

**Comments Received During the June 27, 2013
Presentation of the Draft Growth Scenarios
To Representatives From Salt Lake City, South Salt Lake
City, West Valley City and Salt Lake County**

Comment	WFRC Response
Housing Choices are trending to smaller units.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
Current zoning and existing master plans would not indicate Scenario 3.	As above
The housing mix in Scenario 4 is probably unrealistic.	As above
Scenario 4 will help reduce the cost of infrastructure maintenance.	As above
The big question is the economic viability of some the major development projects.	Market forces will dictate the success of such projects.
The majority of Salt Lake City development projects will be infill and redevelopment.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
The most important issue in West Valley City is revitalization of existing neighborhoods.	As above.
How to stimulate redevelopment for an entire neighborhood is the question for West Valley City.	Judicious use of the RDA statute along with the implementation of the Wasatch Choice 2040 Vision will help stimulate the urban renewal desired.
Greenfield development is much easier.	WFRC recognizes that greenfield development is more economically attractive and will probably result in the further construction of traditional single family homes until buildout. The TOD type construction called for in the 2040 Vision will mostly happen in infill sites, many of which are vacant and ready for development. Thus, there is room for both types of development within the Vision.
Infill along 5600 West and 3500 South is more likely before neighborhood renewal.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
Don't forget that most people will still be driving.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.

Comment	WFRC Response
We need to provide reasonable options, e.g., transit and bicycles as well as automobiles.	As above.
“If it takes twice as long to get there on transit (compared to a car) then I won’t take it.”	As above
“VMT on Foothill Drive has been flat. Has that been factored into the model?”	VMT will be taken into account as the model is validated.
“We are definitely moving toward Scenario 3.”	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
Scenario 3 is desirable because it disperses traffic.	As above.
Scenario 4 preserves open space.	As above.
Trip length reduction in Scenario 4 will be key.	WFRC concurs
It is unrealistic to have more development around research park given the transportation problems there already.	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
High vertical construction will probably end about 900 East	As above
Challenges exist for a 200 South street car.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
Salt Lake City is interested in a branded bus.	As above
Salt Lake City is working on a transit master plan.	WFRC will await the SLC master plan as it begins work on the transit portion of the draft update to the 2040 RTP.
We need to do a better job of integrating transit into our overall transportation plan.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
We need to build infrastructure now that will accommodate future growth rather than trying to address a crisis when the crunch hits.	The effort to be ahead of or be equal with the demand curve is the basis of the RTP. Unfortunately, available funding resources often delay needed infrastructure projects.
Maintaining what we have is the big challenge.	The RTP’s financial plan has a specific funding column for maintenance. Unfortunately, actual funding is often inadequate due to a lack of resources.
Truck travel time / freight movement is a big issue.	Within the RTP there is a complete chapter on freight movement. Implementation of the Plan will be key in addressing this issue.

Comment	WFRC Response
West Valley City is concerned about freight access to SR-201 between 7200 West and 4800 West	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
The urban center shown in Scenario 2 between 5400 South and 6200 South streets west of the Mountain View Corridor is not likely to happen.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
There needs to be slip ramps on and off SR-201 at 4800 West onto the frontage roads there.	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
“Research Park (structures) should retain low building profiles.”	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
The urban center in Scenario 1 at approximately 300 East and 2700 South should be less intense.	As above
The town center in Scenario 1 on the south-west quadrant of the I-15 interchange at 3300 South street should be more intense.	As above
The development shown in the south west quadrant of the interchange at Mountain View and SR-201 should be listed as ‘light industrial.’	As above
The section immediately south of the ‘new activity center’ at approximately 7200 West and 2700 South should be shown as ‘residential’.	As above
The development shown on Scenario 3 west and north of the International Center is unlikely due to high infrastructure costs.	As above
Industrial style growth is likely on the east side of 5600 W. at approximately 1200 S. due to clean-up costs making the area unsuitable for residential development.	As above
On the Scenario 3 map the development east of State Street between North Temple and 200 South should be upgraded.	As above
The BRT line shown on Scenario 3 along 200 South east of 700 East should be listed as a ‘non-exclusive lane’ facility.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
100 South and 300 South streets should not be considered for a BRT line.	As above
On the Scenario 3 map there should be town center level growth along the new Sugar House street car line east of 300 East street.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.

Comment	WFRC Response
The urban center shown on the Scenario 3 map surrounding the 4500 South TRAX station should stay as is.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
More commercial development should be shown on the Scenario 3 map between I-15 and the TRAX line and between 1300 South and 2100 South streets.	As above
SR-111 should be shown as bypassing Magna to the west. This will also change development patterns on the east side of the new road.	As above
On the Scenario 3 map a town center should be shown at approximately 3800 South and 700 West	As above
The metro center shown on the Scenario 4 map around the Decker Lake TRAX stop is too intense.	As above
On the Scenario 4 map there should be more intense commercial and mixed use development shown along 5600 West between SR-201 and 2700 South street.	As above
--Comment below added in response to a letter received from South Salt Lake City Engineer Dennis Pay dated August 5, 2013--	
South Salt Lake City requests a project to upgrade the interchange at I-80 and State Street. It is experiencing significant congestion on most business days.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
--Comments below were added in response to a letter received from the Salt Lake City Transportation Director, Robin Hutcheson, dated August 14, 2013--	
"Salt Lake city prefers growth scenario #4..."	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
Relative to the Northwest Quadrant, "Salt Lake City is still clarifying the desired vision for this area. The zoning reflected should be revisited prior to the development of the Long Range Plan."	As above

Comment	WFRC Response
<p>Relative to Research Park, “The zoning reflected may not be consistent with the allowable densities in this area. In addition, we would ask that the transportation proposals in the Long Range Plan be reviewed for consistency with the densities shown in this area, as the current transportation system is stretched to accommodate peak trips.”</p>	<p>WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.</p>
<p>“...While we support improving transit on the corridors noted, specifically 200 South and Foothill Drive, we do not support applying BRT in all cases without further study.”</p>	<p>As above</p>
<p>“We encourage you to identify corridors of higher capacity transit without identifying mode in order to involve more fully local communities in mode choice. Given the active work to study a streetcar connection between the downtown area and the University of Utah, and its inclusion in the previous Long Range Plan, we would request that this alignment be changed to streetcar if mode is to be included.”</p>	<p>WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.</p>
<p>Salt Lake City is involved in several ongoing studies that may influence the development of the Long Range Plan. Those studies include:</p> <ul style="list-style-type: none"> • A Bicycle and Pedestrian Master Plan Update • A Downtown Streetcar Analysis • Sugar House Streetcar Phase 2 • Salt Lake City Transit Master Plan 	<p>WFRC will work closely with Salt Lake City staff members on these studies so that the findings are considered as they become available.</p>