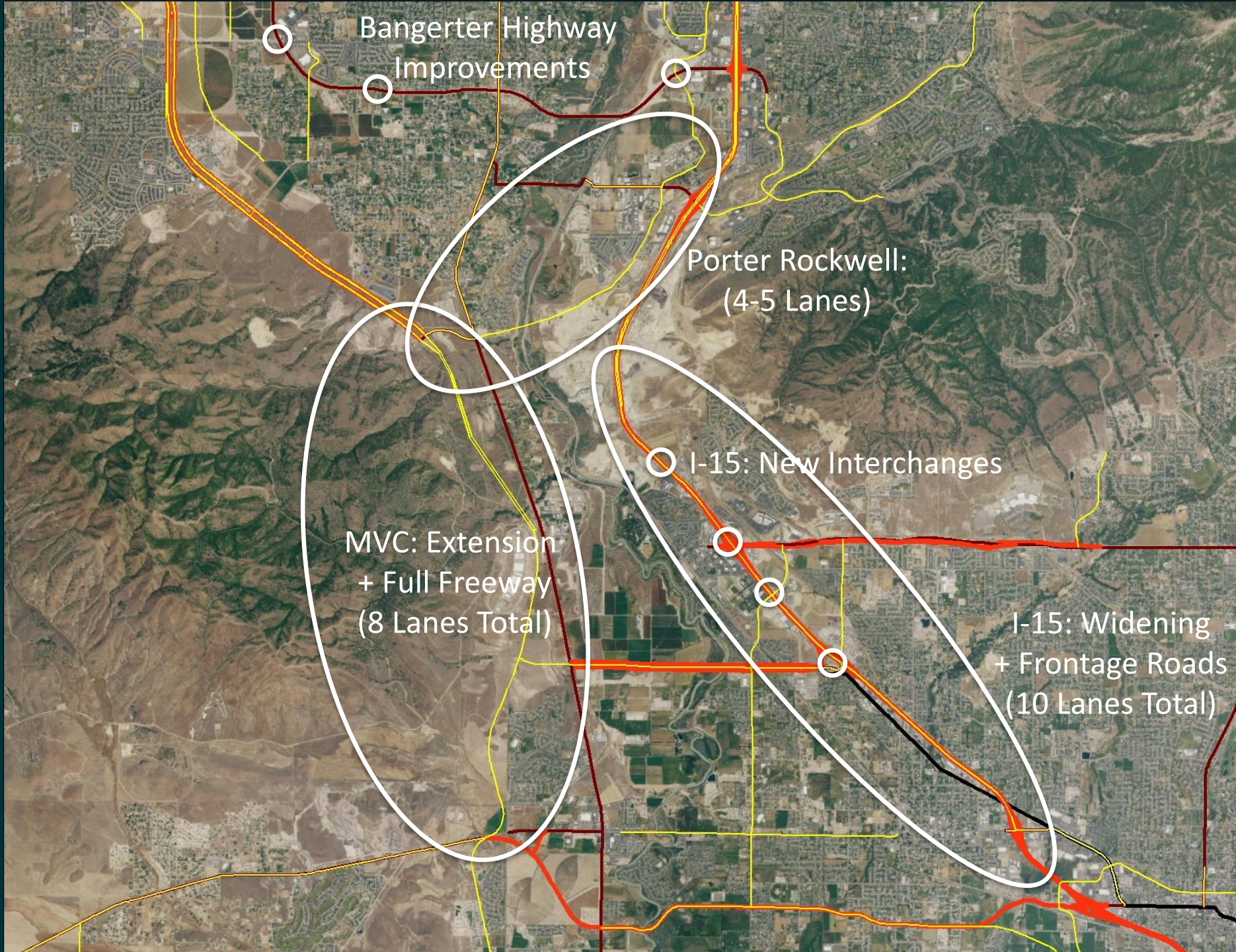
Thanksgiving Point

Utah State Prison



Land Use Types

- Office
- Single-Family
- Townhomes
- Apartments
- Retail
- Industrial



Bangerter Highway
Improvements

Porter Rockwell:
(4-5 Lanes)

I-15: New Interchanges

MVC: Extension
+ Full Freeway
(8 Lanes Total)

I-15: Widening
+ Frontage Roads
(10 Lanes Total)

Transportation Assumptions

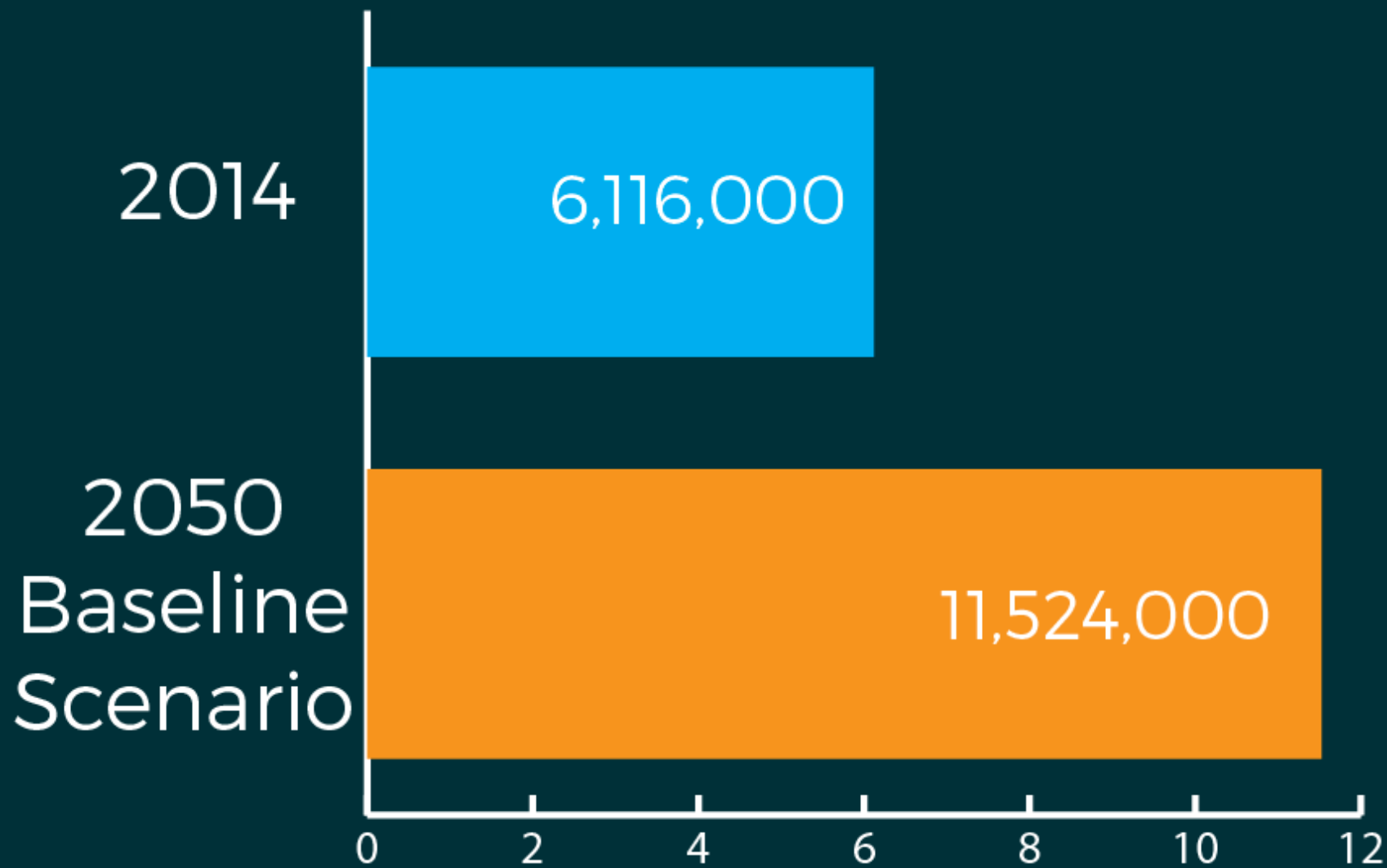
- Current funding sources and plans allow new regional road projects to be built, including:
 - Mountain View Corridor freeway (8 lanes)
 - New freeway interchange just south of the county line on I-15
 - Widening of I-15 through Lehi plus frontage roads
 - Porter Rockwell connection (5 lanes)
 - Bangerter Highway improvements (freeway)
 - Other projects
- Local road networks often don't connect, more travel required on arterials and freeways.
- No new TRAX lines, BRT lines, or FrontRunner stops; no increase in service or frequency due to lack of funding.

Salt Lake County
2050 Population:
1.5M People

Utah County
2050 Population:
1.3M People

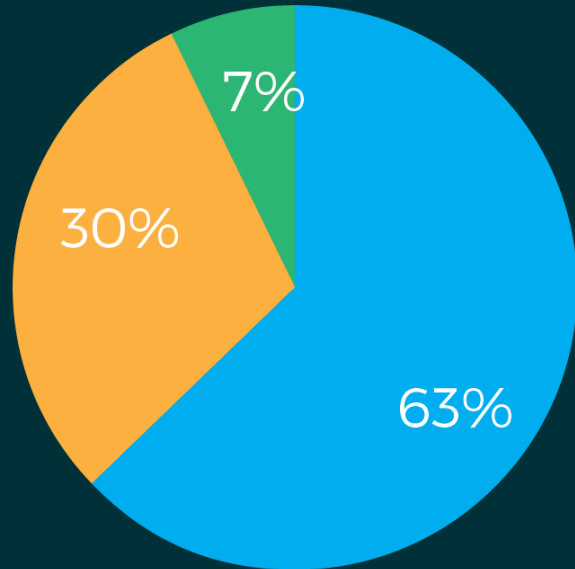


Vehicle Miles Traveled in the Study Area



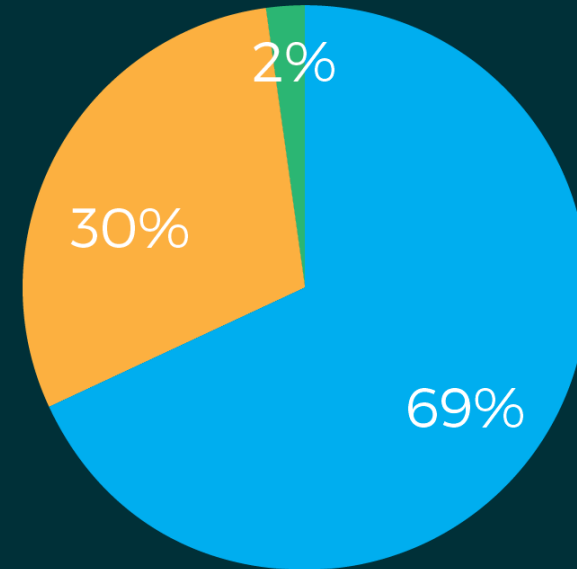
Pass-Through Traffic

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



- Trip Starts and Ends Outside Study Area
- Trip Either Starts **or** Ends inside Study Area
- Trip Starts **and** Ends inside Study Area

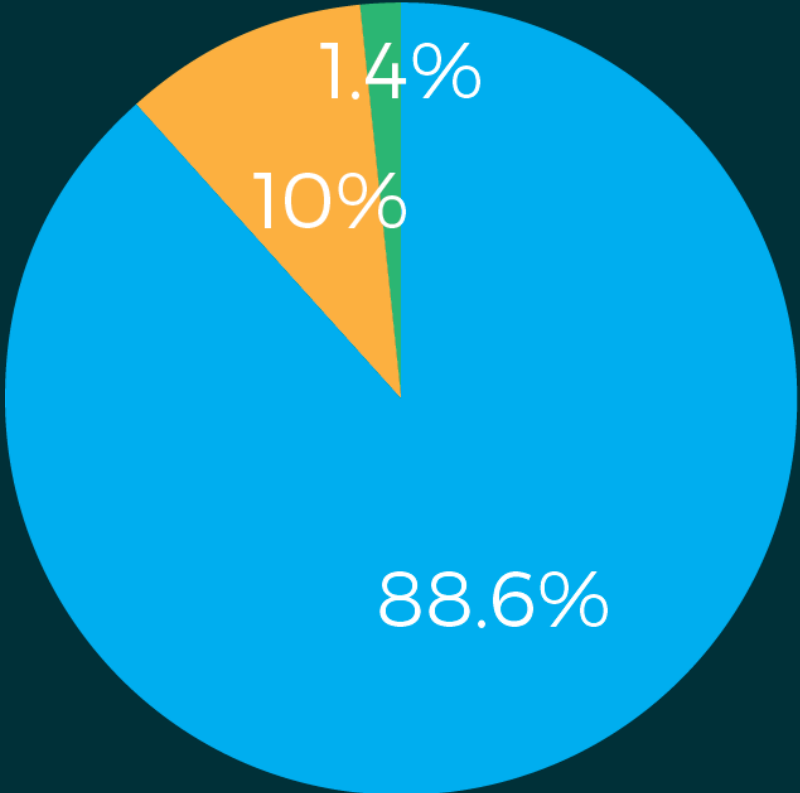
Types of Trips that Use I-15 at the Point of the Mountain in the 2050 Baseline Scenario



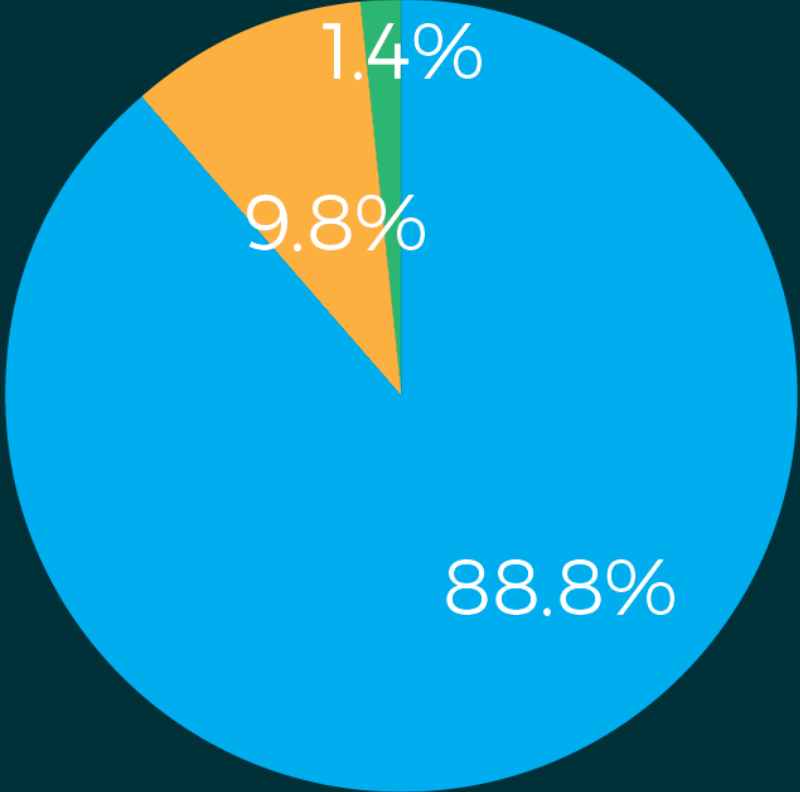
- Trip Starts and Ends Outside Study Area
- Trip Either Starts **or** Ends inside Study Area
- Trip Starts **and** Ends inside Study Area



Mode Share

2014



2050 Baseline Scenario



 % Automobile Trips
 % Transit Trips

 % Non-Motorized Trips

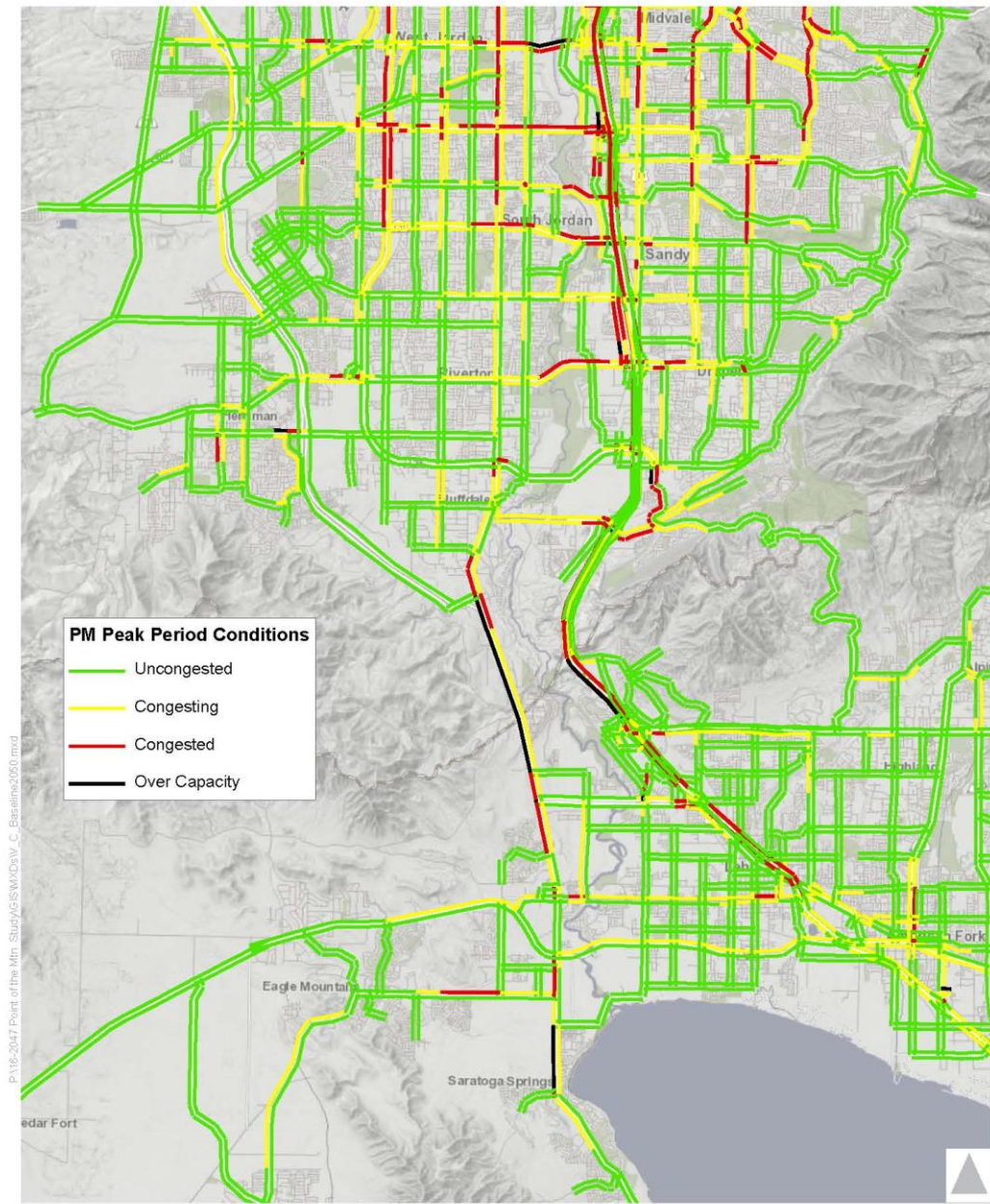


Figure
Volume to Capacity - POM (2014)

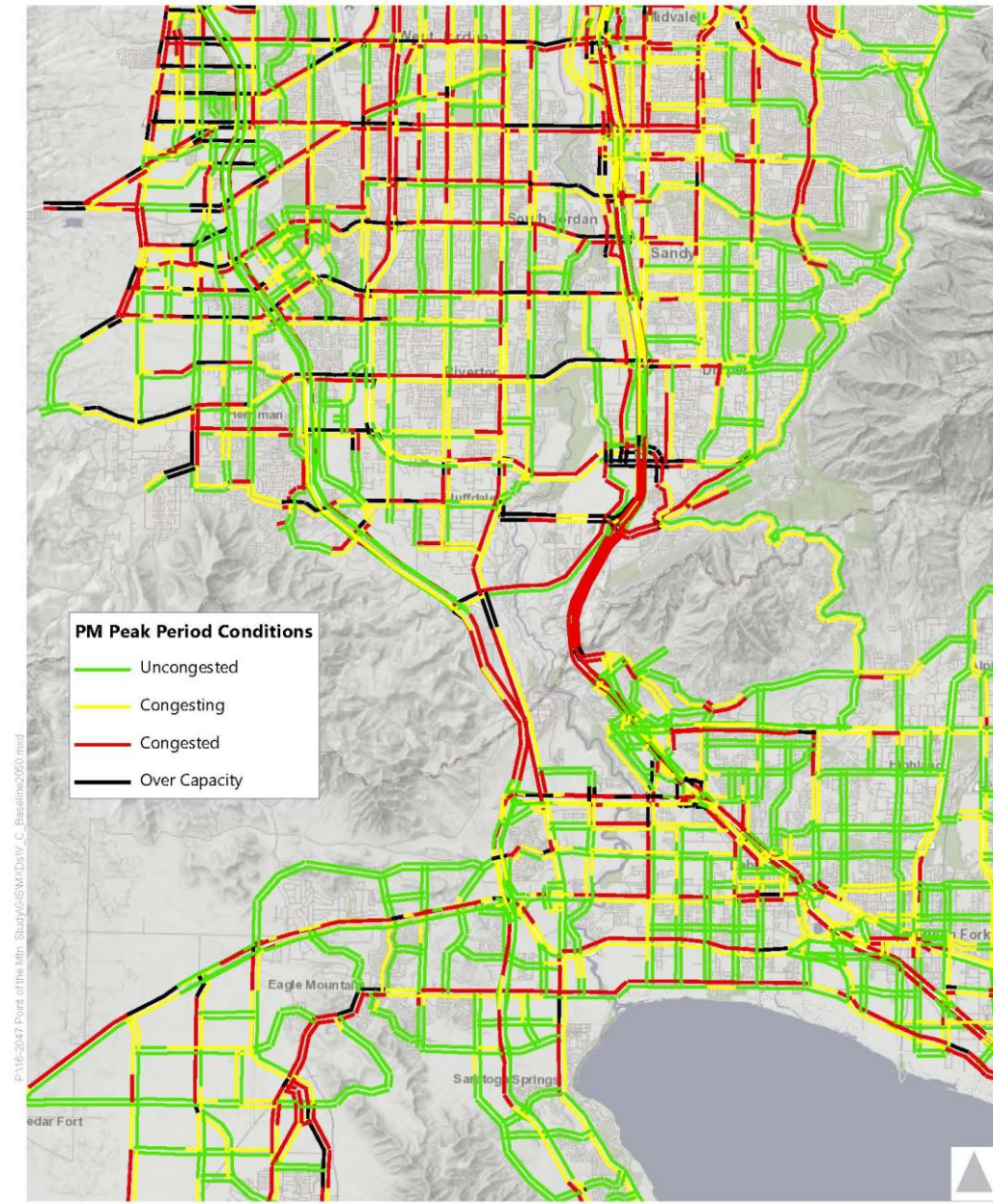
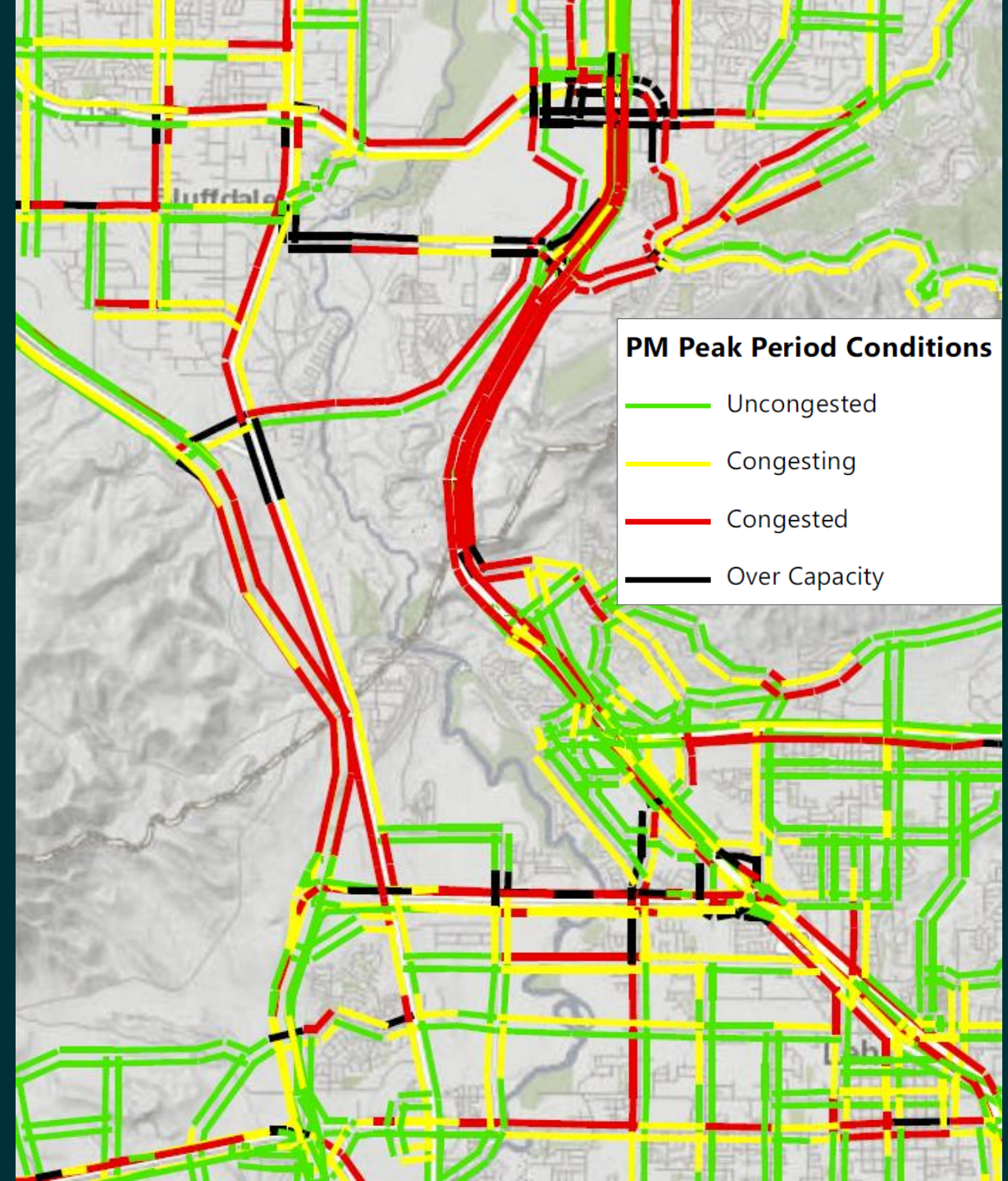
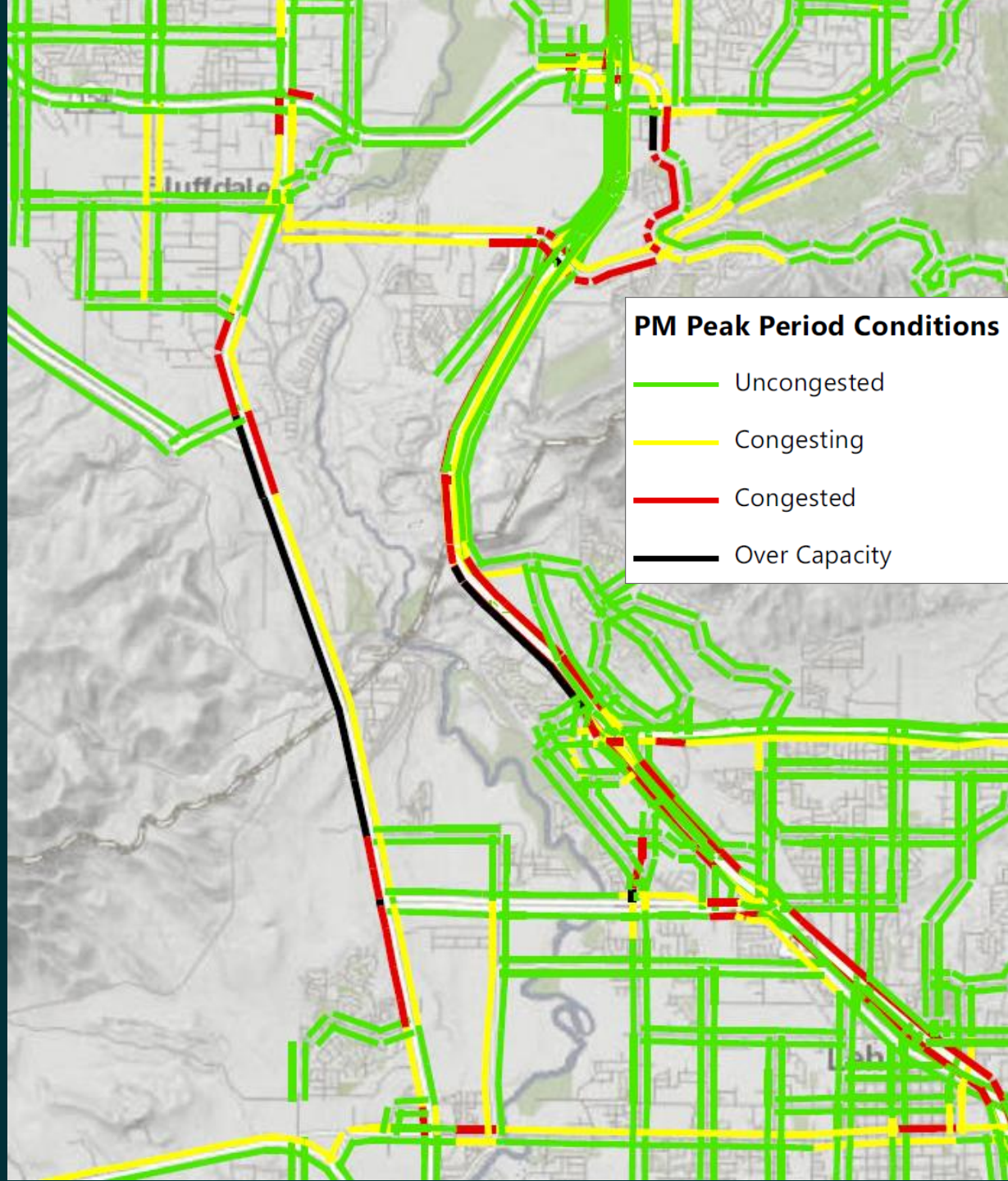


Figure
Volume to Capacity - Baseline POM (2050)



Phase 1

Listening & Research

Phase 2

Scenarios

Phase 3

Financing

COMPLETED


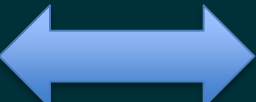
Now ● Baseline

Fall ● Alternatives

Winter ● Preferred

**NEXT
YEAR**

The relationship between transportation and land use

- Transportation  economic development
- Transportation  housing

Economic Development
(creating and sustaining job cores)

THREE BASIC TYPES OF EMPLOYMENT IN THE METRO AREA

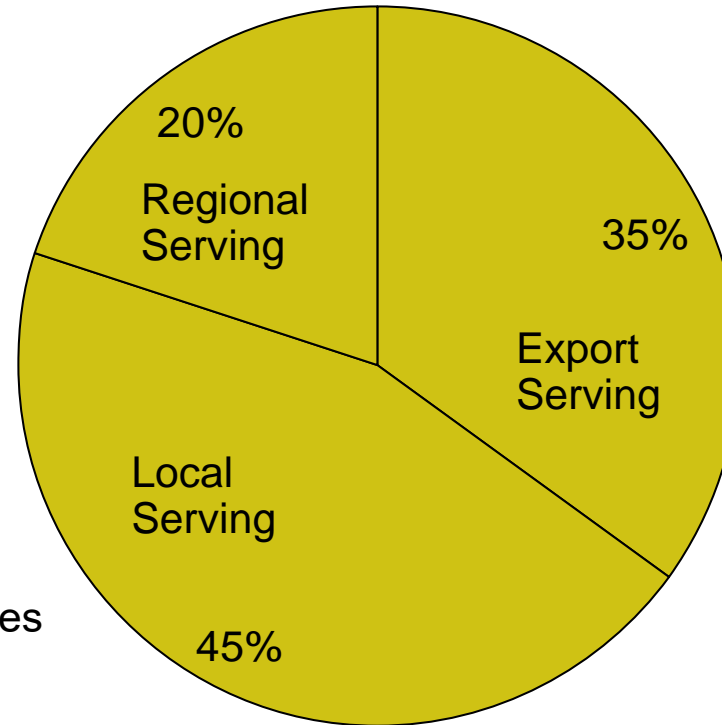
Types of Employment in Metropolitan Areas

Regional Serving

- Professional services
- Financial services
- Real estate

Local Serving

- Local government services
- Retail services
- Household services



Export Serving

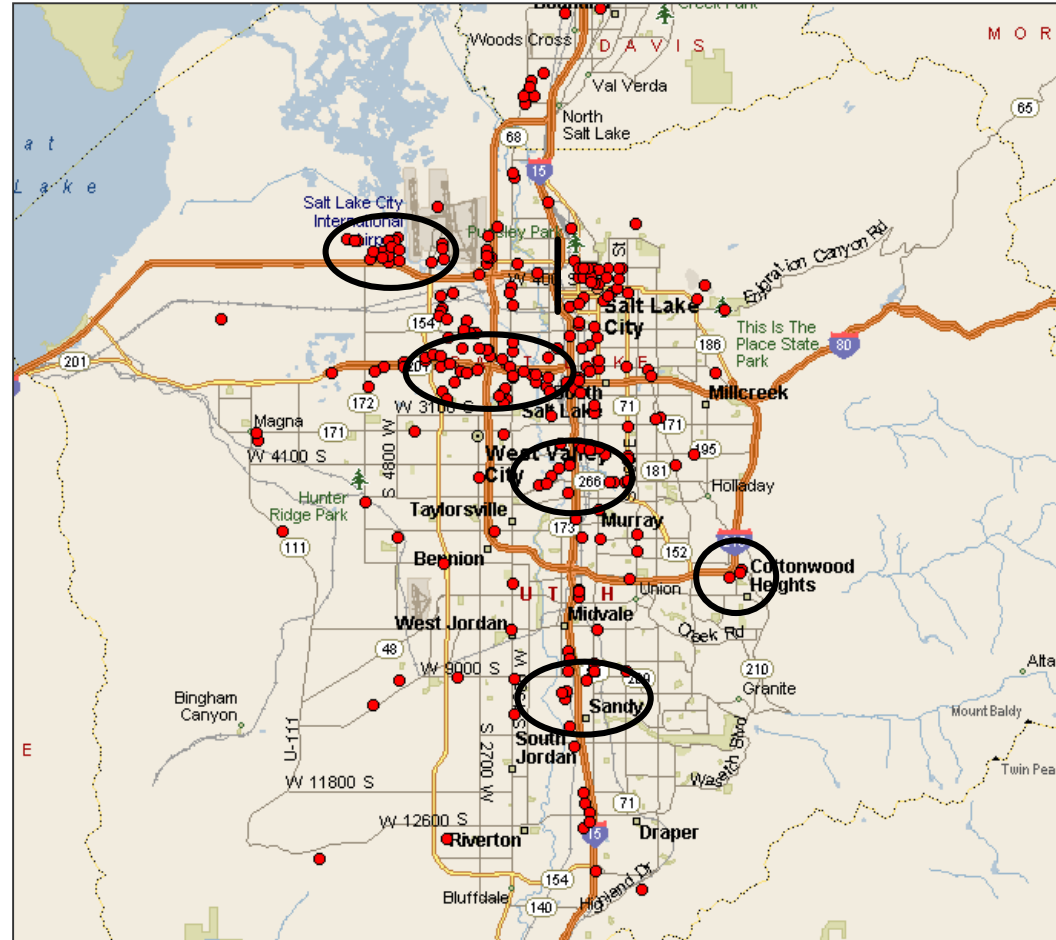
- The reason the Metropolitan Area exists
- Defines character of area

FOCUSING ON EXPORT FIRMS SHOWS A MORE CLEAR PICTURE OF CONCENTRATION IN CORES

EXPORT BUSINESSES WITH OVER 100 EMPLOYEES¹

Salt Lake County

2006

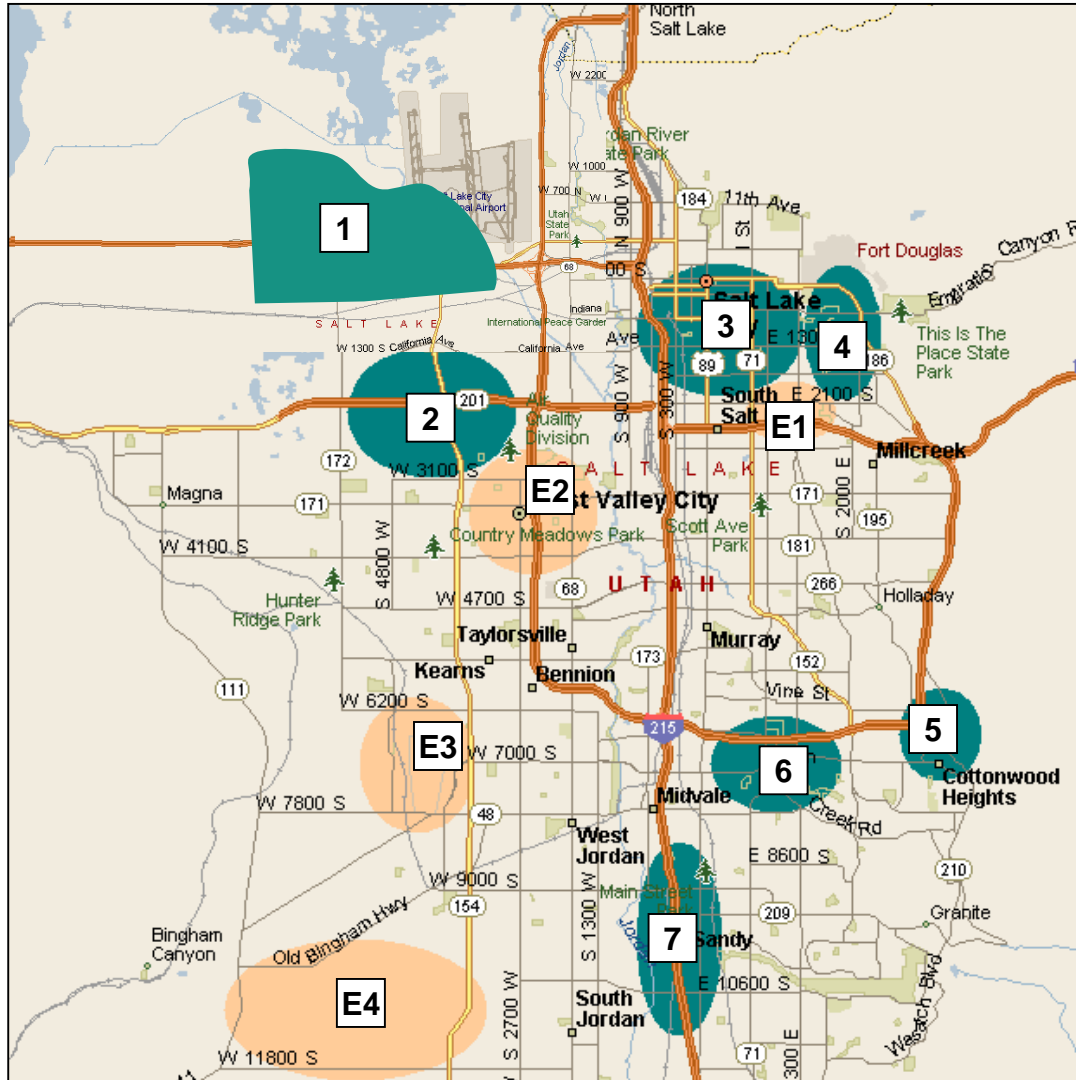


Major job cores locate on completed freeways

¹ Includes businesses with a NAIC code that has an location quotient higher than 1.2

SOURCE: Utah Department of Workforce Services, RCLCO

RCLCO DEFINED CORES SALT LAKE COUNTY



SOURCE: RCLCO

KEY	CORE	GEN.
1	Intern Cntr/NW Quad/Airport	3 rd
2	201/California Ave	5 th
3	Downtown SLC	1 st
4	Univ of Utah	3 rd
5	Cottonwood	5 th
6	Ft Union	3 rd
7	Sandy	5 th
8	Provo/BYU	1 st
9	Layton Hills	5 th
10	Ogden Downtown	1 st
E1	Sugarhouse	2 nd
E2	West Valley City	4 th
E3	Jordan Landing	5 th
E4	Daybreak	5 th
E5	Thanksgiving Point	5 th

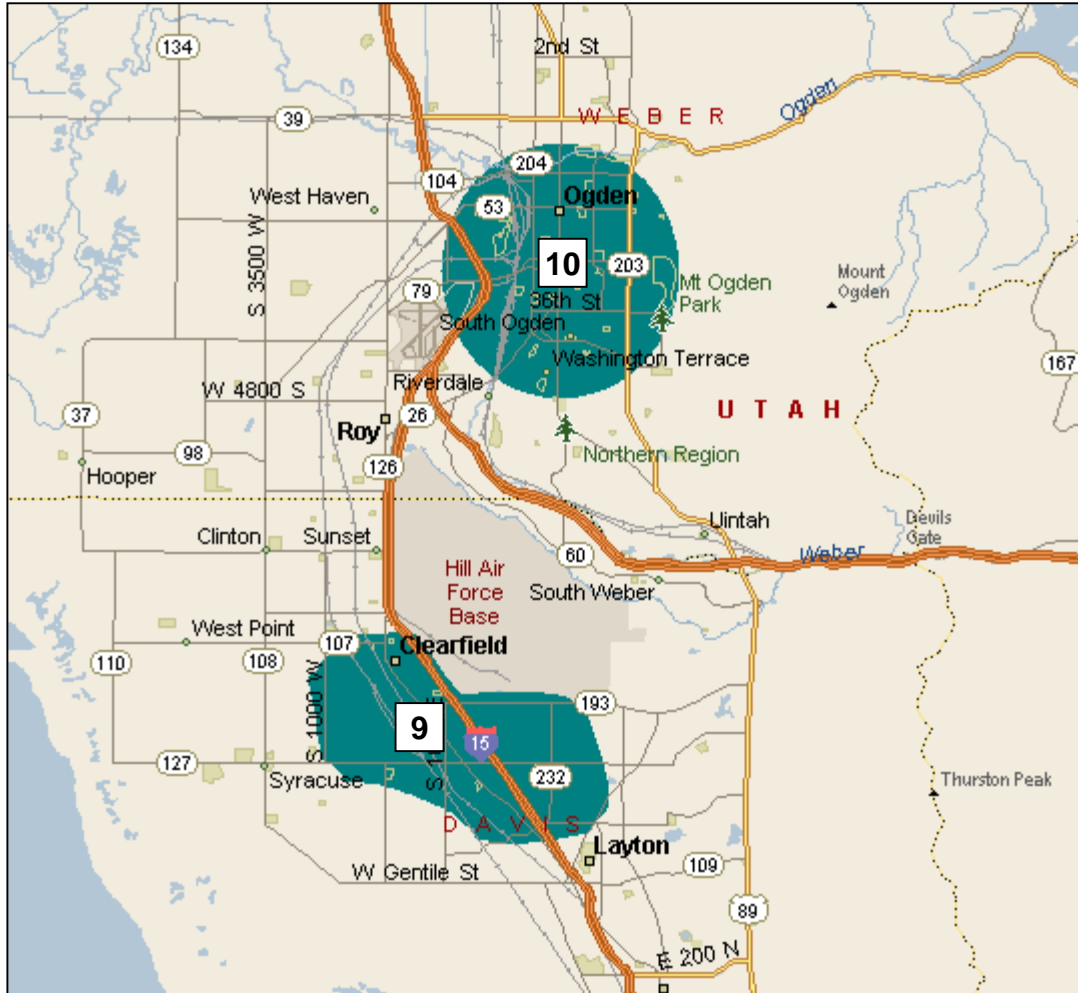
RCLCO DEFINED CORES UTAH COUNTY



SOURCE: RCLCO

KEY	CORE	GEN.
1	Intern Cntr/NW Quad/ Airport	3 rd
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3	Downtown SLC	1 st
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RCLCO DEFINED CORES DAVIS & WEBER COUNTIES

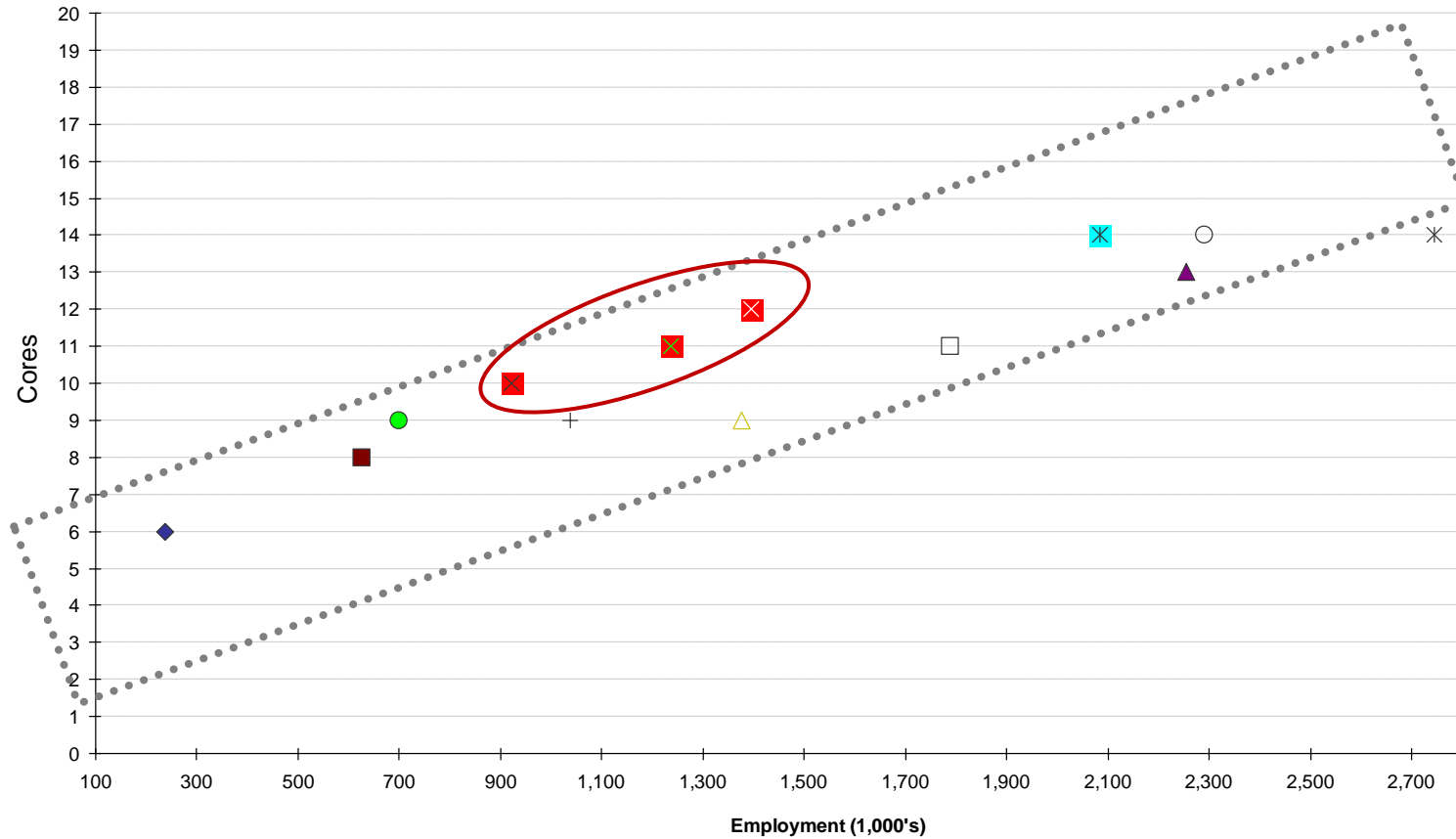


SOURCE: RCLCO

KEY	CORE	GEN.
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NATIONAL EVIDENCE SHOWS THAT LARGER CITIES HAVE MORE CORES

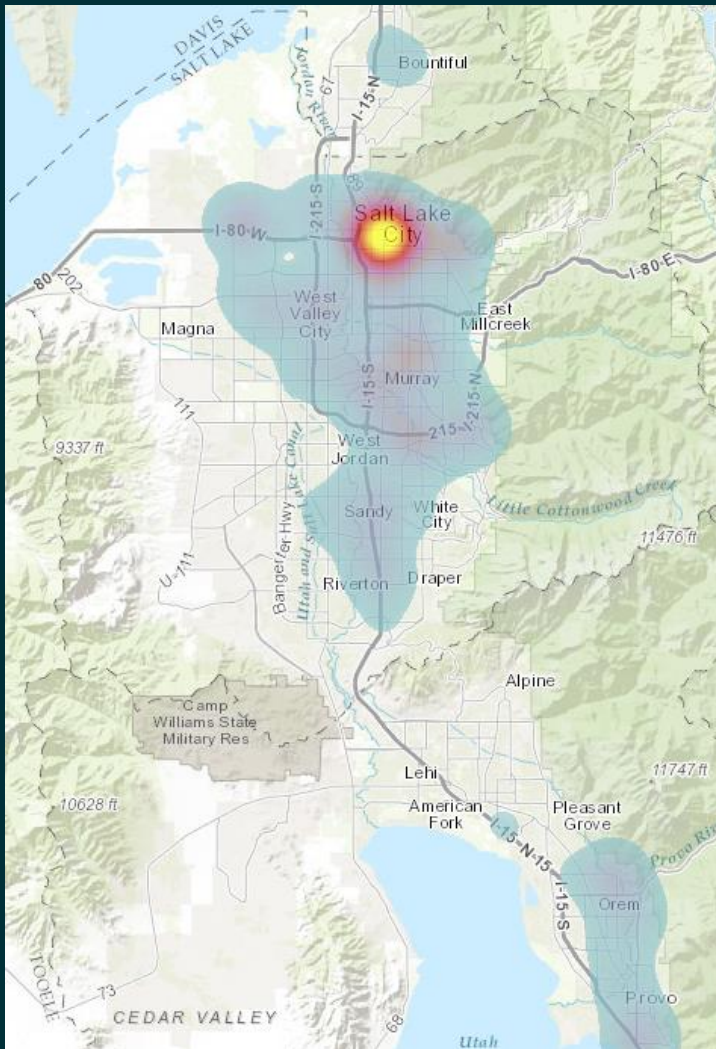
Number of Employment Cores Relative to Total Employment
Selected Metropolitan Areas



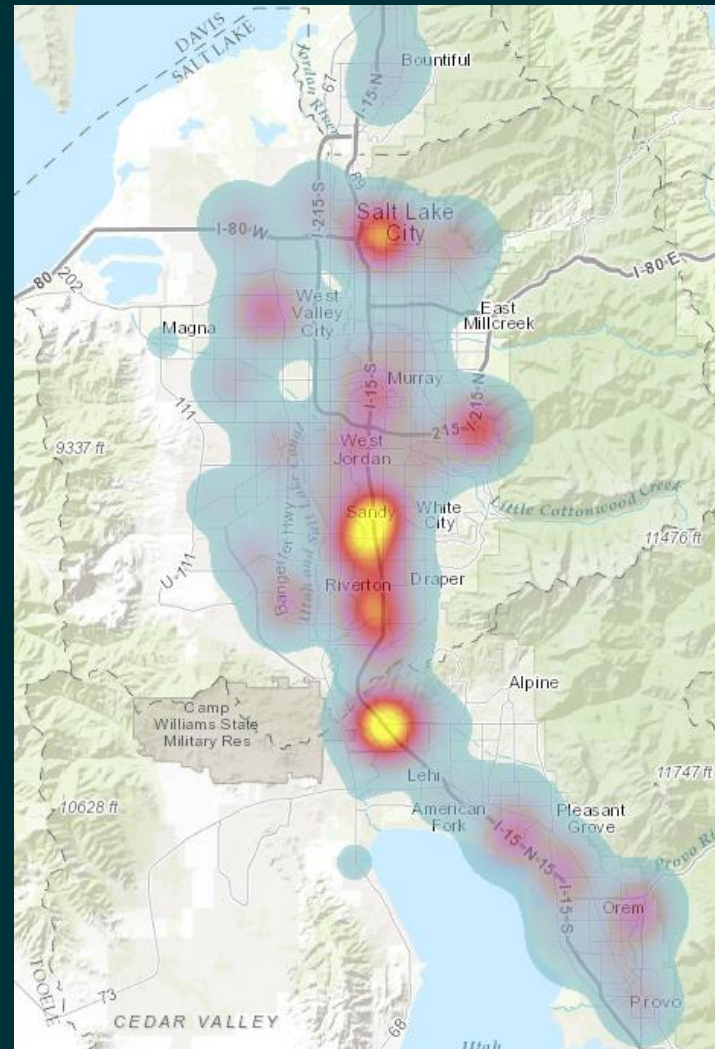
- △ Denver
- × Philadelphia
- + Cincinnati
- ✕ Detroit
- ▲ Houston
- Nashville
- Atlanta
- ◆ Chattanooga
- Raleigh-Durham
- Minneapolis-St. Paul
- Salt Lake 2005
- Salt Lake 2020
- ✕ Salt Lake 2030

Where are job cores emerging?

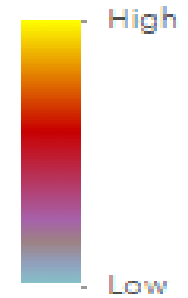
Office Development Pre-2000



Office Development 2000-2017



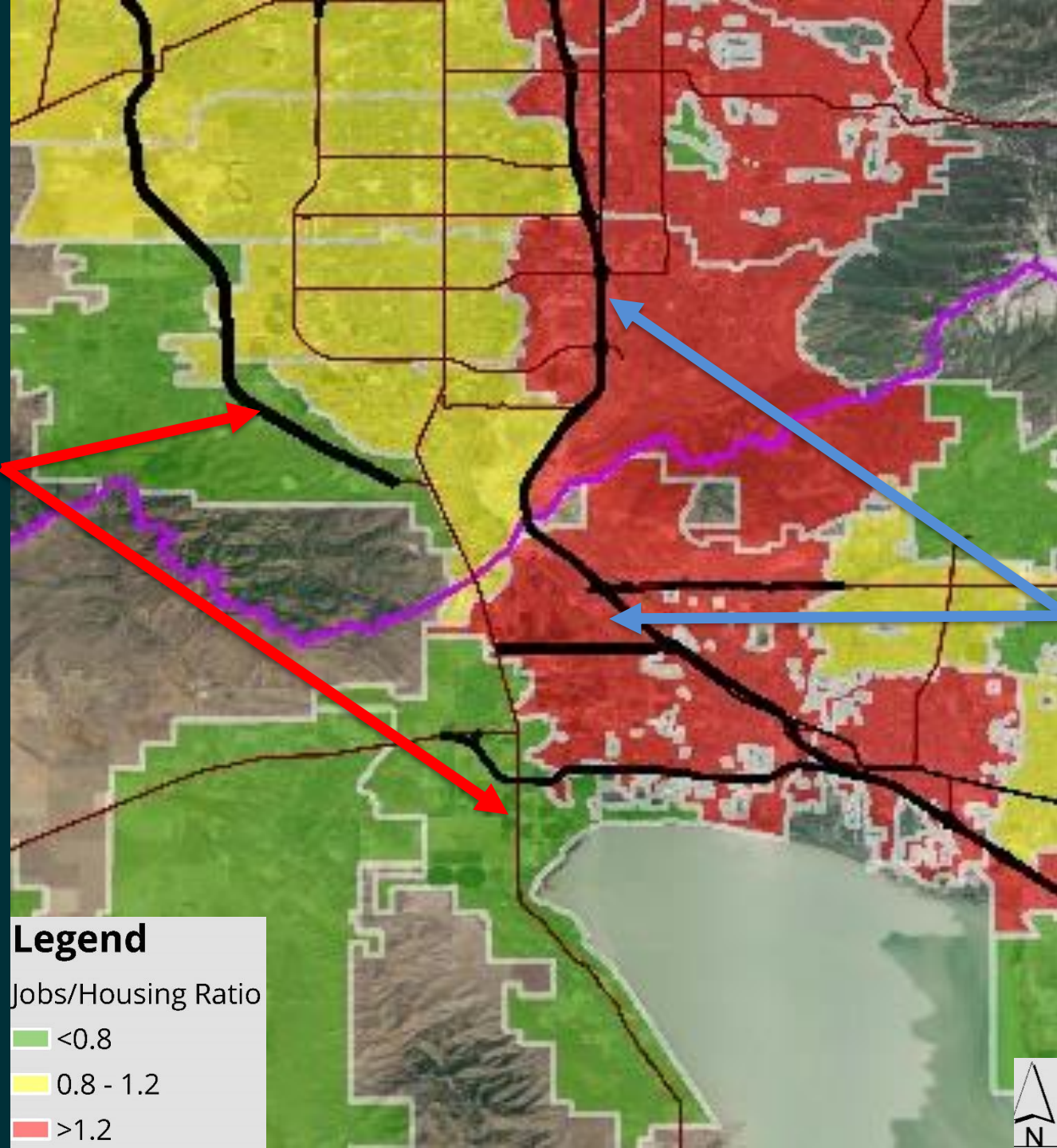
Office Development Concentration



Can we improve jobs/housing balance?

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

% of development since 2010 that is <.5 miles from rail station

Multi- Family Units



43%

Hotel sq ft



42%

Office sq ft



37%

Retail sq ft

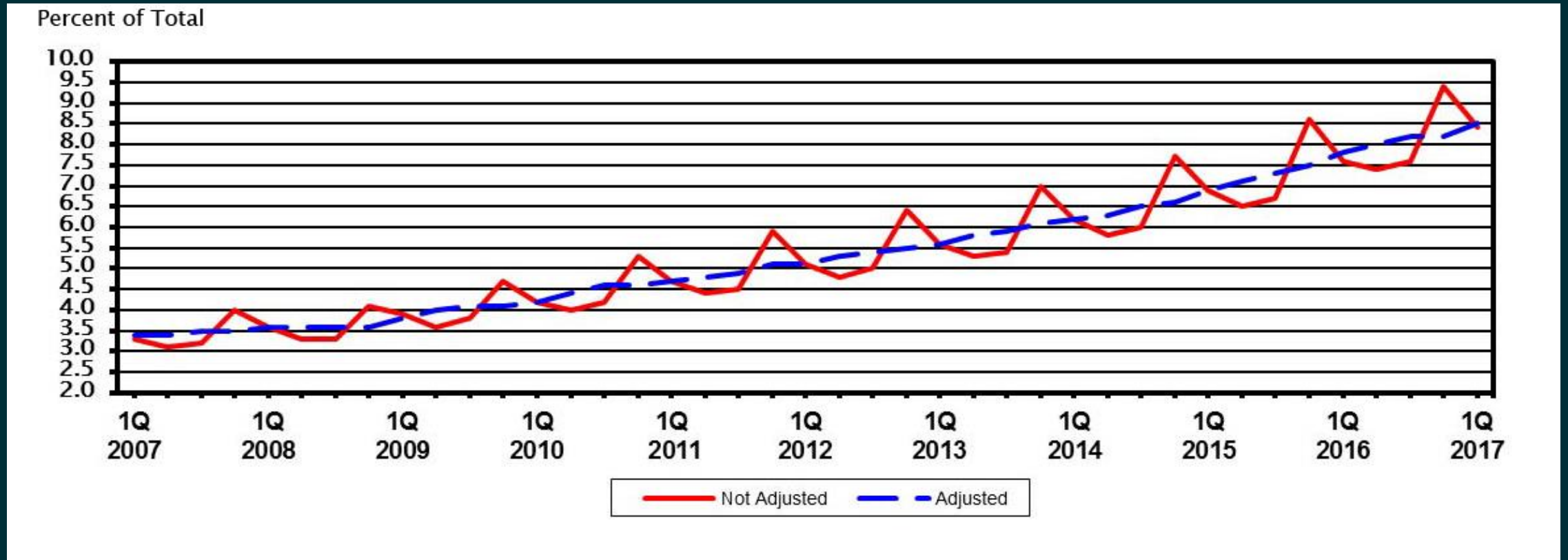


30%

Development in
Weber, Davis,
Salt Lake and Utah
counties

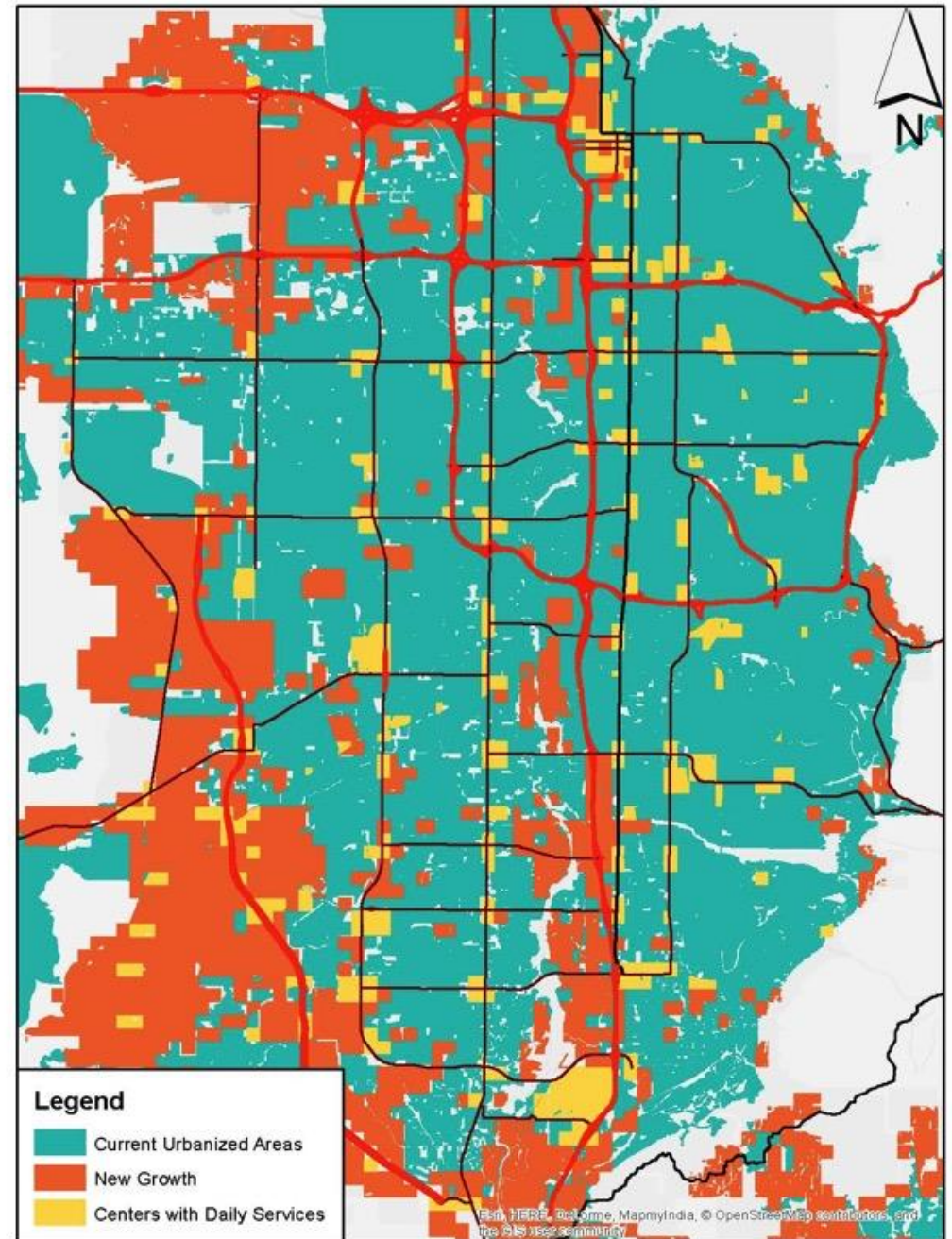
Housing

Estimated US Retail E-Commerce Sales as a Percent of Total Quarterly Retail Sales



Source: U.S. Census Bureau News (2017)

Opportunity Areas
for Mixed Use and Housing
(most of the opportunity for
housing is on arterials and is
governed by local land use
decisions)



Local connectivity is a key to mobility and quality of life. Are local governments empowered and incentivized to create a grid system?

ITE Ideal Spacing SL County

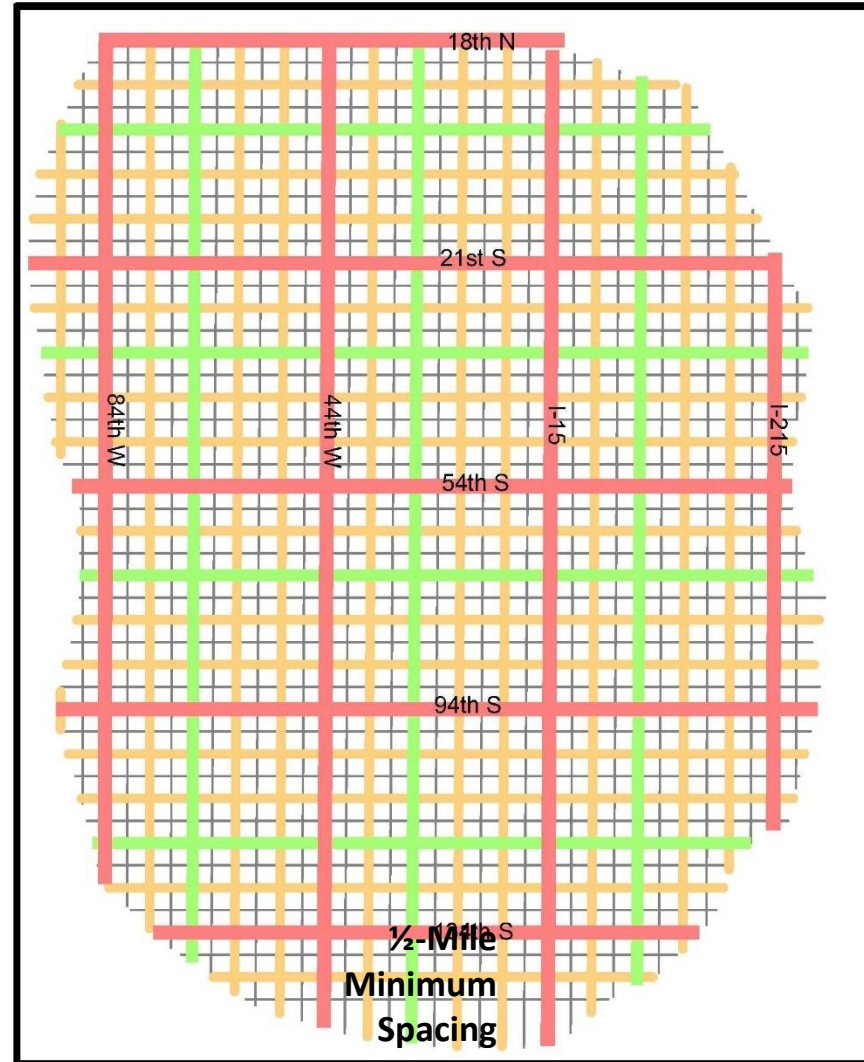
- Freeways 5-miles (pink)
- Arterials 1-mile (green, orange)
- Collectors ½ mile (grey)

Legend

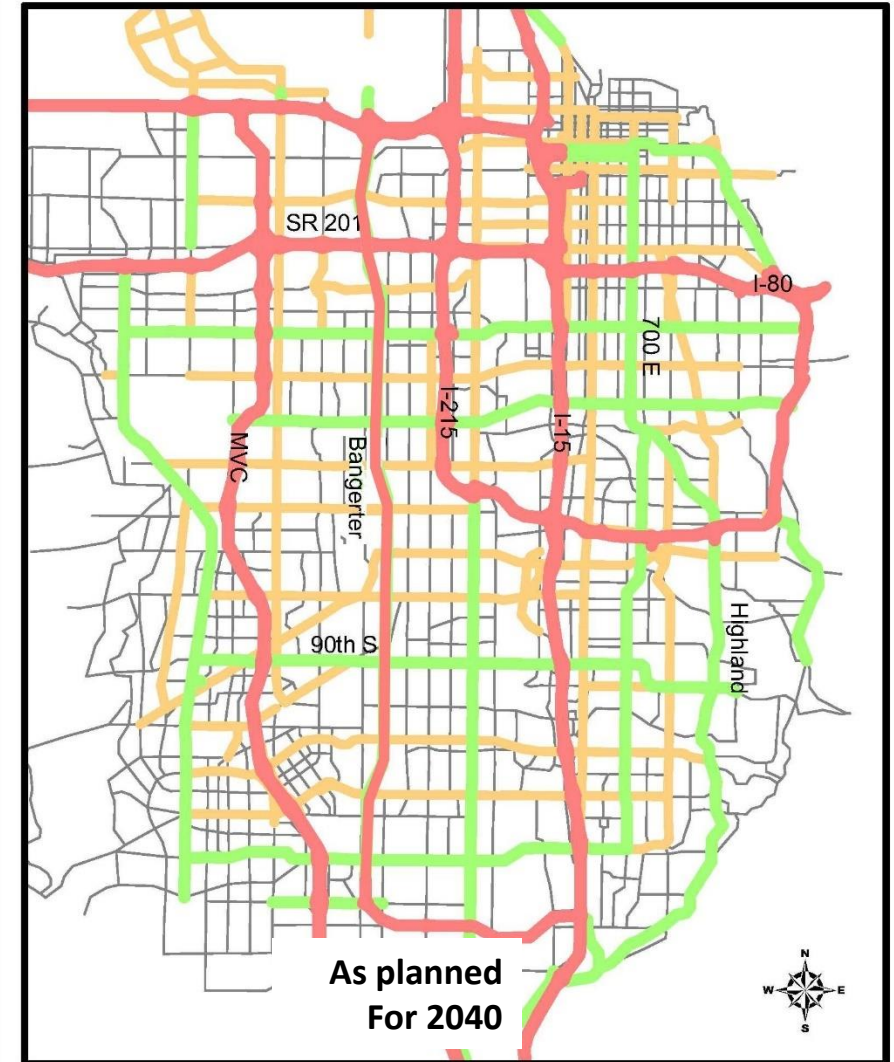
- (250-400 feet typical)
- Arterials (106-150 feet typical)
- Arterials (80-106 feet typical)
- Collectors (60-72 feet typical)



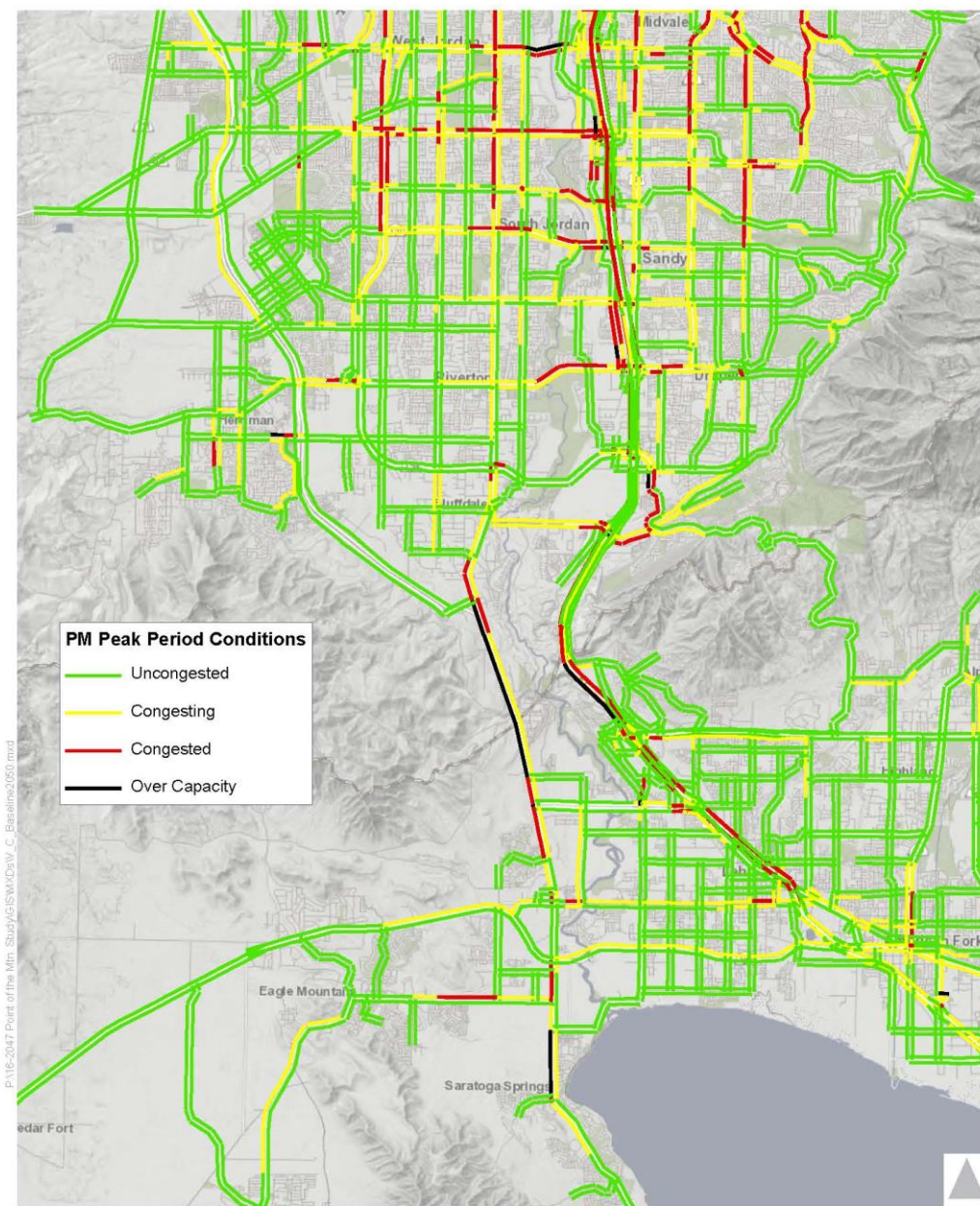
Applied as recommended in ITE's Transportation Planning Handbook, 1st Edition, 2.2.3.5 Spacing, pg 37



0 2.5 5 10 15 Miles



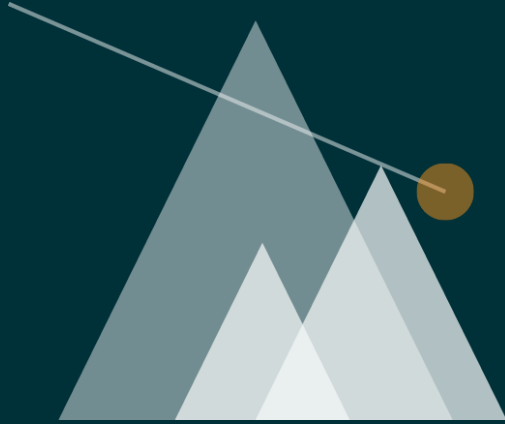
0 2.5 5 10 15 Miles



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Figure
Volume to Capacity - POM (2014)



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DEVELOPMENT COMMISSION**