

**Comments Received During the June 20, 2013
Presentation of the Draft Growth Scenarios to
Representatives from Bountiful, West Bountiful, Woods
Cross, and North Salt Lake, and Centerville Cities**

Comment	WFRC Response
Planning and private investment is occurring more in centers so Scenario 3 is more likely.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
We have created a new development model in the last 10 years.	As above
We need to fund growth in the most economical manner which will mean more density	As above
Attitudes toward density are still pretty negative in the suburbs	As above
Change will take a while and come under duress, economically speaking	As above
It will be difficult to get more density without transit.	As above
Bountiful is 90% built out so they are starting to go up.	As above
West Bountiful has already decided that they want large lot development	As above
East / West travel is an issue.	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
There needs to be an overpass across I-15 and the railroad.	As above
An off hour DMU on the FrontRunner line would be helpful.	As above
Access to the Legacy Parkway from Center Street in North Salt Lake is needed	As above
The interchange at I-215 and Redwood Road needs to be upgraded	As above
There needs to be a pedestrian overpass over I-15 in Centerville	As above
There needs to be a bicycle lane along 500 South from Main Street in Bountiful to the FrontRunner stop in Woods Cross	As above
The aging members of the population are moving out of their single family homes	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 millennials are not choosing single family homes.	As above

Comment	WFRC Response
The attitude toward high density housing has changed dramatically over the last 20 years.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
Density must be near transit	As above
Most development along FrontRunner is redevelopment.	As above
Density will happen in the urban areas because that is the only thing that can go there.	As above
Residential units at Farmington Station are selling well because of the location.	As above
There is more public support for condos because they are owned.	As above
There is a sense among the members of the public that apartment dwellers are transient which leads to less support for apartment construction.	As above
People are afraid of crime in high density developments.	As above
We need bridges over the railroad tracks.	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
Upgrade the Parrish Lane Interchange and add on and off ramps at Eagle Ridge Drive.	As above
We need more ways to cross I-15 in Bountiful.	As above
There needs to be a railroad overpass on 1100 North in North Salt Lake City.	As above
The village center shown in Scenario 2 on the north side of 500 South street west of I-15 will not happen because it will be used for refinery expansion.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
Add Sheep Road to the road network on the maps.	As above
The area west of Redwood Road and North of I-215 in North Salt Lake should be shown as a metro center.	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 shown in Scenario 2 on the east side of the Legacy Parkway and north of Center Street in North Salt Lake is too dense. It could be a village center.	As above
The metro center shown on Redwood Road in North Salt Lake is "not viable."	As above

Comment	WFRC Response
The area around the I-15 / 2600 South Interchange should be shown as an urban center.	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 metro center shown in eastern Bountiful is way too intense.	As above
The urban center shown in eastern bountiful is the hospital and is unlikely to be redeveloped.	As above
There could be a non-exclusive lane BRT on Main Street in Centerville.	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
There should be an urban center on U.S. 89 on the south side of North Salt Lake City.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
Centerville is probably closest to Scenario 2.	As above
There needs to be consideration of how to get employment and population centers together.	This is one of the critical elements of the Wasatch Choice for 2040 Vision. Implementation of this element will be key to its success.
There should be a town center at U.S. 89 and Center Street in North Salt Lake City.	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 land west of FrontRunner and north of Parrish Lane is zoned industrial and will not be suitable for the village center shown in Scenario 2.	As above
The portion of the Metro Center along the west side of the Legacy Parkway in North Salt Lake City in Scenario 3 should be deleted.	As above
There is support for a BRT along U.S. 89 through North Salt Lake City and Bountiful.	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
There needs to be a bus circulator through North Salt Lake and Woods Cross.	WFRC relies on UTA for local bus route decisions. A local circulator is typically not a regionally significant project requiring placement on the RTP.
The deviation of the BRT from U.S. 89 in North Salt Lake City is undesirable.	As above
There should be a town center on the western side of Redwood Road at approximately 1100 North in North Salt Lake City.	As above.

Comment	WFRC Response
There should be no metro centers in North Salt Lake City.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
Centerville City has a 200 acre business park planned on the west side of I-15 that is not showing on the scenario maps.	The maps will be adjusted accordingly.
There need to be overpasses or underpasses across I-15 and the railroad on ½ mile centers.	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
The area in North Salt Lake City between 1100 North and Center Street and between Redwood Road and I-15 should be shown as “industrial.”	The maps will be adjusted accordingly.
The area west of Redwood Road, east of the Legacy Parkway, north of I-215 and south of 1100 North should be shown as an town / urban center.	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 improvement to 2600 South in Woods Cross is shown as erroneously as new construction rather than as widening.	The maps will be adjusted accordingly.
The metro center in Woods Cross on the east side of Redwood Road is the existing Sky Park Airport.	As above
The area of the village center shown in West Bountiful on the north side of 500 South is slated for refinery expansion instead.	As above
There needs to be a connector road leading north from the planned Centerville business park on the west side of I-15.	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.