

Comments Received During the June 12, 2013 Presentation of the Draft Growth Scenarios to Representatives from Sandy and Draper Cities

Comment	WFRC Response
There has been a paradigm shift in thinking within the Sandy City planning community over the past few years toward 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.
The current Sandy City master plan is closer to scenario 4.	As above
"We are going to go more up."	As above
Residents are looking for more opportunities for non-motorized access to TRAX to avoid automobile use.	The current RTP calls for a 'complete streets' program on all highway improvements which accommodates bicyclists.
Sandy's goal: Get more people out of their cars.	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 is a lack of available land for development in the manner proscribed by the Wasatch Choice for 2040 Vision	WFRC understands that there will be areas in which re-development may not be possible. Nevertheless, what can be done consistent with the 2040 Vision should be done.
"How can we help communities shift their thinking?"	WFRC will continue to champion the full implementation of the Wasatch Choice for 2040 Vision.
How to move people within the city is becoming an issue.	WFRC will continue to work with the cities on their respective transportation plans to enhance local mobility.
"How do we move people up and down the canyon (Little Cottonwood)?"	WFRC is a participant in the Mountain Transportation Study and will actively assist in the implementation of its recommendations when they are made.
The biggest transportation issue is the lack of funding for maintenance and capacity expansion.	Subject to the approval of the Council, WFRC will continue to advocate for additional resources with the Legislature and the Congress.
The Draper trail system is heavily used. It is both a quality of life and transportation issue.	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 east / west trails are needed.	WFRC will continue to work with area cities and counties to identify and fund additional trail development opportunities.

Comment	WFRC Response
The I-15 Interchange at 9000 South will fail in the coming years.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
Draper is probably a mix of scenarios 3 and 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.
There are still a fair number of people looking for single family homes.	As above
There is considerable density planned for the FrontRunner stop at 13200 South.	As above
Long term financial stability after buildout will be a challenge.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
The location of the higher density developments is key.	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 Mountain Transportation Corridor will lead to more intense land use, especially at 2000 East and 9400 South.	As above.
The need for a transit circulator system keeps coming up among the citizenry.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
On street parking is becoming a problem.	This is a localized problem that should be addressed by the city.
We need more parking, transit and biking	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
The number one request from citizens is for more trails.	WFRC will continue to work with area cities and counties to identify and fund additional trail development opportunities.
Sandy City is in the process of developing a form based zoning code for the downtown area.	WFRC is pleased that the tools developed using the HUD Grant for sustainable development are being used.
More development in centers such as in scenario 4 will help our economy locally and regionally.	Economic development is one of the Growth Principles upon which the Wasatch Choice for 2040 Vision is based.
Highland Drive should be a state road.	The city should approach UDOT and the Legislature with the request. WFRC will assist where possible in this effort.
What if the Prison is moved?	Development in place of the Prison would need to be accommodated with a combination of interchange and transit improvements.

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Draper supports an LRT crossover (of I-15) if it helps.	Such an action would need to be indicated by a more in depth study such as an EIS.
The completion of Highland Drive is needed regardless of the density decided upon.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
The TRAX extension to south Draper is less of a priority in Scenario 4 due to lower density in that area.	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
Development should be shown as intensifying around the intersection of 9400 South and 2000 East.	As above.
“While (scenarios) three and four might be preferred, (scenarios) one and two are more realistic given the constraints of land aggregation and development dollars. Cities allow development as it comes, and the common trend is smaller parcels and dollars driving development.”	As above
The town center shown at the end of the Draper TRAX extension at 12800 South is likely, but without much in the way of housing.	As above
The bus system is helpful to density.	WFRC will take this comment into consideration as it develops the 2015-2040 RTP draft preferred scenario.
A completed Highland Drive would be a good location for a BRT	As above.
The metro center shown in Scenario 3 west of I-15 in Draper is too intense.	As above