Chapter 4: Land Use

This chapter describes the existing land use within each jurisdiction in the land use impact analysis area as well as the applicable land-use plans and policies. It also analyzes the expected impacts of the proposed alternatives on land-use patterns in this area.

Land Use Impact Analysis Area. The land use impact analysis area is the same as the Mountain View Corridor (MVC) study area described in Section 1.1, Study Area Description, in Chapter 1 and includes portions of Salt Lake County and Utah County. The land use impact analysis area encompasses all of the areas where land-use patterns could be affected by one or more of the action alternatives (see Figure 4-1, Land Use Impact Analysis Area).

Within Salt Lake County, the land use impact analysis area extends from Salt Lake City International Airport and the International Center on the north to Camp Williams at the Utah County line on the south. Bangerter Highway is the eastern boundary for the majority of the Salt Lake County portion of the impact analysis area in Salt Lake County starting at the intersection of Interstate 15 (I-15) and Bangerter Highway and continuing north to Interstate 80 (I-80). I-15 provides the remainder of the eastern boundary of the impact analysis area in Salt Lake County starting at the intersection of I-15 and Bangerter Highway and continuing south to the Utah County line. The western boundary is approximately State Route (SR) 111.

Within Utah County, the northern boundary of the impact analysis area is the Utah County–Salt Lake County line, and the southern boundary is Utah Lake.

The boundary of the impact analysis area extends west to include portions of Saratoga Springs and Eagle Mountain while continuing to follow I-15 on the east to Lindon.

Within the boundaries of the impact analysis area are 15 municipalities, three unincorporated townships, and a military installation (Camp Williams) as well as non-annexed county land. In Salt Lake County, the municipalities are Salt Lake City, West Valley City, Draper, Taylorsville, West Jordan, South Jordan, Riverton, Herriman, and Bluffdale. In Utah County, the municipalities are Lehi, American Fork, Pleasant Grove, Lindon, Saratoga Springs, and Eagle Mountain. The Camp Williams Army National Guard military installation is in both Salt Lake and Utah Counties.

Kearns, Magna, and the Southwest Community are townships within the impact analysis area that are governed by Salt Lake County policies. Land use within these townships is guided by plans adopted by their elected officials.

4.1 Regulatory Setting

The Utah state legislature has delegated responsibility for land-use planning and regulation to the counties and cities. These local governments develop general or comprehensive plans for land development within their jurisdictional boundaries. These plans provide the parameters for future land use as well as infrastructure needs. The public has the opportunity to participate in the land planning process by reviewing and commenting on draft land-use plans before they are approved by local city officials. All plans discussed in this section have been developed in accordance with this general approach and, therefore, represent the type of land use and community that each local government desires.

4.2 Affected Environment

This section describes the existing land use within each jurisdiction in the land use impact analysis area as well as the applicable local and regional land-use plans and policies.

4.2.1 Methodology

The analysis of the existing land use for each county and jurisdiction was performed using a combination of aerial photographs, GIS (geographic information systems) data, digital orthophoto quadrangles, and consultation with representatives from each jurisdiction.

4.2.1.1 Existing Land Use

A general description of the existing land use is provided by geographic area. This information is based on aerial photographs, field surveys, and land-use plans that were initially gathered in 2002; the aerial photographs were updated in 2004 and the land-use plans were updated in early 2006.

The existing land use was input into electronic GIS files so that the impacts could be evaluated. The data layers in the GIS files included general land-use types that are found in the area: agricultural, commercial, industrial, institutional, open space, low-density residential, medium-density residential, high-density residential, and no data. The land-use category "no data" includes (1) acreage for which aerial photographs either were not available or did not have good enough quality in 2004, and (2) acreage used by existing transportation infrastructure (roads and highways).

Note that the existing land use as described in this chapter does not necessarily match current zoning and land-use plans because these plans and zoning programs are continually being updated.

4.2.1.2 Local Land-Use Plans

The land-use plans that apply to the land use impact analysis area show that the majority of the area will be developed for residential uses. The plans express the desires of the local jurisdictions to implement transportation improvements to encourage economic development. Concepts explored in regional and local land-use plans include opportunities for commercial nodes, retail centers, and transit-oriented development. Information from the plans that were used to compile this chapter was current as of early 2006.

4.2.1.3 Regional Planning

The responsibility for regulating land use rests with the local governments; there is no broad regional body with the authority to determine land-use policy. Nonetheless, the jurisdictions in the region have made several efforts to address broader regional issues through collaborative planning. Many of these efforts have been facilitated by non-governmental organizations, such as Envision Utah. Section 4.2.2.3, Regional Planning, discusses several of the regional planning efforts that have influenced local planning decisions in the land use impact analysis area. Most of these efforts resulted in recommendations only, and the resulting goals and policies are not obligatory.

Regional planning also takes place as part of the ongoing metropolitan transportation planning process, which is carried out by the applicable metropolitan planning organizations—the Wasatch Front Regional Council (WFRC) in Salt Lake County and the Mountainland Association of Governments (MAG) in Utah County. The plans adopted by these planning organizations focus on transportation (consistent with federal laws), and the transportation priorities established by the metropolitan planning organizations in their long-range plans provide an additional indication of the region's overall approach to growth and development.

4.2.2 Land Use in Salt Lake County

4.2.2.1 Existing Land Use

Within the Salt Lake County portion of the land use impact analysis area are portions of nine municipalities and three unincorporated townships. The description of the existing land use begins at the northern end of the impact analysis area and extends south to the Utah County line.

Table 4.2-1 below shows the land-use categories and the percentage of each land use for each municipality and the unincorporated area in the Salt Lake County portion of the land use impact analysis area (see Figure 4-2, Land Use – Salt Lake County). Following the table, this section describes the land uses in six specific sections of the Salt Lake County portion of the land use impact analysis area:

- North of I-80 to SR 201 (2100 South)
- 2100 South to 4100 South
- 4100 South to 6200 South
- 6200 South to 10200 South
- 10200 South to 13400 South
- 13400 South to 15500 South

Table 4.2-1. Land Use in the Salt Lake County Portion of the Land Use Impact Analysis Area

	Acres by Jurisdiction											
Land Use	**Unincorporated Salt Lake County[a]**	**Bluffdale**	**Draper**	**Herriman**	**Riverton**	**Salt Lake City**	**South Jordan**	**Taylorsville**	**West Jordan**	**West Valley**	**Total Acres in Analysis Area**	**Percent of Total Land Use**
Agricultural	4,694	5,678	77	5,746	1,223	93	915	0	4,176	557	23,159	26.4
Camp Williams	3,148	559	0	144	0	0	0	0	0	0	3,851	4.4
Commercial	183	192	45	75	66	673	187	96	611	1,779	3,907	4.5
Industrial	2,289	1,063	204	0	0	331	142	69	1,362	5,981	11,441	13.0
Institutional	658	192	661	2	31	2,631	325	0	1,556	231	6,287	7.2
No data	1,506	801	306	421	182	1,078	402	108	43	1,742	6,589	7.5
Open space/ protection area	2,224	666	68	314	37	4,848	335	23	64	641	9,220	10.5
Residential – high-density	114	18	1	0	14	5	56	8	292	38	546	0.6
Residential – low-density	4,103	1,549	3	1,220	926	1	370	433	2,821	4,824	16,250	18.5
Residential – medium-density	186	35	0	1	191	0	4,339	3	1,430	280	6,465	7.4
Total acres	**19,105**	**10,753**	**1,365**	**7,923**	**2,670**	**9,660**	**7,071**	**740**	**12,355**	**16,073**	**87,715**	**100**
Percent of total land	**21.8**	**12.3**	**1.6**	**9.0**	**3.0**	**11.0**	**8.1**	**0.8**	**14.1**	**18.3**	**100**	

[a] Includes land in the townships of Kearns, Magna, and Southwest Community and in Camp Williams.

North of I-80 – SR 201 (2100 South)

The area immediately north of I-80 is the northern end of the land use impact analysis area (see Figure 4-3, Land Use – I-80 to SR 201). On the north side of I-80, the primary land uses are the International Center (a large office park) and the Salt Lake City International Airport. Land directly west of the International Center is undeveloped.

The section of the impact analysis area between I-80 and 2100 South includes industrial, institutional, and commercial land uses as well as wetlands and agricultural land. The northernmost section, from I-80 to 700 South, is predominantly open space (public parks or undeveloped land) west of 5600 West.

South of 700 South and to the west of 5600 West are operating and closed landfills and the Division of Wildlife Resource's Lee Kay Center for Hunter Education. The closed landfill, which extends from 5600 West to 7200 West and from 1300 South to 2100 South, was converted to wetlands and is now maintained as a state-owned water fowl management area (part of the Lee Kay Center). Adjacent to this closed landfill is the operating landfill. Also in this area is the Lee Kay Center for Hunter Education which extends from 5600 West to 7200 West and From 1300 South to 2100 South. The hunter education center and shooting facilities are just north of 2100 South; the remaining lands including those associated with the closed landfill are maintained for wildlife habitat, wildlife viewing, and dog training. The land along the western edge of the impact analysis area (8000 West) is owned by Kennecott Copper and has been used for mining. The impact analysis area to the east of 5600 West and from I-80 to 2100 South is mainly commercial, industrial, and institutional uses interspersed with some open space.

2100 South – 4100 South

The primary land use in this section of the impact analysis area is low-density housing with the exception of the 2100 South and 3500 South corridors. Industrial uses are predominant along 2100 South between 5600 West and Bangerter Highway, while the Rocky Mountain Raceway is west of 5600 West. The county-owned Stonebridge Golf Course and the surrounding office park are also located west of Bangerter Highway.

Commercial uses are along 3500 South from Bangerter Highway to 4800 West and at the intersection of 5600 West and 3500 South. The 3500 South corridor is a major commercial corridor for West Valley City. Although the predominant land use is low-density housing, there are a few medium- and high-density developments as well as institutional and agricultural uses dispersed throughout this section of the impact analysis area (see Figure 4-4, Land Use – SR 201 to 4100 South).

4100 South – 6200 South

The primary land uses east of 5600 West are low-density residential and institutional with large commercial developments along the intersections of 4700 South and 5400 South with 4000 West. The Kearns Olympic Oval and the surrounding park are located between 5400 South and 6200 South at about 4800 West.

The primary land use west of 5600 West is industrial. Alliant Tech Systems owns a large expanse of land extending from about 7200 West to the western edge of the land use impact analysis area at about 8400 West and from 4100 South to 6200 South. The USANA Outdoor Amphitheater and the county-owned West Ridge Golf Course make up most of the area between 5600 West and 7200 West and between 4700 South and 5400 South (see Figure 4-5, Land Use – 4100 South to 6200 South).

6200 South – 10200 South

The major land use within this section is the Salt Lake Municipal Airport (also called Airport #2). The airport and its associated land are east of 5600 West between about 4800 West and 6200 South and extend to 4000 West and 7800 South. The Utah Youth Sports Complex is south of the airport on 7800 South. The area between 5600 West and SR 111 is dominated by agricultural uses. Low-, medium-, and high-density housing have been approved in this area, primarily between New Bingham Highway and 7800 South. Industrial uses are found from about 9000 South to 10200 South along 5600 West and directly south of the Utah Youth Sports Complex (see Figure 4-6, Land Use – 6200 South to 10200 South).

To the east of 5600 West, land uses vary. The primary land use is low-density residential, but there are several medium- and high-density developments. The primary commercial uses are located along Bangerter Highway with smaller commercial nodes throughout this area. The county-owned Glenmoor Golf Course is located at the intersection of 4800 West and 10200 South.

10200 South – 13400 South

This section is dominated by the new Daybreak multi-use development in South Jordan (see Figure 4-7, Land Use – Daybreak Development). Before construction started in 2004, the parcel was the largest undeveloped parcel of land in the Salt Lake Valley. When completed, this mixed-use development will support about 30,000 people and 14,000 residential units along with 10,000,000 square feet of retail, office, and industrial space. Also included in the Daybreak development plan are 1,200 acres of open (preserved) space. The first phase of residential development began in the summer of 2004. The development extends from about

10200 South to 11800 South and from 4000 West to SR 111. As of June 2007, about 1,100 units were complete.

South of the Daybreak development, agricultural land is the primary land use. Low-density residential and open space land uses are also dispersed throughout this area (see Figure 4-8, Land Use – 10200 South to 13400 South).

13400 South – 15500 South

From about 3200 West to SR 111, the land use is primarily agricultural with some open space. Low- and medium-density residential areas are located along 13400 South. Part of the Utah Army National Guard's Camp Williams is in this section's southwestern corner (see Figure 4-9, Land Use – 13400 South to 15500 South).

East of 3200 West to about Redwood Road (SR 68) and south to 15500 South, the majority of the land use is low-density residential. Farther east, the Utah State Prison is a large institutional land use at about 14600 South and between 1700 West and I-15. Agricultural and industrial uses, including a large sand-and-gravel quarry, are located south of the prison on both the east and west sides of I-15.

The Utah National Guard's Camp Williams is located to the west of Redwood Road at about 13700 South and south to the Utah County border. A portion of this property is also located east of Redwood Road along the county line. Camp Williams provides military training for various National Guard units.

4.2.2.2 Local Land-Use Plans

In its entirety, Salt Lake County encompasses 498,213 acres with about 77% of this land being privately owned. The federal government is the largest public landholder in the county with 21% of the total land, followed by the state government with about 2%.

The County is currently in the process of re-subdividing existing parcels and revising and updating the general plans for Kearns and Magna (Salt Lake County 2007). The specific land-use plans for Kearns, Magna, and the Southwest Community are discussed below along with the plans of the incorporated cities in the county.

Unincorporated Salt Lake County makes up 22% (19,105 acres) of the impact analysis area in Salt Lake County.

Salt Lake City (Salt Lake City Transportation Master Plan, 2006)

Salt Lake City encompasses 11% (9,660 acres) of the impact analysis area in Salt Lake County. The citywide Transportation Master Plan was updated in July

2006. In this plan, the 5600 West corridor is shown as an arterial roadway, and alternate corridors for the Mountain View Corridor freeway are shown at both 5800 West and 7200 West. On the Major Street Plan for the Salt Lake City Northwest Quadrant planning area, 5600 West is shown as an arterial operated and maintained by the Utah Department of Transportation (UDOT). As a rail-transit corridor, 5600 West is shown with the potential for light rail or major bus service.

Kearns (Kearns General Plan, 2004)

The Kearns Township contains about 7.9 square miles of land. The Kearns General Plan was last updated in 2004. Salt Lake County, with the assistance of Envision Utah, updated the original 1995 plan to address anticipated growth and identify areas for redevelopment. The current land-use map was prepared in 1997.

The majority of land in Kearns has developed as residential, and the general plan shows future development consistent with this trend. The primary residential land-use goal is retaining low-density, single-family residential as the predominant housing type, especially along 5600 West. Commercial property makes up a relatively small portion of the land use in Kearns. Land at the intersections of 5600 West/5400 South and 5600 West/6200 South is identified for commercial uses on the Kearns land-use map (Salt Lake County 1997).

The general plan describes traffic on all arterials, including 5600 West, to be high during commute times and in need of improvement. The plan recommends that 5600 West should be extended southward to tie in to 7800 South. The plan states that improvements along 5600 West should be completed as soon as possible to meet growing traffic demands and that Salt Lake County should support transit studies of residents who currently use mass transit. The existing utility corridor at about 5800 West between 5400 South and 6200 South is designated as open space.

Magna (Magna Community General Plan, 2005)

In 2005, Magna updated its 1989 Community General Plan. Magna is largely a residential community that relies on commercial services that are available in nearby areas, such as West Valley City and Salt Lake City. The Transportation Plan Map (Salt Lake County 2005) adopted as part of the 2005 plan update shows a freeway along 7200 West, which is the eastern limit of the township. Future land use of undeveloped areas along this corridor includes commercial at the intersection of 7200 West and SR 201, residential/mixed-use between SR 201 and 2820 South, and a park near the intersection of 7200 West and 4100 South.

West Valley City (West Valley City General Plan, 2005)

West Valley City encompasses 18% (16,073 acres) of the impact analysis area in Salt Lake County. The West Valley City General Plan divides the city into seven planning districts or communities, all of which have very different land uses. Four of these districts are either within or adjacent to the proposed Mountain View Corridor: Westridge, Hunter, Lake Park–Bangerter, and Lake Park–Northwest. Residential areas are limited in these districts with the primary uses being commercial and industrial.

According to the general plan, West Valley City is "exploring the feasibility of mixed-use developments in certain areas of the city such as the intersection of 4100 South and 6000 West." Currently, this area is primarily single-family residential.

The City is also "raising the standards for new and existing developments" (West Valley City 2005) along the key routes into the city including 5600 West, Bangerter Highway, and Interstate 215 (I-215). Development has occurred on some of this land; however, much of it remains undeveloped due to the presence of wetlands. The developed portion of this area consists of industrial uses such as salvage and junk yards along 5600 West. West Valley City is currently establishing a redevelopment area along 5600 West in this district. The general plan calls for definition of an alignment for a freeway-type facility near the utility/power corridor near 5600 West (at about 5800 West).

Taylorsville (Taylorsville General Plan, 2003)

Taylorsville encompasses 0.8% (740 acres) of the impact analysis area in Salt Lake County. One of the major planning focuses for the City is to identify a location for a city center, which would be outside the project area. The plan does not directly address development of the Mountain View Corridor highway.

West Jordan (West Jordan Comprehensive General Plan, December 2003)

West Jordan encompasses 14% (12,355 acres) of the impact analysis area in Salt Lake County. Similar to the situation in Taylorsville, a major goal listed in the West Jordan General Plan is to create a town center, in this case in the vicinity of 7800 South and Redwood Road, which is within the land use impact analysis area but would not be affected by any of the action alternatives. This center would support a mix of uses. The plan also includes the goal of incorporating transit-oriented development into future development and redevelopment along major transit corridors. This development would include mixed-use developments within a quarter-mile of light-rail stations. The general plan states that

there are two distinct districts in West Jordan: "The area of the city east of about 5600 West and the area west of 5600 West. The eastern portion is essentially developed which means the future development will consist of infill. The western portion, on the other hand, is where the majority of growth will occur in the future."

The majority of new streets to be constructed are in the western part of the city. For the most part, the areas around the arterials and collectors in the eastern part of the city are fully built out. The plan states that, as new roads are built and the population expands, the Utah Transit Authority (UTA) will need to provide service to these new corridors. One such corridor is 5600 West, which will be an arterial street and will likely be close to the proposed Mountain View Corridor (which is called the Western Transportation Corridor in the general plan).

South Jordan (South Jordan General Plan, Land Use Element, June 2003; Transportation Element, July 2001)

South Jordan encompasses 8% (7,071 acres) of the impact analysis area in Salt Lake County. The Land Use element of the South Jordan General Plan states that, "based upon the amount of vacant land and the existing inventory of approved building lots, South Jordan expects consistent growth for many years." The area is mostly rural or residential, but there is some office and commercial space. A significant portion of the western half of South Jordan has been rezoned as a planned community. Kennecott Land, the developer of Daybreak, has planned a multi-modal approach for transportation with a recognized need for north-south travel and a corridor preserved for future transportation improvements (Fehr and Peers 2001).

Riverton (Riverton General Plan, April 2001)

Riverton encompasses 3% (2,670 acres) of the impact analysis area in Salt Lake County. According to the Riverton General Plan, the City believes that it has several factors that "support its future as a strategic location for sustained growth and development." These factors include the city's small-town character and the availability of moderately priced real estate. Further, the location of an Intel facility and the potential for other industrial and commercial developments along Bangerter Highway are expected to contribute to the City's development goals. Finally, the City expects that improved vehicle access from the expansion of the 12600 South and Redwood Road intersection, from Bangerter Highway, and from the proposed Mountain View Corridor will address Riverton's future transportation needs.

Riverton acknowledges that transportation improvements can affect the pace of land development. The plan states that the Mountain View Corridor (referred to as the Western Transportation Corridor) presents an opportunity to reinforce the planned employment and regional centers in the city: "The freeway will be a highly visible corridor. Uses along the freeway edge will leave drivers with an impression of Riverton City. The City has an important opportunity to shape the visual environment of uses along it."

Draper (Draper General Plan, February 2004)

Draper encompasses 1.6% (1,365 acres) of the impact analysis area in Salt Lake County. The Draper General Plan states that land use around the I-15 corridor has contributed to a mixed-use land-use pattern. Draper plans to focus land uses along major transportation networks and in urban centers. Within Draper's portion of the impact analysis area (west of I-15), there are no major developments approved. However, recreational planning throughout the Jordan River corridor continues to be a priority.

Southwest Community (Southwest Community General Plan, April 1996)

The Southwest Community is located in the extreme southwest part of Salt Lake County and encompasses a large area south of 11800 South to the county border and west of Herriman and Bluffdale. The community general plan was adopted in 1996 with the primary focus on maintaining a rural atmosphere. The community general plan anticipates that a majority of the limited neighborhood commercial uses will occur in the neighboring town of Herriman. The plan states that 5600 West is an important addition to the road network to meet future traffic demands.

Herriman (Herriman City General Plan and Transportation Master Plan, June 2001)

Herriman encompasses 9% (7,923 acres) of the impact analysis area in Salt Lake County. The overall theme of Herriman's general plan is maintaining the rural feel of this community. According to the general plan, Herriman is seeking to promote comprehensive master planning that is "economically viable, preserves open space and natural resources, and incorporates a mix of compatible uses while working to promote rural residential development." Herriman also has a large portion of its available land zoned for commercial use.

The plan states that the City will continue to establish priorities for the construction or improvement of the proposed Mountain View Corridor (which is referred to as the Legacy Highway in the text and shown on the Transportation

Master Plan map as "328 ROW," which refers to a 328-foot right-of-way width). Collector and frontage streets will also be a priority on both sides of the Mountain View Corridor.

Bluffdale (Bluffdale Land Use Plan, January 2004)

Bluffdale encompasses 12% (10,753 acres) of the impact analysis area in Salt Lake County. Bluffdale lies on the border of Salt Lake and Utah Counties and extends north to 13800 South. Historically, the predominant land use in Bluffdale has been low-density residential. Although this pattern remains for the central and western parts of the city, a large part of the eastern half of the city is planned for mixed-use and commercial development. A north-south freeway will most likely be directed through Bluffdale's District #4. This area is zoned for one dwelling unit per 1 to 5 acres. Commercial uses will be designated for this area as well. The land-use plan identifies Porter Rockwell Boulevard as a future transportation corridor between I-15 and Camp Williams Road but does not specify a facility type.

Rosecrest, a 1,100-acre residential development containing three dwelling units per acre, has been proposed in Bluffdale. However, Rosecrest, along with 3,000 additional acres, might be annexed by the Town of Herriman.

Camp Williams (Integrated Natural Resources Management Plan, 2001)

Camp Williams, a Utah Army National Guard base, encompasses about 25,000 acres in Salt Lake and Utah Counties and about 4% (3,851 acres) of the impact analysis area in Salt Lake County. Its primary missions are maintaining military mission requirements and supporting the local community.

Within the impact analysis area, land uses on Camp Williams include administrative, airfield, training, live fire, and buffer areas. Redwood Road, which is maintained by UDOT, splits the eastern portion of the installation. The area west of Redwood Road is designated for airfield uses with a munitions storage area north of the airfield. East of Redwood Road is the main administrative complex of the base including temporary living quarters for personnel who are training at the installation.

4.2.2.3 Regional Planning

Envision Utah

Envision Utah is an ongoing public-private community partnership that studies the effects of long-term growth on the Greater Wasatch Area of northern Utah

and facilitates efforts to address growth through collaborative planning. The Greater Wasatch Area is defined as the region from Brigham City in the north to Nephi in the south and Heber City in the east to Tooele in the west. Envision Utah's goal is to create a publicly supported growth strategy that will preserve Utah's high quality of life, natural environment, and economic vitality during the next 50 years (Envision Utah, no date).

To accomplish this goal, Envision Utah is educating and promoting the values of walkable neighborhoods, mixed housing types, higher-density developments, infill and redevelopment, preserved open space, and the protection of sensitive lands and air quality. New Urbanism or Smart Growth alternatives, such as transit-oriented developments and mixed-use developments, are also part of Envision Utah's quality growth strategy. Unless adopted by one or more of the cities and counties, Envision Utah's plans are recommendations only.

3500 South Corridor Plan

The current 3500 South project, a transportation study in West Valley City, is studying and evaluating the future needs of the 3500 South corridor and the transportation system from Redwood Road to Bangerter Highway. The plan was evaluated through a state environmental study prepared by UDOT (2006). The selected improvement strategy includes limited expansion to accommodate motorized travel and focuses largely on construction of a continuous-flow interchange at the intersection of 3500 South and Bangerter Highway.

Because 3500 South is a major arterial between 2700 West and 8400 West, it would have one of the main connections to the proposed MVC corridor. Therefore, there could be shared impacts since the corridors intersect. As a result of the collaboration between local and state agencies, land use around the 3500 South corridor has been defined in the 3500 South Corridor Plan. The plan includes a redevelopment area from I-215 to 3200 West as well as zoning for mixed-use and transit-oriented developments.

Wasatch Front Regional Transportation Plan 2007–2030

This long-range plan, Wasatch Front Regional Transportation Plan 2007–2030, (WFRC 2007), is the region's plan for roadway, transit, and other improvements to meet the growing traffic demand through 2030. The plan meets federal requirements for metropolitan areas with a population of 200,000 or more to adopt a long-range transportation plan for a minimum of 20 years.

The growth and distribution of employment in the Wasatch Front urban area will have a substantial influence on the traffic demands in the year 2030. The majority of the population growth is expected to be in the western and southwestern parts

of Salt Lake County, while Salt Lake City will remain the dominant employment center in the region. The majority of undeveloped land in Salt Lake County is projected to be developed for residential uses. Future land use is projected to be primarily low density with small areas of higher density throughout. The anticipated growth increases the need for north-south travel throughout the valley. Salt Lake County can also expect a substantial increase in traffic on arterial streets in all directions throughout the valley, but specifically in the southern and western parts of the county.

The Salt Lake County transportation needs that are specifically addressed in the long-range plan include increased capacity for east-west and north-south travel in the southern and western parts of the county, increased capacity for north-south travel between counties, a completed arterial system, and improved access to major traffic generators such as the central business district, the University of Utah, and the Salt Lake City International Airport. The demands will need to be met by a multifaceted transportation system including improvements to highways, transit, and other modes such as commuter rail and intermodal facilities.

4.2.3 Land Use in Utah County

4.2.3.1 Existing Land Use

The southern end of the land use impact analysis area is in Utah County. This area consists of six municipalities as well as unincorporated Utah County land (see Figure 4-10, Land Use – Utah County). The description below begins approximately at the Salt Lake County line. Table 4.2-2 below shows the land-use categories and the percentage of each category by municipality and for the unincorporated area.

This Utah County portion of the impact analysis area includes the northern border of Utah County at about 11000 North in Lehi and extends south to Utah Lake (see Figure 4-10, Land Use – Utah County, through Figure 4-13, Land Use – Arterials Alternative). This area also includes portions of Saratoga Springs and Eagle Mountain on the west as well as portions of Lindon, Saratoga Springs, and American Fork on the east.

Table 4.2-2. Land Use in the Utah County Portion of the Land Use Impact Analysis Area

	Acres by Jurisdiction								
Land Use	Unincorporated Utah County	American Fork	Eagle Mountain	Lehi	Lindon	Pleasant Grove	Saratoga Springs	Total Acres in Study Area	Percent of Total Land Use
Agricultural	2,543	0	57	10,720	208	36	57	13,621	52.2
Camp Williams	1,199	0	0	0	0	0	0	1,199	4.6
Commercial	144	359	109	627	15	0	5	1,259	4.8
Industrial	138	178	0	303	3	0	0	622	2.4
Institutional	96	16	30	58	0	0	13	213	0.8
No data	193	0	0	4	0	0	31	228	0.9
Open space/ protection area	1,563	2	3	216	0	0	358	2,142	8.2
Residential – high-density	784	3	0	40	0	0	0	827	3.2
Residential – low-density	23	111	0	2,952	0	0	1,388	4,474	17.1
Residential – medium-density	75	105	84	436	0	0	21	721	2.8
Resort	0	0	0	789	0	0	0	789	3.0
Total	**6,758**	**774**	**283**	**16,145**	**226**	**36**	**1,873**	**26,095**	**100**
Percent of total land	**25.9**	**3.0**	**1.1**	**61.9**	**0.9**	**0.1**	**7.2**	**100**	

Thanksgiving Point, a large resort and commercial land-use area, begins just north of 11000 North in Lehi and extends south to 9600 North. It is bordered by I-15 to the east and the Jordan River corridor to the west.

West of SR 68 (Redwood Road), the majority of the land use is agricultural. A large low- and medium-density residential development is located just north of SR 73 on Redwood Road, and part of Utah National Guard's Camp Williams is located in the northwest portion along the border of Salt Lake and Utah Counties. In the southwestern portion of the impact analysis area on the west side of Utah Lake, low-density residential is the primary land use.

The primary land use east of Redwood Road to about 500 East in American Fork is low-density residential. There are, however, medium- and high-density residential developments dispersed throughout.

Both the east and west sides of I-15 are the primary commercial corridor for Utah County's portion of the impact analysis area. SR 73 (Main Street) serves as Lehi's city center between I-15 and SR 197. A large commercial area extends from Main Street in Lehi to 8020 North in American Fork and east to 1300 West. There is another large commercial area along 500 East in American Fork on both sides of I-15.

4.2.3.2 Local Land-Use Plans

Utah County has a total of 1,276,030 acres with 93% of the land ownership being split almost equally between the federal government (46.7%) and private ownership (46.6%). The remaining 7% consists of state-owned land. Land within the northern section of Utah County is predominantly incorporated into Lindon, American Fork, and Lehi east of Utah Lake and Saratoga Springs and Eagle Mountain to the west of Utah Lake. The unincorporated county land is scattered throughout the impact analysis area in Utah County and represents 26% of this area. Currently the County does not have any land-use plans for these areas. Unincorporated county land is primarily used as low-density residential.

Lehi (Lehi City Master Plan, Land Use Element, September 2001; Master Transportation Plan, 2004)

Lehi encompasses the majority (62%, or 16,145 acres) of the impact analysis area in Utah County. The City is planning for diversity in residential as well as commercial opportunities. Lehi's master plan includes four land-use goals, which are to "ensure an adequate supply of safe, accessible, sanitary, and aesthetically pleasing housing, as well as a choice of housing types; to maximize diversity and employment opportunities for all segments of the population; identifying and protecting suitable locations for commercial, industrial, and service facilities and buildings; and improving the availability and accessibility of consumer goods and services by supporting the location and scaling of commercial development to meet the needs of the community and to reinforce community identity."

Transportation policies include "establishing the coordination and development of public and private transportation systems with adjacent neighboring jurisdictions, the County, and the State to meet future and existing travel requirements." However, the plan also "discourages the bisection or isolation of neighborhoods, communities, and farms by major highways and arterial roads." Furthermore, priorities include "improving and realigning 500 West/300 West to become a major north-south corridor."

The 2004 Master Transportation Plan identifies 2100 North, 1000 South, and 1900 South as east-west principal arterials. It also identifies 1500 North as a

major east-west connector and 700 South as an east-west minor arterial. Freeways under the jurisdiction of UDOT are identified at SR 73 and SR 68.

American Fork (American Fork Land Use Plan, July 2002 Revision)

American Fork encompasses 3% (774 acres) of the impact analysis area in Utah County. The City is close to completing an updated land-use plan. The majority of the land in American Fork is low-density residential housing. Consistent with this, a large portion of the impact analysis area is planned for low- and medium-density residential use.

The plan calls for expanding and improving 6400 North in Utah County through 100 West in American Fork. This facility is shown as an arterial road with a right-of-way width of 94 feet.

Pleasant Grove (Pleasant Grove General Plan, 1997–2015)

Pleasant Grove encompasses 0.1% (36 acres) of the impact analysis area in Utah County. Pleasant Grove's general plan calls for little residential growth in the areas south and west of State Street, since this area lends itself to further commercial uses. Large growth in retail, commercial, and industrial activity is projected along the I-15 corridor, primarily around the new interchange (Exit 278). The Gateway zoning district near this interchange will provide a variety of uses such as office, commercial, and high-density, multi-family housing.

Alternate modes of transportation that might be considered in the future include expanded UTA bus service, light-rail/commuter-rail service, and park-and-ride facilities for carpooling and transfer stations in conjunction with bus service and light-rail/commuter service.

Lindon (Lindon General Plan, April 2001)

Lindon encompasses 1% (226 acres) of the impact analysis area in Utah County. About 1,581 acres, or 46%, of Lindon's total acreage has been developed as of 2001 (the year of the plan). Lindon's plan includes the full mix of residential, commercial, industrial, and open-space land uses. Currently, the primary land use in the impact analysis area is agricultural with a small amount of commercial and industrial uses. Future use of this land calls for primarily residential with commercial uses along the 700 North corridor.

The circulation plan outlined in the general plan suggests having a balanced circulation system that allows efficient movement of vehicles and pedestrians while reinforcing land-development patterns. The plan also supports providing land-development opportunities for major transportation routes and interchanges

while minimizing localized traffic congestion and operational problems and providing a safe environment for pedestrians and equestrians.

Saratoga Springs (Saratoga Springs General Plan, September 2005; Saratoga Springs General Plan, Transportation Element, October 2005)

The town of Saratoga Springs encompasses 7% (1,873 acres) of the impact analysis area in Utah County. Land use in Saratoga Springs will be predominantly low-density residential housing; however, the City anticipates attracting commercial uses through the development of office space and research parks. Redwood Road (SR 68) runs north-south through Saratoga Springs and forms the backbone for current and future development of the town. SR 73 runs east-west and is also anticipated to provide a commercial corridor.

The City has identified a need to upgrade Redwood Road in order to handle north-south traffic. The Transportation Element of the General Plan identifies major arterials along SR 73, SR 68, Foothill Boulevard, and Pony Express Road. The plan also recognizes that alternatives for the MVC project are being considered and states that the plan will be revisited when a preferred alternative is selected for the MVC project.

Eagle Mountain (Eagle Mountain General Plan, April 2004; Future Land Use and Transportation Corridors Map, 2006)

Eagle Mountain encompasses 1% (283 acres) of the impact analysis area in Utah County. The goal of Eagle Mountain is to design a complete community with diverse land uses tied together by efficient transportation corridors, continuous open-space areas, and design standards that promote a sense of common identity. Residential areas will consist of smaller multi-family units, and the city center will consist of high-density, single-family units. Homes with larger lots favorable to equestrian and agricultural uses will be located on the outer edge of the city. Agricultural uses will be encouraged with transferable development rights and other incentives that reward owners who dedicate their properties to perpetual agricultural use. Commercial uses will be encouraged in low-density retailing and professional services areas located within walking distance of high-density residential clusters.

Part of the northeast section of the city lies within the land use impact analysis area. This area, as well as the land bordering the land use impact analysis area along SR 73, currently has four residential developments approved. Mixed-use and commercial development is planned for this area as well. The City will work with Saratoga Springs and Lehi to consider the north and central corridors for future development. The 2006 Future Land Use and Transportation Corridors

map identifies SR 73 as one of only two east-west arterials in the community. A single north-south arterial is shown between the existing Eagle Mountain Boulevard and Lake Mountain Road, both of which are identified as collector roads.

4.2.3.3 Regional Planning

Timpanogos Community Vision

The Timpanogos Community Vision (City of Lindon 2003), a conceptual regional plan, brought together stakeholders from 12 cities, including six in the land use impact analysis area (American Fork, Saratoga Springs, Lehi, Lindon, Eagle Mountain, and Draper), as well as unincorporated Utah County. The project was designed to facilitate and foster cooperation and partnerships between communities to begin to respond to the issues of growth in northern Utah County on a regional level.

The project goal was to study open space, transportation, and land use in tandem and recommend ways to keep transportation networks efficient and functional into the future while contributing to the overall quality of life. Specific land-use designations were not part of this plan. The plan is broad in scope and its intent was only to set a foundation to help communities in the Timpanogos region achieve the goals they desire.

Mountainland Association of Governments Long-Range Transportation Plan 2007–2030

This long-range plan (MAG 2007) is MAG's plan for roadway, transit, and other improvements to meet the growing traffic demand through 2030 in Utah Valley. The plan meets federal requirements for metropolitan areas with a population of 200,000 or more to adopt a long-range transportation plan for a minimum of 20 years.

According to the MAG long-range plan, Utah County's population grew by 66% during the 1990s, which was twice the growth rate of the rest of the Wasatch Front. In contrast, since 1990 the capacity of the state road system in Utah County has increased by 1%. With a projected 83% growth in population over the next 30 years, the number of trips generated in Utah County is expected to grow by 180% over the same period. The majority of growth will occur in the northern and western parts of the county with some growth in the southern part of the county.

The growth of suburbs throughout the past 30 years reflects a trend in land use resulting in a sprawling, low-density development pattern in Utah County, and

current land-use plans suggest that this pattern will continue. The MAG long-range plan notes the need for new highway capacity including the reconstruction and widening of I-15 and the construction of the Mountain View Corridor. However, capacity improvements to all modes of transportation including transit, bicycle paths, and pedestrian paths are required to meet this demand.

4.3 Environmental Consequences

This section analyzes the expected direct impacts to land use and local and regional land-use plans from the No-Action and MVC action alternatives. For a discussion of the indirect and secondary impacts to land use, see Chapter 24, Indirect Effects.

The MVC action alternatives were evaluated equally in this chapter. However, to reduce repetitive discussions and make the chapter easier to review, if impacts from one alternative are the same as impacts from a previous alternative, the text is not repeated but instead references the previous analysis.

4.3.1 Methodology

To assess the expected impacts to land use from the proposed alternatives, aerial photographs and GIS analysis were used to identify the type of land uses within the proposed alternatives' right-of-way and the total number of acres that would be affected. Both county and municipal governments supplied land-use data. In addition, an analysis of each alternative's consistency with local and regional land-use plans is provided.

All acreages in this chapter are rounded to the nearest whole number. The acreages shown in the individual impact tables for each alternative have been rounded to the nearest whole number directly from the spreadsheet that was used to calculate the acreages. Likewise, the acreages shown in the summary table at the beginning of each alternative discussion have been rounded directly from the spreadsheet that was used to calculate the acreages. For this reason, the impacts shown in the summary tables might not be consistent with a total of the impacts shown in the individual tables, because the individual tables include more rounded numbers.

Also note that, in Table 4.3-1 through Table 4.3-17 below, the land-use category "no data" includes acreage for which no aerial photographs were available and acreage used by the existing transportation infrastructure (roads and highways).

The impact analysis has been updated since the Draft EIS based on refinements to the action alternatives as described in Section 2.1.7.3, Design Options

Incorporated in the Final EIS, and Section 2.1.7.4, Additional Changes to the Alternatives between the Draft EIS and Final EIS.

4.3.2 Growth Choices

This chapter analyzes the impacts of the No-Action and action alternatives on existing land use and land-use plans at the time the EIS was developed. However, changes to land use if the MVC is implemented were discussed during the Growth Choices process of the MVC project. As part of the MVC EIS process, UDOT requested that Envision Utah facilitate a process referred to as the Growth Choices Study. A detailed description of this process is provided in Chapter 3, Growth Choices. The MVC Growth Choices process was an opportunity for the communities in western Salt Lake County and northern Utah County to consider how changing their existing land-use plans could help solve the area's transportation challenges. The Growth Choices Vision reflects the local communities' desire for a combination of roadway improvements, transit improvements, and land-use changes in the MVC study area. If the cities along the corridor implement the Growth Choices land uses along with an MVC alternative, this would enhance future land planning in the study area and complement both the transit and roadway alternatives.

4.3.3 No-Action Alternative

Under the No-Action Alternative, the MVC project would not be constructed, so no impacts to land uses would occur as a result of the MVC project. However, other transportation projects identified in the WFRC and MAG long-range plans and by the local communities could be constructed, and these projects could affect land use throughout the land use impact analysis area.

4.3.4 Salt Lake County Alternatives

In Salt Lake County, two roadway alternatives and a transit alternative which would be implemented as part of the roadway alternatives are under consideration: the 5600 West Transit Alternative, the 5800 West Freeway Alternative, and the 7200 West Freeway Alternative. Under the 5600 West Transit Alternative, there is a dedicated right-of-way option and a mixed-traffic option. In addition, a tolling option was considered for each freeway alternative. For the purpose of analyzing impacts, each tolling option was assumed to have the same footprint as the corresponding non-tolled option. Impacts under each combination of alternatives and options are discussed in the following sections.

For the Salt Lake County alternatives, specific types of land use would be converted to transportation use in the county and in each of the cities along the

alternatives. The 5800 West Freeway Alternative would result in the greatest change of land use to transportation infrastructure with 1,798 acres being converted. The total acres converted would be less than 2% of the impact analysis area in Salt Lake County. The loss of specific land uses to transportation use is not expected to change the overall land-use patterns or result in enough loss of one type of land use that the communities would need to revise their current or future land-use plans. All of the other Salt Lake County alternatives would have less land-use impacts than the 5800 West Freeway Alternative.

4.3.4.1 5600 West Transit Alternative

As described in Chapter 2, Alternatives, two transit options are under consideration along 5600 West in Salt Lake County. One option, the Dedicated Right-of-Way Option, would incorporate a transit system running down the center of the roadway, and the other, the Mixed-Traffic Option, would incorporate a transit system running alongside the roadway. Each option would result in different impacts to land use.

5600 West Transit Alternative Impacts

Land Use	Dedicated Right-of-Way Option (acres)	Mixed-Traffic Option (acres)
Agriculture	34	46
Commercial	12	7
Industrial	10	7
Institutional	12	13
No data	19	23
Open space	24	16
Low-density residential	17	18
Medium-density residential	11	20
High-density residential	1	1
Total	140 (0.16%[a])	151 (0.17%[a])

[a] Percent of the Salt Lake County portion of the impact analysis area.

5600 West Transit Alternative with Dedicated Right-of-Way Transit Option

Under this option, the center-running transit system would require the acquisition of additional right-of-way (ROW) for the transit stations and park-and-ride lots in developed and undeveloped areas. Under this option, 140 acres (less than 1%) of the impact analysis area in Salt Lake County would be converted to transportation use. The conversion of this small amount of land in the county would not substantially alter existing land uses in the communities through which the option would pass. Development of the transit corridor would accommodate the existing and increasing demand for more transportation options. For a discussion of the indirect and secondary impacts to land use, see Chapter 24, Indirect Effects.

I-80 – 2100 South

Between I-80 and 2100 South, the Dedicated Right-of-Way Transit Option would convert about 36 acres, which is less than 1% of the land in this segment. Open space is the dominant land use in this segment with about 12 acres being converted. Table 4.3-1 shows this option's total acreage of impact from I-80 to 2100 South.

Table 4.3-1. Land Use Impacts from 5600 West Transit Alternative, I-80 – 2100 South

	Dedicated Right-of-Way Option		Mixed-Traffic Option	
Land Use	Total Acres	Acres Converted to ROW	Total Acres	Acres Converted to ROW
Commercial	1,146	5	1,146	1
Industrial	2,141	1	2,141	1
Institutional	3,445	7	3,445	6
No data	1,180	11	1,180	14
Open space	6,020	12	6,020	5
Total	**13,932**	**36 (0.26%)**	**13,932**	**27 (0.20%)**

2100 South – 4100 South

Between 2100 South and 4100 South, the Dedicated Right-of-Way Transit Option would convert 14 acres of mostly undeveloped (open space) and commercial land. Table 4.3-2 shows this option's total acreage of impact from 2100 South to 4100 South.

Table 4.3-2. Land Use Impacts from 5600 West Transit Alternative, 2100 South – 4100 South

	Dedicated Right-of-Way Option		Mixed-Traffic Option	
Land Use	Total Acres	Acres Converted to ROW	Total Acres	Acres Converted to ROW
Agriculture	614	1	614	1
Commercial	493	5	493	5
Industrial	1,056	1	1,056	1
Institutional	548	0	548	0
No data	1,694	2	1,694	2
Open space	2,309	4	2,309	3
Low -density residential	3,835	1	3,835	1
High-density residential	187	0	187	0
Total	**10,736**	**14 (0.14%)**	**10,736**	**13 (0.12%)**

4100 South – 6200 South

Between 4100 South and 6200 South, the Dedicated Right-of-Way Transit Option would convert 14 acres. Industrial use is the dominant land use in this area, but it would experience the smallest impact from this option (1 acre). Undeveloped land (open space) would experience the greatest impact with 7 acres. Table 4.3-3 shows this option's total acreage of impact from 4100 South to 6200 South.

Table 4.3-3. Land Use Impacts from 5600 West Transit Alternative, 4100 South – 6200 South

	Dedicated Right-of-Way Option		Mixed-Traffic Option	
Land Use	Total Acres	Acres Converted to ROW	Total Acres	Acres Converted to ROW
Industrial	3,918	1	3,918	0
Institutional	735	1	735	1
No data	1,456	4	1,456	4
Open space	934	7	934	6
Low-density residential	3,217	1	3,217	1
Total	**10,260**	**14 (0.16%)**	**10,260**	**12 (0.12%)**

6200 South – 10200 South

Between 6200 South and 10200 South, the Dedicated Right-of-Way Transit Option would convert 52 acres, or less than 1% of the land in this segment. Low-density residential is the dominant land use in this area, but agricultural land would experience the greatest impact from this option at 17 acres. Table 4.3-4 below shows this option's total acreage of impact from 6200 South to 10200 South.

Table 4.3-4. Land Use Impacts from 5600 West Transit Alternative, 6200 South – 10200 South

Land Use	Dedicated Right-of-Way Option		Mixed-Traffic Option	
	Total Acres	Acres Converted to ROW	Total Acres	Acres Converted to ROW
Agriculture	2,654	17	2,654	16
Commercial	808	1	808	1
Industrial	1,615	7	1,615	5
Institutional	1,626	2	1,626	2
No data	335	1	335	1
Open space	356	1	356	1
Low-density residential	3,965	14	3,965	14
Medium-density residential	3,004	8	3,004	7
High-density residential	440	1	440	1
Total	**14,803**	**52 (0.35%)**	**14,803**	**48 (0.33%)**

10200 South – 13400 South

Between 10200 South and 13400 South, the Dedicated Right-of-Way Transit Option would convert 24 acres. Agricultural land would experience the highest impact with some impacts to medium-density residential. Table 4.3-5 shows this option's total acreage of impact from 10200 South to 13400 South.

Table 4.3-5. Land Use Impacts from 5600 West Transit Alternative, 10200 South to 13400 South

Land Use	Dedicated Right-of-Way Option		Mixed-Traffic Option	
	Total Acres	Acres Converted to ROW	Total Acres	Acres Converted to ROW
Agriculture	6,278	16	6,278	29
Commercial		1		0
Institutional	348	2	348	4
No data	512	1	512	2
Open space	656	0	656	1
Low-density residential	1,342	1	1,342	2
Medium-density residential	4,283	3	4,283	13
Total	**13,419**	**24 (0.19%)**	**13,419**	**51 (0.38%)**

Consistency with Local and Regional Land-Use Plans, Policies, and Controls

The Dedicated Right-of-Way Transit Option would pass through Salt Lake City, West Valley City, Kearns, West Jordan, South Jordan, and Herriman. Although the land-use plans analyzed did not specifically mention a north-south transit option, all plans call for an upgraded north-south corridor. Therefore, a transit line through this area would be generally consistent with local land-use plans. The implementation of a transit option along 5600 West is consistent with the WFRC long-range transportation plan, which mentions the need for more transportation options and includes transit service along 5600 West.

Impacts to the type of land use for the transit park-and-ride lots was analyzed in the Draft EIS. For the Final EIS, more detailed information about the surrounding land uses is provided. For this option, seven park-and-ride lots are proposed along with transit stations. Each park-and-ride lot was coordinated with the cities in the corridor to ensure that it would generally be compatible with existing and future land uses. As part of the Growth Choices process, the cities would try to adopt transit-oriented land uses around these areas. The park-and-ride lots and associated adjacent land use are described below.

- **Herriman and 5600 West.** The park-and-ride lot would have about 1,100 parking spaces and would be surrounded by open space/ undeveloped land and some agricultural fields. The proposed park-and-ride lot would be compatible with the existing land use. The lot was coordinated with the City of Herriman, which plans to include mixed land uses around the station and lot.
- **Old Bingham Highway and 5600 West.** The park-and-ride lot would have about 250 parking spaces and would be surrounded by open space/ undeveloped land and an electrical substation. The proposed park-and-ride lot would be compatible with the existing land use.
- **7800 South and 5600 West.** The park-and-ride lot would have about 350 parking spaces and would be surrounded by open space/undeveloped land and some agricultural fields. The proposed park-and-ride lot would be compatible with the existing land use.
- **6200 South and 5600 West.** The park-and-ride lot would have about 180 parking spaces and would be bordered by 5600 West and 6200 South and residential uses. The lot would be compatible with the general urban nature of the area along two busy roads; however, in general it would not be compatible with the residential uses.
- **5400 West and 5600 West.** The park-and-ride lot would have about 320 parking spaces and would have commercial development on the

northeast corner, open space/undeveloped land to the south, and residential use to the west. The proposed park-and-ride lot would be compatible with the commercial and open space uses but would not be compatible with the residential uses.

- **3500 South and 5600 West.** The park-and-ride lot would have about 400 parking spaces and would have commercial uses on the west, 3500 South on the north, and residential use to the south and east. The proposed park-and-ride lot would be compatible with the commercial uses but would not be compatible with the residential uses. The impacts to the residential areas would be buffered by small amounts of open space between the lots and homes.
- **2700 South and 5600 West.** The park-and-ride lot would have about 50 parking spaces and would be surrounded by undeveloped land. The proposed park-and-ride lot would be compatible with the existing land use. The area beyond the undeveloped land is industrial and commercial.

5600 West Transit Alternative with Mixed-Traffic Transit Option

Under this option, the side-running transit system would require the acquisition of additional right-of-way for the transit stations and park-and-ride lots in both developed and undeveloped areas. Under this option, 151 acres (less than 1%) of the impact analysis area in Salt Lake County would be converted to transportation use. The conversion of this small amount of land within the county would not significantly alter existing land uses in the communities through which the option would pass. Development of the transit corridor would accommodate the existing and increasing demand for more transportation options.

As shown in Table 4.3-1 above, Land Use Impacts from 5600 West Transit Alternative, I-80 – 2100 South, through Table 4.3-5 above, Land Use Impacts from 5600 West Transit Alternative, 10200 South to 13400 South, the impacts to land use from the Mixed-Traffic Transit Option would be comparable to those from the Dedicated Right-of Way Transit Option except that an additional 12 acres of agricultural land, 5 fewer acres of commercial, 3 fewer acres of industrial land, 1 acre more of institutional land, 8 acres less of open space, 1 acre more of low-density residential land, and 9 acres more of medium-density residential land would be used.

Consistency with Local and Regional Land-Use Plans, Policies, and Controls

The consistency of the Mixed-Traffic Transit Option with local and regional land-use plans and land uses around park-and-ride lots would be the same as that for the Dedicated Right-of-Way Transit Option.

4.3.4.2 5800 West Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from I-80 to the Utah County line.

5800 West Freeway Alternative Impacts	
Land Use	**Acres**
Agriculture	398
Commercial	38
Industrial	130
Institutional	190
No data	278
Open space	340
Low-density residential	99
Medium-density residential	210
High-density residential	25
Total	1,708[a] (2.0%)

[a] Excluding military land, which is counted under the impacts from the Utah County alternatives.

Under this alternative, about 1,708 acres (about 2%) of the impact analysis area in Salt Lake County would be converted to transportation use. Open space and agricultural land would experience the greatest impact, while high-density residential and commercial would experience the smallest impact. Although the total land area converted to transportation use would be minor, the presence of a freeway would likely result in a change in the land-use patterns and timing of development near freeway ramps. This change in development patterns and timing would most likely be achieved by converting existing agricultural land, low-density residential areas, and open space to commercial, institutional, and/or industrial use. For a discussion of the indirect and secondary impacts to land use, see Chapter 24, Indirect Effects.

I-80 – 2100 South

Between I-80 and 2100 South, the 5800 West Freeway Alternative would convert about 4448 acres, or about 3.2% of the land in this segment. Open space and institutional land uses would experience the greatest impacts with about 235 combined acres being converted. Table 4.3-6 shows this alternative's total acreage of impact between I-80 and 2100 South.

Table 4.3-6. Land Use Impacts from 5800 West Freeway Alternative, I-80 to 2100 South

Land Use	Total Acres	Acres Converted to ROW
Commercial	1,146	4
Industrial	2,141	3
Institutional	3,445	111
No data	1,180	206
Open space	6,020	124
Total	**13,932**	**448 (3.2%)**

2100 South – 4100 South

Between 2100 South and 4100 South, the 5800 West Freeway Alternative would convert about 276 acres, or about 2.6% of the land in this segment. In this segment, open space and institutional uses would experience the greatest impacts. Table 4.3-7 shows this alternative's total acreage of impact between 2100 South and 4100 South.

Table 4.3-7. Land Use Impacts from 5800 West Freeway Alternative, 2100 South – 4100 South

Land Use	Total Acres	Acres Converted to ROW
Agriculture	614	27
Commercial	493	3
Industrial	1,056	34
Institutional	548	38
No data	1,694	53
Open space	2,309	73
Low-density residential	3,835	24
High-density residential	187	24
Total	**10,736**	**276 (2.6%)**

4100 South – 6200 South

Between 4100 South and 6200 South, the 5800 West Freeway Alternative would convert about 209 acres, or about 2.0% of the land in this segment. Of the five land uses identified in this segment, open space would experience the greatest impacts while institutional use would experience the second-most impacts. Table 4.3-8 below shows this alternative's total acreage of impact between 4100 South and 6200 South.

Table 4.3-8. Land Use Impacts from 5800 West Freeway Alternative, 4100 South – 6200 South

Land Use	Total Acres	Acres Converted to ROW
Commercial	375	12
Industrial	3,918	26
Institutional	736	34
No data	1,456	14
Open space	934	110
Low-density residential	3,217	13
Total	**10,636**	**209 (2.0%)**

6200 South – 10200 South

Between 6100 South and 10200 South, the 5800 West Freeway Alternative would convert about 330 acres, or about 2.3% of the land in this segment. Agricultural land, industrial land, and low-density residential would experience the greatest impacts with 93 acres, 67 acres, and 62 acres of impacts, respectively. Table 4.3-9 shows this alternative's total acreage of impact between 6200 South and 10200 South.

Table 4.3-9. Land Use Impacts from 5800 West Freeway Alternative, 6200 South – 10200 South

Land Use	Total Acres	Acres Converted to ROW
Agriculture	2,654	93
Commercial	809	19
Industrial	1,615	67
Institutional	1,626	6
No data	335	1
Open space	356	33
Low-density residential	3,966	62
Medium-density residential	3,004	49
Total	**14,365**	**330 (2.3%)**

10200 South – 13400 South

Between 10200 South and 13400 South, the 5800 West Freeway Alternative would convert about 274 acres, or about 2.4% of the land in this segment. Impacts would occur to four land uses. Medium-density residential and agricultural land would experience the greatest impacts with 161 acres and 108 acres of impacts, respectively. Table 4.3-10 shows this alternative's total acreage of impact between 10200 South and 13400 South.

Table 4.3-10. Land Use Impacts from 5800 West Freeway Alternative, 10200 South – 13400 South

Land Use	Total Acres	Acres Converted to ROW
Agriculture	6,278	108
Institutional	348	1
No data	512	4
Medium-density residential	4,283	161
Total	**11,421**	**274 (2.4%)**

13400 South – 15500 South

Between 13400 South and 15550 South, the 5800 West Freeway Alternative would convert about 171 acres, or about 3% of the land in this segment. Agricultural land would experience the greatest impact with 170 acres converted. Table 4.3-11 shows this alternative's total acreage of impact between 13400 South and 15500 South.

Table 4.3-11. Land Use Impacts from 5800 West Freeway Alternative, 13400 South – 15500 South

Land Use	Total Acres	Acres Converted to ROW
Agriculture	5,466	170
Medium-density residential	226	1
Total	**5,692**	**171 (3%)**

Consistency with Local and Regional Land-Use Plans, Policies, and Controls

Salt Lake City, Magna, West Valley City, Riverton, South Jordan, West Jordan, Taylorsville, Bluffdale, and Herriman identify 5600 West and 5800 West as facilities that are in need of upgrades or as future freeway-type facilities. Many of these cities also specifically recognize the Mountain View Corridor. Therefore, the 5800 West Freeway Alternative is consistent with the land-use plans of the local jurisdictions. This alternative is also consistent with the WFRC long-range transportation plan. Kearns City also identifies 5600 West as a primary transportation corridor in need of high traffic capacity, but it identifies the 5800 West utility corridor between 5400 South and 6200 South as open space. Building a freeway on 5800 West would be inconsistent with this plan.

This alternative is outside the Draper city limits and is therefore not mentioned in that city's general plan.

Combined Impacts of 5800 West Freeway and 5600 West Transit Alternatives

The 5800 West Freeway Alternative would be implemented with one of the two 5600 West Transit Alternative options. Each combination of freeway alternative and transit option would cause different impacts to the land uses in the impact analysis area.

Combined Impacts of 5800 West Freeway and 5600 West Transit Alternatives

Land Use	Dedicated Right-of-Way Option (acres)	Mixed-Traffic Option (acres)
Agriculture	432	444
Commercial	50	45
Industrial	140	137
Institutional	202	203
No data	297	301
Open space	364	356
Low-density residential	116	117
Medium-density residential	221	230
High-density residential	26	26
Total	1,848 (2.1%)	1,859 (2.1%)

5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option

Under this combination, impacts would occur to eight different land uses on about 1,848 acres. Open space and agricultural land would experience the greatest impact, while high-density residential and commercial would experience the smallest impact from this combination.

The analysis indicates that the Dedicated Right-of-Way Transit Option and the 5800 West Freeway Alternative are both consistent with local and regional land-use plans, policies, and controls. Together, these projects would be consistent with transportation improvements identified in the local and regional plans.

5800 West Freeway Alternative with Mixed-Traffic Transit Option

Under this combination, impacts would occur to eight different land uses on about 1,859 acres. Open space and agricultural land would experience the greatest impact, while high-density residential and commercial would experience the smallest impact from this alternative.

The analysis indicates that the Mixed-Traffic Transit Option and the 5800 West Freeway Alternative are both consistent with local and regional land-use plans, policies, and controls. Together, these projects would be consistent with transportation improvements identified in the local and regional plans.

5800 West Freeway Alternative with Tolling Option

Under the tolling option, the right-of-way would be the same as for the non-tolled option, so the impacts to land use would be the same as those for the 5800 West Freeway Alternative with either transit option.

4.3.4.3 7200 West Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from I-80 to the Utah County line.

7200 West Freeway Alternative Impacts

Land Use	Acres
Agriculture	401
Commercial	31
Industrial	206
Institutional	34
No data	250
Open space	242
Low-density residential	129
Medium-density residential	210
High-density residential	2
Total	1,505[a] (1.8%)

[a] Excluding military land, which is counted under the impacts from the Utah County alternatives.

Under this alternative, about 1,505 acres (less than 2%) of the impact analysis area in Salt Lake County representing eight different land uses would be converted to transportation use. Agricultural land and open space would experience the greatest impact, while high-density residential and commercial would experience the smallest impact. Although the total land area converted to transportation use would be minor, the presence of a freeway would likely result in a change in the land-use patterns and timing of development near freeway ramps. This change in development patterns and timing would most likely be achieved by converting existing agricultural land, low-density residential areas, and open space to commercial, institutional, and/or industrial use. For a discussion of the indirect and secondary impacts to land use, see Chapter 24, Indirect Effects.

I-80 – 2100 South

Between I-80 and 2100 South, the 7200 West Freeway Alternative would convert about 303 acres, or about 2.2% of the land in this segment. Open space would experience the greatest impact with about 109 acres being converted, followed by industrial use with 24 acres converted. Table 4.3-12 shows this alternative's total acreage of impact between I-80 and 2100 South.

Table 4.3-12. Land Use Impacts from 7200 West Freeway Alternative, I-80 – 2100 South

Land Use	Total Acres	Acres Converted to ROW
Commercial	1,146	5
Industrial	2,141	24
Institutional	3,445	23
No data	1,180	141
Open space	6,020	109
Low-density residential	34	1
Total	**13,966**	**303 (2.2%)**

2100 South – 4100 South

Between 2100 South and 4100 South, the 7200 West Freeway Alternative would convert about 206 acres, or about 1.9% of the land in this segment. Impacts would occur to seven land uses including 56 acres of impact to low-density residential and about 30 acres of impact to agricultural land. Table 4.3-13 shows this alternative's total acreage of impact between 2100 South and 4100 South.

Table 4.3-13. Land Use Impacts from 7200 West Freeway Alternative, 2100 South – 4100 South

Land Use	Total Acres	Acres Converted to ROW
Agricultural	614	30
Commercial	493	7
Industrial	1,056	1
Institutional	548	3
No data	1,694	89
Open space	2,309	19
Low-density residential	3,835	56
High-density residential	187	1
Total	**10,736**	**206 (1.9%)**

4100 South – 6200 South

Between 4100 South and 6200 South, the 7200 West Freeway Alternative would convert about 221 acres, or about 2.2% of the land in this segment. Of the four land uses in this segment, industrial use would experience the greatest impact with a loss of 114 acres. Table 4.3-14 shows this alternative's total acreage of impact between 4100 South and 6200 South.

Table 4.3-14. Land Use Impacts from 7200 West Freeway Alternative, 4100 South – 6200 South

Land Use	Total Acres	Acres Converted to ROW
Industrial	3,918	114
Institutional	736	1
No data	1,456	15
Open space	934	81
Low-density residential	3,217	10
Total	**10,261**	**221 (2.2%)**

6200 South – 10200 South

Between 6200 South and 10200 South, the 7200 West Freeway Alternative would convert about 330 acres, or about 2.3% of the land in this segment. Agricultural land would experience the greatest impact with about 93 acres being converted, followed by industrial land with 67 acres converted and low-density residential with 62 acres converted. Table 4.3-15 shows this alternative's total acreage of impact between 6200 South and 10200 South.

Table 4.3-15. Land Use Impacts from 7200 West Freeway Alternative, 6200 South – 10200 South

Land Use	Total Acres	Acres Converted to ROW
Agriculture	2,654	93
Commercial	809	19
Industrial	1,615	67
Institutional	1,626	6
No data	335	1
Open space	356	33
Low-density residential	3,966	62
Medium-density residential	3,004	49
Total	**14,365**	**330 (2.3%)**

10200 South – 13400 South

Between 10200 South and 13400 South, the 7200 West Freeway Alternative would convert about 274 acres, or about 2.4% of the land in this segment. Medium-density residential would experience the greatest impact with about 161 acres converted, followed by agricultural land with about 108 acres converted. Table 4.3-16 shows this alternative's total acreage of impact between 10200 South and 13400 South.

Table 4.3-16. Land Use Impacts from 7200 West Freeway Alternative, 10200 South – 13400 South

Land Use	Total Acres	Acres Converted to ROW
Agriculture	6,278	108
Institutional	348	1
No data	512	4
Medium-density residential	4,283	161
Total	**11,421**	**274 (2.4%)**

13400 South – 15500 South

Between 13400 South and 15500 South, the 7200 West Freeway Alternative would convert about 171 acres, or about 3.0% of the affected types of land in this segment. Agricultural land would experience the greatest impact with 170 acres converted. Table 4.3-17 shows this alternative's total acreage of impact between 13400 South and 15500 South.

Table 4.3-17. Land Use Impacts from 7200 West Freeway Alternative, 13400 South – 15500 South

Land Use	Total Acres	Acres Converted to Roadway
Agriculture	5,466	170
Medium-density residential	226	1
Total	**5,692**	**171 (3.0%)**

Consistency with Local and Regional Land-Use Plans, Policies, and Controls

The 7200 West Freeway Alternative is consistent with the local and regional land-use plans south of 5400 South. The Magna and Salt Lake City transportation plans both show potential freeway corridors along 7200 West, so the 7200 West Freeway Alternative would be consistent with the plans of these two cities. The West Valley City general plan does not show 7200 West being converted into a major transportation facility. Rather, it calls for development of a freeway-type facility along the power line corridor at about 5800 West. Therefore, the 7200 West Freeway Alternative would not be consistent with this plan. However, West Valley City realizes the need for improved transportation infrastructure to address expected growth in traffic. This alternative would meet the general intent of these cities' plans to improve both local and regional transportation infrastructure but would not be consistent with the approach proposed by the West Valley City general plan. The 7200 West Freeway Alternative is also not consistent with the WFRC long-range transportation plan, which shows a freeway along 5800 West.

Combined Impacts of 7200 West Freeway and 5600 West Transit Alternatives

As with the 5800 West Freeway Alternative, the 7200 West Freeway Alternative would be implemented with one of the two 5600 West Transit Alternative options. Each combination of freeway alternative and transit option would cause different impacts to the land uses in the impact analysis area.

Combined Impacts of 7200 West Freeway and 5600 West Transit Alternatives

Land Use	Dedicated Right-of-Way Option (acres)	Mixed-Traffic Option (acres)
Agriculture	435	447
Commercial	43	38
Industrial	216	213
Institutional	46	47
No data	269	273
Open space	266	258
Low-density residential	146	147
Medium-density residential	221	230
High-density residential	3	3
Total	1,645 (1.9%)	1,656 (1.9%)

7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option

Under this combination, impacts would occur to eight different land uses on about 1,645 acres. Agricultural, open space, and medium-density residential uses would experience the greatest impact, while high-density residential and commercial uses would experience the smallest impact from this combination.

The analysis indicates that the Dedicated Right-of-Way Transit Option and the 7200 West Freeway Alternative are both consistent with local and regional land-use plans, policies, and controls south of 5400 South. The 7200 West Freeway Alternative is not identified in the West Valley City, Magna, or Salt Lake City land-use plans and therefore is not consistent with these plans. However, the combination of the transit option and improved freeway infrastructure would be consistent with the cities' desires to improve overall transportation in western Salt Lake County.

7200 West Freeway Alternative with Mixed-Traffic Transit Option

Under this combination, impacts would occur to eight different land uses on about 1,656 acres. Agricultural land, open space, and medium-density residential uses would experience the greatest impact, while high-density residential, commercial, and institutional uses would experience the smallest impact from this combination.

This combination's consistency with local land-use plans would be the same as that of the 7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option.

7200 West Freeway Alternative with Tolling Option

Under the tolling option, the right-of-way would be the same as for the non-tolled option, so the impacts to land use would be the same as those for the 7200 West Freeway Alternative with either transit option.

4.3.5 Utah County Alternatives

In Utah County, three alternatives are under consideration: the Southern Freeway Alternative, the 2100 North Freeway Alternative, and the Arterials Alternative. In addition, a tolling option was evaluated for each Utah County alternative. Impacts under each combination of alternatives and options are discussed in the following sections.

For the Utah County alternatives, specific types of land use would be converted to transportation use in the county and in each of the cities along the alternatives. The Arterials Alternative would result in the greatest change of land use to transportation infrastructure with 957 acres being converted. The total acres converted would be less than 3.7% of the impact analysis area in Utah County. The loss of specific land uses to transportation use is not expected to change the overall land-use patterns or result in enough loss of one type of land use that the communities would need to revise their current or future land-use plans. All of

the other Utah County alternatives would have less land-use impacts than the Arterials Alternative.

4.3.5.1 Southern Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from the Utah County line to I-15 at Lindon.

Southern Freeway Alternative Impacts

Land Use	Total Acres	Acres Converted to ROW
Agriculture	13,621	479
Camp Williams	1,199	132
Commercial	1,259	8
Industrial	622	146
Institutional	213	4
No data	228	9
Open space	2,142	34
Low-density residential	827	78
Medium-density residential	4,474	0
High-density residential	721	18
Resort	789	1
Total	26,095	909 (3.5%[a])

[a] Percent of the Utah County portion of the impact analysis area.

Under this alternative, about 909 acres (about 3.5%) of the impact analysis area in Utah County would be converted to transportation use. Agricultural, industrial, and military land uses would experience the greatest impact under this alternative. Although the total land area converted to transportation use would be minor, the presence of a freeway would likely result in a change in development patterns and timing, particularly to commercial, institutional, and/or industrial development, near freeway ramps. Medium-density residential development is also expected to occur near freeway ramps. This development would most likely be achieved by converting existing agricultural land, low-density residential areas, and open space. For a discussion of the indirect and secondary impacts to land use, see Chapter 24, Indirect Effects.

Consistency with Local and Regional Land-Use Plans, Policies, and Controls

The land-use plans of both Eagle Mountain and Saratoga Springs specify a need for an upgraded north-south corridor, so this alternative is consistent with their respective land-use plans. Although the Pleasant Grove General Plan does not mention this alternative, the current land-use plan predicts high-density retail, commercial, and industrial development along I-15, primarily around the proposed interchange in Lehi, and therefore this alternative is consistent with the plan's objective of accommodating this development. Based on analysis of the current land-use plans, the remaining cities' plans (American Fork, Lehi, and Lindon) are not consistent with this alternative because they do not identify new

freeway facilities passing through their cities or the need for this type of facility. However, these cities realize the need for improved transportation infrastructure to address expected growth in traffic. This alternative would meet the intent of the plans to improve both local and regional transportation infrastructure and would be consistent with Lehi City's objectives of minimizing division and isolation of neighborhoods while the transportation system is being improved.

MAG's regional transportation plan demonstrates the need for additional east-west and north-south transportation facilities in the Utah County portion of the impact analysis area. The Southern Freeway Alternative is not consistent with the current (2007) plan but, in concept, addresses the need for north-south and east-west improvements.

This alternative would affect airfield and operation land uses at Camp Williams and therefore would not be consistent with the installation's land management plan. However, during the preparation of this EIS, meetings were held with installation personnel, who stated that the MVC project as planned could be developed without affecting the continued operation of the installation.

Southern Freeway Alternative with Tolling Option

Under the tolling option, the right-of-way would be the same as for the non-tolled option, so the impacts to land use would be the same as those for the Southern Freeway Alternative.

4.3.5.2 2100 North Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from the Utah County line to SR 73 in Saratoga Springs and a lateral freeway extending east along 2100 North to I-15 in Lehi.

Under this alternative, about 717 acres (about 2.7%) of the impact analysis area in Utah County would be converted to transportation use. Agricultural uses (primarily west of Redwood Road) as well as industrial and military uses would experience the greatest impact under this alternative.

2100 North Freeway Alternative Impacts

Land Use	Total Acres	Acres Converted to ROW
Agriculture	13,621	294
Camp Williams	1,199	137
Commercial	1,259	55
Industrial	622	164
Institutional	213	2
No data	228	1
Open space	2,142	10
Low-density residential	827	26
Medium-density residential	4,474	5
High-density residential	721	4
Resort	789	19
Total	26,095	717 (2.7%)

Although the total land area converted to transportation use would be minor, the presence of a freeway would likely result in a change in development patterns and timing, particularly to commercial development, near freeway ramps not located on military land and along 2100 North, which is currently only lightly developed for most of its length. Medium-density residential development is also expected to occur near freeway ramps not located on military land and along 2100 North. This development would most likely be achieved by converting existing agricultural land, low-density residential areas, and open space. No induced land-use changes would be anticipated along portions of the proposed freeway located on Camp Williams property. For a discussion of the indirect and secondary impacts to land use, see Chapter 24, Indirect Effects.

Consistency with Local and Regional Land-Use Plans, Policies, and Controls

The land-use plans of both Eagle Mountain and Saratoga Springs specify a need for an upgraded north-south corridor, so this alternative is consistent with their respective land-use plans. Although the Pleasant Grove General Plan does not mention this alternative, the current land-use plan predicts high-density retail, commercial, and industrial development along I-15, and therefore this alternative is consistent with the plan's objective to accommodate this development.

Based on analysis of the current land-use plans, the remaining cities' plans (American Fork, Lehi, and Lindon) are not consistent with this alternative because they do not identify the need for new freeway facilities (for example, facilities of this capacity) along 2100 North or elsewhere in their communities. In particular, Lehi City identifies 2100 North as a principal arterial and has expressed strong opposition to the development of 2100 North as a freeway. In general, however, these cities realize the need for improved transportation infrastructure to address expected growth in traffic. This alternative would meet the overall intent of the plans to improve both local and regional transportation infrastructure but would be counter to the specific plans for 2100 North identified by Lehi City.

During the preparation of the Final EIS, numerous meetings were held between UDOT and Lehi City to address the City's concerns. As a result, the City endorsed, in concept, efforts by Lehi City staff, UDOT, and FHWA to revise the 2100 North Freeway Alternative (to reduce impacts to the community and make it more consistent with the City's land use plans) and to phase the implementation of the alternative. See Section 2.1.7.4, Additional Changes to the Alternatives between the Draft EIS and Final EIS, and Section 36.2.2, Implementation Phases in Utah County. Also see Chapter 35, Comments on the Draft EIS, regarding responses to concerns raised by the public about this alternative.

MAG's regional transportation plan demonstrates the need for additional east-west and north-south transportation facilities in the Utah County portion of the impact analysis area. The MVC project is consistent with the current MAG regional transportation plan. If this alternative is implemented, one or more arterials could be implemented as separate projects in other action alternatives for Utah County.

This alternative would affect airfield and operation land uses at Camp Williams and therefore would not be consistent with the installation's land management plan. However, during the preparation of this EIS, meetings were held with installation personnel, who stated that the MVC project as planned could be developed without affecting the continued operation of the installation.

2100 North Freeway Alternative with Tolling Option

Under the tolling option, the right-of-way would be the same as for the non-tolled option, so the impacts to land use would be the same as those for the 2100 North Freeway Alternative.

4.3.5.3 Arterials Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a series of arterial roadways throughout northern Utah County. The combination of arterials includes a freeway segment from the Utah County line to SR 73 and arterial roadways at Porter Rockwell Boulevard, 2100 North, and 1900 South.

Arterials Alternative Impacts

Land Use	Total Acres	Acres Converted to ROW
Agriculture	13,621	329
Camp Williams	1,199	132
Commercial	1,259	40
Industrial	622	215
Institutional	213	4
No data	228	93
Open space	2,142	35
Low-density residential	827	86
Medium-density residential	4,474	2
High-density residential	721	4
Resort	789	17
Total	26,095	957 (3.7%)

Under this alternative, about 957 acres (about 3.7%) of the impact analysis area in Utah County would be converted to transportation use. Agricultural, industrial, and military uses would experience the greatest impact from this alternative. Although the total land area converted to transportation use would be minor, improved east-west arterials would likely result in a change in development patterns and timing, particularly to medium-density residential development, in the northern and central parts of Lehi and in the eastern part of Saratoga Springs east of SR 68. This development would most likely be achieved by converting existing agricultural land, low-density residential areas, and open

space. For a discussion of the indirect and secondary impacts to land use, see Chapter 24, Indirect Effects.

Consistency with Local and Regional Land-Use Plans, Policies, and Controls

The land-use plans of both Eagle Mountain and Saratoga Springs specify a need for an upgraded north-south corridor, so this alternative is consistent with their respective land-use plans. Although the Pleasant Grove general plan does not mention this alternative, the current land-use plan predicts high-density retail, commercial, and industrial development along I-15, and therefore this alternative is consistent with the plan's objective to accommodate this development.

The Lehi land-use plan shows the need for improved arterials and specifically identifies 2100 North and 1900 South as principal arterials in its updated master transportation plan. Therefore, this alternative would be consistent with this city's plan. Based on analysis of the current land-use plans, the remaining cities' plans (American Fork and Lindon) are consistent with this alternative because each plan identifies the need for developing improved transportation corridors in the vicinity of 1900 South. Additionally, American Fork and Lindon realize the need for improved transportation infrastructure to address expected growth in traffic. This alternative would meet the intent of the plans to improve both local and regional transportation infrastructure.

MAG's regional transportation plan demonstrates the need for additional east-west and north-south transportation facilities in the Utah County portion of the impact analysis area. The Arterials Alternative is not consistent with the current (2007) plan but, in concept, addresses the need for north-south and east-west improvements.

This alternative would affect airfield and operation land uses at Camp Williams and therefore would not be consistent with the installation's land management plan. However, during the preparation of this EIS, meetings were held with installation personnel, who stated that the MVC project as planned could be developed without affecting the continued operation of the installation.

Arterials Alternative with Tolling Option

Under the tolling option, the right-of-way would be the same as for the non-tolled option, so the impacts to land use would be the same as those for the Arterials Alternative.

4.3.6 Mitigation Measures

No substantial impacts to land use are anticipated, so no mitigation measures are required.

4.3.7 Cumulative Impacts

Cumulative impacts were analyzed for local and regionally important issues (farmlands, air quality, water quality, and ecosystems) as developed with resource agencies and the public during scoping. See Chapter 25, Cumulative Impacts, for a more detailed discussion of cumulative impacts.

4.3.8 Summary of Impacts

Table 4.3-18 below summarizes the impacts from each combination of alternatives and options in Salt Lake County and Utah County. Table 4.3-19 and Table 4.3-20 below summarize the consistency of the various land-use plans with the Salt Lake County and Utah County alternatives.

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Table 4.3-18. Summary of Land-Use Impacts for Combined Salt Lake County and Utah County Alternatives

Alternative[a]	Impacts by Land-Use Category (acres)										
	Agriculture	Camp Williams / Resort	Commercial	Industrial	Institutional	No Data	Open Space	Low-Density Residential	Medium-Density Residential	High-Density Residential	Total
5800 West Freeway / 5600 West Transit / Southern Freeway											
Dedicated Transit	911	133	58	286	206	306	398	194	221	44	2,757
Mixed Transit	923	133	53	283	207	310	390	195	230	44	2,768
5800 West Freeway / 5600 West Transit / 2100 North Freeway											
Dedicated Transit	726	156	105	304	204	298	374	142	226	30	2,565
Mixed Transit	738	156	100	301	205	302	366	143	235	30	2,576
5800 West Freeway / 5600 West Transit / Arterials											
Dedicated Transit	761	149	90	355	206	390	399	202	223	30	2,805
Mixed Transit	773	149	85	352	207	394	391	203	232	30	2,816
7200 West Freeway / 5600 West Transit / Southern Freeway											
Dedicated Transit	914	133	51	362	50	278	300	224	221	21	2,554
Mixed Transit	926	133	46	359	51	282	292	225	230	21	2,565
7200 West Freeway / 5600 West Transit / 2100 North Freeway											
Dedicated Transit	729	156	98	380	48	270	276	172	226	7	2,362
Mixed Transit	741	156	93	377	49	274	268	173	235	7	2,373
7200 West Freeway / 5600 West Transit / Arterials											
Dedicated Transit	764	149	83	431	50	362	301	232	223	7	2,602
Mixed Transit	776	149	78	428	51	366	293	233	232	7	2,613

The results in the table summarize the combined total impact for both the Salt Lake County and Utah County alternatives. The total impact includes both roadway and transit.

[a] Dedicated Transit = Dedicated Right-of-Way Transit Option; Mixed Transit = Mixed-Transit Transit Option

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Table 4.3-19. Summary of Land-Use Plans' Consistency with the Salt Lake County Alternatives

	Land-Use Plan Consistent with Alternatives?											
Alternative	Bluffdale	Draper	Herriman	Riverton	Salt Lake City	South Jordan	Taylorsville	West Jordan	West Valley City	Kearns	Magna	Southwest Community
5800 West Freeway	Y	NA	Y	Y	Y	Y	Y	Y	Y	N	NA	Y
Dedicated Transit	Y	NA	Y	Y	Y	Y	Y	Y	Y	N	NA	Y
Mixed Transit	Y	NA	Y	Y	Y	Y	Y	Y	Y	N	NA	Y
7200 West Freeway	Y	Y	Y	Y	Y	Y	Y	Y	N	NA	Y	NA
Dedicated Transit	Y	Y	Y	Y	Y	Y	Y	Y	N	NA	Y	NA
Mixed Transit	Y	Y	Y	Y	Y	Y	Y	Y	N	NA	Y	NA

Y = yes; N = no; NA = not addressed in the plan.

Table 4.3-20. Summary of Land-Use Plans' Consistency with the Utah County Alternatives

	Land-Use Plan Consistent with Alternatives?							
Alternative	Utah County	American Fork	Eagle Mountain	Lehi	Lindon	Pleasant Grove	Saratoga Springs	Camp Williams[a]
Southern Freeway	NA	N	Y	N	N	Y	Y	N
2100 North Freeway	NA	N	Y	N	N	Y	Y	N
Arterials	NA	Y	Y	Y	Y	Y	Y	N

Y = yes; N = no; NA = not addressed in the plan.

[a] None of the alternatives are consistent with the Camp Williams Integrated Natural Resources Management Plan. However, as noted in Section 4.3.5, Utah County Alternatives, representatives of Camp Williams have stated that the project could still be constructed if planned carefully and in coordination with representatives of the Camp.

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