



Public Open House III -
Minutes

May 20, 2021

2 p.m. to 4 p.m.

Meeting Purpose-- Alan Matheson welcomed meeting participants. He shared a brief video describing The Point and explained the purpose of the Board, the master planning process and timeline.

- [What is The Point?](#)
- The Utah State Prison will be relocated to a new site near the airport. At that point there will be 600 acres of state owned land that can be developed for the benefit of all Utahns.
 - It is a well-connected site from a transportation perspective and is in the heart of Utah's growing technology center. It may be one of the best opportunities for growth in the country at this time.
- The legislature developed some guidelines from public input in 2017-2018 and made them into objectives for the site including: job creation and workforce development, a jobs/housing balance to minimize traffic impacts, a great transportation system, open space, reduce resource use and impacts on air quality. This site should be developed in close coordination with area municipalities and should include a nationally recognized research institution. This discussion has been ongoing and with extensive public involvement for some time.
 - The Point of the Mountain State Land Use Authority was founded in 2018 and the Legislature established an 11 person board. Alan reviewed the [board guidelines](#).
 - Analysis of the regional Point of the Mountain vision shows 150,000 more high-paying jobs in the region, an increase in the average Wasatch Front household income of \$10,000, an increase in general revenue of \$9B from regional development and that the vision would reduce air emissions relative to baseline development.
 - Alan reviewed past engagement processes and how that is carrying forward with the Working Groups, Stakeholder Advisory Committee, Public Open Houses and Survey.
 - Alan explained that initial scoping has been completed, concepts have been developed and now we have a draft plan on which we are excited to get feedback from the meeting participants.



Planning Process -- Peter Kindel with SOM is pleased to offer this update and let you know that we are in stage 3 of a 4 stage process. Pete explained a framework plan as a site plan which allows us to test the vision elements on the site and allows us to measure land uses, roadwork plan and other elements and make sure everything works together

We are developing the framework plan and value all the input received to date and explaining that we continue to advance the 12 goals in the earlier phases. In Stage 2, plans were advanced from a combination of the best elements of public feedback. The Stage 2 concepts - Complete Community, Regional Hub and Economic Catalyst were reviewed and the best elements of the plans combined, considered public input, and advanced to Stage 3.

Pete reviewed an overview of the **Public Feedback** to date, which he noted has been very helpful in developing the framework plan to date. The following categories define the major points of public feedback and how the project is addressing them.

Transportation - Regional Connectivity - the site is no longer isolated and regionally connected. We are moving away from a car-based environment to create multimodal options with connections to transit and the Frontrunner.

Site Diversity - housing types and price are important and being incorporated to provide lower barriers of entry, accessible housing. We are estimating approximately 15,000 people will live on the site and 25,000 will work here. We want to make sure the plan reflects the diversity of both the people who live here and those who work here, and that those needs are accommodated in the land use plan.

Sustainability - public input has really raised the bar on this so we're looking at water and how we can be conservative with water use onsite and well as how the buildings can conserve water.

Job Creation - mix of jobs must be available. Job creation is a significant point and we are planning for vitality with the site offering a mix of housing, jobs, retails and commercial opportunities.

Schools - substantial education opportunities, kids and adults, schools must be safely accessible

Parks, Trails and Open Space - are considered key components to quality of life by the public and the team agrees.

Signature Design Features- Pete reviewed these 21 elements that are shared in each of the design concepts.



21 Signature Features

- Uniquely Utah - reflect vibrancy of Utah, respect for Utah
- Economic Catalyst for the Wasatch Front
- Connected to History - history of the valley
- Commitment to Conservation
- River to Range Trail - key regional asset from Jordan River to Mountains
- A complete community
- 15 minute city - walkable community
- 5 - minute Districts - within the 15 minute city
- Business, Tech and Innovation Hub
- Institutional and Research Presence
- Model Live-Work Community
- Cross-Industry Innovation Accelerators - new technologies
- Gold Standard Bus Rapid Transit - middle of site
- Micro-mobility Network and Circulator - promote use of public transit
- Retail and Entertainment
- Wetlands and Park
- Central Park
- Pedestrian Priority Zones
- Bike and Pedestrian Links
- Smaller parks throughout the site for everyone
- Integrated Urban Innovation - streets, mobility, open spaces and sustainability in the buildings (Smart Cities)

Preferred Framework Plan Alternatives - In Stage 2 we defined a preferred direction and the following three Development Strategies are derived from that. They may look similar, but there are some nuances that are important to discuss.

Pete presented each:

1 - 60% developable - open space is focused on the Range to Trail, bike/pedestrian path over I-15 and a natural drainage area which will help with water management. Based upon a grid like Salt Lake City. Distinct districts would each have their own focus, office to the east, residential to the west, with retail and entertainment mixed-use zone in the middle. North end innovation zone, south end institutional focus.

2 - 55% Developable Area - highest percentage of open space with a Jordan River community park. Provides some recreational amenities to this community and surrounding communities. Will meet the development goals but with the park the development might need to be denser in some areas. The Central Park area will be connected to the Range to River.



3 - 57.5% Developable - somewhat in the middle of the other alternatives. Community park would be a little smaller than the 55%.

Parks and Open Space Overall Plan

Pete presented the categories of open space that are included in the plan which include the River to Range, Central Park, other elements that link together everything. We are also proposing a buffer zone around the perimeter of the project that would not only reduce noise from I-15 and other roadways, but also visually act as a screen, and perhaps more importantly would be a linear park for transportation, recreation and activity. The open space plan is comprehensive and touches on all parts of the project but also provides specific activities for the plan.

Peter explained some organizational ideas for the River to Range park concept which is a central design feature and one of the most exciting elements of the plan. It will be about 1 ½ miles long and about 500 feet wide on average. It includes 4 zones

Delta - the wetland area that would control stormwater but also have activities and use.

The Reach - runs through the middle of residential areas and would have play areas and lawns. The area would sometimes have water in it but from an ecological point not all the time because that is not typical for the area.

The Central Gateway, is adjacent to Central Park and might be a little more active, game areas or performance areas.

The last area, closest to I-15 would be the most active area and might have climbing walls, tennis courts, etc.

Peter reiterated that the three alternatives are still concepts right now and that the team is still in the process of refinements. We look forward to your comments and feedback.

Opportunity for interactivity/break out rooms -- Alan Matheson reminded participants that they'd just learned about the 13 key recommendations for the project and how the overall plan is shaping up. He explained that over the next hour participants would have the opportunity to engage with team members on specific topic areas and invited them to take part in break out rooms to ask questions. Questions were also taken in the main room. The three room topics were:

Transportation
Land Use/Open Space
Environment/Sustainability



End of Meeting Recap -- Team members who led each of the breakout rooms reported the main themes from each room.

Land Use Group -

The discussion began with mixed-use development and whether there should be a mix of residential and business in each district to create vibrancy. Housing and affordability were key interests, as were schools and daycare(s) onsite to support the population. Preserving the natural environment is important and the group discussed whether parks should be combined or separate and people liked both options. Park users may be different so the group agreed that offering multiple park types is a good strategy. Questions around development phasing and art requirements for buildings were discussed as items that will be answered in the next stages.

Transportation -

The team shared some slides about street elements. The group agrees that safety is key and the project is making sure pedestrians and all modes of travel are safe. Connectivity to regional areas is also key to allow people from outside the area access. Alternate bike paths were supported and the group agreed that the project's plan for all types of pedestrians and cyclists is good. There were some discussions about road diets, phasing development and ensuring that a good plan and framework for roads is in place well in advance of development. Transit and travel time are priorities to ensure that people who live outside the area but work there can be on time. Make sure there are great transit options from outside the site. Why a Frontrunner station is not included at The Point was also raised, as was discussion around a third BRT station. The Point deferred to UTA who agreed that they would not rule out another station and would consider it as the planning moves forward.

Environmental/Sustainability -

There was a positive reaction in this group to the environment/sustainability focus including the project's focus on water, reducing transportation emissions by 50% and it's robust open space program at 40% of the site. They agreed that some bio-islands are necessary for habitat to thrive. There was a good deal of interest in net zero and electrification and support for a strong commitment from the project to reduce both construction waste and try to support positive behavior change for residents. They also talked about how sustainability and the master plan coalesce to develop a project that is walkable, pedestrian friendly and has the infrastructure to support these environmental aspirations.