

Tooele General Plan and Transportation Plan Update
STEERING COMMITTEE MEETING #3
November 12, 2015

General

The Mayor Marshall (Grantsville City) pointed out having the Steering Committee Meetings on Wednesday afternoons makes it a challenge for Grantsville staff members/civic leaders to attend because of City meetings on that day.

Transportation

The Preferred Alternative for the Transportation network was presented by Tim Sullivan of Interplan (Parametrix).

- Mayor Marshall has a concern with the road dumping into Durfee Street in Grantsville. He said that Durfee Street is too narrow of street to handle the extra traffic and recommended that a connection be made to the south along the north Depot property line.
- Additionally, the Mayor wondered why existing transit hubs weren't shown where SR-112 and SR-138 connect (at/near the Maverick).
- Will the transit hubs located along SR-36—in areas where lower density is preferred—still be viable?

Presentation of the Guiding Principles Activity results:

- ATV trails – Were they measured in the visual preference activity for the guiding principles?

Land Use

Review of planning area process and the 3 land use alternatives

Presentation of the Guiding Principles Activity results from the Public Workshop held on September 23, 2015:

- Rejection of standard urban development; Smaller-scale, less urban development is preferred
- Cluster development (open space and more traditional housing styles) is preferred
- Progressive (technology-related) and traditional employment/industry (cattle ranch/livestock)
- Open space favored and should be retained

Presentation of the Preferred Land Use Concept. Major ideas include:

- $\frac{1}{4}$ to $\frac{1}{2}$ -acre walkable, low-but-tight mixed-use centers
- The concept moves away from 5-acre lots/provides a variety of development densities

Housing

New housing is less affordable

Future demand for housing is 500+ per year. Density is typically focused in city centers. Although, new community centers could be located elsewhere within the county (at the center of new communities).

Affordability in the new housing area can be achieved by providing smaller, single-family units

Q. How will the Preferred Alternatives get implemented?

More guidance regarding implementation will come with next stage (the fleshing out of the Draft Plan document).

The Committee felt like the Draft Plan should:

- Give enough guidance but needs to be flexible enough to accommodate future market/possibilities
- Have lots of different housing types/options
- Put future growth density where density already exists
- Discuss the commercial base that is needed to support residential growth. There is a feeling that commercial growth is being overlooked.

Response 1: These issues most likely won't be addressed in this Update. The Economic element of the General Plan is not being updated at this time.

Response 2: The Unincorporated County has limited space/opportunities for economic opportunities. However, a County Economic Committee will take the information from this Update and work with cities within the County to make a comprehensive plan/strategy for the area

Response 3: Transportation element enables/provides connections for economic development. When businesses are looking for places to locate they look at housing and transportation in the area to see if they want to develop in the area.

Other comments/concerns expressed:

- Regarding a second road around the point of the mountain: What will it do to Lake Point?
- Density in the Erda area. Likes Erda Way staying small and rural.

- The spine for transit and the trails network was well-liked.
- How do we finance transportation? (First step is to get it on a plan—put it into people's minds. Helps with corridor preservation and requiring developers to put in trails as they develop.)
- Make the trails component more robust.