

WELCOME!







# VALLEY VISIONING





VALLEY  
EPOCH

Next morning the thermometer rose above eighty degrees as Orson clambered up the grade of the Oquirrhhs to see what he could, always a few miles ahead of everyone else. From here, the whole sweep of Utah Lake, the “western Galilee,” and the monumental ridge of Timpanogos came into view. Orson’s were the first Mormon eyes on the Utah Valley. It looked good to him. The rest of the camp caught up to him, about 10 miles south of the lake, standing on a mountain which would one day be ground to dust for the copper it contained. The whole party enthusiastically jumped into the Jordan for a bath.

The Life and Thought of Orson Pratt, p. 133-4

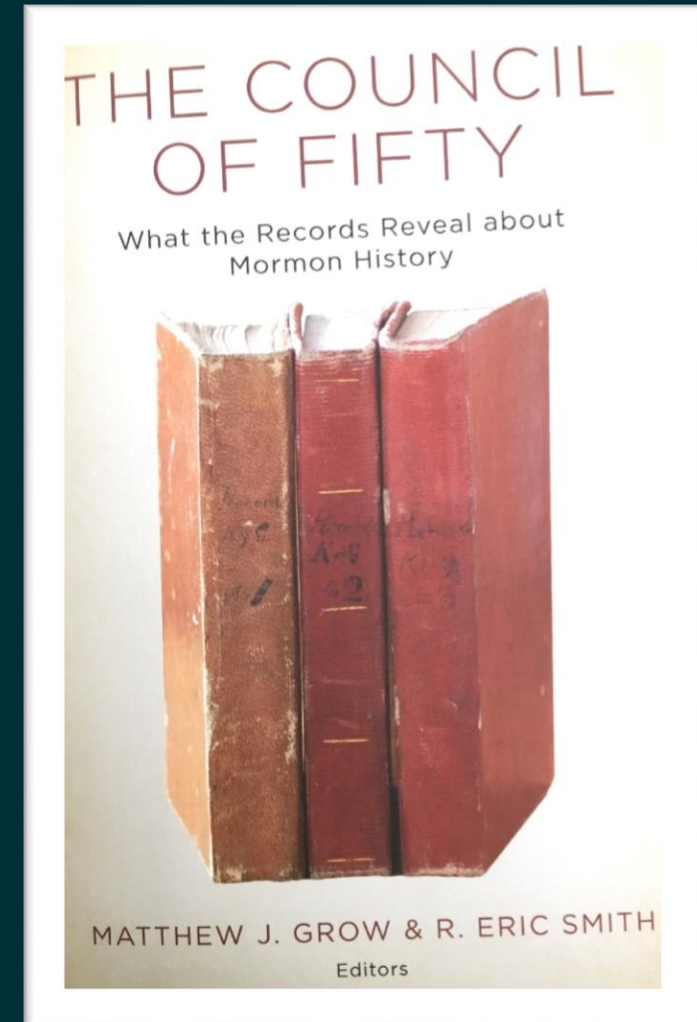


# Mormon Pioneers: Where to Go in the West

## The Council of Fifty Minutes (1844-1847)

### Criteria:

- At least 200 square miles
- Support at least 500,000 in as short as 10 years (did a growth projection)
- Place of safety with natural fortifications
- Fertile land and climate
- Healthy climate (better than Nauvoo)
- Isolation (to limit persecution)
- Distance to travel (livestock also)
- Access for immigration, commerce, missionary work





# Mormon Pioneers: Where to Go in the West

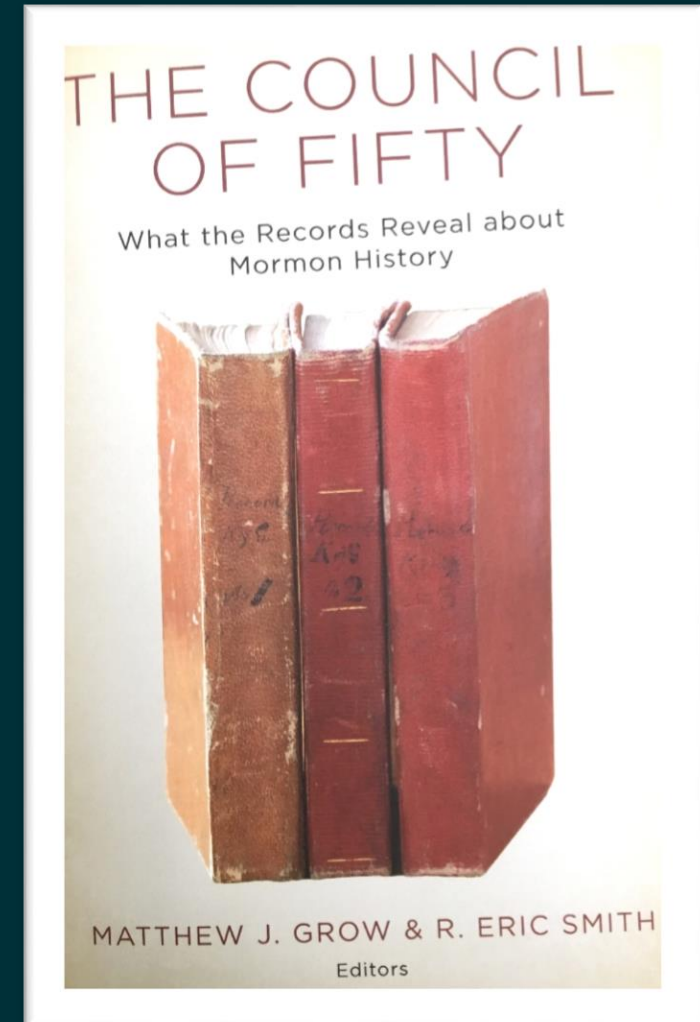
## The Council of Fifty Minutes (1844-1847)

### Scenarios Choices:

- Texas
- Upper California on the Coast
- Valleys of the Great Basin near the Great Salt Lake

### Investigation, analysis, and debate (3 years):

- Sent Lucien Woodward to see Sam Houston
- Obtained Dr. J.C. Fremont's unpublished report on the Great Basin, Oregon, and California (passes, fertile valleys, water, forests)
- Evolution of thinking: From Texas; To Upper California on coast; To Great Basin





**OREGON  
CITY**

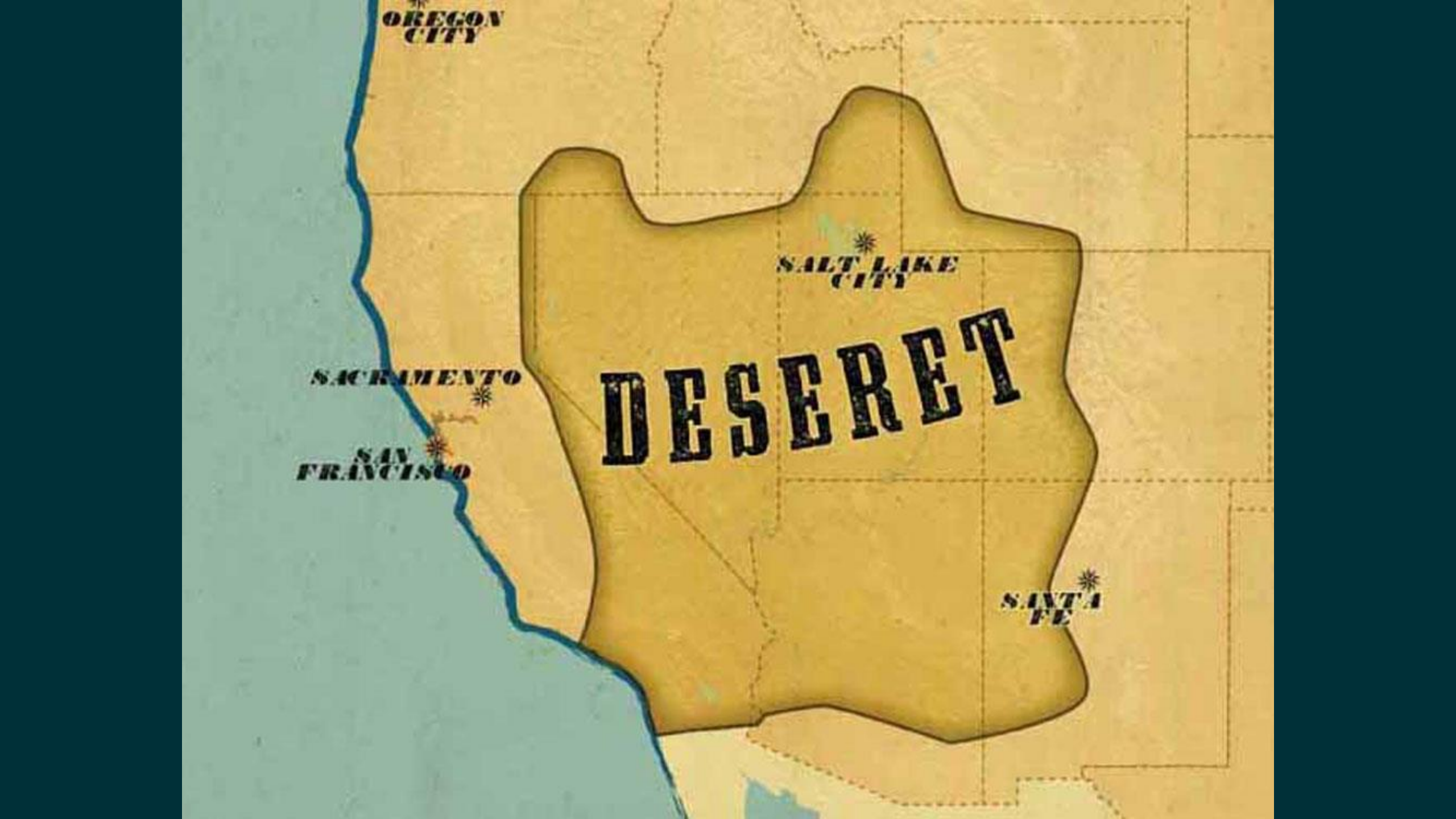
**SALT LAKE  
CITY**

**SACRAMENTO**

**SAN  
FRANCISCO**

**DESERET**

**SANTA  
FE**



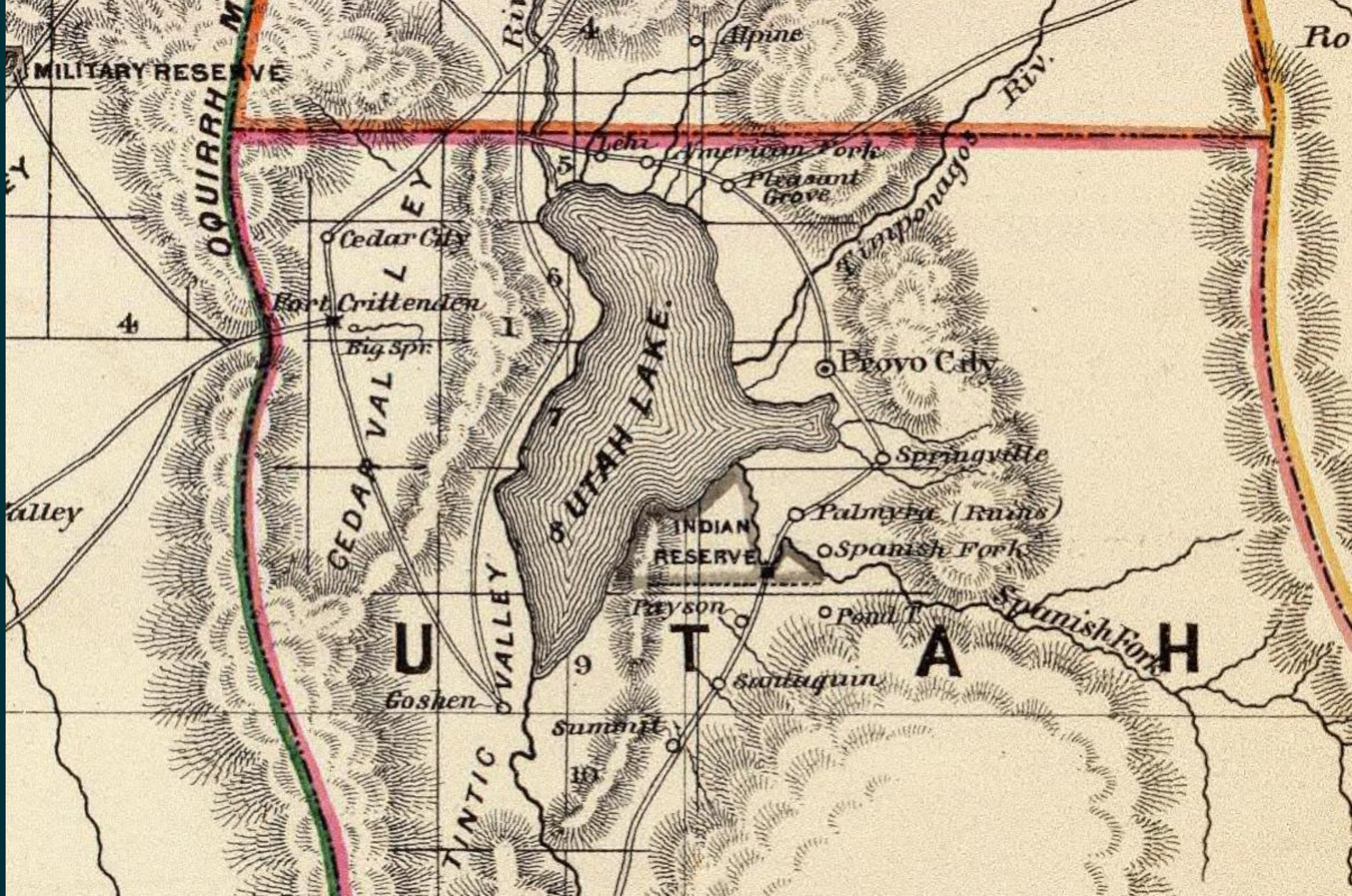


# PRE-SETTLEMENT



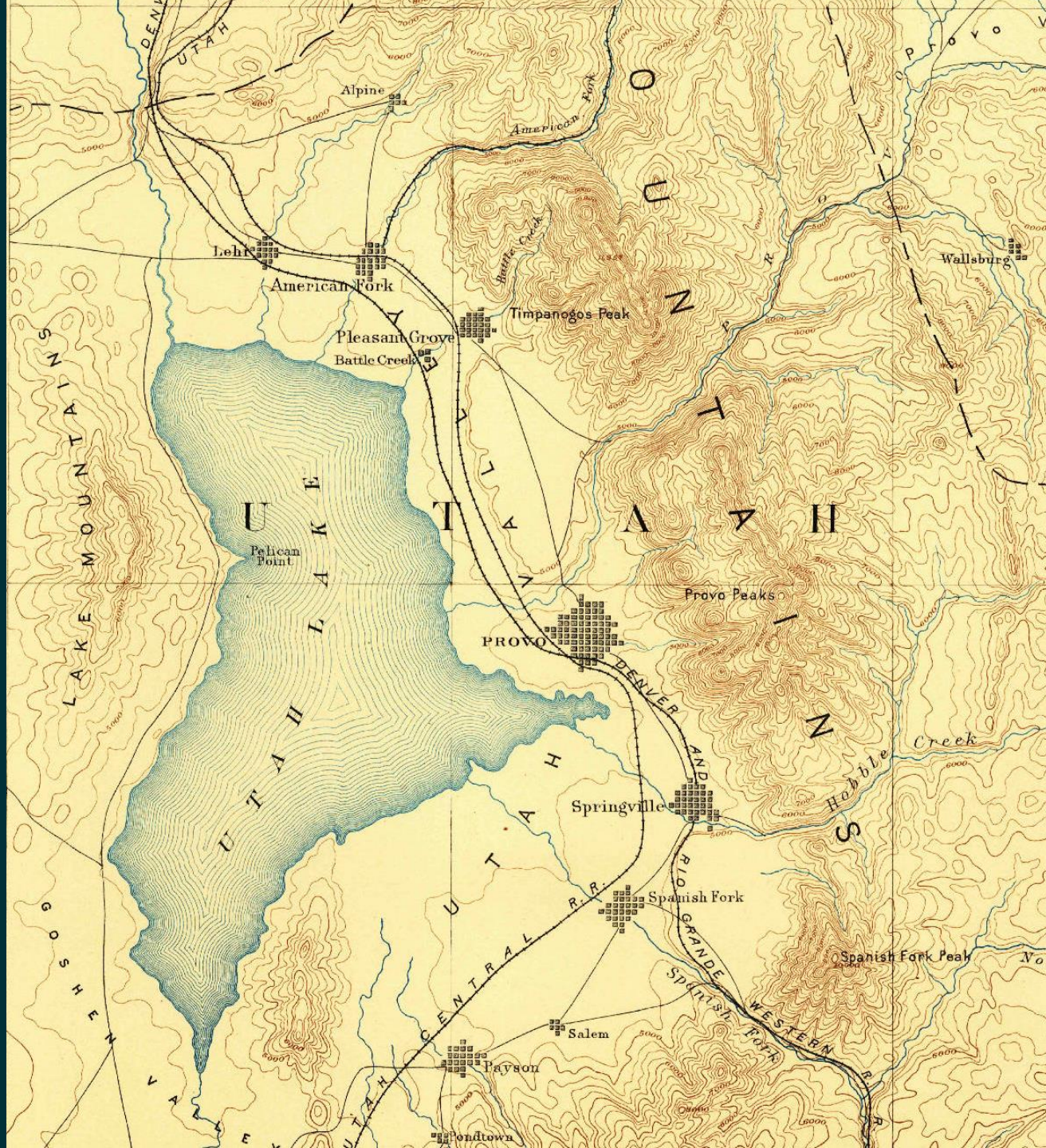


1860



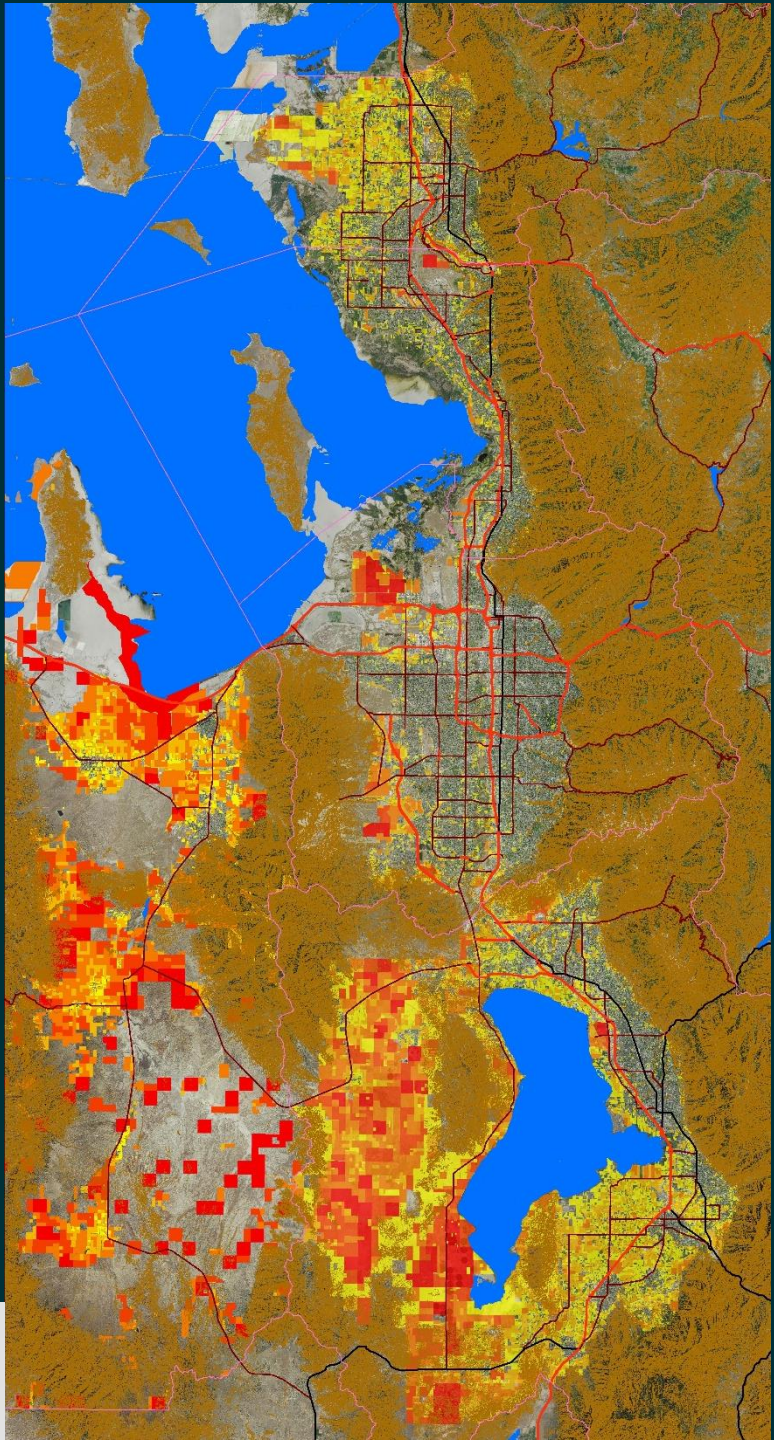


1885





# Growth is Rapidly Shifting to Utah County



**Amount of Land**



Less Land

More Land



Counties

Freeways

State Highways

U.S. Highways

Steep Slopes

0

3

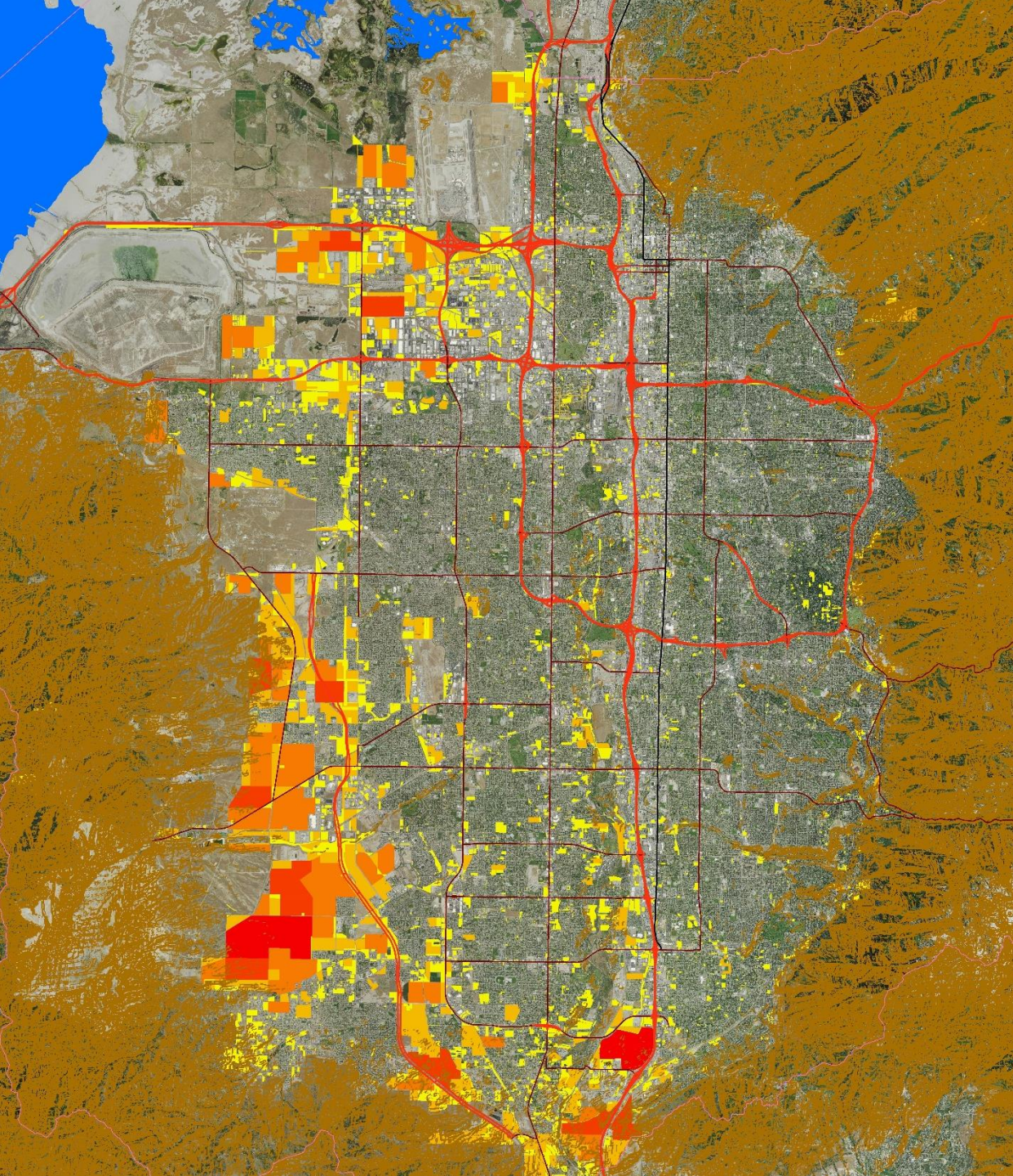
6

12 Miles

N



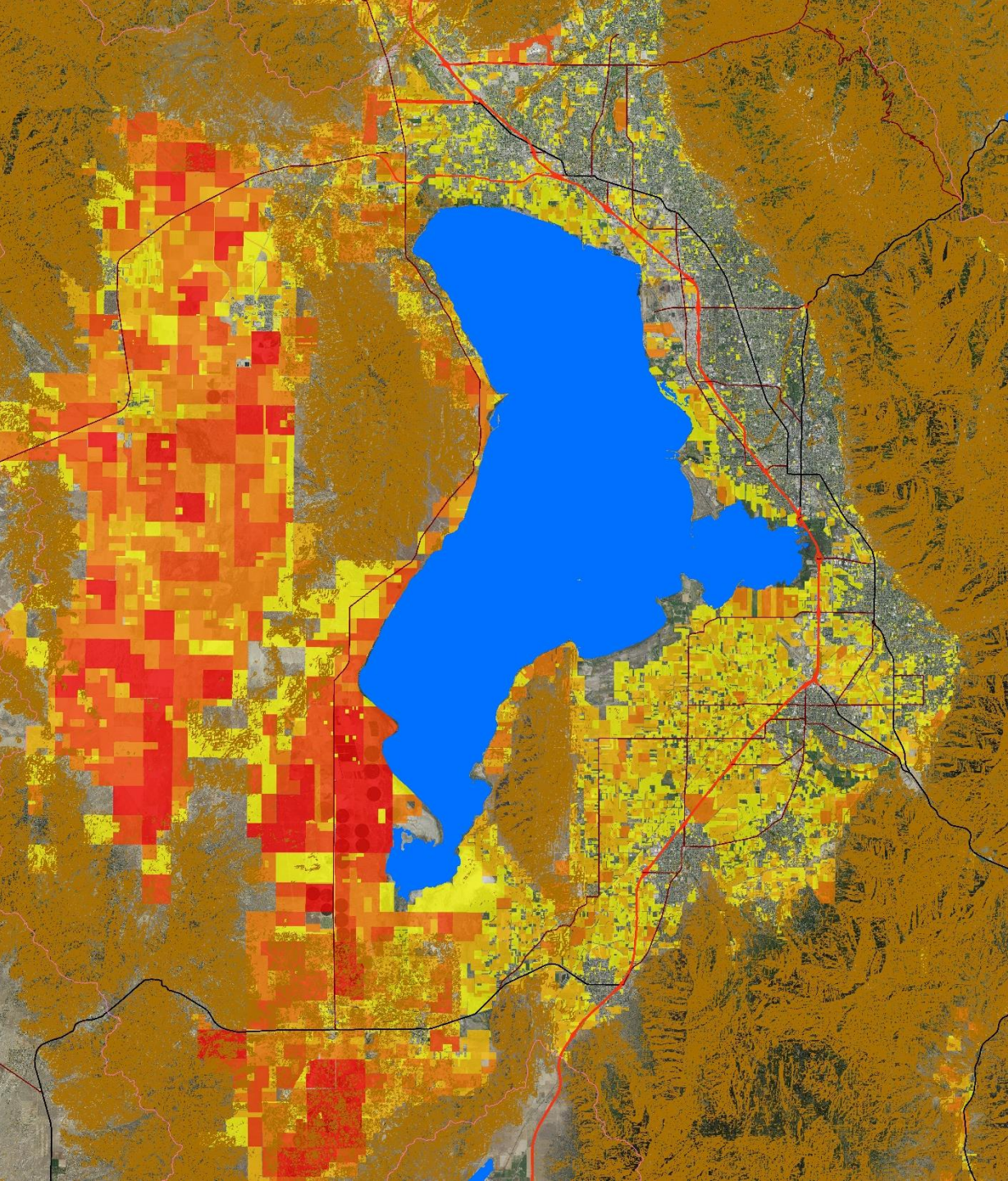




# Salt Lake County

≈ 40,000 Acres Currently Developable



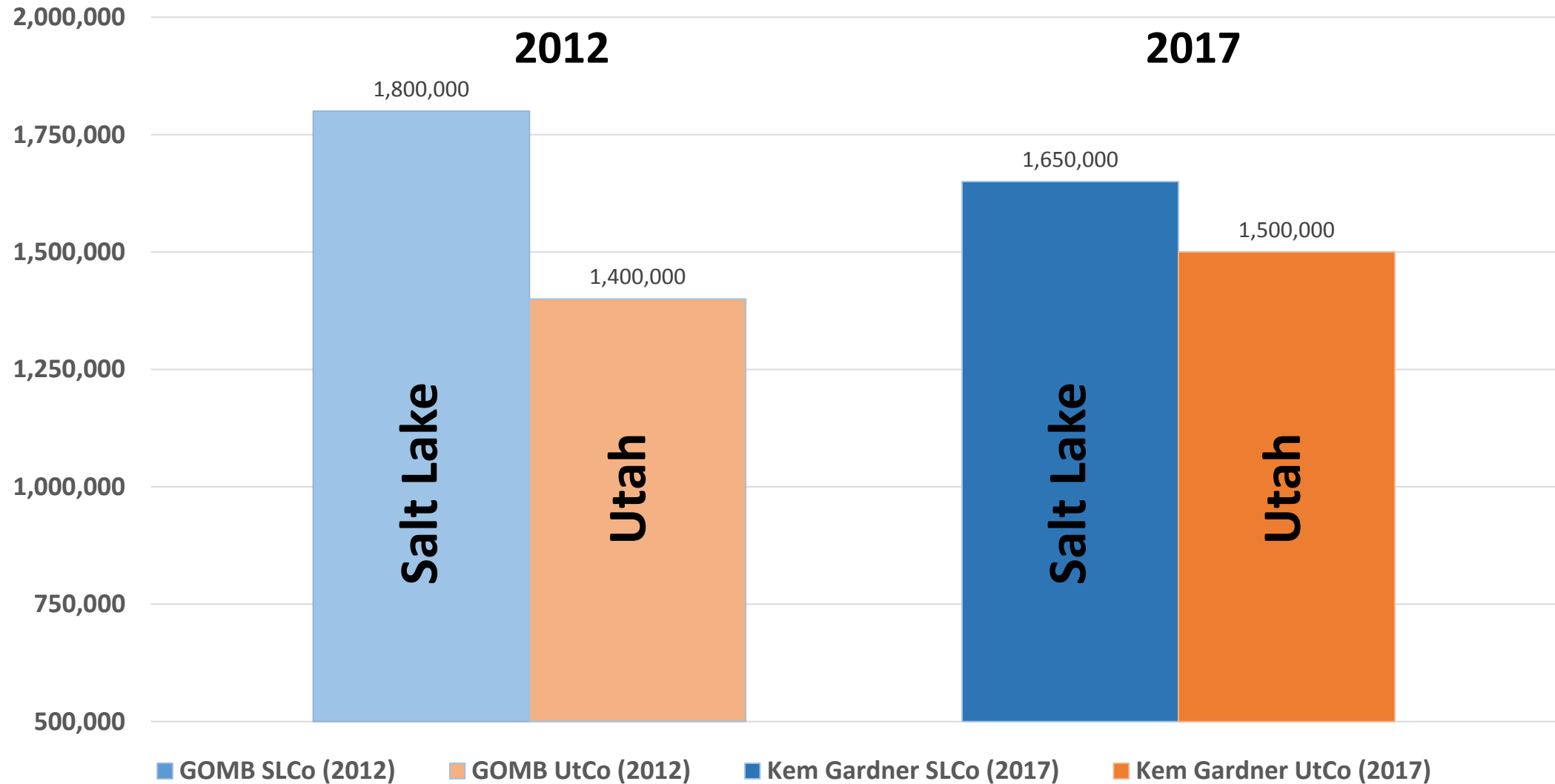


# Utah County

≈ 240,000 Acres Currently Developable

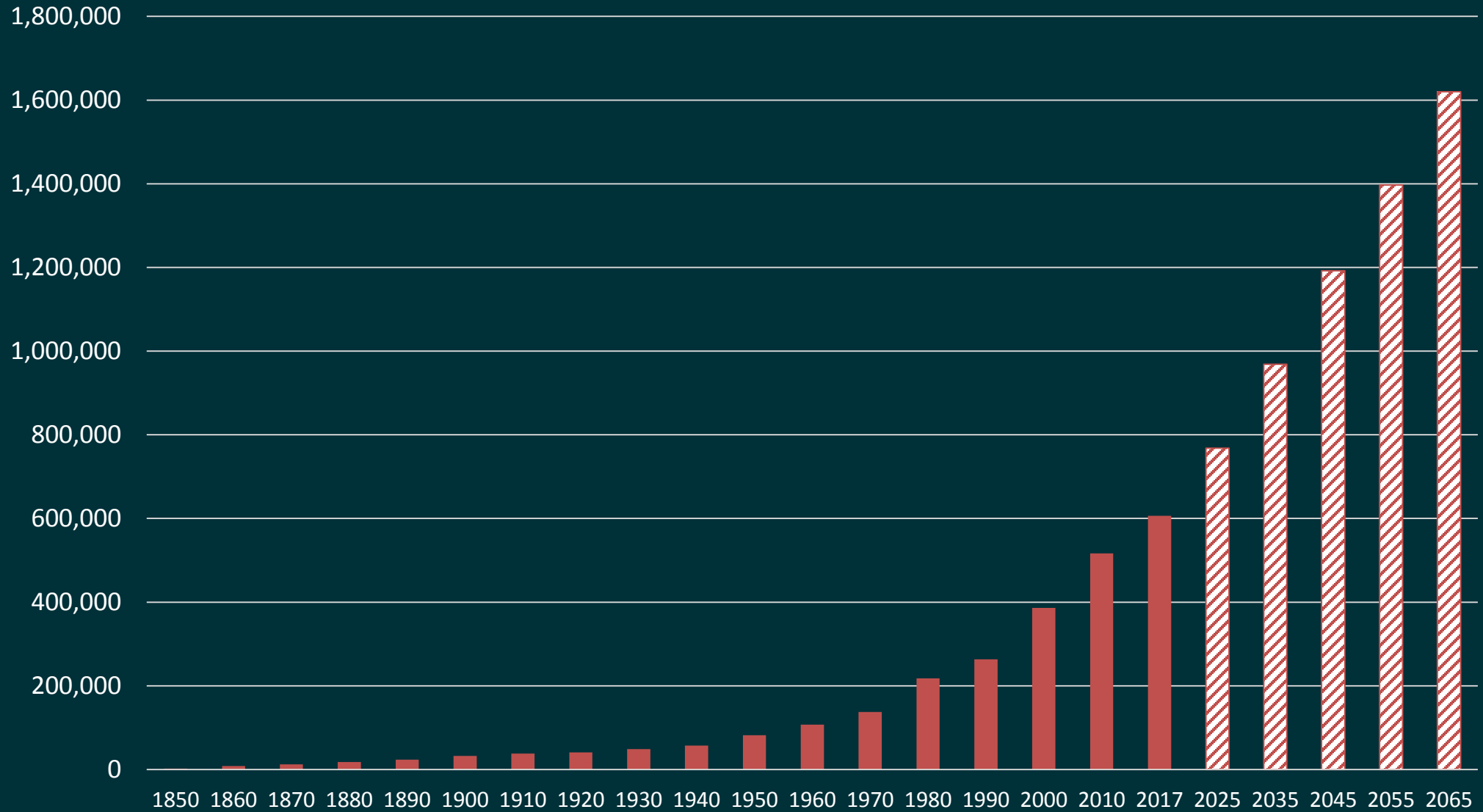


# New 2060 Population Growth Projections for Salt Lake/Utah County





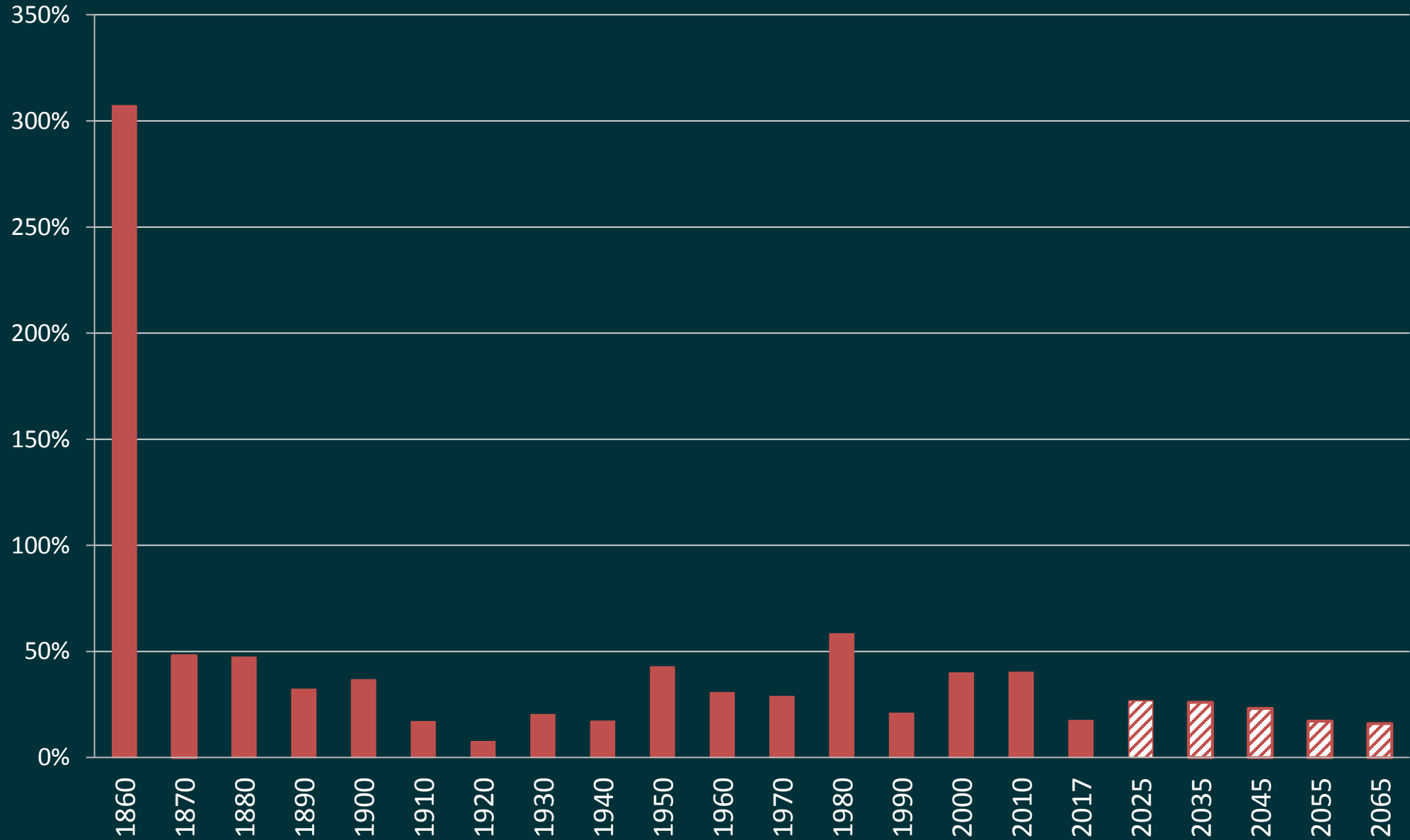
# UTAH COUNTY POPULATION GROWTH



Source: U.S. Census; Kem C. Gardner Policy Institute



# Percent Population Change 2015-2065





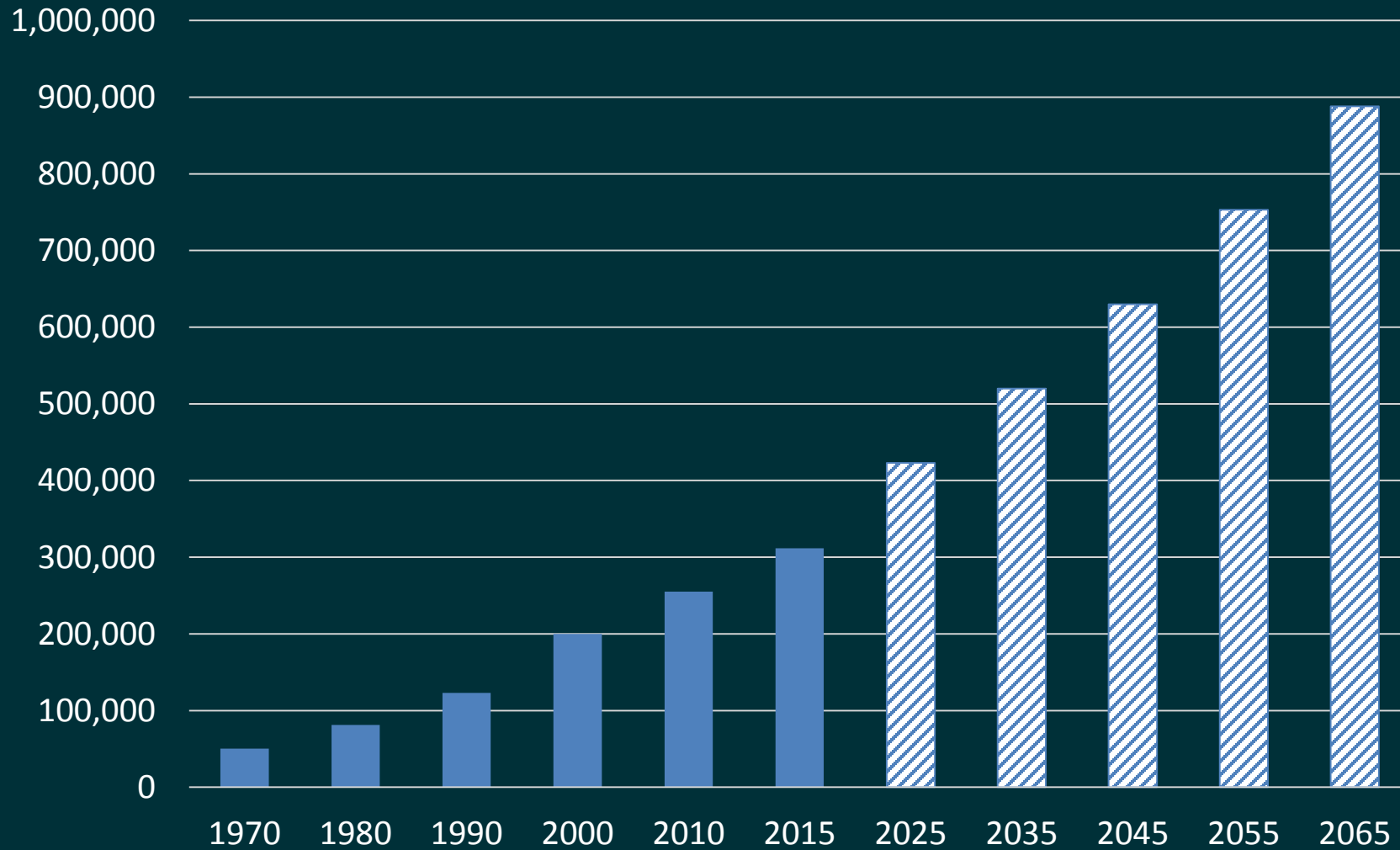
# Utah County Job Growth – News Coverage

Utah County — home of Silicon Slopes  
— ranks No. 2 among nation's large counties  
for job growth, No. 6 for wage increases





# EMPLOYMENT PROJECTIONS

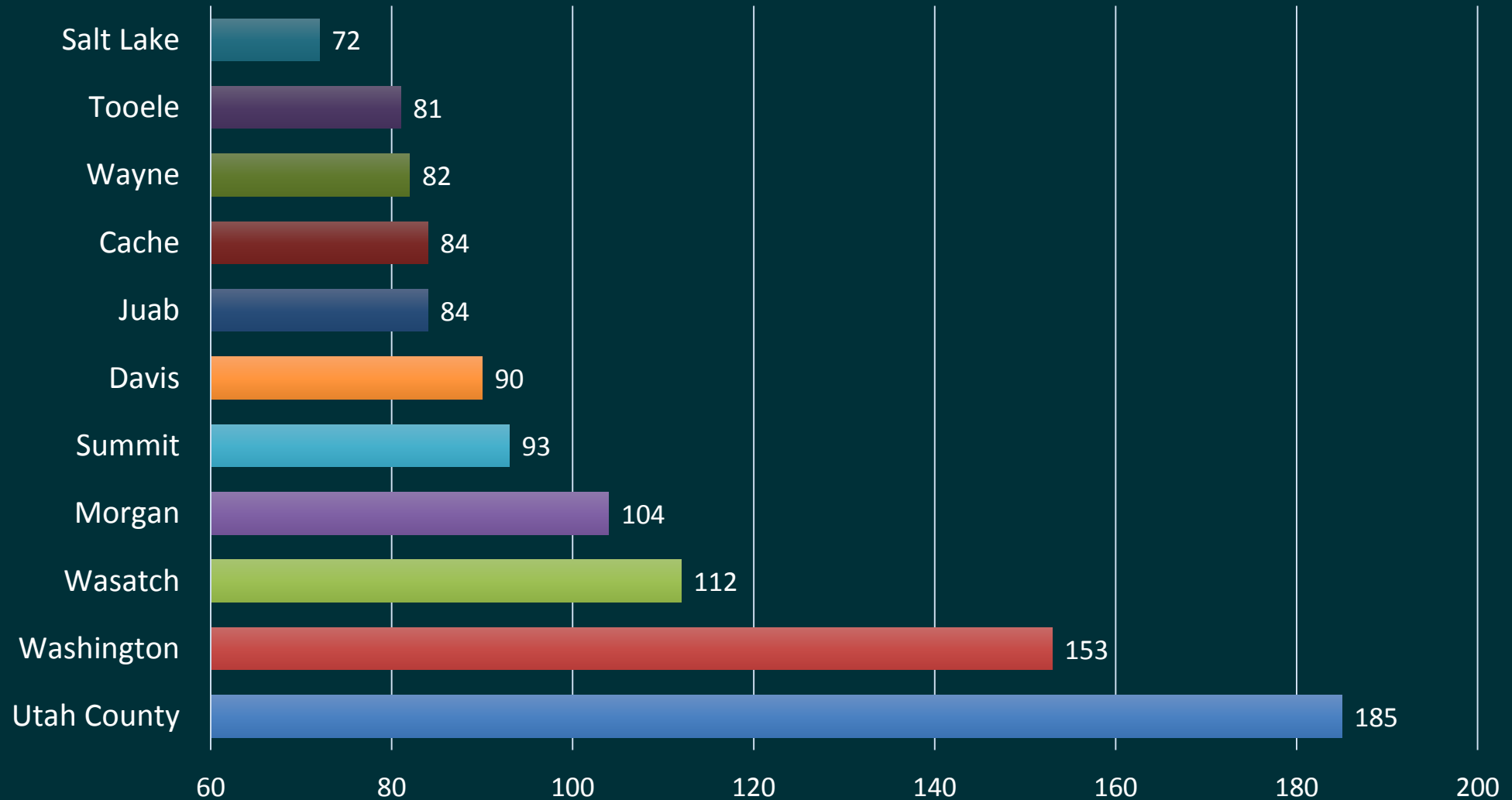


Source: Kem C. Gardner Policy Institute; U.S. Bureau of Economic Analysis Local Area Employment data



# EMPLOYMENT GROWTH BY COUNTY

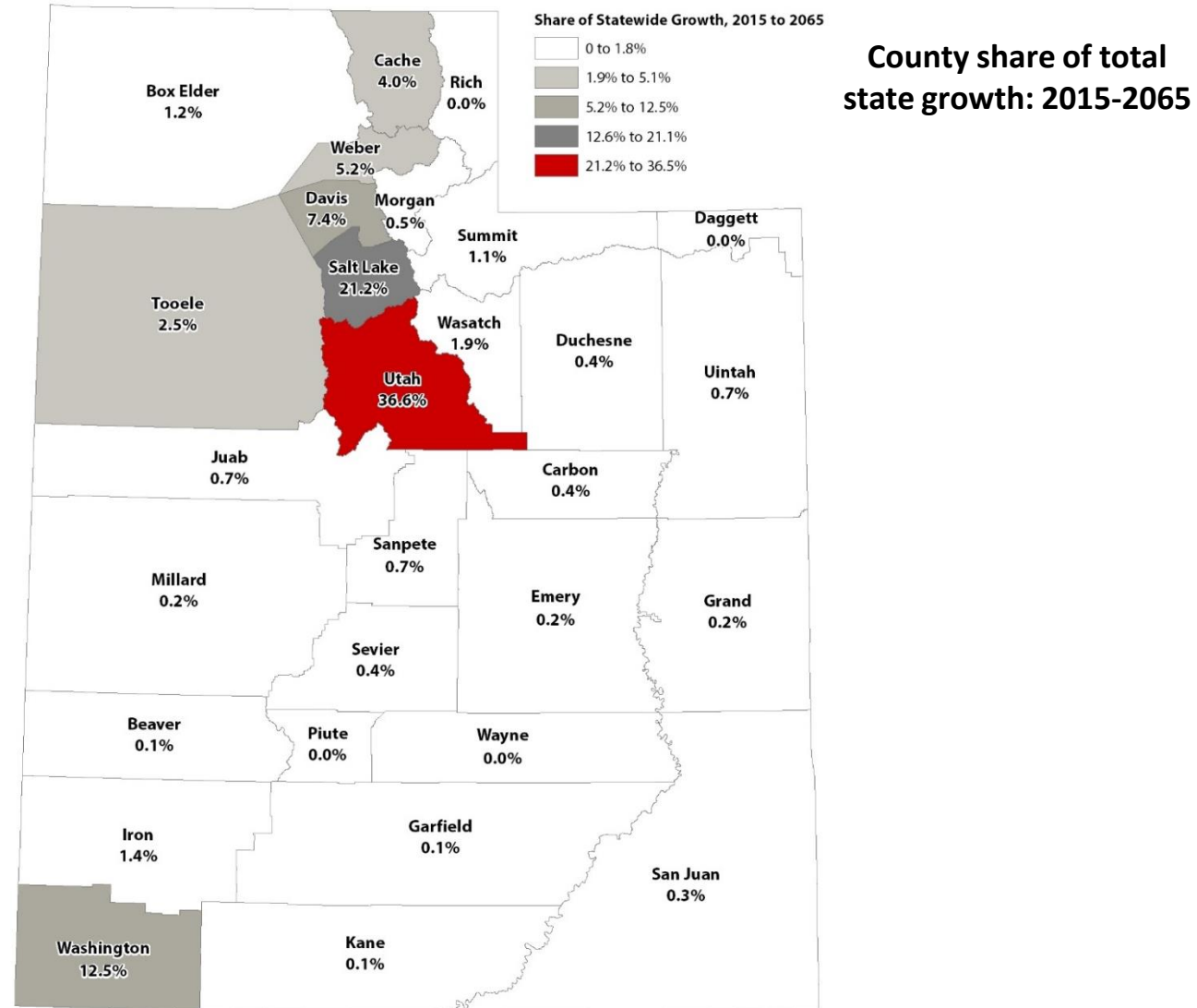
Percent Change 2015 - 2065



Source: Kem C. Gardner Policy Institute; U.S. Bureau of Economic Analysis Local Area Employment data

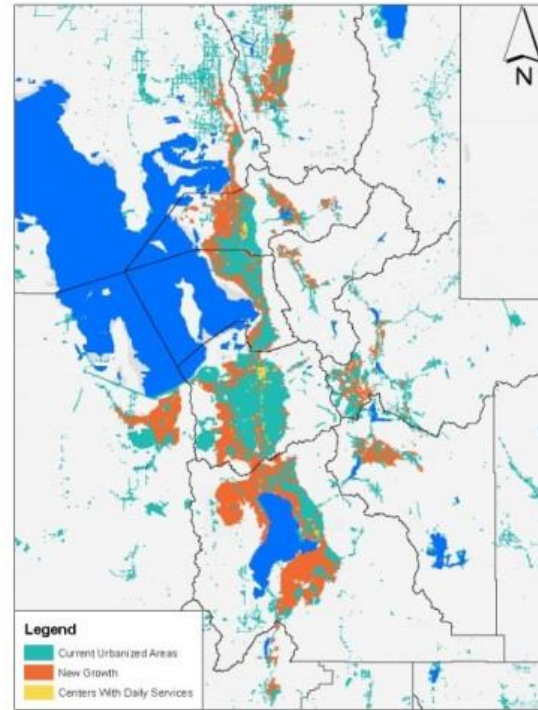
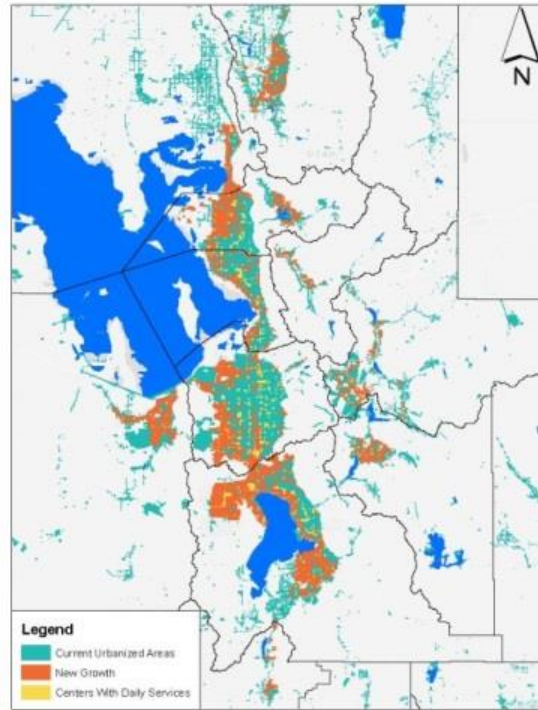
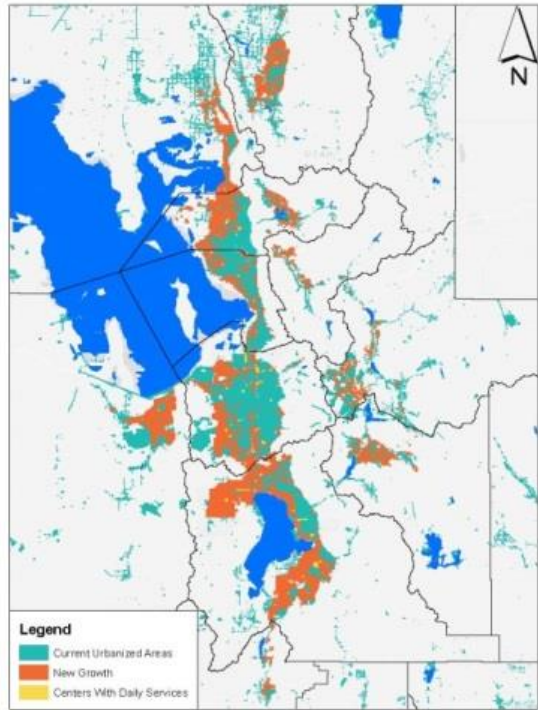
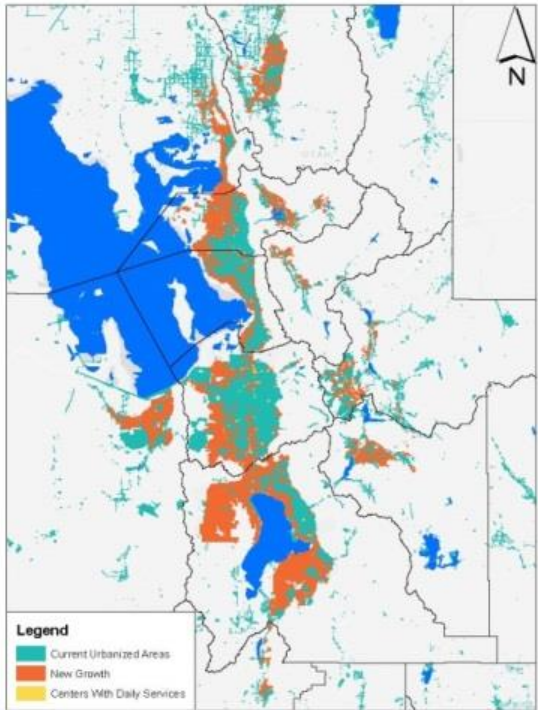


# More than one in every three new Utahns are projected to live in Utah County



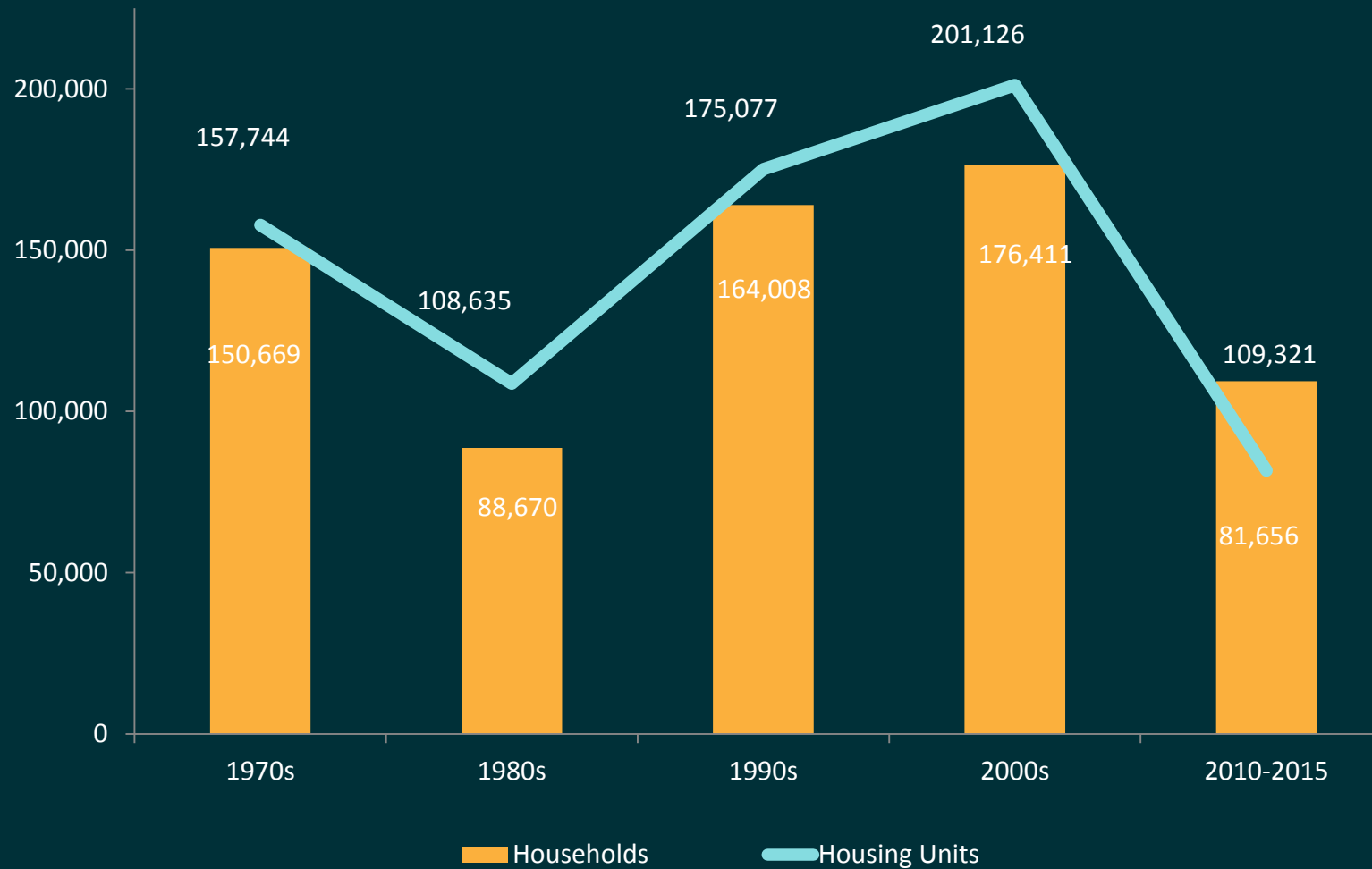


# GROWTH SCENARIOS





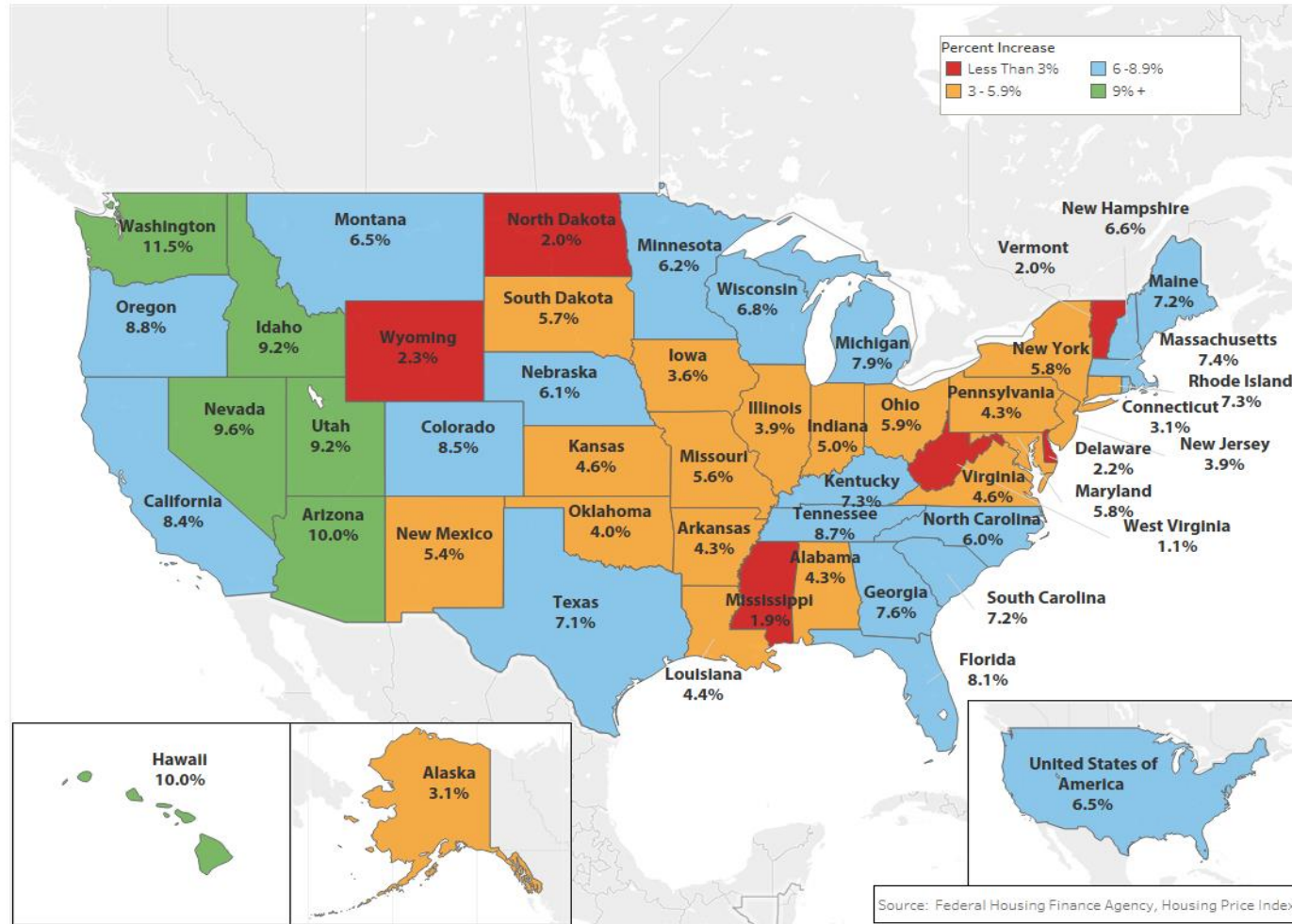
# NEW HOUSEHOLDS COMPARED TO NEW HOUSING UNITS



Source: Ivory-Boyer Construction Database, Kem C. Gardner Policy Institute



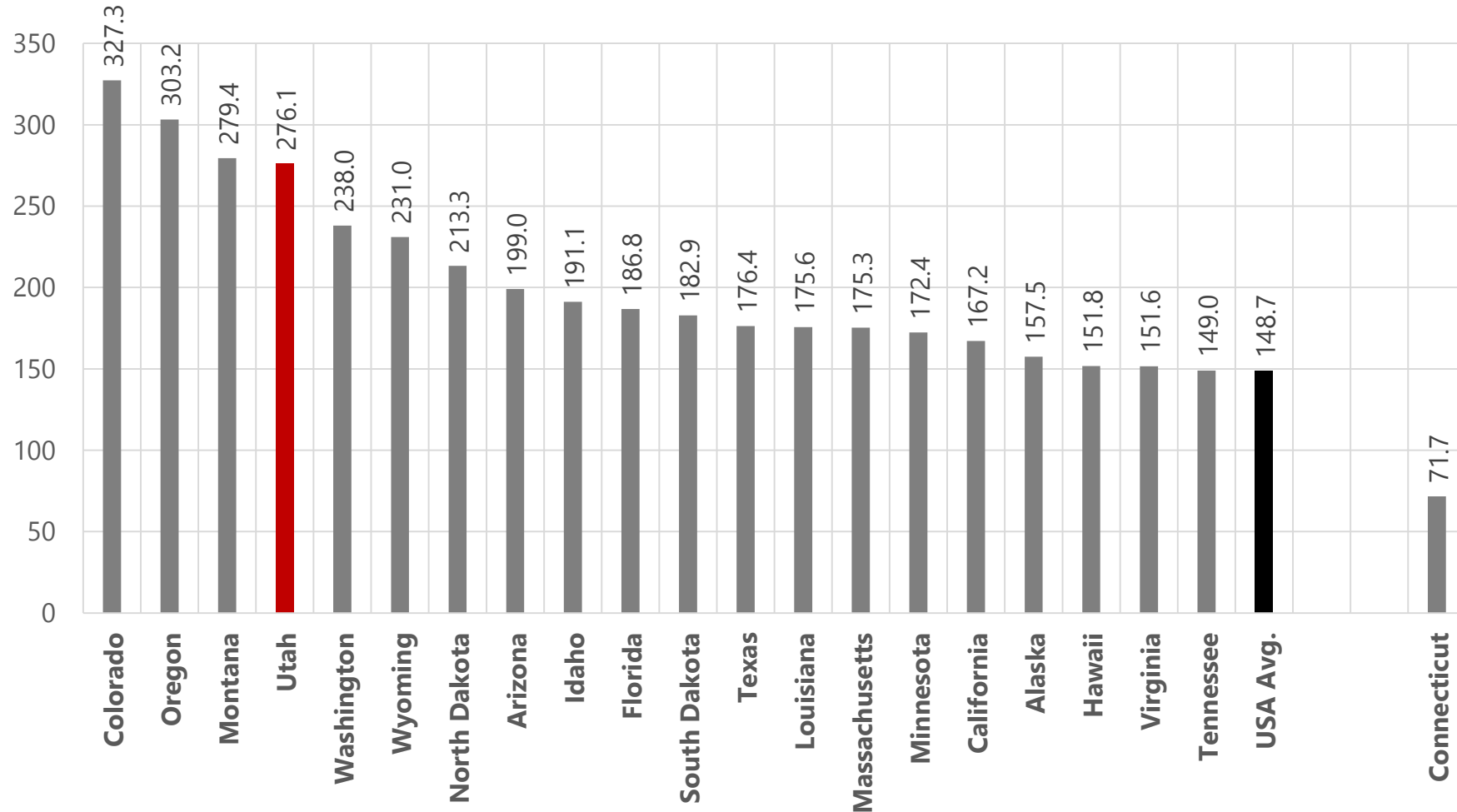
# Percent Change in Housing Price Index 2016 to 2017



Source: Federal Housing Finance Agency.

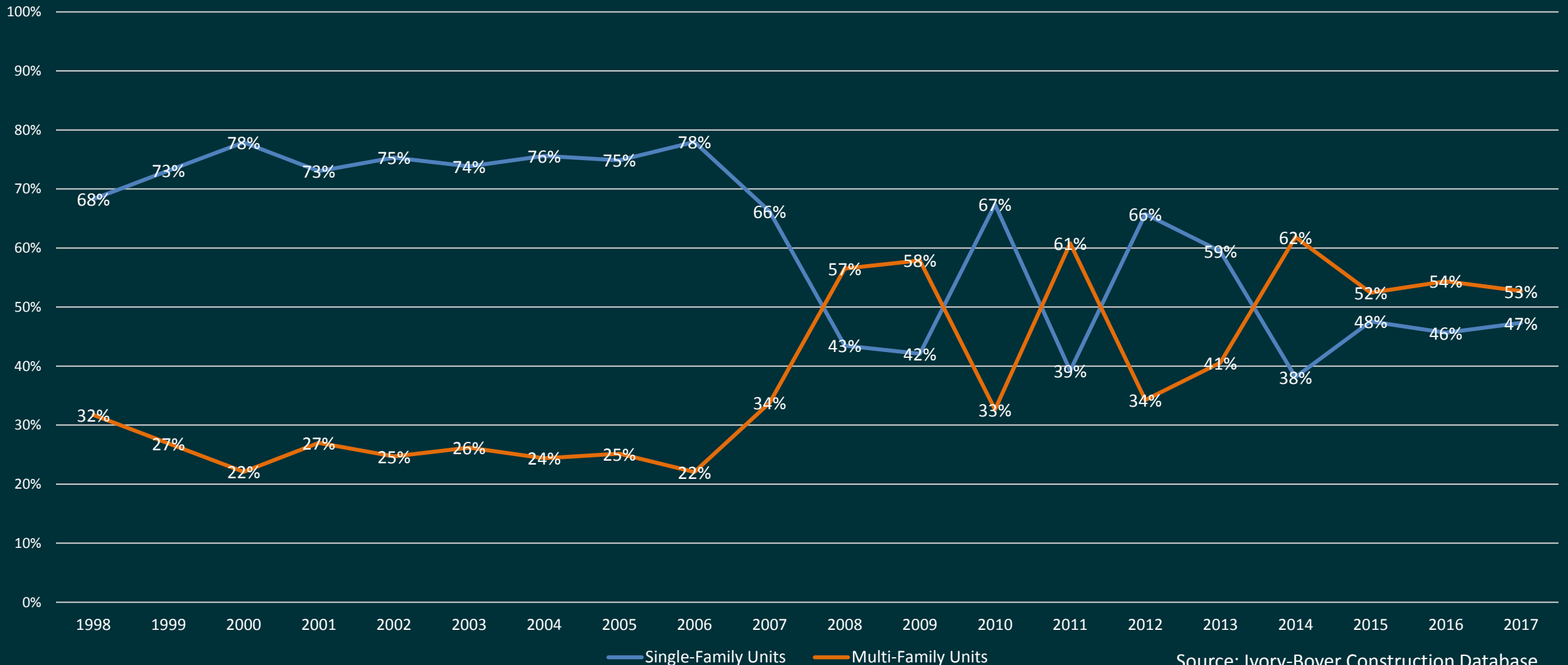


# Percent Change in Housing Price Index by State 1991 to 3<sup>rd</sup> Qtr. 2017



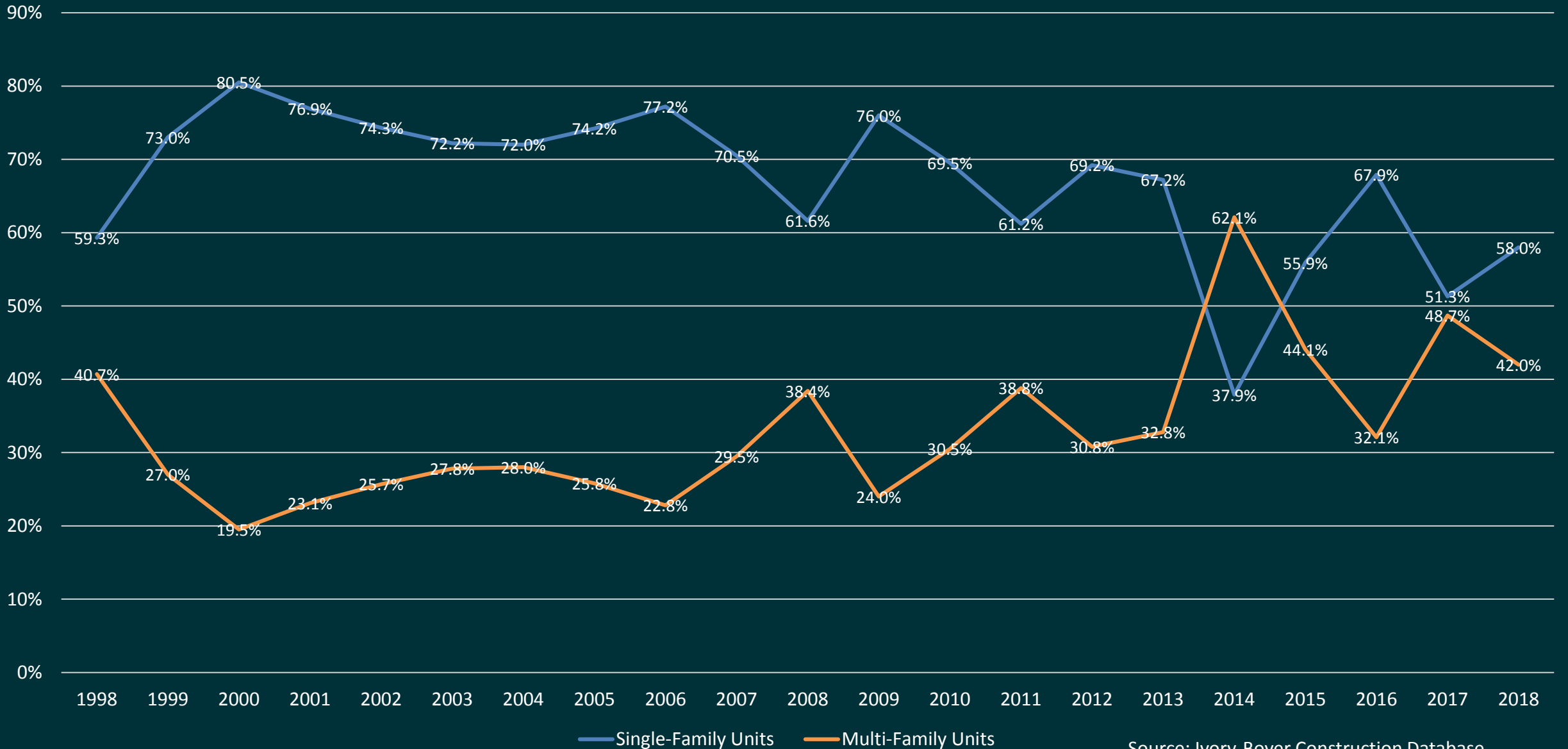
# Permits for single-family units have declined while permits for multi-family units have increased.

Wasatch Front Residential Permitting





# Utah County Permitted Units



# Why Valley Visioning?



ENVISION THE FUTURE YOU  
WANT TO MAKE A REALITY.

PANDA EXPRESS



# Why Valley Visioning?

- Educates the public
- Common target
- Political cover
- Momentum
- Identifies low hanging fruit that can be tackled immediately

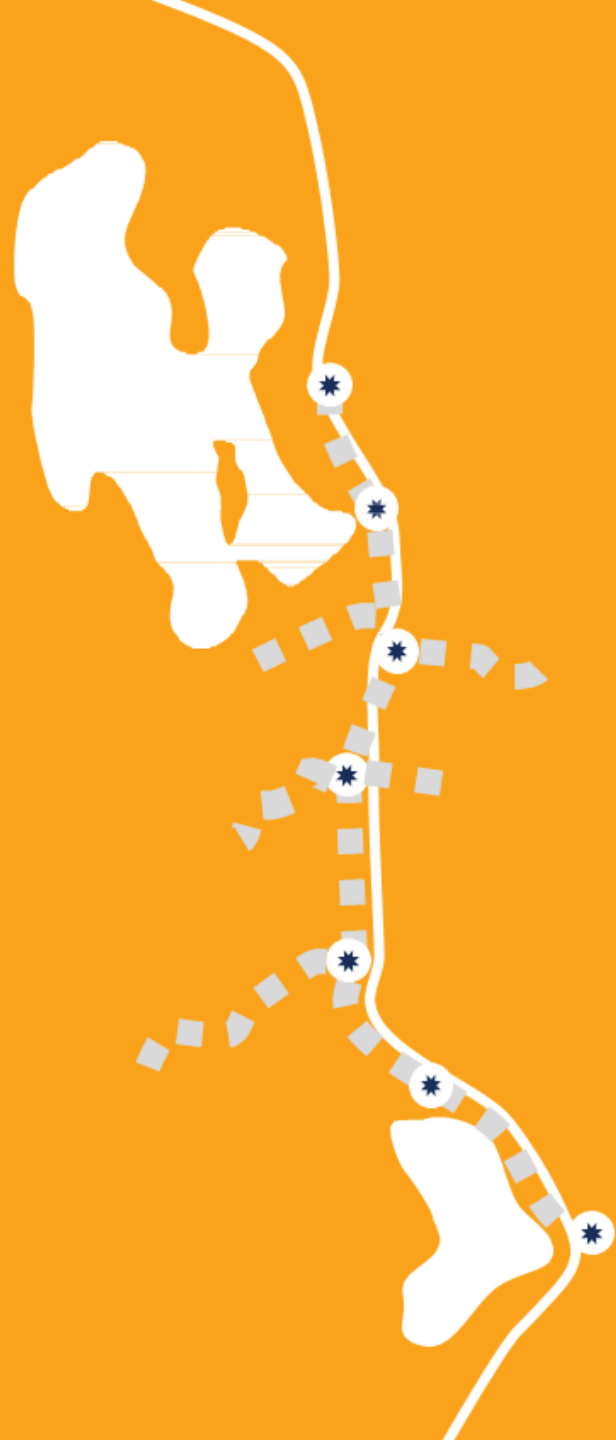
# 1999 Quality Growth Strategy





140 miles  
of rail  
added

70 stations



Source: Envision Utah Quality Growth Strategy and Technical Review, Utah Automated Geographic Reference Center, Census 2010 SF1 Block Group



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

Multi- Family Units



43%

Hotel sq ft



42%

Office sq ft



37%

Retail sq ft



30%

Development in  
Weber, Davis,  
Salt Lake and Utah  
counties





**BLUEPRINT  
JORDAN RIVER**



# Unified Vision

- 3 Counties
- 15 Cities



**Blueprint**  
Jordan River



# PRESERVE REMAINING OPEN SPACE





# PROVIDE RECREATIONAL AMENITIES







# FACILITATE APPROPRIATE DEVELOPMENT AND URBAN RENEWAL







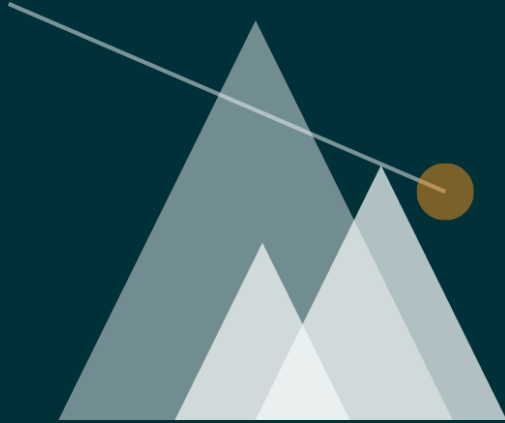




JORDAN RIVER  
COMMISSION

JORDAN RIVER  
OUR RIVER ~ OUR FUTURE

**IMPLEMENTING THE VISION**



STATE OF UTAH

**POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION**



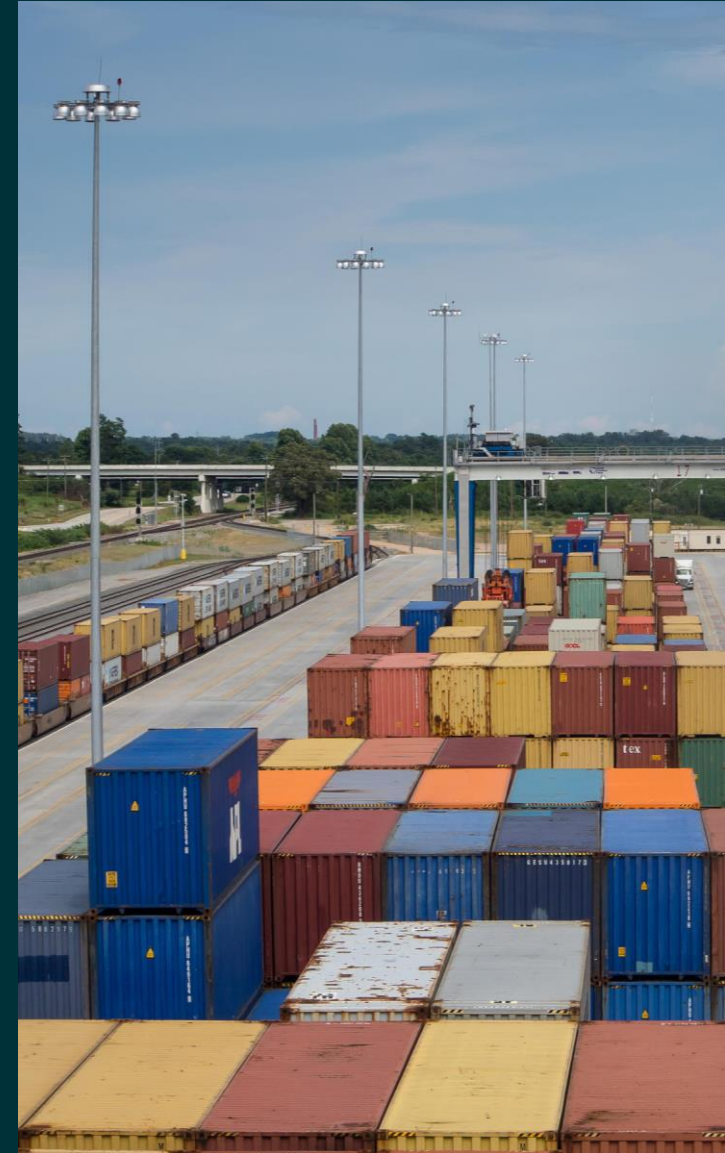
# News Coverage of the Inland Port

Critics decry lack of public input, debate in rushing through legislation for massive Utah trade hub known as the inland port

**Inland Port Board Pressured To Open All Meetings To Public**

**Utah governor signs controversial inland port bill**

**Facing Controversy, House Speaker Greg Hughes Resigns From Inland Port Board**



# News Coverage of the Point of the Mountain

## **Next phase of Utah's Point of the Mountain development — how to pay for it all**

If done right, 150K new high-end innovation jobs could be added, Envision Utah pres. says

**Utah has an unprecedented opportunity to master plan growth**

**Report: Point of the Mountain circa 2050 could be grim without heavy investment**

**Commission focuses in on Point of the Mountain traffic as it plans for 2050**





# REGIONAL VISION FOR THE POINT OF THE MOUNTAIN

STATE OF UTAH  
POINT OF THE MOUNTAIN  
DEVELOPMENT COMMISSION

Envision  
Utah  
How we grow matters.

## JOBS



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

## ENVIRONMENT

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



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

## COMMUNITY DESIGN

**4 Vibrant urban centers**  
Vibrant places include housing, jobs, shops, amenities, and open space. They bring destinations closer to home, shorten driving trips, increase the convenience of walking and biking, and improve affordability by diversifying housing types. The prison and other large sites at the Point of the Mountain are ideal for the creation of major urban centers, without disrupting existing single-family neighborhoods.



**5 Jobs close to where people live**  
Jobs and housing in close proximity reduce commuting distances, decrease traffic volumes during peak hours, improve air quality, lower travel times and expenditures, and enhance quality of life. While housing is needed in proximity to east-side jobs in both Utah and Salt Lake counties, jobs are needed in proximity to west-side housing in both counties. Completing west-side infrastructure like the Mountain View Corridor will improve the west side's attractiveness for jobs.

**6 A variety of community and housing types**  
A variety of community and housing types ensures housing affordability and a high quality of life that matches what Utahns want and can afford. Such variety includes single-family suburbs and walkable communities in neighborhood, community, and urban centers.



LEGEND	
Major Centers	Light blue shaded area
TRAX Line	Solid blue line
New TRAX Line	Dashed blue line
FrontRunner	Solid purple line
Transit Corridor	Dashed purple line
Rapid Transit	Dashed pink line
Camp Williams	Light green shaded area
Microtransit Circulator	Dotted black line
North-South Boulevard	Solid dark blue line
Freeways	Solid orange line
Major Roads	Solid yellow line
Open Space	Light green shaded area
Trail Connections	Solid green line

## TRANSPORTATION

**7 New north-south boulevard**  
A new north-south road from Bangarter Highway in Draper to 2100 North in Lehi will serve as an alternative to I-15. Mountain View, and Redwood Road. This new boulevard or main street will include public transportation in a dedicated right-of-way. It will encourage active transportation, stimulate growth of urban centers, and provide an alternative for shorter, local trips.

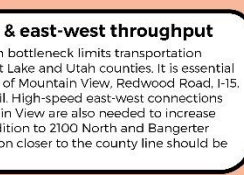


**8 Connected street network**  
Street networks efficiently move people and goods. Connected arterials, collectors, and local streets provide multiple alternative travel routes and enhance walking and biking. Additional crossings of the Jordan River and I-15 will be necessary.

**9 World-class public transit**  
Public transportation moves people, addresses air quality, fosters high-quality urban centers, improves affordability, and attracts "innovation economy" employers and employees. As connected, shared, and autonomous vehicles revolutionize travel, FrontRunner will increasingly serve as a backbone for long-distance trips. Light rail and/or "micro-transit" options will improve local mobility.



**10 North-south & east-west throughput**  
The Point of the Mountain bottleneck limits transportation connections between Salt Lake and Utah counties. It is essential to maximize the capacity of Mountain View, Redwood Road, I-15, FrontRunner, and light rail. High-speed east-west connections between I-15 and Mountain View are also needed to increase east-west capacity. In addition to 2100 North and Bangarter Highway, a new connection closer to the county line should be explored.



## PRISON SITE

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



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





# VISION FOR THE POINT OF THE MOUNTAIN DRAPER PRISON SITE PLACEMAKING EXAMPLE



## JOBS



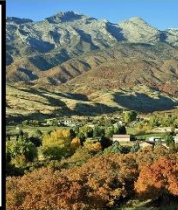
### 1 Highly-trained workforce

A strong presence for education, including higher education, trains Utahns for the innovation jobs of the future. Industry, school districts, higher education, and others collaborate to maximize impact. Companies have access to student labor, while students can experience hands on learning in research and industry.

## ENVIRONMENT

### 2 Improved air quality & reduced resource use

The place becomes a demonstration site for sustainability. Energy efficiency, on-site energy generation and storage, and low-emission appliances improve air quality, along with electric vehicle charging infrastructure and preferred parking. Public transportation, proximity of housing to jobs and amenities, and walkable design reduce driving. Water-wise landscaping means less water is needed.



### 3 Connected trails, parks, and open space

Located near two major mountain ranges, key open space and trail systems, and the Jordan River Parkway, the site is an ideal meeting point for diverse types of recreation. A network of parks, trails, and open spaces provides quality of life and allows travel by foot or bicycle. A portion of the existing prison is preserved to provide historic context and authenticity.

## COMMUNITY DESIGN

### 4 Vibrant urban centers

A vibrant urban area includes jobs, shopping, housing, and amenities in a walkable setting close to public transportation. People can travel conveniently with or without a car and enjoy a vibrant environment for living, working, or playing. The prison site offers a diverse range of housing types, transportation opportunities, and amenities without significant disruption of nearby single-family neighborhoods.

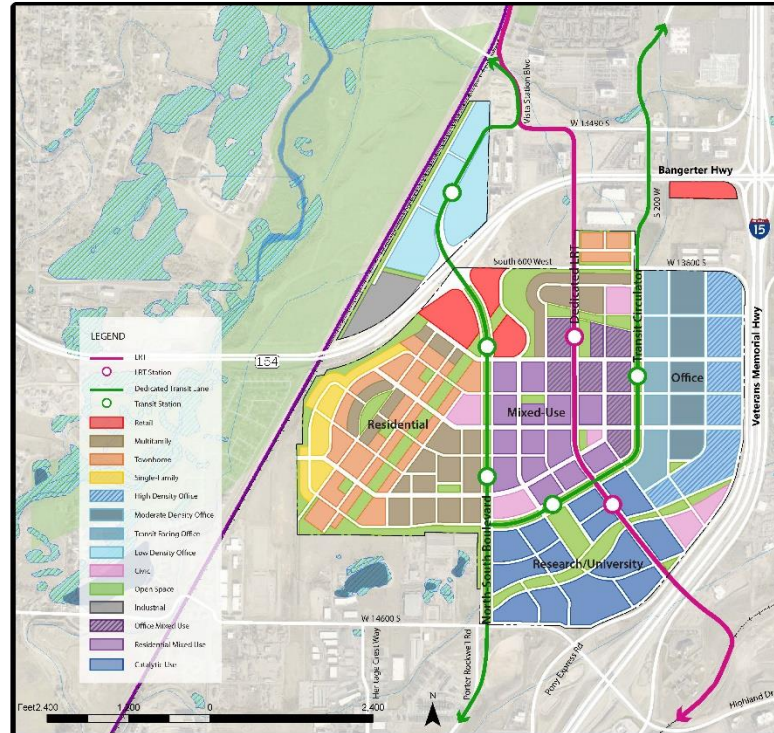


### 5 Jobs close to where people live

Jobs and housing are close together on the site, and housing in surrounding communities is also proximate and well-connected through roads and public transportation, including existing automobile and FrontRunner corridors and planned TRAX lines.

### 6 Variety of community and housing types

A number of housing options are available at the prison site, including urban-style apartments, townhomes in a less intense setting, and single-family neighborhoods. Public transportation and roads provide access from a variety of places. This diversity of housing means people of a variety of backgrounds and incomes can live in places they desire.



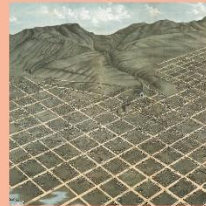
### 7 New north-south boulevard

A new boulevard links the Bangarter Highway 600 West interchange to Porter Rockwell Boulevard and continues south to Lehi 2100 North. The road accommodates bicycles, pedestrians, and public transportation and carries local trips without using freeway capacity. This boulevard connects at the prison site, making the site a gateway for this "main street" connection between Utah and Salt Lake counties.



### 8 Connected street network

A dispersed street network promotes walking, biking, and public transportation and provides alternative travel routes. A new road across I-15 at 13800 South improves connectivity to the east, and the new north-south boulevard improves connectivity to the south. This plan for the Draper Prison Site prioritizes a well-connected street network that is easy to understand and navigate for residents, employees, and others who travel to and through the site.



### 9 World-class public transit

Light rail or similar mode connects the site to the TRAX Blue Line, the Draper FrontRunner station, and points north and south. A micro-transit shuttle circulates throughout the site and to the FrontRunner station to provide on-demand, convenient mobility. A vehicle in its own lane runs north and south along the new boulevard.



### 10 North-south and east-west throughput

The new north-south boulevard improves throughput by allowing local trips to avoid traveling on a freeway. Access to Bangarter Highway and to I-15 is also excellent.



### 11 Catalytic center at the prison site

Incentives and other mechanisms are utilized to locate one or more marquee employers on the site. The marquee employers attract other jobs, as well as employees. Sites are available for jobs in urban, mixed-use settings as well as in more campus-style settings. There are also opportunities for start-ups.



### 12 Research and university presence

A nationally-recognized research presence creates a "wow" factor that attracts employers and employees and contains open space that is appealing and important to residents. Research and technology transfer also boosts job growth, as does the skilled workforce that is trained there. This university presence is clearly visible and accessible from I-15.

## TRANSPORTATION

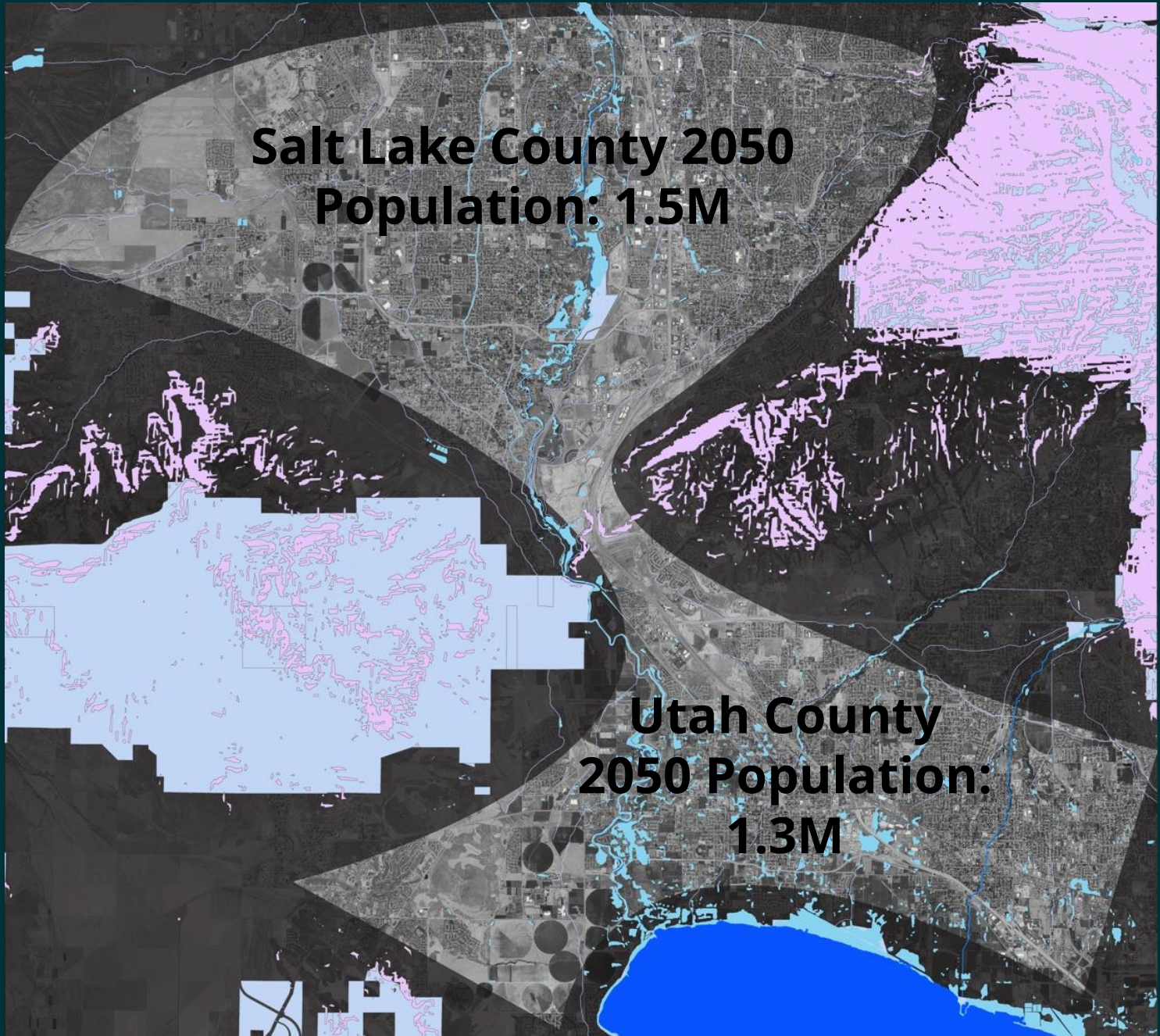
## PRISON SITE



# Short Term Outcomes

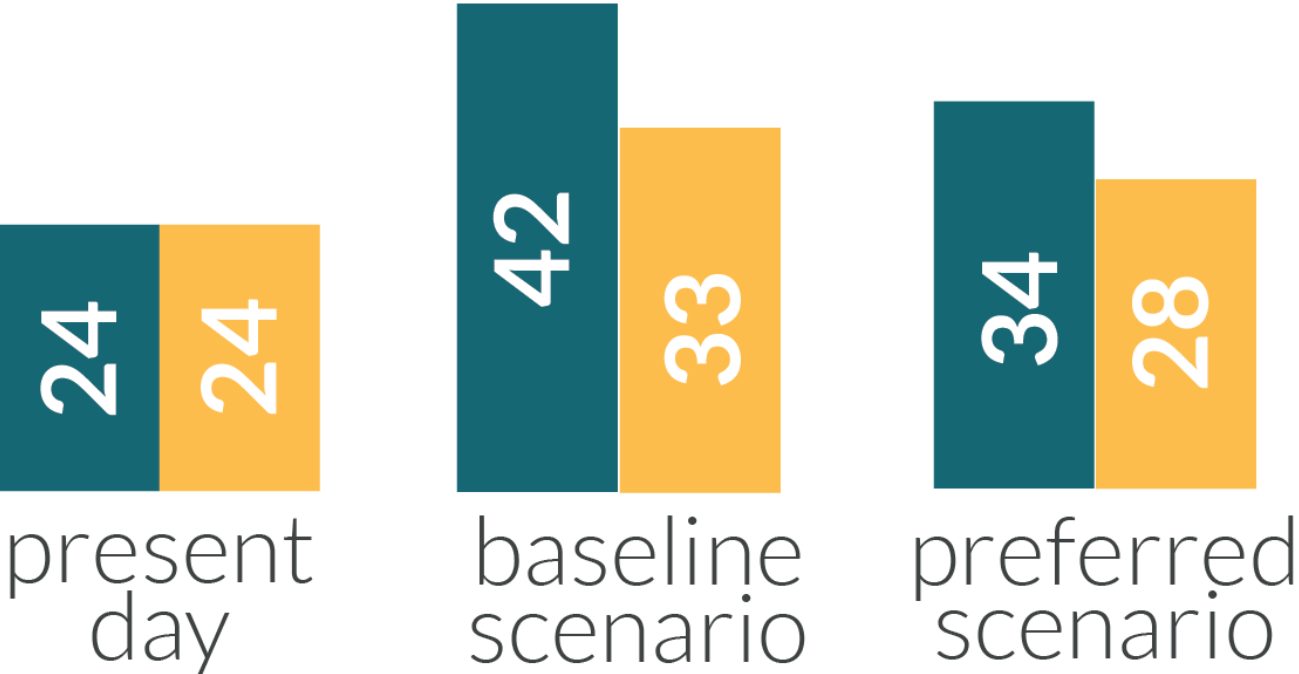
- Moving transportation projects up the RTP phasing
- Unanimous support for N/S Blvd
- Momentum for Environmental Analysis for TRAX Blue Line
- HB 372 created the “Point of the Mountain State Land Authority”
- Working with cities and landowners
  - Support for street grid
  - Support for mix of housing types

# The Bottleneck Between the State's Two Largest Counties is a State-Level Issue

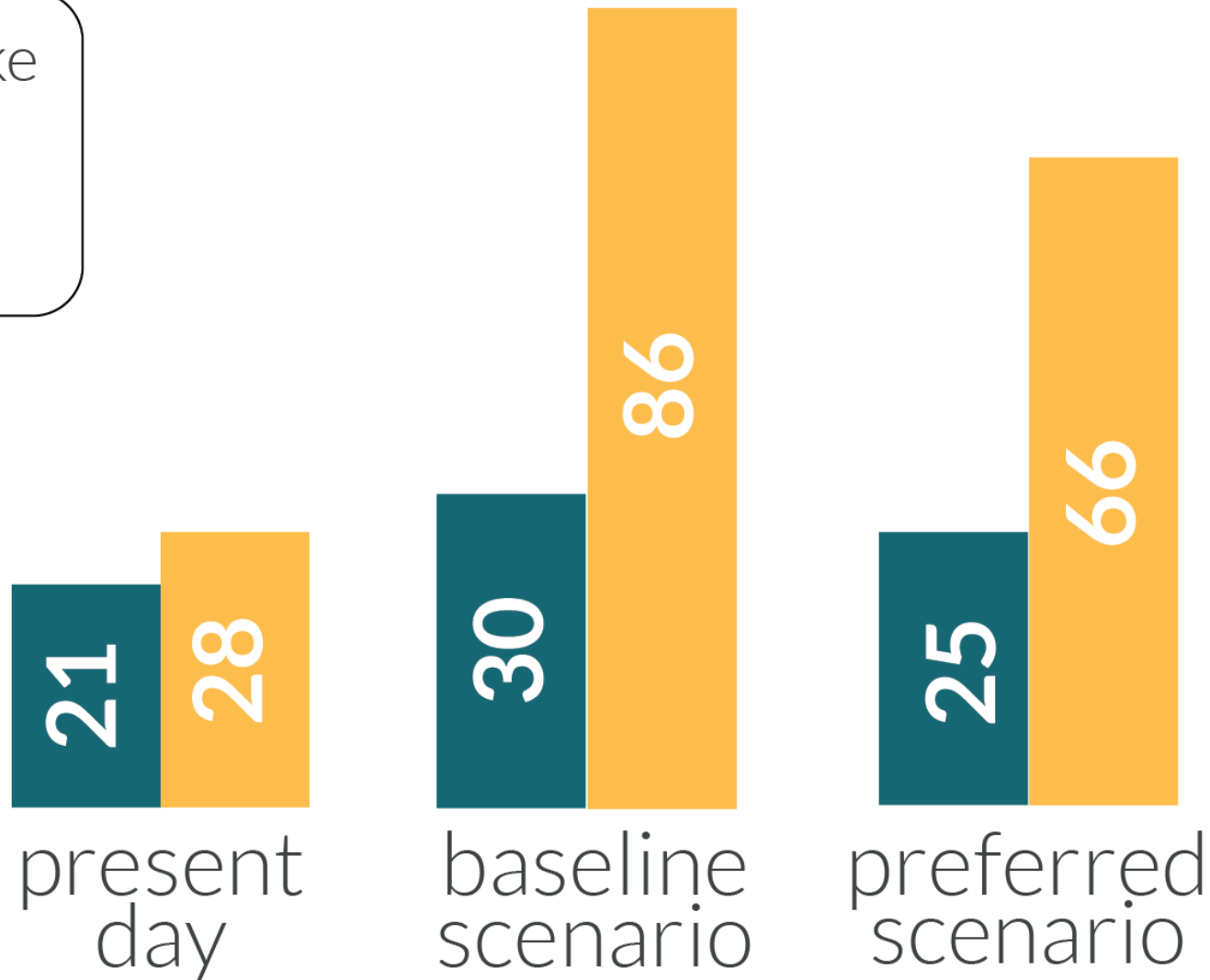




# Minutes from Draper Prison Site to Key Destinations During AM Peak Time



# Minutes from Draper Prison Site to Key Destinations During PM Peak Time





# Traditional Planning Approach

**Decide** – through analysis and research

**Educate** – the public about the solution

**Announce** – the plan

**Defend** – the plan and yourself



# Traditional Planning Approach

A desert landscape featuring large, layered red rock formations on the left and a dirt path leading towards the right. A large, green tree stands in the middle ground, with the sun shining through its branches, creating a lens flare effect. The sky is clear and blue.

**D  
E  
A  
D**





U.S. State Department  
U.S. Customs and Border Protection



**VALLEY  
VISIONING**





Phase 1:  
Listening

Phase 2:  
Scenarios

Phase 3:  
Vision

# Phase 1: Listening

- Stakeholder meetings
- Public workshops and listening sessions
- Online input





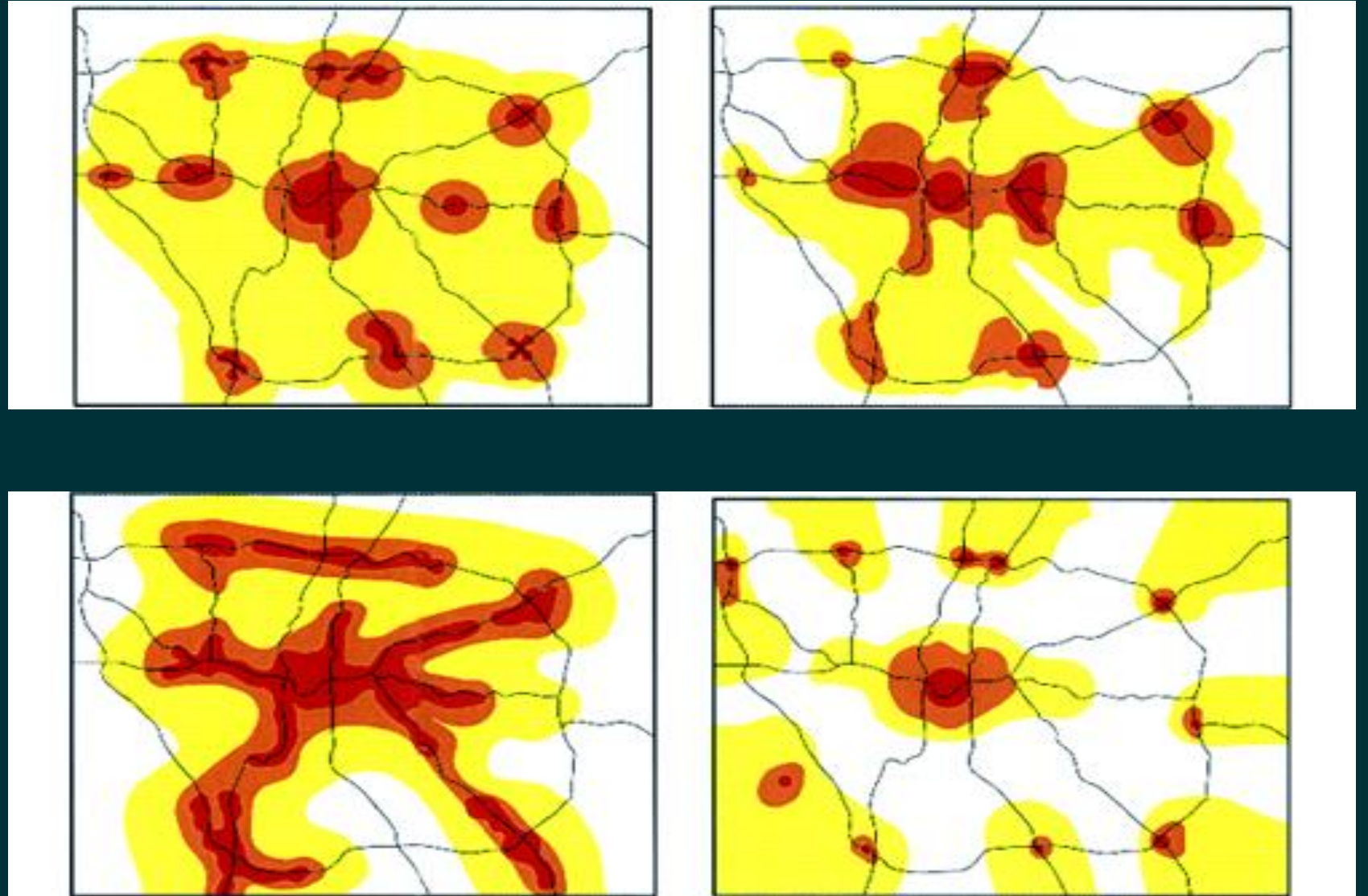
# Public Workshops

# Phase 1: Listening

- Goals:
  - Understand what's important to people and why
  - Gather everyone's ideas



# Phase 2: Scenarios





# Regional Choices and Outcomes

**Environment**

**Transportation**

**Land Use**

**Our  
Region's  
Future**

Energy Use

Job Creation

Air Quality

Land  
Consumption

Traffic

Water Use

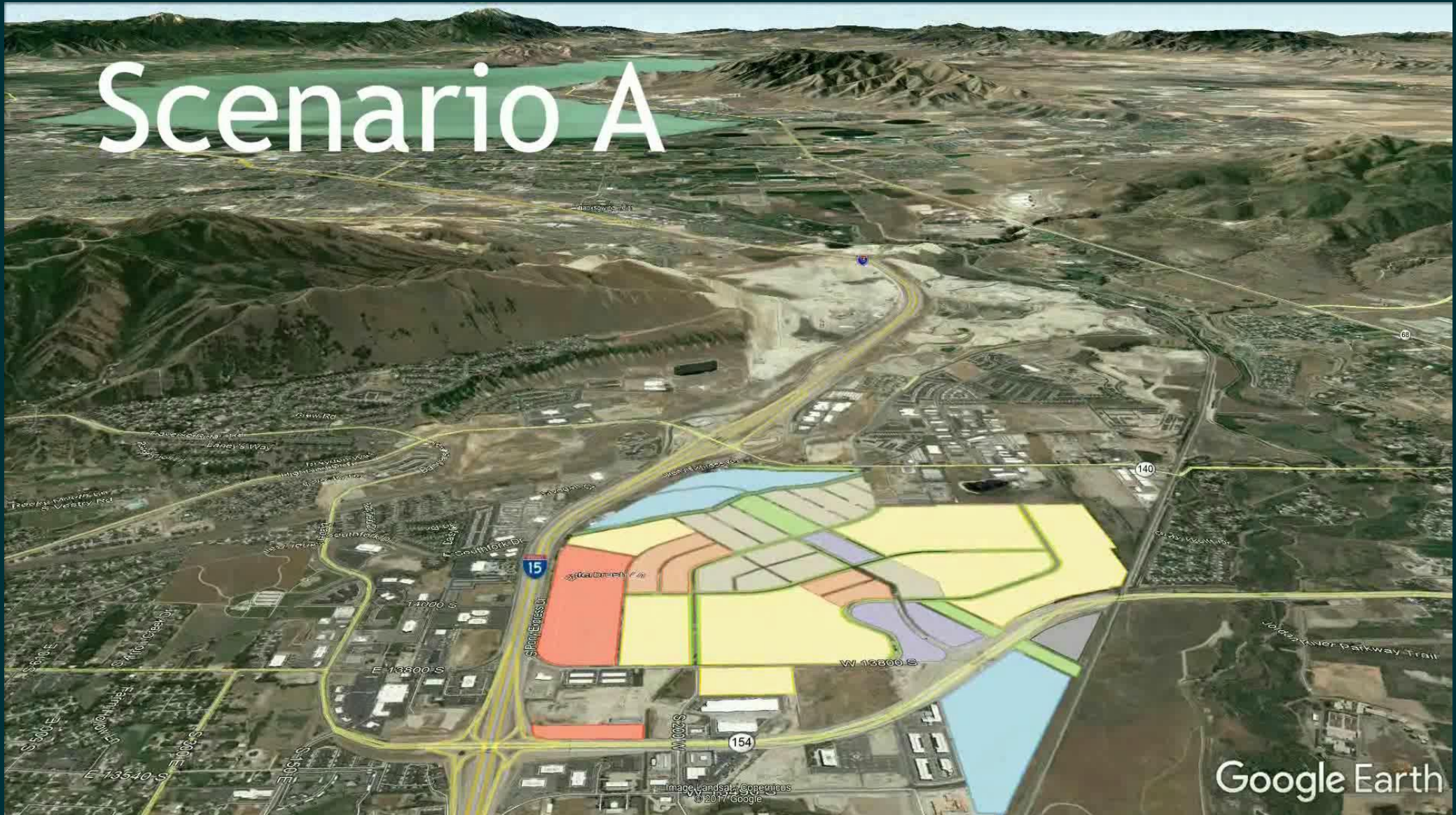
Miles of Driving

Housing  
Opportunities

Open Space



# Scenario A





# Point of the Mountain Scenario Metrics Summary:2050

	A	B	C	D	E	
New Jobs at the Point of the Mountain	218,500 	218,500 	286,000 	286,000 	286,000 	JOBS & ECONOMY
New Jobs across the Wasatch Front	950,000 	950,000 	1,100,000 	1,100,000 	1,100,000 	
Average Household Income	\$84,000 \$\$\$\$	\$84,000 \$\$\$\$	\$94,000 \$\$\$\$\$	\$94,000 \$\$\$\$\$	\$94,000 \$\$\$\$\$	
Amount of New Transit Projects	none					TRANSPORTATION
Amount of New Road Projects						
Transportation Infrastructure Costs	\$   \$ \$1.5 billion local   \$2.1 billion regional	\$\$   \$\$ \$2.6 billion local   \$3.2 billion regional	\$\$   \$\$\$ \$2.8 billion local   \$4.7 billion regional	\$\$   \$\$\$\$\$ \$3.6 billion local   \$7.6 billion regional	\$\$   \$\$\$\$\$ \$3.7 billion local   \$7.7 billion regional	
Travel Time from Prison Site to Salt Lake City	 42 minutes	 37 minutes	 38 minutes	 35 minutes	 34 minutes	
Travel Time from Prison Site to Provo	 86 minutes	 82 minutes	 72 minutes	 73 minutes	 66 minutes	
Household Monthly Transportation Costs <small>(present day average is \$949)</small>	\$846 	\$804 	\$783 	\$755 	\$755 	
Percent of Households within 1/2 mile of Transit	22%	35%	40%	68%	68%	





# Point of the Mountain Scenario Metrics Summary: 2050

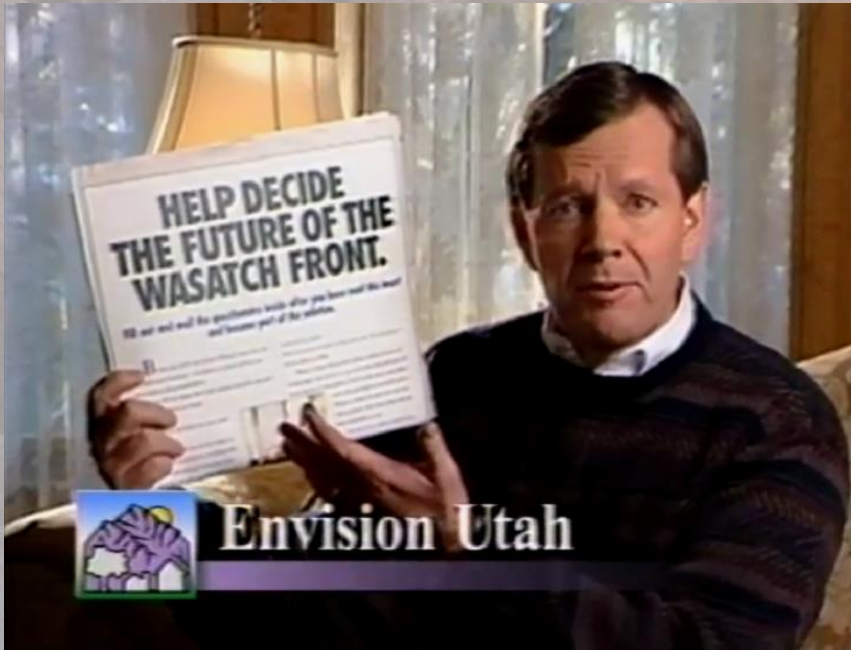
	A	B	C	D	E	
Percentage of Homes That Are Within 1/2 Mile of a Center	11%	33%	12%	64%	64%	COMMUNITY DESIGN
Percentage of Homes That Are Single-Family Houses	65%	58%	61%	55%	55%	
Housing Affordability (Average Housing Cost)	\$ \$ \$ \$ \$ 3.7 times the average annual income	\$ \$ \$ \$ \$ 3.7 times the average annual income	\$ \$ \$ \$ \$ 3.3 times the average annual income	\$ \$ \$ 3.1 times the average annual income	\$ \$ \$ 3.1 times the average annual income	
Emissions from Vehicles	50 tons per day 1% electric vehicles	45 tons per day 10% electric vehicles	46 tons per day 10% electric vehicles	35 tons per day 30% electric vehicles	40 tons per day 20% electric vehicles	
Prison Site Redevelopment	17,500 jobs 	22,000 jobs 	29,500 jobs + research presence 	37,000 jobs + research presence 	37,000 jobs + research presence 	OTHER TOPICS
Water Use for Outdoor Irrigation (currently we use 91 gallons daily per person)	74 gallons daily per person 	62 gallons daily per person 	74 gallons daily per person 	62 gallons daily per person 	62 gallons daily per person 	
Miles of Trails in the Area	280 miles 	380 miles 	280 miles 	380 miles 	380 miles 	
Entertainment & Amenities	no/few vibrant urban areas 	some vibrant urban areas 	major regional venue 	some vibrant urban areas 	some vibrant urban areas 	
State Sales & Income Tax Revenue	\$12.0 billion 	\$13.4 billion 	\$15.8 billion 	\$19.7 billion 	\$19.7 billion 	

## Phase 3: Vision

- Which elements of the scenarios resonate with the stakeholders and public?
- What are the publicly-supported strategies that will effectuate the vision?



# Quality Growth Strategy (1997)



20,000 Respondents

# Your Utah, Your Future (2015)



50,000 Respondents

The *Your Utah, Your Future* survey garnered more public participation than any such project ever has.



Envision Utah Quality Growth Strategy  
(Wasatch Front and Back—1998)



Show Your Love, San Diego



Heartland 2050  
(Omaha, NE)



PLANiTULSA  
(Tulsa, OK)



(Atlanta, GA)



Louisiana Speaks  
(Southern Louisiana after Katrina)

The original *Envision Utah* 1999 survey held the record for many years with 20,000 public responses.





# VISIONS ON 11 TOPICS





# VISION FOR 2050

SAFE, SECURE,  
RESILIENT

NEIGHBORLY,  
FAIR, CARING

PROSPEROUS

HEALTHY,  
BEAUTIFUL, CLEAN



# HOW DO WE ACHIEVE THIS FUTURE?

## CORNERSTONE 1

A NETWORK OF  
QUALITY COMMUNITIES

## CORNERSTONE 2

HOMES, BUILDINGS,  
LANDSCAPING, & CARS  
OF THE FUTURE

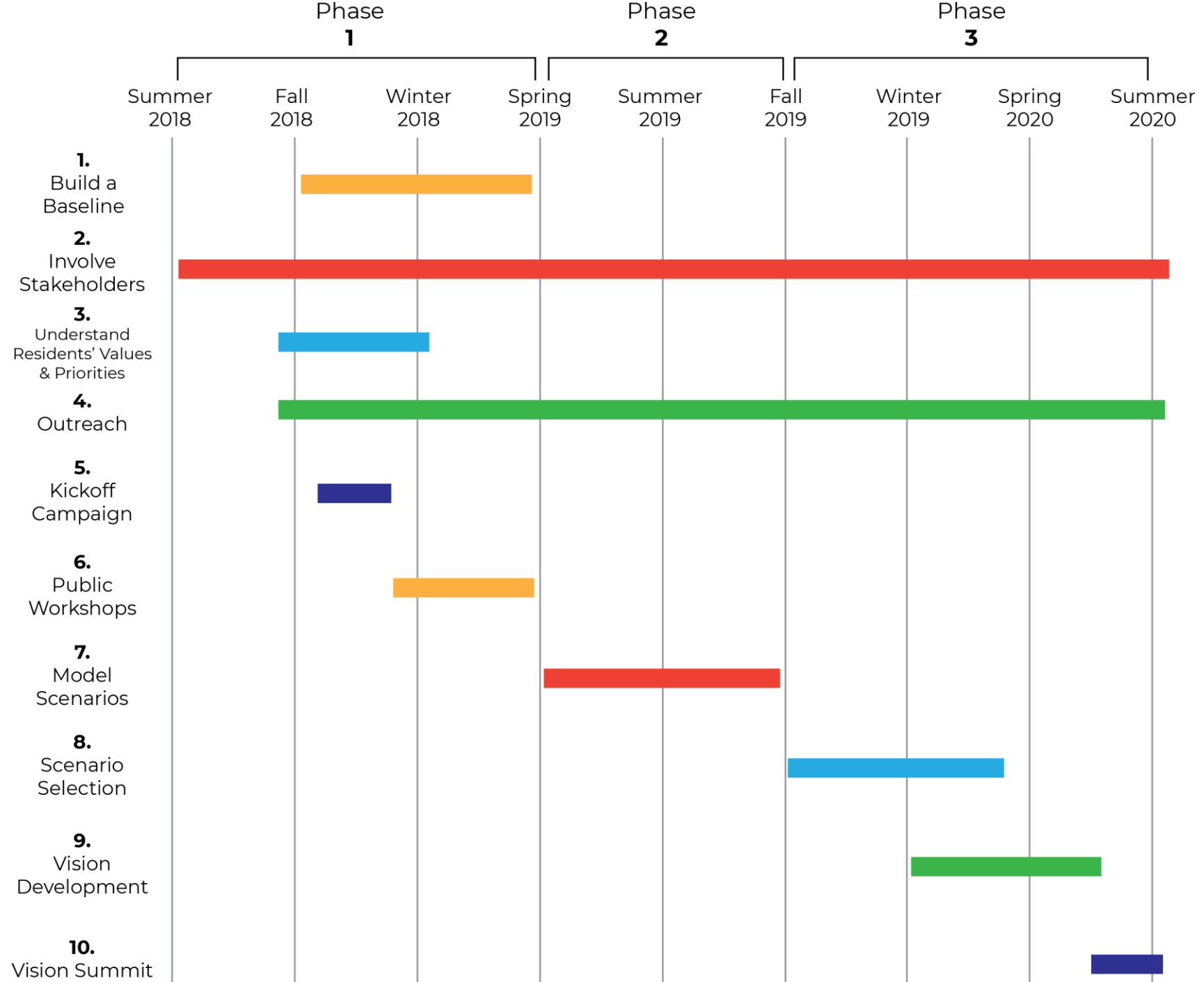
## CORNERSTONE 3

A THRIVING  
RURAL UTAH

## CORNERSTONE 4

PEOPLE PREPARED FOR  
THE FUTURE





# Next Steps

- Public kickoff
- Website
- Workshops and listening sessions



This is a Chance to Invest in the  
Future of Utah County

# Framing the Issues

What issues are you most concerned with?

IF \_\_\_\_\_, THEN \_\_\_\_\_.

IF NOT \_\_\_\_\_, THEN \_\_\_\_\_.



A scenic landscape at sunset or sunrise. In the background, a range of blue mountains is silhouetted against a sky with soft orange and pink clouds. The middle ground features several bare trees and a small building. In the foreground, a calm body of water reflects the sky and the surrounding elements. The word "DISCUSSION" is overlaid in large, white, sans-serif capital letters across the center of the image.

# DISCUSSION



# Looking into the future:

What issues are you most concerned with  
for the future of Utah County?

On what issues should our efforts be  
focused between now and 2050?





**VALLEY  
VISIONING**