

PLANNING COMMISSION STAFF REPORT

Transvalley Corridor Trail Connection/UNEV Pipeline Project,

Conditional Use, Petition # PLNPCM2009-00035

Address of Subject Property: 705 N. Wright Brothers Drive including Parcel 1070 N. 5200 W

April 8, 2009



Planning and Zoning Division
Department of Community and
Economic Development

Applicant: UNEV Pipeline, LLC

Staff: Nole Walkingshaw,
Phone: 801-535-7128, email:
nole.walkingshaw@slcgov.com

Tax ID: 07-25-200-008, 07-25-200-009

Current Zone: Base Zoning:
M-1 Light Manufacturing,
Overlay Zoning: Lowland
Conservancy Overlay District

Master Plan Designation:
Salt Lake City Open Space Plan,
Salt Lake City Bicycle and
Pedestrian Master Plan, Wasatch
Front Regional Councils'
Wasatch Front Urban Area
Regional Transportation Plan
2007-2030

Council District: Council
District One, Represented by
Carlton Christensen

Lot Size:
352.47 Acres or 15,353,593
square feet

Current Use: Open Space,
Grazing Lease

Applicable Land Use Regulations:

- 21A.28.020 M-1, Light Manufacturing District
- 21A.34.050 LC, Lowlands Conservancy Overlay District
- 21A.54 Conditional Uses

Request

The Transvalley Corridor Trail Connection/UNEV Pipeline is a combination walking/biking trail and petroleum pipeline approximately 10 feet wide and 4,455 foot long. The Transvalley Corridor Trail Connection/UNEV Pipeline Project, located at 705 N Wright Brothers Drive, including parcel 1070 N 5200 West. The property is zoned M-1 Light Manufacturing, and portions of the property are within the Lowland Conservancy Overlay District. The current use of the property is as open space, and grazing.

Staff Recommendation

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, recommends the Planning Commission approve the request with the following conditions:

Based on the findings listed in the staff report, it is the Planning staff's opinion that the project adequately meets or will meet the applicable standards and therefore recommends the Planning Commission approve with the following conditions:

1. All permits are obtained as required and all departmental requirements are implemented.
2. The trail design and construction engineering will protect the environmental and hydrological conditions of the area. Documentation of the existing environment and hydrology will be submitted with the construction documents of the proposed trail way/pipeline corridor. The documents will demonstrate how any noted impacts will be mitigated.
3. A trailhead parking area will not be required at this time, however in the event of future commercial development on the subject property a trailhead parking will be considered as a part of that development. The defined need for parking will be assessed based upon a survey of the numbers of users for that trail head location.
4. Trail materials shall serve multiple users, and designed to accommodate emergency and maintenance vehicles. The applicant's trail designer will work with the Salt Lake City Trails Coordinator to develop an appropriate surface.

Notification

- Notice mailed on March 25, 2009
- Sign posted on March 27, 2009
- Agenda posted on the Planning Division and Utah Public Meeting Notice websites April 2, 2009

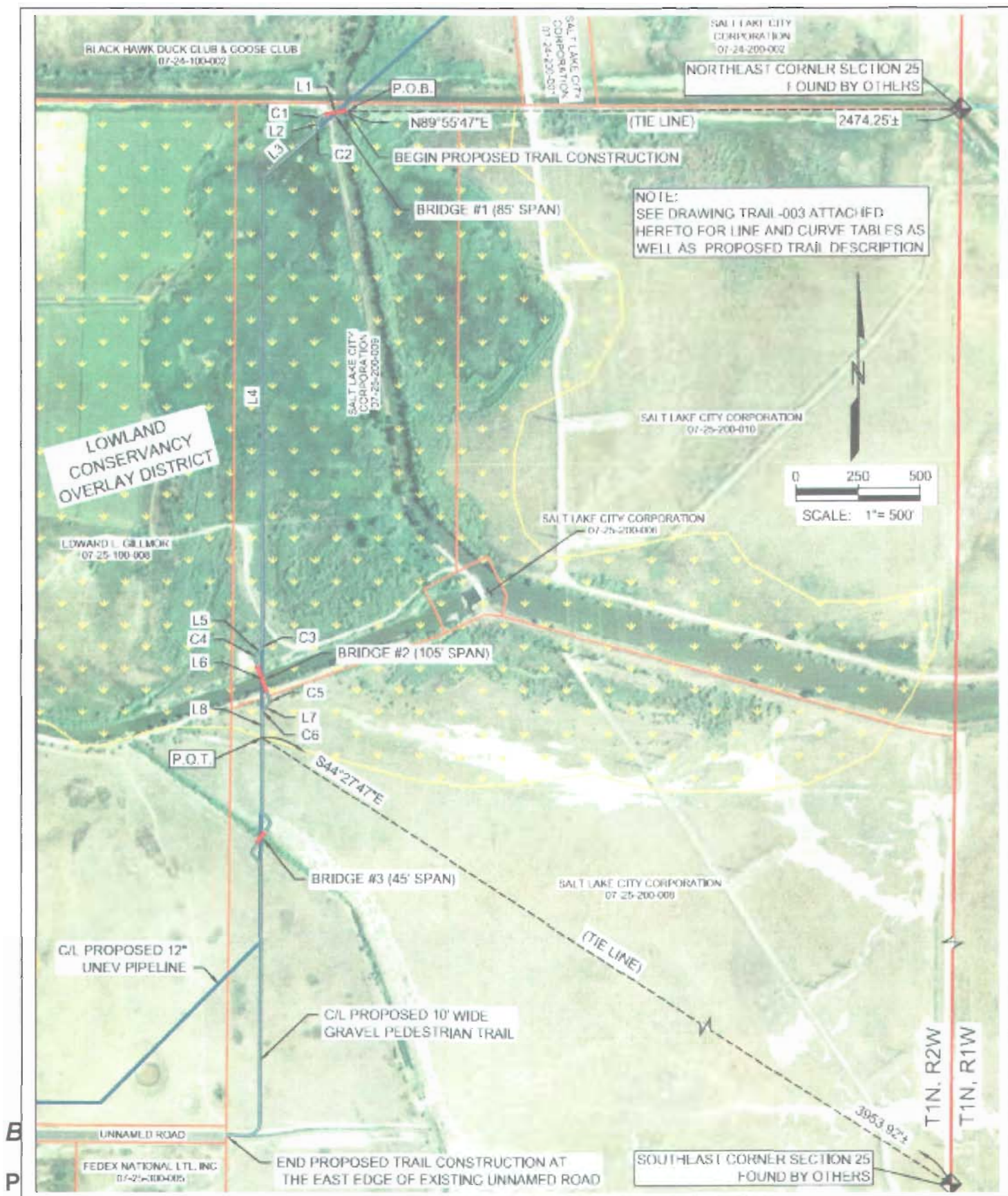
Attachments:

- A. Site Plan
- B. Master Plan Maps
- C. Citizen Input
- D. Departmental Comments
- E. Photographs
- F. Application
- G. Additional Information Supplied by Applicant

5. Amenities construction such as signage, information boards and kiosks take time to develop and need to be consistent with the overall trail plan. A fund/bond managed by Salt Lake City Public Services to develop these amenities and some basic maintenance will be established. A work group including the Salt Lake City Trails Coordinator, The Salt Lake City Open Space Coordinator, Airport Representative, and Parks Department Representatives will meet to establish a base scope of work and estimate. Construction of the amenities may be held until a unique message for this segment of the trail has been developed and to ensure consistency with the overall trail system.
6. Airport owned properties are typically fenced, secured, and patrolled by airport operations staff and police staff. Public access is typically prohibited inside these areas. The subject parcels have not been fenced because the parcels were recently acquired by the airport. Areas to the east side of the proposed trail will need to be secured with airport approved fencing to prohibit public access to secured airport property and to the airfield.
7. The trail corridor is fenced for airport security purposes. There is a fence along the west property line and a new fence will be constructed for Airport security purposes. This fenced corridor mitigates the need for seasonal trail closure due too conflicts with grazing, calving, lambing and hunting uses in the area.
8. Hunting or possession of a hunting firearm shall be prohibited within the trail corridor. Appropriate signs must be posted.
9. The Airport at its discretion may impose additional security measures to ensure compliance with TSA requirements.

The Staff recommendation to approve the conditional use request as opposed to processing an amendment to the text of the Lowlands Conservancy Overlay District based upon the implementation policies of the Salt Lake City Open Space Master Plan, Salt Lake City Bicycle and Pedestrian Master Plan and the Wasatch Front Regional Council's Wasatch Front Urban Area Regional Transportation Plan 2007-2030 each of which show this area to be developed as a trail corridor. An amendment to the Lowlands Conservancy Overlay District may open up other areas for development where master plan policies do not support such activity. Comments have been made that the connection between a trail corridor and a pipeline corridor is "tenuous". However, Staff would like to point out that there are several local trails which use pipeline/utility corridors for trail purposes, and transportation master plans often seek out pipeline/utility corridors as potential trail corridors for future development. Please refer to Conditional Use Standard 1.b. for a discussion on the standards for use interpretations.

VICINITY MAP



The Transvalley Corridor Trail Connection/UNEV Pipeline Project, located at 705 N Wright Brothers Drive, including parcel 1070 N 5200 W, is a common carrier petroleum pipeline from the refineries in North Salt Lake to Las Vegas, Nevada. The property under consideration for this petition is zoned M-1 light manufacturing, and portions of the property are located within the Lowland Conservancy Overlay District. The current use of the property is as open space and grazing leases. The proposed Transvalley Corridor Trail Connection/UNEV Pipeline is a combination walking/biking trail and petroleum pipeline approximately 10 feet wide, and 4,455 foot long (0.84 miles).

According to the Lowland Conservancy Overlay District zoning standards, petroleum transportation pipelines and new “public/private utility transmission wires, lines, pipes, and poles” are not allowed uses; however, roads and bridges may be allowed as a Conditional Use.

Salt Lake City has an adopted Open Space Plan that identifies future trail networks in the City. The Plan shows a future roadway/trail connection from 5600 West to the Surplus Canal, through the Lowland Conservancy Overlay District. Map 15-Bailey’s Lake is conceptual only and does not show the exact location of the future connector roadway/trail. Considering that the Open Space Plan shows a roadway/trail connection near the vicinity of the proposed pipeline and through the Lowland Conservancy Overlay District. The Salt Lake City Bicycle and Pedestrian Master Plan and the Wasatch Front Regional Council’s Wasatch Front Urban Area Regional Transportation Plan 2007-2030 also show this area to be developed as a trail corridor. The Community and Economic Development’s Interpretation Review Team has determined that the proposed pipeline may be reviewed by the Planning Commission as a Conditional Use if it were constructed as part of the roadway/trail. (See attached maps Attachment B titled Master Plan Maps)

Trail connection and future trails development:

Comments

Public Comments

On January 13, 2009 Planning Staff and the Applicant met with environmental groups and representatives from the Utah Waterfowl Association. The purpose of this meeting was to brief these groups on the proposal and gather input. Some of the concerns expressed included, fragmenting habitat, nesting and migration disturbances, expansion of Airport facilities, and the interpretation connecting the trail and pipeline. While no formal comments were received at this meeting the concerns expressed were generally in opposition to the trail development. At this meeting the opinions regarding the pipeline construction varied from opposition and indifference to recommending approval, with one person stating that “Pipelines are thought of as a temporary impact in wetlands”.

An Open House was held February 19, 2009 Planning Staff and the Applicant met with abutting property owners, representatives of various naturalist organizations, local duck clubs, and representatives from the Airport, and other City Divisions. Generally speaking the concerns expressed were in opposition to the trail development. The opinion of the pipeline development differed from opposition of to approval of or an indifference to the installation of the pipeline. Staff received several letters and comments from the public which have been attached (See Attachment C Citizen Input).

City Department Comments

The following is a summary of the comments received from pertinent City Departments/Divisions. The comments received from pertinent City Departments/Divisions are attached to this staff report in Attachment D Departmental Comments.

- Public Utilities permits required for each crossing of canals, permits required for bridges, subject to Public Utilities Department standards.
- Design engineering to protect environmental and hydrological conditions of the area. Documentation of the existing environments, documentation of construction of the proposed trail way with mitigation of hydrological impacts documented.
- Maintenance fund; upon approval of the trails form, materials, and amenities, the applicant will work with the appropriate City Departments to estimate a 5 year maintenance fund agreement.
- Transportation Division recommends the development of a trailhead parking area,
- Trail materials; material selection needs to serve two primary functions first; the trail needs to serve multiple of use types, including, walking jogging, and road bikes. Second the material selection needs to be porous to prevent water runoff and the trail bed system needs to mitigate any hydrological impacts. The trail surface should consist of a permeable hard surface, designed to accommodate emergency and maintenance vehicles.
- Fencing. Airport owned properties are typically fenced, secured, and patrolled by airport operations staff and police staff. Public access is typically prohibited inside these areas. The subject parcels have not been fenced because the parcels were recently acquired by the airport. Areas to the east side of the proposed trail will need to be secured with airport approved fencing to prohibit public access to secured airport property and to the airfield. The applicant needs to work with the Airport Authority to develop a fencing plan.

The Planning Division has not received comments from the applicable City Departments/Divisions that cannot reasonably be fulfilled or that warrant denial of the petition. The Staff recommended conditions of approval take into account these comments.

Project Review

- Interpretation Review Team, Meeting August 20, 2008 to discuss the use interpretation and determine if the project was considered a public or private utility. Following other internal discussions the Use Interpretation letter was issued on December 9, 2008
- Development Review Team (DRT) met on November 20, 2008 and March 4, 2009 to discuss permit requirements.
- Internal Project Review, Staff has meet with management on several occasions to discuss and review the development.
- Planning Commission Discussion: On March 11, 2009 Planning Staff and the Applicant briefed the Planning Commission. Staff requested input and discussion from the Planning Commission to provide direction for Staff Consideration..
- Revisions made by applicant: On March 17, 2009 Planning Staff met with the Applicant to discuss the issues raised during Planning Commission discussion. Staff requested additional information and maps for presentation to the Planning Commission. Staff review the comments received from the Planning Commission and City Departments/Divisions as they relate to the development of conditions of approval.

Analysis and Findings

Options

There are four potential options for the project;

1. Conditional Use option which is currently being pursued where by the trail and pipeline are developed at the same time. An approval of the first option permits the development of the trail and installation of the pipeline. This option makes way for the implementation of the associated master plan trail corridor objectives.
2. The applicant could pursue an amendment to the City Code requesting “public/private utility transmission wires, lines, pipes, and poles” to be listed as a permitted or conditional use within the Lowlands Conservancy Overlay District. The second option to amend the City Code requesting “public/private utility transmission wires, lines, pipes, and poles” are to be listed as a permitted or conditional use within the Lowlands Conservancy Overlay District, if approved would permit the installation of the pipeline without developing a trail. This option however is not site specific and would permit this activity throughout the Lowlands Conservancy District and has the potential of opening up areas within the district where development is not generally supported by master plan policies.
3. Change the route of the pipeline. The third option of an alternative route has been considered by the applicant, the Lowlands Conservancy Overlay District abuts Salt Lake City Airport property, where an existing utility corridor runs just outside of the district. The Airport future growth plans require the relocation of these utility structures, as such they are reluctant to permit an additional installation with the potential relocation being required within the next 50 years. The current route runs on the outside of this expansion area and will not be affected by future growth.
4. Table the matter for additional information. The fourth option of tabling the petition for further information would delay the hearing until the requested information can be developed and a new public hearing scheduled.

Findings

Section 21A.34.050.E Lowlands Conservancy Overlay District Conditional Use Standards: In additions to demonstrating conformance with the conditional use standards contained in Chapter 21A.54 of the Salt Lake City Code each applicant must demonstrate conformance with the following standards:

1. The development will not detrimentally affect or destroy natural features such as ponds, streams, wetlands, and forested areas, nor impair their natural functions, but will preserve and incorporate such features into the development's site;

Discussion: Statements from application;

The installation of the trail /pipeline will not detrimentally affect or destroy natural features within the Lowlands Conservancy District. Pipeline installation creates temporary impacts.

As part of the cleanup and restoration process, the right-of-way (ROW) would be regarded as close to original contours as practicable to conform to adjacent undisturbed ground, ensuring that the normal site drainage of runoff is restored to preconstruction conditions.

The segregated topsoil would be redistributed over the disturbed work area. Final Cleanup would occur as soon as possible after backfill. Final seedbed preparation and seeding would occur at the proper time

in accordance with final reclamation plans. Temporary erosion control measures would remain in place until final measures can be implemented.

Finding: The conditions of approval and federal development regulations should mitigate any detrimental affects. The proposed development upon its completion should highlight the natural features of the area.

2. The location of natural features and the site's topography has been considered in the designing and sitting of all physical improvements;

Discussion: Statements from application;

Not applicable to Transvalley Corridor Trail Connection/UNEV Pipeline Project which is a trail/underground utility.

Finding: The trail design will be such that the natural features and the sites topography will be complimentary to the development. The trail surface will rise and fall with the changes in topography.

3. Adequate assurances have been received that the clearing of the site topsoil, trees, and other natural features will not occur before the commencement of building operations; only those areas approved for the placement of physical improvements may be cleared;

Discussion: Statements from application;

Work will only take place within the approved 75-foot ROW and would be cleared just prior to trenching.

Finding: No work will be commenced on site until all approvals and permits have been obtained. There are no buildings on site bridge structures on site and the work area will be mitigated as a part of the clean-up and revegetation process.

4. The development will not reduce the natural retention storage capacity of any watercourse, nor increase the magnitude and volume of flooding at other locations; and that in addition, the development will not increase stream velocities;

Discussion: Statements from application;

The ROW would be regarded as close to original contours as practicable to conform to adjacent undisturbed ground, ensuring that the normal site drainage of runoff is restored to preconstruction conditions.

Finding: The trail/pipeline engineering and design shall take into account the areas hydrology, and be designed such that the natural retention is maintained; the trail/pipeline should not impact flooding from other areas, and will not impact stream velocities.

5. The soil and subsoil conditions are suitable for excavation and site preparation, and the drainage is designed to prevent erosion and environmentally deleterious surface runoff;

Discussion: Statements from application;

The Transvalley Corridor Trail Connection/UNEV Pipeline Project is a trail/underground utility that will restore the right-of-way to original grade to the extent practicable and restore the vegetation at

completion. Erosion and drainage control measures included in the Storm Water Pollution Prevention Plan (SWAPPP) would be used where necessary to control erosion and comply with the project's Utah Pollution Discharge Elimination System (UPDES) permit.

Finding: The project is going through a federal review and Environmental Impact Statement process. The Army Corps of Engineers along with the Federal Department of Transportation will review and permit the development based upon their review of the existing conditions. There may be some requirements for ground water management and protection during the construction period.

6. The proposed development activity will not endanger health and safety, including danger from the obstruction or diversion of flood flow;

Discussion: Statements from application;

Flow/hydrology would not be altered as a result of underground pipeline installation.

The operation of pipelines for the transportation of hazardous liquids is regulated by the DOT under 49 CFR 195, *Transportation of Hazardous Liquids by Pipeline*. This part of the CFR prescribes the safety standards and reporting requirements. The pipeline ROW would have regular patrols to inspect for problems, unusual activities, storm drainage, encroachments, leaks, or third party equipment or activities. Surface and aerial patrols would occur every other week or at least 26 times a year.

Finding: The proposed development should not endanger health and safety of abutting developments, including any potential for flood flow. Airport security measures which may be considered as an endangerment of "health and safety considerations" will be mitigated through the development of a fence. The Airport at its discretion may impose additional security measures along or with in the corridor if evidence or TSA requirements demand them.

7. The proposed development activity will not destroy valuable habitat for aquatic or other flora and fauna, adversely affect water quality or groundwater resources, increase storm water runoff velocity so that water levels from flooding increased, or adversely impact any other natural stream, floodplain, or wetland functions, and is otherwise consistent with the intent of this Title;

Discussion: Statements from application;

Clearing, grading, trenching, and soil stockpiling activities could temporarily alter overland flow and localized groundwater recharge patterns. Near-surface soil compaction caused by heavy construction equipment/vehicles could reduce the soil's ability to absorb water. The duration and magnitude of these effects should be temporary and minor.

Trenching could cause temporary fluctuations in the elevation of the water table where the water table is within 6 to 8 feet of the ground surface. Trench dewatering would only be required in areas with a high water table, and the duration of these operations should be short, typically several days or less. To further minimize impacts, discharge water from the trenches would be directed toward well-vegetated upland areas if present or properly constructed dewatering structures or filter bags, which would allow the water to infiltrate back into the soil and return to the underlying aquifer. Trench dewatering would be conducted in compliance with applicable permits. If these construction BMPs and mitigation measures are followed, impacts on groundwater associated with trench dewatering would not be significant.

Construction in any one area (on the order of several thousand linear feet) should be completed in a matter of days. In addition, implementation of the planned mitigation measures should reduce the majority of possible impacts on groundwater to less than significant levels.

Upon completion of construction in any one area, surface contours should be restored to ensure that the original overland flow and recharge patterns are reestablished. Implementation of these measures would reduce impacts on groundwater to levels that would not be significant.

Finding: This proposal crosses the Lowlands Conservancy Overlay District. Within this area there is wildlife habitat for aquatic flora and fauna, and a close relationship to the ground water and wetlands. The design of the project needs to take these issues into account and minimize any perceived impacts. The trail/pipeline design requirements are to have these issues documented and show how the impacts may be minimized.

8. The proposed water supply and sanitation systems are adequate to prevent disease, contamination and unsanitary conditions; and

Discussion: Statements from application;

Not applicable. No water supply or sanitation systems are associated with this project.

Finding: There is no development at this site which requires a water or sanitation system/

9. The availability of alternative locations not subject to flooding for the proposed use.

Discussion:

Finding: The applicant will supply a document show alternative routes with a determination statement as to why this is the primary option.

21A.54.080 B. Specific Standards: A conditional use permit shall be approved unless the evidence presented shows that one (1) or more of the standards set forth in this subsection cannot be met. The Planning Commission, or, in the case of administrative conditional uses, the Planning Director or the Director's designee, may request additional information as may be reasonably needed to determine whether the standards of this subsection can be met.

1. **Master Plan and Zoning Ordinance Compliance:** The proposed conditional use shall be:

- a. **Master Plan and Zoning Ordinance Compliance:** Consistent with any policy set forth in the City-Wide, Community, and Small Area Master plan and future land use map applicable to the site where the conditional use will be located, and

Discussion: Statements from application;

UNEV has worked closely with City's officials and representatives to develop a project that is consistent with and promotes the City's Open Space Plan. Specifically, the construction of the Trail in this area is designed to further the City's stated goal of enhancing open space amenities for all citizens reference (Page 1 of the City's Open Space Plan adopted on October 20, 1992).

- b. **Master Plan and Zoning Ordinance Compliance:** Allowed by the zone where the conditional use will be located or by another applicable provision of this title.

Discussion: Statements from application;

The Subject Property is part of the Conservancy District. Section 21A.34.050 of the Salt Lake City Zoning Ordinance indicates that conditional uses include pedestrian paths and trails. Moreover, as stated in the letter dated December 9, 2008, from Wayne Mills, Salt Lake City Senior Planner, the City's Planning Office has determined that the Pipeline could be approved as a conditional use if it is "part of a roadway or trail." As a result, the Project is allowed as a conditional use within the Conservancy District

Staff Discussion:

The proposed pipeline crosses the LC Lowland Conservancy Overlay District. A copy of the LC Lowland Conservancy Overlay District regulations is cited in the findings below for reference, followed by a discussion on the standards for use interpretations.

Finding:

The proposed conditional use is located within the area discussed in the Salt Lake City Open Space Master Plan and the proposed trail corridor is shown in the Salt Lake City Transportation Master Plan. This area is included in the Northwest Quadrant Master Plan Area, which is currently being developed, and has not been adopted at this time. (See Exhibit X Master Plan Maps for references)

Salt Lake City Open Space Master Plan:

- The Conceptual map title Map 15 "Bailey's Lake Corridor shows a trail through the project area.
- The specific language of the Open Space Master Plan "Baileys Lake Corridor" states, "Bailey's Lake Corridor is located in the lakeshore uplands environment which is mostly undeveloped. The corridor map shows carefully located paths to provide pedestrian access to the lakeshore upland transition area and the lake basin land form which contains the existing ecosystem and habitat.

The Salt Lake City Transportation Master Plan:

- The Salt Lake City Bicycle and Pedestrian Master Plan Map shows a trail connection from the Airport Trail (Currently Developed) to the Wright Brothers Drive (International Center). The connection would then utilize the proposed trail way and interconnect with the proposed UP&L Power line Corridor Trail. This trail would connect to the Legacy Trail located in Davis County.
- Action Plan, the Transportation Division will continue to refine and implement the Bikeways Master Plan.

The Wasatch Front Regional Council's Wasatch Front Urban Area Regional Transportation Plan 2007-2030:

- This map also shows a trail connection from the Airport Trail (Currently Developed) to Wright Brothers Drive (International Center). The connection would then utilize the proposed trail way and interconnect with the proposed UP&L Power Line Corridor Trail. This trail would connect to the Legacy Trail located in Davis County. The Wasatch Front Urban Area Regional Transportation Plan map also shows proposed trail connections to the International Center from approximately 6000 West and 7000 West, the future plans for this area includes an increase in residential communities which would be well served by a good trail connections.
- "Elements of a Trail Network" the Wasatch Front Urban Area Regional Transportation plan States; "An efficient trail network should coordinate both existing and future trail connections. Pedestrians and bicyclists will use a continuous trail system that travels to important destinations and from one city to another. A network of trails can be created by using linear corridors such as rivers, creeks, lakefronts, and utility easements."

c. **Master Plan and Zoning Ordinance Compliance:** Allowed by the zone where the conditional use will be located or by another applicable provision of this title.

The Lowland Conservancy Overlay District “encompasses areas consisting of water bodies such as streams, lakes, ponds and wetland, as identified on the Zoning Map, and also the Jordan River and the Surplus Canal” (Section 21A.34.050B). Section 21A.34.050C2 of the Zoning Ordinance states; “No development or improvement to land shall be permitted within the limits of a water body.” Section 21A.34.050C3 further states, “Within the limits of a water body, conditional uses shall be limited to those involving only limited filling, excavating or modification of existing hydrology, as listed below:

- a. Boat launching ramps;
- b. Swimming beaches;
- c. Public and private parks including wildlife and game preserves, fish and wildlife improvement projects, and nature interpretive centers;
- d. Boat docks and piers;
- e. Roads and bridges;
- f. Observation decks and walkways within wetlands;
- g. Repair or replacement of existing utility poles, lines and towers; and
- h. Watercourse relocation and minor modifications.”

According to the Lowland Conservancy Overlay District zoning standards, petroleum transportation pipelines and new “public/private utility transmission wires, lines, pipes, and poles” are not expressly designated as allowed uses; however, roads and bridges, and observation decks and walkways within wetlands may be allowed as a Conditional Use.

The standards for issuing a use interpretation are cited in section 21A.12.050

A. Any use defined in part VI, chapter 21A.62 of this title, shall be interpreted as defined;

- “Public/private utility transmission wires, lines, pipes and poles” are not defined in chapter 21A.62 of the Salt Lake City Code.

B. Any use specifically listed without a "P" or "C" designated in the table of permitted and conditional uses for a district shall not be allowed in that zoning district;

- The uses cited in the Lowlands Conservancy Overlay District are not a part of the table of permitted and conditional uses. “Public/private utility transmission wires, lines, pipes and poles” are listed as permitted in all zoning districts, with the exception of the Natural Open Space District (NOS). The NOS district permits only passive recreational uses. The base zone for the project area is M-1 which permits “Public/private utility transmission wires, lines, pipes and poles” as a permitted use.

C. No use interpretation shall allow a proposed use in a district unless evidence is presented demonstrating that the proposed use will comply with the development standards established for that particular district;

- The proposed development is subject to the conditional use review process, compliance with all development standards for that district, and federal transportation administration rules and regulations.

D. No use interpretation shall allow any use in a particular district unless such use is substantially similar to the uses allowed in that district and is more similar to such uses than to uses allowed in a less restrictive district;

- The pipeline corridor is similar to that of a roadway/bridge, and walkway based upon the disturbance impacts. The disturbance impacts of a roadway/bridge and walkway with a pipeline included as a part of the construction will provide negligible additional impacts. The Lowlands Conservancy Overlay is a unique overlay and as such there are no less or more restrictive lowlands districts. However, “Public/private utility transmission wires, lines, pipes and poles” are listed as permitted in all zoning districts, listed in the tables of permitted and conditional uses, with the exception of the Natural Open Space District (NOS).

E. If the proposed use is most similar to a conditional use authorized in the district in which it is proposed to be located, any use interpretation allowing such use shall require that it may be approved only as a conditional use pursuant to part v, chapter 21A.54 of this title; and

- The proposed project is being reviewed as a conditional use pursuant to chapter 21A.54 of the Salt Lake City Code.

F. No use interpretation shall permit the establishment of any use that would be inconsistent with the statement of purpose of that zoning district.

- The purpose statement states “conditional uses shall be limited to those involving only limited filling, excavating or modification of existing hydrology”, the proposed trail/pipeline corridor is limited and modifications of existing hydrology may be mitigated through design engineering to protect environmental and hydrological conditions of the area. Documentation of the existing environments, Documentation of construction of the proposed trail way with mitigation of hydrological impacts documented, is required.

Finding:

Staff finds that based upon the findings noted in the standards for a use interpretation that the proposed use is substantially similar to the uses allowed in the district. The proposed pipeline use impacts provide negligible additional impacts and the proposed development is consistent with the conditional use statement within the purpose statement.

2. Use Compatibility: The proposed conditional use shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the Planning Commission shall consider:

a. Whether the street or other means of access to the site where the proposed conditional use will be located will provide access to the site without materially degrading the service level on such street or any adjacent street;

b. Whether the type of use and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected with the development of a permitted use, based on:

i. Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets;

ii. Parking area locations and size, and whether parking plans are likely to encourage street side parking

- for the proposed use which will adversely impact the reasonable use of adjacent property;
- iii. Hours of peak traffic to the proposed use and whether such traffic will unreasonably impair the use and enjoyment of adjacent property; and
 - iv. Hours of operation of the proposed use as compared with the hours of activity/operation of other nearby uses and whether the use, during hours of operation, will be likely to create noise, light, or other nuisances that unreasonably impair the use and enjoyment of adjacent property;
- c. Whether the internal circulation system of any development associated with the proposed use will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic;
 - d. Whether existing or proposed utility and public services will be adequate to support the proposed use at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;
 - e. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed use; and f. Whether detrimental concentration of existing non-conforming or conditional uses substantially similar to the use proposed is likely to occur based on an inventory of uses within one-quarter (1/4) mile of the exterior boundary of the subject property.

Discussion: Statements from application;

The Subject Property is located west of the Airport and is surrounded by areas used for industry, agriculture and open space. As such, the use of the Subject Property for the Project is clearly, compatible with the character of the surrounding areas. The fact that the location of the Subject Property was carefully selected in consultation with the U.S. Bureau of Land Management, local land owners, and environmental groups and in accordance with NEPA further evidences the compatibility of the proposed use. Additionally, as set forth below, the Project satisfies the various conditions listed in the Zoning Ordinance to be considered by the Planning Office in determining whether a proposed conditional use is compatible with the surrounding area.

(a) As set forth more fully in the Traffic Impact Analysis paragraph above, the construction of the Project will generally occur on the Subject Property and therefore will not affect the public streets in the area. Upon completion, the Project will cause minimal traffic over the existing streets, which traffic will generally be limited to persons using the Trail for recreational purposes and those accessing the Project to inspect and maintain the Trail and/or Pipeline. Thus, neither the construction of the Project nor the use of the Project after construction will materially degrade the service levels on the existing streets located around the Project.

(b) As set forth more fully in the Traffic Analysis paragraph above, the use of the proposed Project will not create any unusual pedestrian or vehicular traffic patterns or volumes that would not be expected with the development of uses contemplated in the Zoning Ordinances. The Project will not include any driveways or parking areas nor will the use of the Project create any impact on the safety, purpose or character of the existing streets. It is anticipated that persons accessing the Trail for recreational activities will primarily do so during daylight hours and will be on the Subject Property. There will be crews accessing the Project to construct, inspect or repair the Pipeline but will primarily conduct their activities on the Subject Property. Thus, as compared to other activities in the area, the Project will not unreasonably impair the use and enjoyment of adjacent property.

(c) There will not be a need for any internal circulation system for the Project.

- (d) It is not anticipated that the Project will require any public utility or public services from the City.
- (e) The Project will not result in any issues relating to the sound, noise, odor and other impacts to the surrounding areas because the Pipeline will be buried underneath the Trail and the Subject Property.
- (f) There are no other nonconforming or conditional

Finding: The conditions associated with the staff recommendation take into account the mitigation needs for potential use conflicts in the area. Because there are no buildings or principal uses being developed at this site, many of the standards in this section do not apply. The applicant has provided a detailed analysis of how the proposed pipeline corridor satisfies the various factors, including use and design compatibility, in its letter dated January 12, 2009 submitted with the application.

3. Design Compatibility: The proposed conditional use shall be compatible with the character of the area where the use will be located with respect to:

- a. Site design and location of parking lots, access ways, and delivery areas;
- b. Whether the proposed use, or development associated with the use, will result in loss of privacy, objectionable views of large parking or storage areas; or views or sounds of loading and unloading areas; and
- c. Intensity, size, and scale of development associated with the use as compared to development and uses in the surrounding area.
- d. If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed-used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in Chapter 21A.59 of this title.

Discussion: Statements from application;

Because of the location of the Trail, it will not result in any loss of privacy or objectionable views of large parking or storage areas. Additionally, because the Pipeline will be located under the Trail, the Pipeline will not result in any objectionable views and sounds. The Project does not include the construction or remodeling of a commercial or mixed-use development.

Finding: The design of the Trail/Pipeline development is compatible with the area, currently there are no principal structures in the area. As the area develops, future uses may utilize the trail as an amenity to the development. The applicant has provided a detailed analysis of how the proposed pipeline corridor satisfies the various factors, including use and design compatibility, in its letter dated January 12, 2009 submitted with the application.

4. Detriment to Persons or Property: The proposed conditional use shall not, under the circumstances of the particular case and any conditions imposed, be detrimental to the health, safety, and general welfare of persons, nor be injurious to property and improvements in the community, existing surrounding uses, buildings, and structures. The proposed use shall:

- a. Not emit any known pollutant into the ground or air that will detrimentally affect the subject property or any adjacent property;
- b. Not encroach on any river or stream, or direct runoff into a river or stream;
- c. Not introduce any hazard or potential for damage to an adjacent property that cannot be

- mitigated;
- d. Be consistent with the type of existing uses surrounding the subject property; and
- e. Improve the character of the area by encouraging reinvestment and upgrading of surrounding properties.

Discussion: Statements from application;

By its nature, the Trail will not be a detriment to the health, safety and general welfare of the public. Rather, it will provide a valuable amenity to the City promoting healthy lifestyles and providing another way to access the beautiful areas surrounding the Great Salt Lake. As set forth above, UNEV's construction and operation of the Pipeline are heavily regulated by the U.S. Department of Transportation and other government agencies. The regulations promulgated by these governmental bodies contain detailed rules regarding annual accident and safety related condition reporting, design requirements, construction, pressure testing, operation and maintenance, qualification of pipeline personnel, and corrosion control, all of which govern UNEV's construction and operation of the Pipeline. Accordingly, the Pipeline is carefully designed to not emit pollutants into the ground or air and not to introduce hazards or potential damage to adjacent property. By using directional drilling construction methods to install the Pipeline under the Surplus Canal and the Goggin Drain, and constructing bridges over existing canals for the Trail, the Project will not encroach on any river or stream nor direct runoff into a river or stream. As indicated previously, the Project is completely consistent with the use of the surrounding area and will actually upgrade the surrounding properties by involving a significant investment related to constructing the Trail and related improvements.

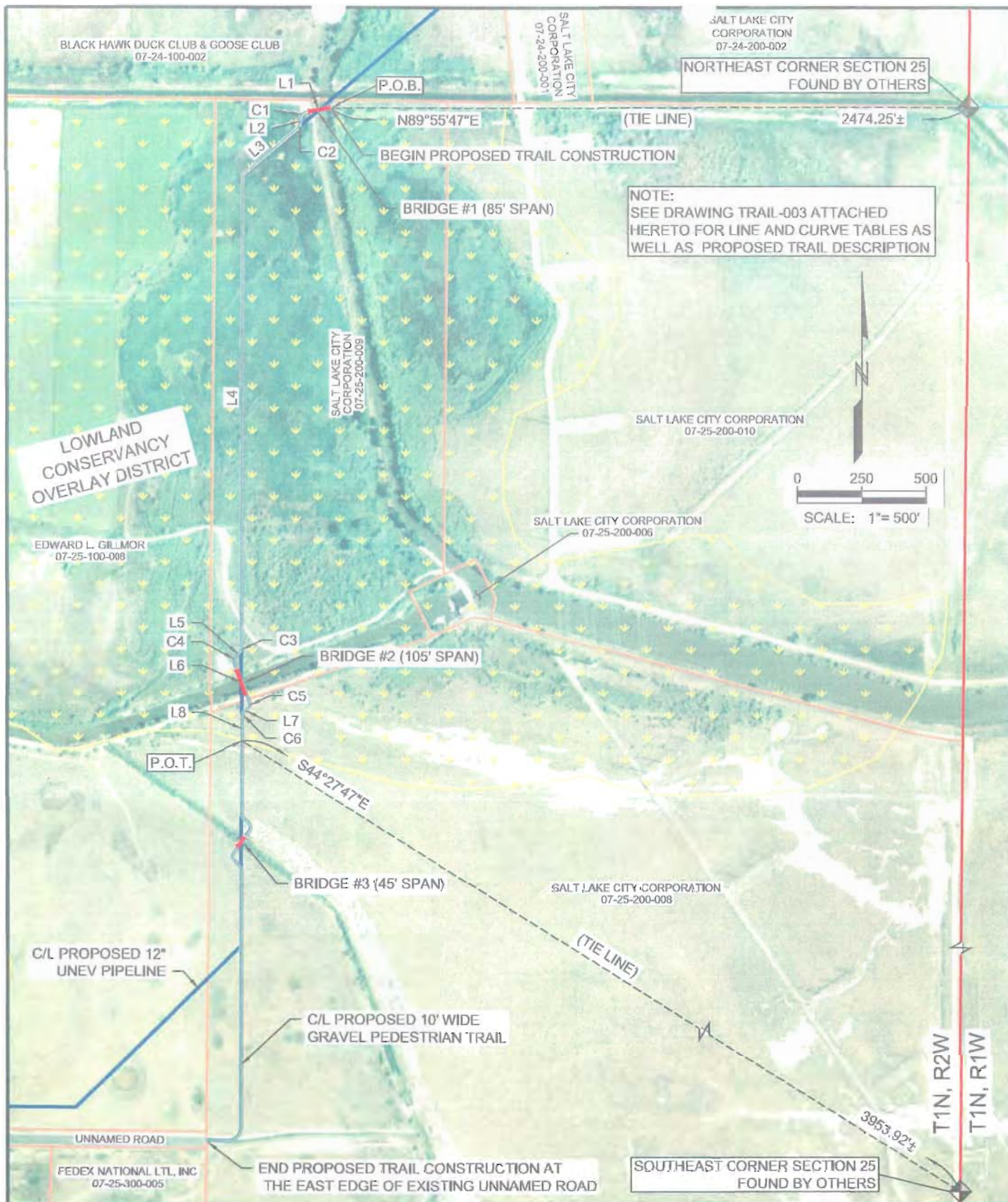
Finding: The proposed development will not emit any known pollutant into the ground or air. The development will bridge canals but there should not be any detrimental effect to the from the rain/snow water runoff to the quality of the canal water. The proposed development should not introduce any hazardous or potential for damage to adjacent property that cannot be mitigated and the primary use as a trail is consistent with the open space surroundings and improves the character of the area by offering an amenity to the area which may be utilized by future developments.



5. Compliance with Other Applicable Regulations: The proposed conditional use and any associated development shall comply with any other applicable code or ordinance requirement.

Discussion: Statements from application;

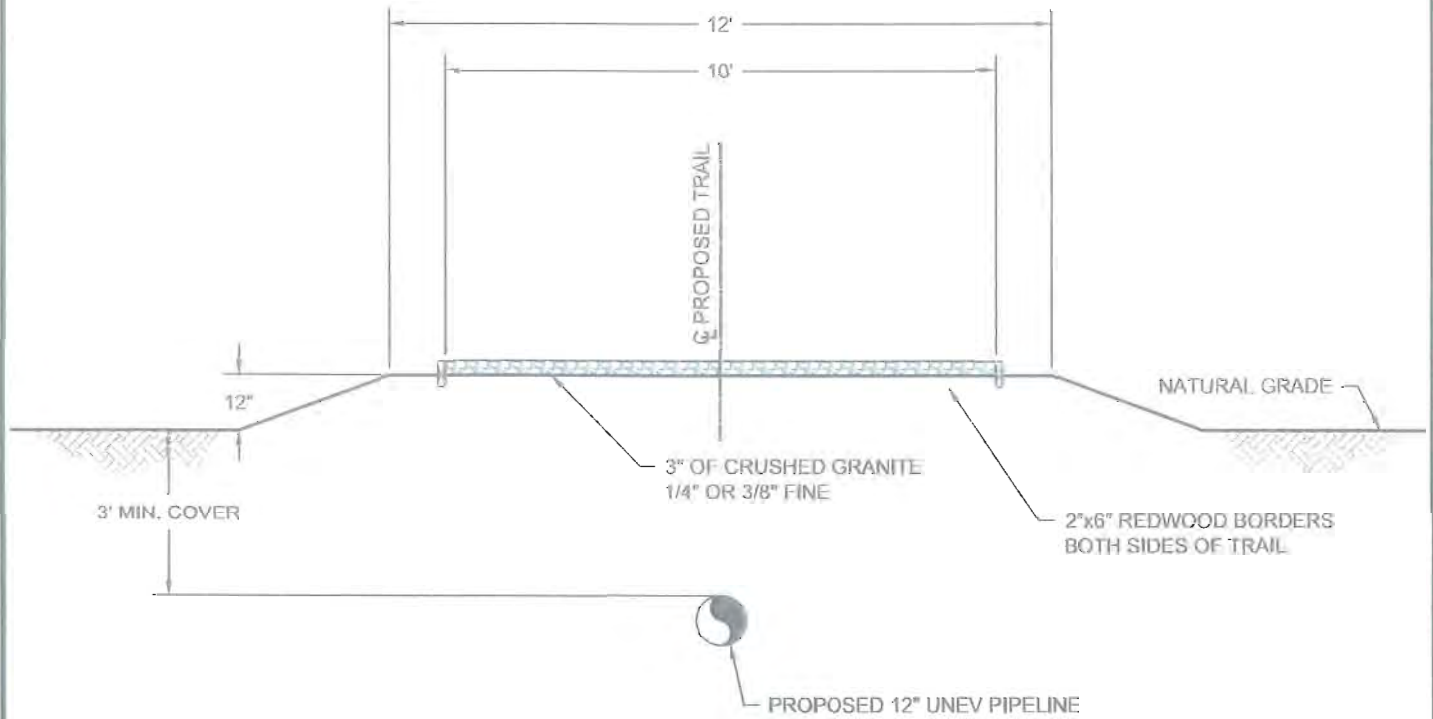
The Project will comply will all applicable codes or ordinance requirements.

Finding: The conditions of this approval require the applicant to obtain all permits and engineering requirements by other divisions are obtained as required. The applicant is also required to comply with all Federal permitting and inspection requirements.




REVISIONS					DRAWN BY:	AWM	 UNEV PIPELINE, LLC  CH2M HILL TRIGON EPC		
△					CHECKED BY:	JFA			
△					DESIGNED BY:				
△					APPROVED BY:				
△	REVISED TRAIL	1/12/09	AWM	JFA	JFA		TRANSVALLEY CORRIDOR TRAIL CONNECTION/UNEV PIPELINE PROJECT PROPOSED TRAIL PLAN VIEW		
△	REVISED TRAIL	1/9/09	AWM	JFA	JFA				
△	REVISED DRAWING TITLE	1/5/09	AWM	JFA	JFA				
△	ADDED LAND OWNERS AND DESCRIPTION	12/31/08	AWM	JFA	JFA				
△	ISSUED FOR REVIEW	12/19/08	AWM	JFA	JFA		PROJECT NUMBER	2.249-01	DRAWING NUMBER
NO.	DESCRIPTION	DATE	BY	CHK.	APPR.	SCALE: 1"= 500'	2249-01	TRAIL-002	REV. E

PROPOSED CONSERVANCY TRAIL PROFILE



PROFILE
NOT TO SCALE

REVISIONS						DRAWN BY:	AWM	 <div>UNEV PIPELINE, LLC DESIGN ENGINEERS</div>	<div>CH2MHILL TRIGON EPC</div> <div>TRANSVALLEY CORRIDOR TRAIL CONNECTION/UNEV PIPELINE PROJECT</div> <div>PROPOSED TRAIL PROFILE</div>			
△						CHECKED BY:	JFA					
△						REVIEWED BY:						
△						APPROVED BY:						
△						PROJECT MANAGER:						
△	REVISED DRAWING TITLE	1/05/08	AWM	JFA	JFA							
△	REVISED TRAIL WIDTH	12/22/08	AWM	JFA	JFA							
△	ISSUED FOR REVIEW	12/19/08	AWM	JFA	JFA							
NO.	DESCRIPTION	DATE	BY	CHK	APPR.	SCALE: NONE		PROJECT NUMBER:	2249-01	DRAWING NUMBER:	TRAIL-001	REV.
												C

PROPOSED BRIDGE STYLE



Attachment B Master Plan Maps

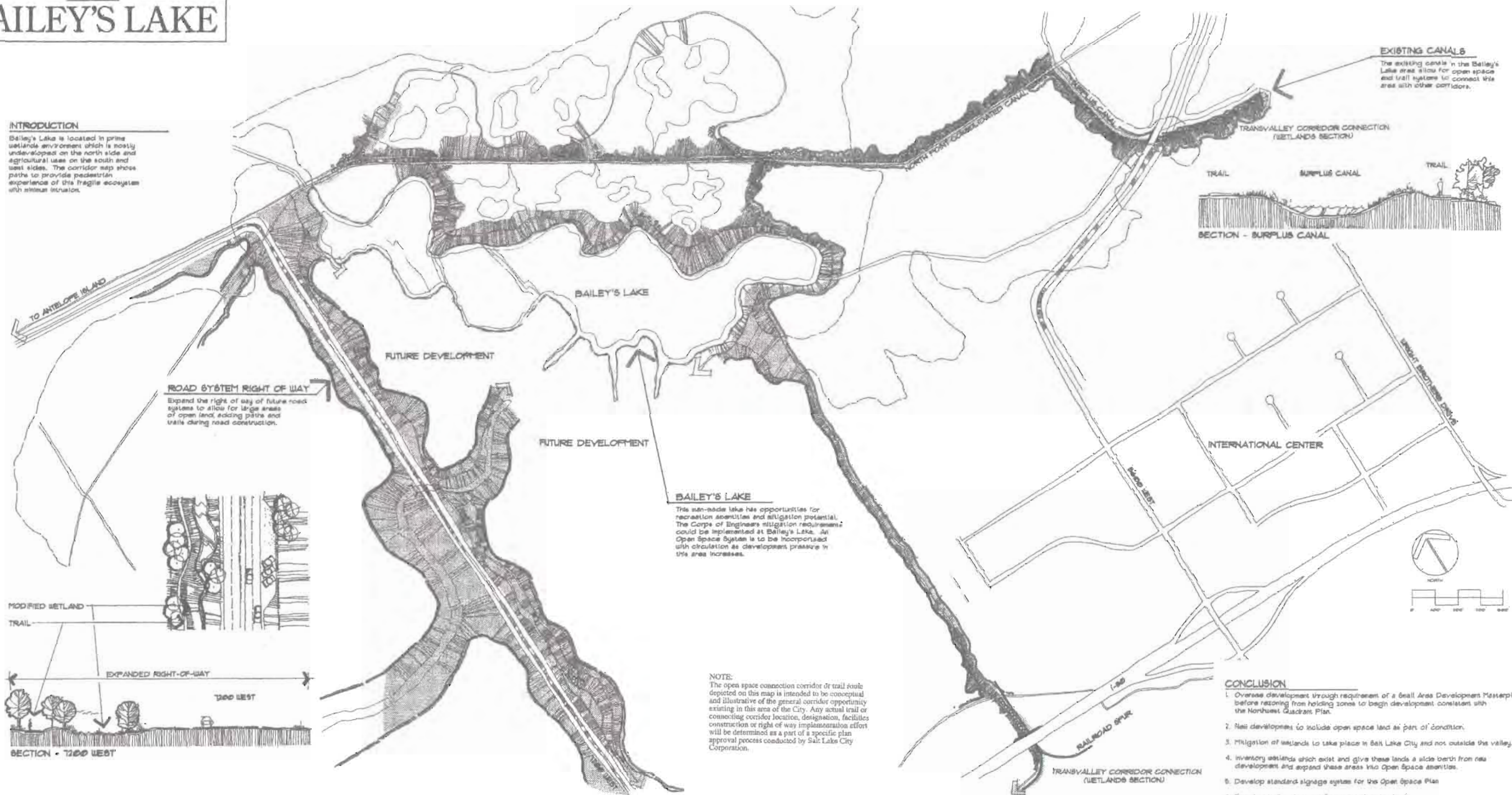
- Open Space Master Plan Map 15 “Bailey’s Lake”
- Salt Lake City Bicycle and Pedestrian Master Plan
- Wasatch Front Regional Council, Wasatch Front Urban Area Regional Transportation Plan 2007-2030, Bicycle Routes

MAP 15

BAILEY'S LAKE

INTRODUCTION

Bailey's Lake is located in prime wetlands environment which is mostly undeveloped on the north side and agricultural uses on the south and west sides. The corridor map shows paths to provide pedestrian experience of this fragile ecosystem with minimal intrusion.



EXISTING CANALS

The existing canals in the Bailey's Lake area allow for open space and trail systems to connect this area with other corridors.

TRANSVALLEY CORRIDOR CONNECTION (WETLANDS SECTION)

TRAIL

SURPLUS CANAL

TRAIL

SECTION - SURPLUS CANAL

INTERNATIONAL CENTER

RAILROAD SPUR

TRANSVALLEY CORRIDOR CONNECTION (WETLANDS SECTION)

BAILEY'S LAKE

This man-made lake has opportunities for recreation amenities and mitigation potential. The Corps of Engineers mitigation requirements could be implemented at Bailey's Lake. An Open Space System is to be incorporated with circulation as development pressure in this area increases.

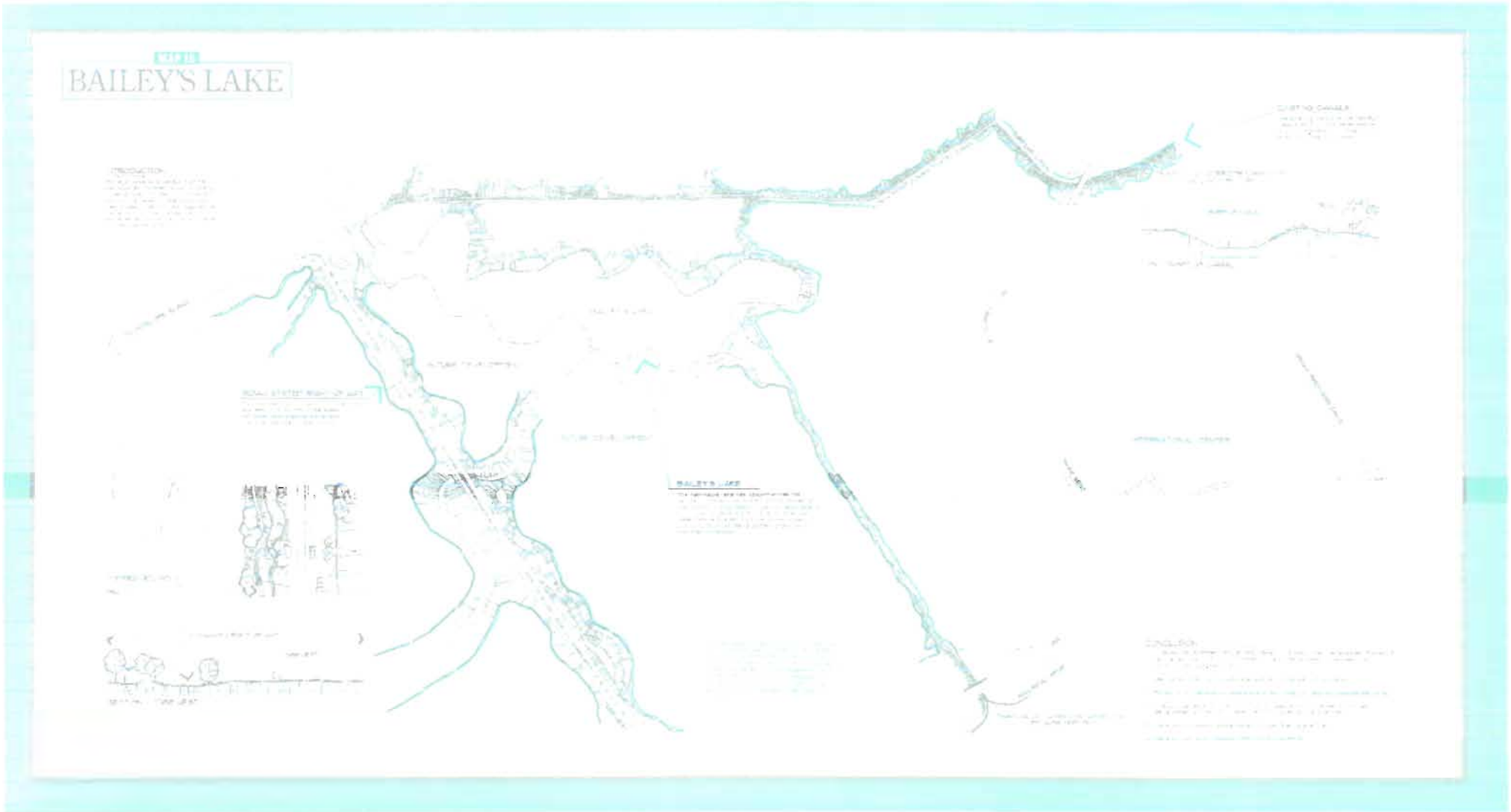
NOTE

The open space connection corridor or trail route depicted on this map is intended to be conceptual and illustrative of the general corridor opportunity existing in this area of the City. Any actual trail or connecting corridor location, designation, facilities construction or right of way implementation effort will be determined as a part of a specific plan approval process conducted by Salt Lake City Corporation.

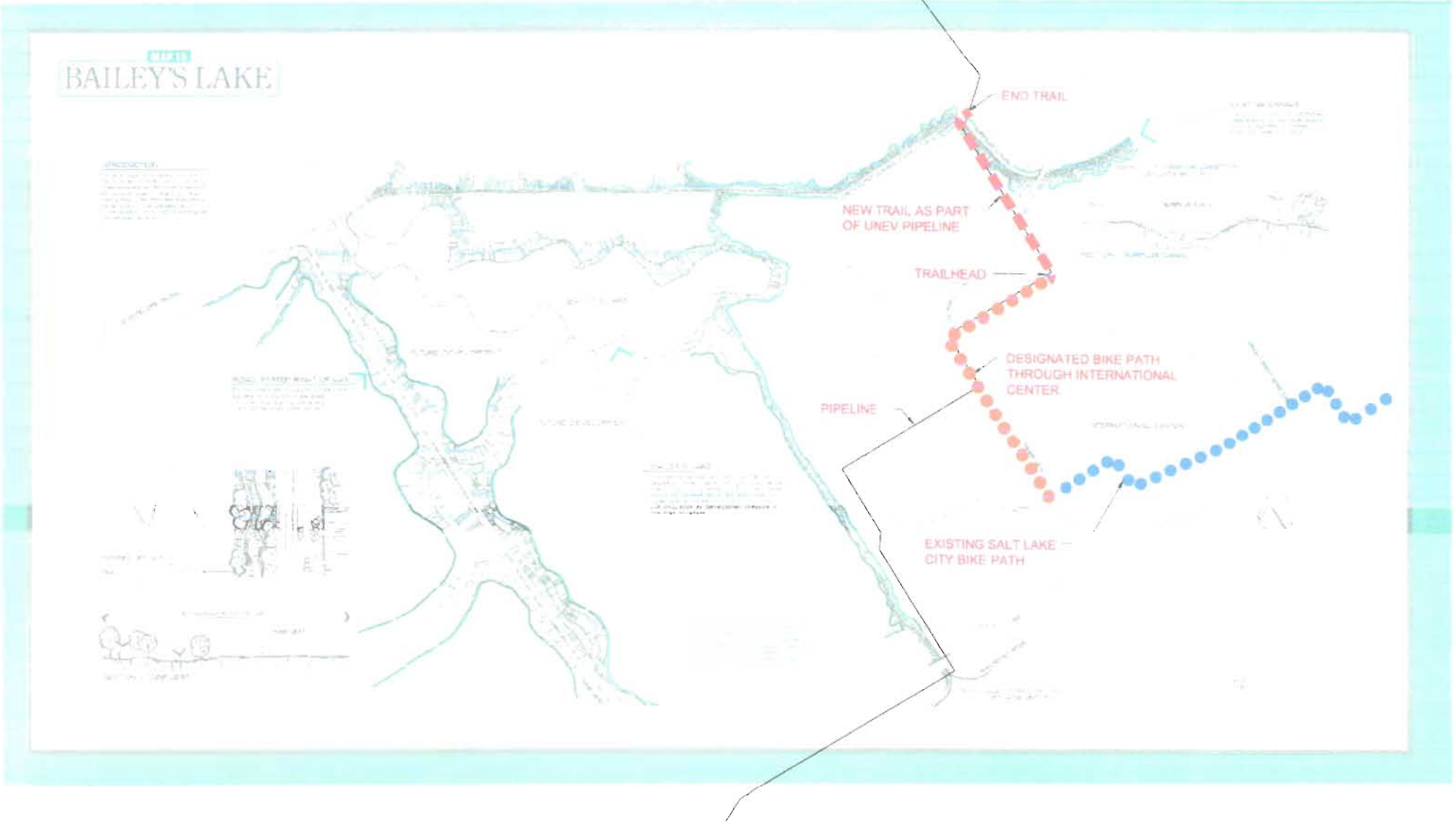
CONCLUSION

1. Oversee development through requirement of a Ball Area Development Masterplan before rezoning from holding zones to begin development consistent with the Northeast Quadrant Plan.
2. Reel development to include open space land as part of condition.
3. Mitigation of wetlands to take place in Salt Lake City and not outside the valley.
4. Inventory wetlands which exist and give these lands a side berth from new development and expand these areas into Open Space amenities.
5. Develop standard signage system for the Open Space Plan.
6. Develop trail and crosswalk construction standards.

Bailey's Lake Plan

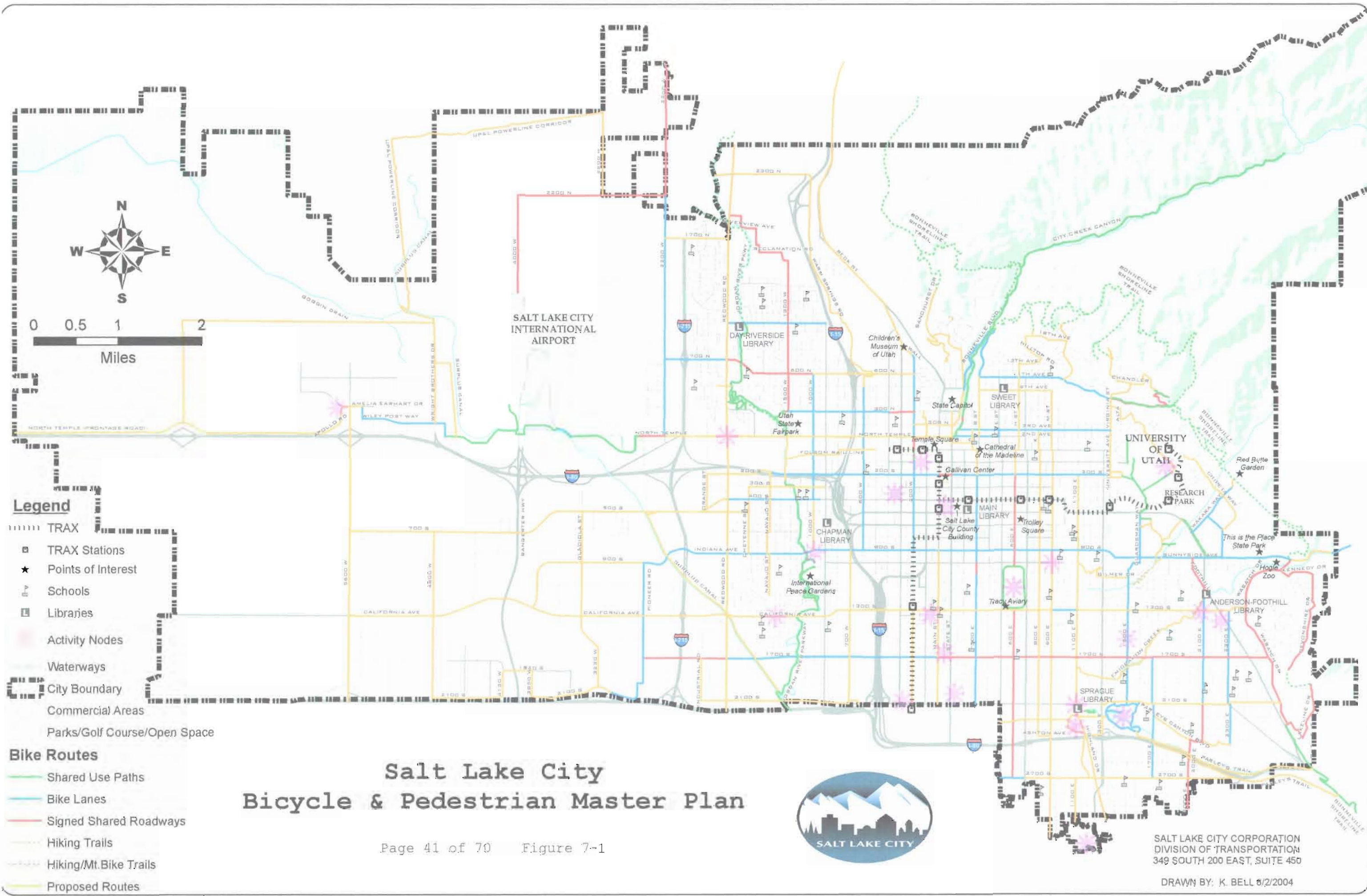


Bailey's Lake Plan with UNEV Pipeline Trail Alignment



UNEV Pipeline Trail - Bailey's Lake Plan





Legend

- TRAX
- TRAX Stations
- Points of Interest
- Schools
- Libraries
- Activity Nodes
- Waterways
- City Boundary
- Commercial Areas
- Parks/Golf Course/Open Space

Bike Routes

- Shared Use Paths
- Bike Lanes
- Signed Shared Roadways
- Hiking Trails
- Hiking/Mt. Bike Trails
- Proposed Routes

Salt Lake City Bicycle & Pedestrian Master Plan

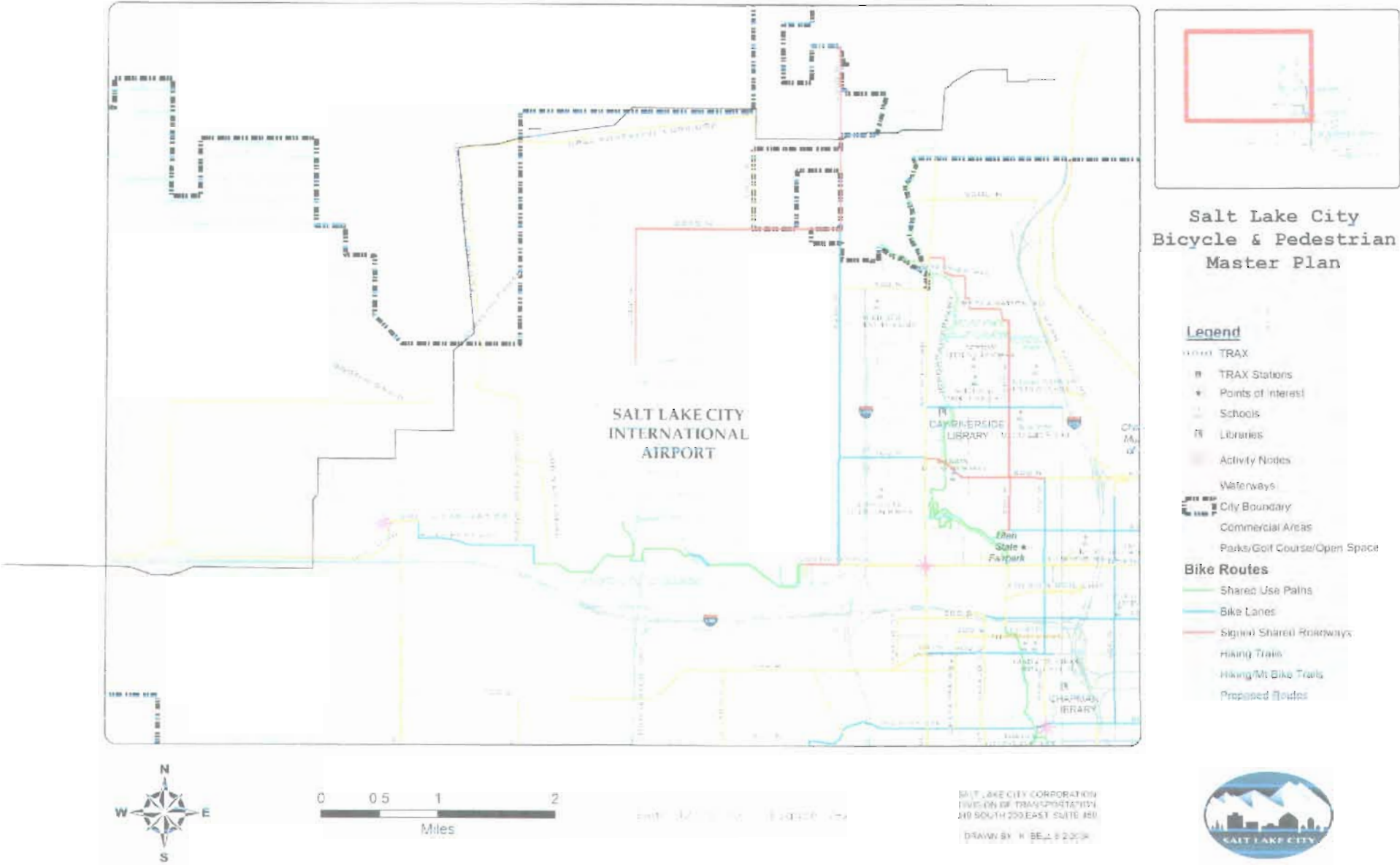
Page 41 of 70 Figure 7-1



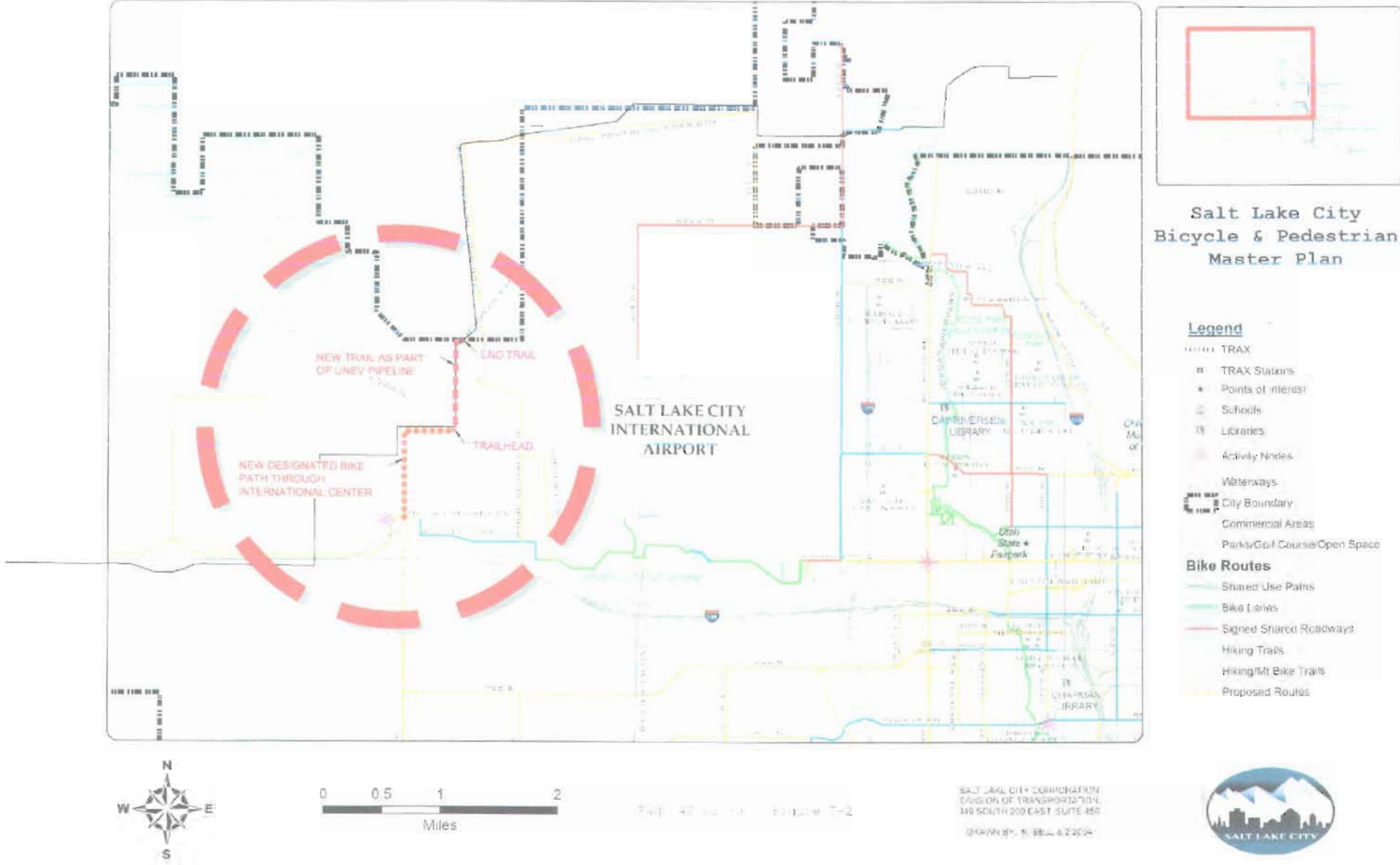
SALT LAKE CITY CORPORATION
DIVISION OF TRANSPORTATION
349 SOUTH 200 EAST, SUITE 450

DRAWN BY: K. BELL 6/2/2004

Salt Lake City Bicycle and Pedestrian Master Plan

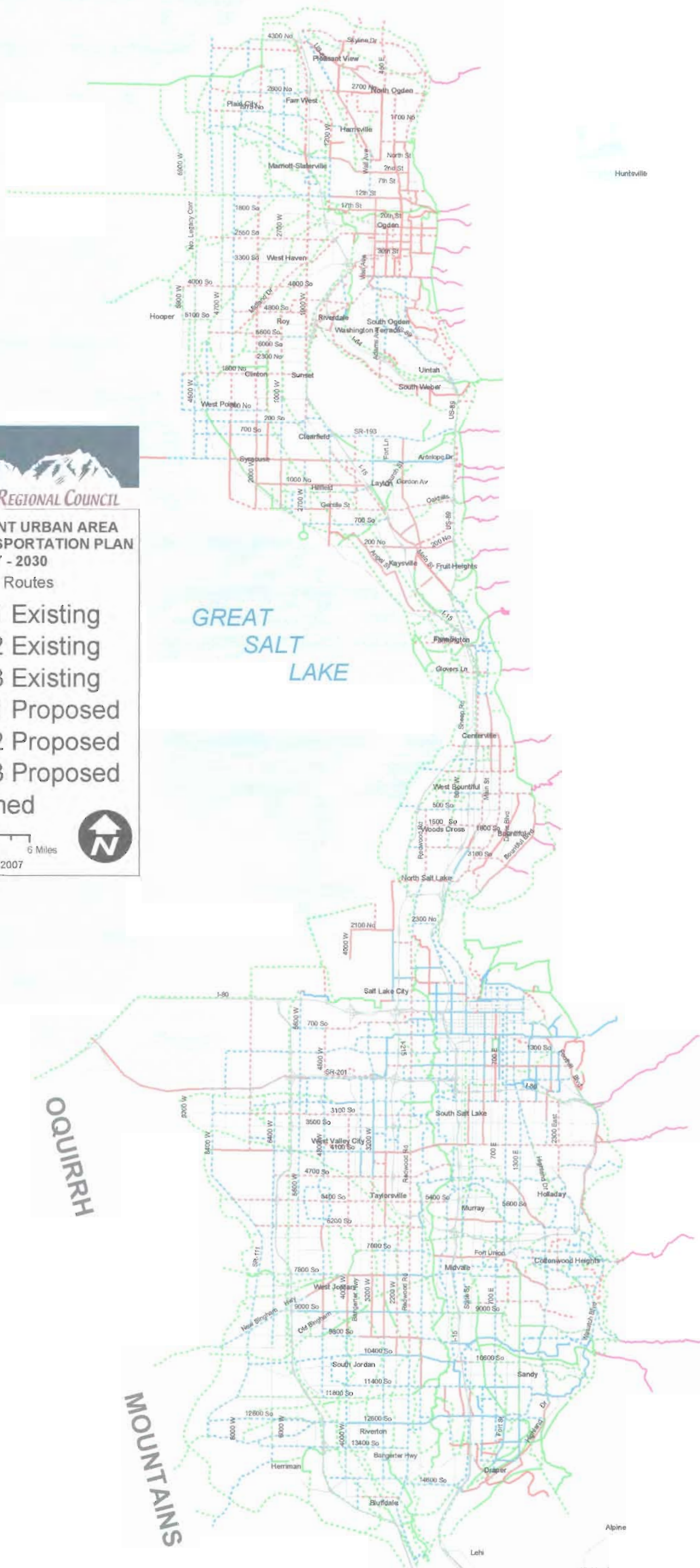
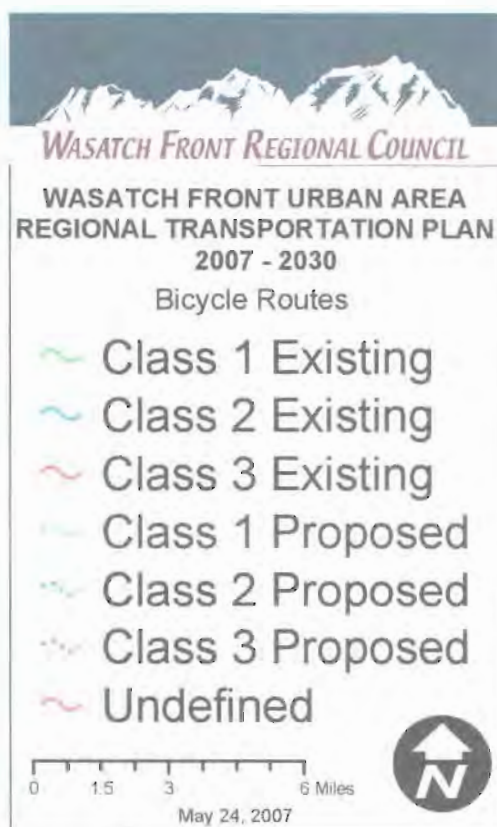


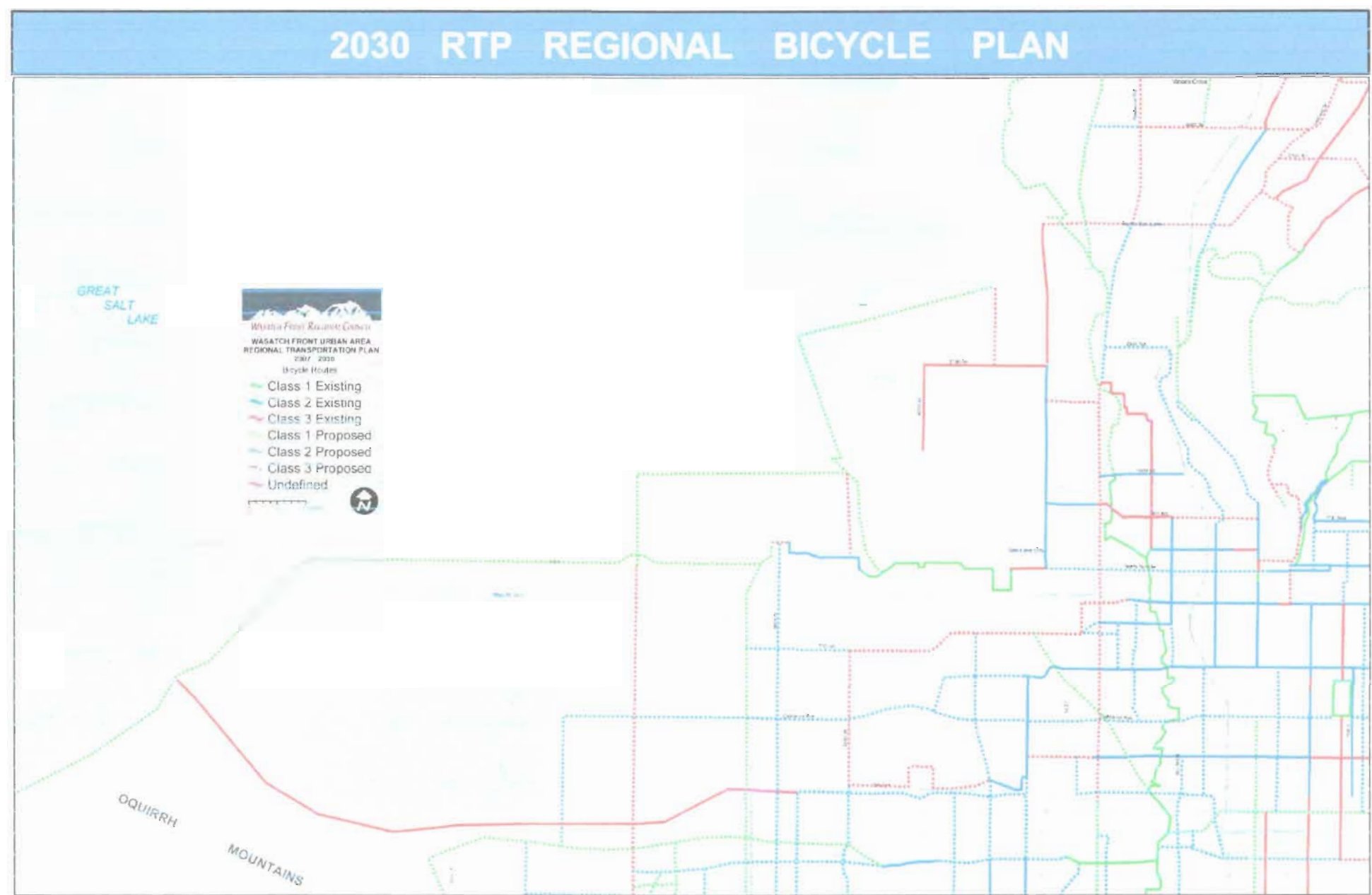
Salt Lake City Bicycle and Pedestrian Master Plan with UNEV Pipeline Trail Alignment



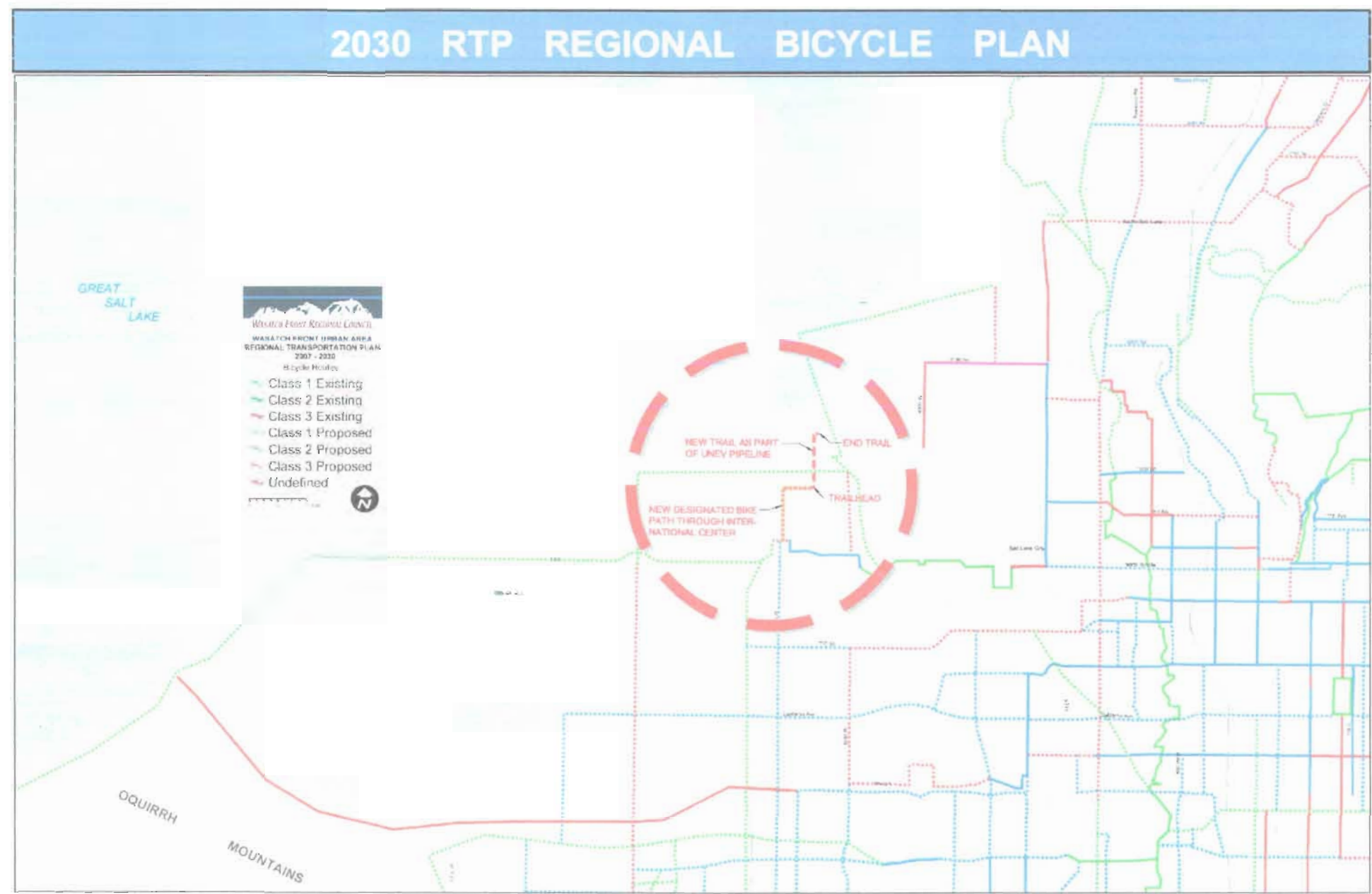
UNEV Pipeline Trail - Salt Lake City Bicycle and Pedestrian Master Plan







Wasatch Regional Bicycle Plan with UNEV Pipeline Trail Alignment



UNEV Pipeline Trail - Wasatch Regional Bicycle Plan



Attachment C

Citizen Input

UNEV Pipeline/Transvalley Corridor Trail Connection

UNEV Meet With The Following Proactively About The Project							Those Who Submitted Comments To The City		
Name/Organization	Support Pipeline			Support Trail			Submitted Formal Comment		
	Yes	No	Neutral	Yes	No	Neutral	Yes	No	Comments
Salt Lake City Trail Coordinator			x	x					
Salt Lake International Airport	x			x					
Friends of the Great Salt Lake			x						
Legacy Nature Preserve			x						
Kennecott Nature Preserve			x						
Kennecott Utah Copper Corporation	x								
Sierra Club			x						
The Nature Conservancy			x						
Governor's Office of Economic Development	x								
Governor's Energy Advisory	x								
Salt Lake Chamber	x			x					
Great Salt Lake Keeper			x						
Black Hawk Duck Club	x								
Harrison Duck Club/Utah Water Fowl Assoc.	x				x		x		Trail/pipeline through the LCOD is flawed - roads and trails typically have utilities associated with them. LCOD was developed to protect wetlands and hydrology. Trail has more of an impact than the pipeline. Let UNEV pursue the option to drill under the LCOD or request a zoning ordinance amendment.
North Point Duck Club	x				x		x		Concerned about the trail in the LCOD to justify a pipeline. Why would a 10-foot wide, raised, graveled path even be considered in a wetland area? Why would the City suggest a trail when it includes metal bridges across canals? This runs directly contrary to the purpose of the LCOD. Allow UNEV to laterally drill the pipeline underneath the LCOD to cause minimal surface disruption. Grant a variance if the regulation is poorly drafted. The permit should be denied. An amendment of the ordinance to allow the pipeline is everyone's preference. Submitted by Scott R. Sabey.
Rudy Duck Club	x				x		x		UNEV should request from the City an exemption from the need for a permit. We have a problem with people or vehicles having an unrestricted right over any trail or right of way across our 1,800 acre club. Unaware of any trail that requires a pipeline to service it — The two are unrelated. Faulty logic. LCOD was created to protect wetlands and the hydrology associated with them. UNEV should exhaust other options and in particular petition for an amended zoning ordinance. The pipeline alone will have less impact than a trail. NOTE: Four (4) different letters were submitted by members of the Rudy Duck Club that contained the same comments. The letters were submitted by Franz C. Stangl, III; John Gary Maxwell, MD; Peter Coombs; Ralph W. Ryser DMD; and Scott R. Wangsgard.

UNEV Pipeline/Transvalley Corridor Trail Connection

UNEV Meet With The Following Proactively About The Project							Those Who Submitted Comments To The City		
Name/Organization	Support Pipeline			Support Trail			Submitted Formal Comment		
	Yes	No	Neutral	Yes	No	Neutral	Yes	No	Comments
Ambassador Duck Club	x				x		x		The building of a trail does not mitigate the encroachment of the pipeline it only adds to the damage to the LCOD. Assuming that a Conditional Use is granted the pipeline's construction will violate many Conditional Use Standards. Section E 1. "The development will not detrimentally affect or destroy natural features such as ponds, streams, wetlands..." and Section E 3..."only those areas approved for the physical improvement may be cleared." The pipeline will require a permanent right of way with additional work space. This could cut a 100 foot swath or wider through the LCOD and revegetation would be marginal at best. Most pipeline's right of way are managed by the pipeline operator in a clear vegetation state so they can be surveyed from the air. This would create a vegetation cleared swath across the LCOD. Section E 4 "The development will not reduce the natural retention storage capacity of any water course, nor increase the magnitude and volume of flooding at other locations..." The elevated trail will act as a dam. Historically the Goggin Canal floods the land on both sides of the Canal during high water runoff years. The water f
Edward Gilmore Family	x				x		x		The trail would bisect our property. Oppose the trail for the following reasons: liability, nuisance/vandalism, policing, fencing/maintenance of fencing, potential conflict/harm with cattle and ship, doesn't make sense. Have been farming and ranching here for 100 years. This is a valuable land use that sets the city apart from other metropolitan areas. This area contains invaluable wildlife habitat that is not nearly as disturbed by the managed cattle and sheep as it would be by the continual presence of people coming and going. Submitted by The Gilmore Family.
Southshore Wetlands & Wildlife Management	x				x		x		The Great Salt Lake and the surrounding marshes are extremely unique. Many endangered species of birds have chosen the shores of the Great Salt Lake to hatch their young. Much of the surrounding marsh is privately owned and has been managed to attract waterfowl, shore birds, deer and other animals. This also attracts mosquitoes, deer flies, skunks, raccoons, foxes and coyotes that are a nuisance to people. The uses of this land vary from managing wetlands, growing crops, grazing cattle and sheep to hunting. Building a trail on top of the pipeline is as intrusive and dangerous to the wetlands as a buried pipeline and does not lessen the risks to the wetlands presented by the pipeline. It adds to the problem. The long range plans to continue this trail to Legacy Highway would impact several hunting clubs and impact their traditional use of their property. Disruptive to property owner's use of their land could be dangerous. Opens the door for trespassing, loitering, vandalism and littering (seen all of this at the gate of our properties now). Who is going to patrol this area? Historically this area has been accessed by people only during the fall and winter snow

UNEV Pipeline/Transvalley Corridor Trail Connection

UNEV Meet With The Following Proactively About The Project							Those Who Submitted Comments To The City		
Name/Organization	Support Pipeline			Support Trail			Submitted: Formal Comment		
	Yes	No	Neutral	Yes	No	Neutral	Yes	No	Comments
Steven B Smith, PLLC		X			X		X		Opposed to granting the petition. More viable, desirable and less impactful options are available. Allowing a pipeline and trail to be installed along the proposed route which traverses wetlands and the LCOD is irresponsible and ecologically devastating. While the impact of installing the pipe would be mostly temporary, the impact of a 10 foot wide gravel trail would permanently and negatively alter the current state of the environment in that location. Current use agriculture. The presence of a pedestrian walkway and the constant flux of people would disrupt the delicate balance of nature as nature intended it. The path would create a barrier between the LCOD and the surplus canal, which is a major source of water for the animals that inhabit that area. The path is also several yards from large trees that temporarily house bald eagles in their yearly migratory route. The path would disrupt the pattern. The area already experiences vehicle, criminal and sexually related problems. The path will make it impossible to police and provide a hideaway for offensive and illegal conduct. A better alternative is east near the power lines or the Kern Riv
Patrick M. Kelly		X			X		X		The proposed walking trail and UNEV pipeline is not well thought out. Besides security issues for the pipeline and Airport there will be private property issues with duck club shooting 107 days out of 365 days. I would urge you to put more attention on the Jordan River Parkway completion. Submitted by Patrick M. Kelly.
FedEx	X			X					
Suburban Land Reserve	X								
Compeq International Corp	X								
Zions Securities Corporation	X								
North Point Canal Company	X				X		X		North Point is opposed to public intrusion into this otherwise secured area north of the Goggin Drain and south of our canal. County Flood Control also needs unobstructed access to both sides of the Goggin Drain to be able to manage Salt Lake Valley runoff waters. The chemicals we use to control moss and algae could be very harmful to trail users. This trail is very near our injection area for Magnicide H. If the trail north of the Goggin does go, it should be pedestrian only. Submitted by Elliot Christensen.
Utah Department of Transportation	X								

UNEV Pipeline/Transvalley Corridor Trail Connection

UNEV Meet With The Following Proactively About The Project						Those Who Submitted Comments To The City		
Name/Organization	Support Pipeline			Support Trail			Submitted Formal Comment	
	Yes	No	Neutral	Yes	No	Neutral	Yes	No
National Audubon Society			x		x		x	
<p>National Audubon Society is opposed to the trail for numerous reasons. Maintaining the integrity of the LCOD is a high priority. The Goggin Drain serves as a major obstacle for public traffic to the north. Areas north of the Goggin Drain are primarily used for wildlife habitat and ranching by private landowners. The value of this area for wildlife habitat is very high. Creating a trail with a bridge opens up all wetland areas to the north to vandalism, illegal trespassing and security issues. The trail may result in fill (both sides of the Goggin Drain flood during high water runoff years) of wetlands that would require a US Army Corp of Engineers 404 wetlands permit. One proposal is to have the trail stop at the Salt Lake City Boundary and to work in the future to have it go no further north than this. SLC Bicycle & Pedestrian Master Plan includes a trail northwest, this trail would have serious impacts on the duck clubs and is vigorously opposed by the Audubon Society; we will work to eliminate plans for a trail that goes northwest so to put in this trail makes it harder to eliminate, if the trail is extended north it would most likely be put under the power lines.</p>								
Wasatch Front Regional Council	x			x				
EIS Process: Agencies coordinated with (i.e. BLM, US Fish & Wildlife, Utah Division of Wildlife Resources, US Army Corp. of Engineers)	x							

OPEN HOUSE

Transvalley Corridor Trail Connection/UNEV Pipeline Project

ATTENDANCE ROLL

February 19, 2009

PRINT NAME <u>DARREL WOOLLEY</u> ADDRESS <u>801-446-7140</u> ZIP CODE <u>dye@intermarkfinancial.com</u>	PRINT NAME <u>Roger Knight</u> ADDRESS <u>E-mail RogerKnightconstruction</u> ZIP CODE <u>8015209467</u>
PRINT NAME <u>Reberta Schriener</u> ADDRESS <u>1236 E Yale St</u> ZIP CODE <u>84105</u>	PRINT NAME <u>Richard N. Gilbert</u> ADDRESS <u>4071 Minuet Ct. WVC</u> ZIP CODE <u>84119</u>
PRINT NAME <u>Wayne Martinsen</u> ADDRESS <u>549 Cortez St</u> ZIP CODE <u>84103</u>	PRINT NAME <u>Michelle Liechty</u> ADDRESS <u>643 East 540 North</u> ZIP CODE <u>Centerville, Utah 84014</u> Email - <u>mliechty@itslittle.com</u>
PRINT NAME <u>Richard D West</u> ADDRESS <u>2234 Arasa Cir</u> ZIP CODE <u>Sandy UT 84093</u> <u>richardwest@gwest.com</u>	PRINT NAME <u>JOHN RAY</u> ADDRESS <u>168 Rolling Hills Drive, Centerville</u> ZIP CODE <u>84014</u>
PRINT NAME <u>Kather Hennrichsen</u> ADDRESS <u>621 6th Ave</u> ZIP CODE <u>84103</u>	PRINT NAME <u>J Dove Liechty</u> ADDRESS <u>643 E 540 N Centerville</u> ZIP CODE <u>Utah 84014</u>
PRINT NAME <u>Luke Gillmor</u> ADDRESS <u>617 E 1650 SO</u> ZIP CODE <u>Bountiful, UT 84010</u>	PRINT NAME <u>JENNIFER GILLMOR LARSON</u> ADDRESS <u>9029 S DESPAIN WAY</u> ZIP CODE <u>Sandy UT 84093</u>

OPEN HOUSE

Transvalley Corridor Trail Connection/UNEV Pipeline Project

ATTENDANCE ROLL

February 19, 2009

PRINT NAME <u>Chris Cole</u>	PRINT NAME _____
ADDRESS <u>289150 2000E</u>	ADDRESS _____
ZIP CODE <u>SLC, UT 84109</u>	ZIP CODE _____
PRINT NAME <u>Scott Sabey</u>	PRINT NAME _____
ADDRESS <u>215 S. STATE ST. STE 1200</u>	ADDRESS _____
ZIP CODE <u>SLC, UT 84111-2323</u>	ZIP CODE _____
PRINT NAME _____	PRINT NAME _____
ADDRESS _____	ADDRESS _____
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ZIP CODE _____	ZIP CODE _____

OPEN HOUSE PUBLIC COMMENT FORM

February 19, 2009



Planning and Zoning Division
Department of Community and
Economic Development

Transvalley Corridor Trail Connection/UNEV Pipeline Project

Name:

GILLMOR Family

Address:

Zip Code

Phone:

801-231-5794

E-mail

gbarider@yahoo.com

Comments:

Please see attached letter

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail at nole.walkingshaw@slcgov.com or via mail at the following address: Nole Walkingshaw, Senior Planner, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by February 27, 2009.

The Edward L. Sr. and Siv Gillmor Estate
3819 South 2000 East
S.L.C. UT 84109
801-278-8621

To: The S.L.C. Planning Department
451 South State Street
S.L.C., UT 84114

Feb. 19, 2009

RE: Proposed NW Quadrant Trails/UNEV Pipeline

Dear Members of the Planning Department:

We are writing to express our grave concerns over recently proposed trails that would allow public access to the private wetlands north and west of the Salt Lake International Airport. It appears some of these proposed trails would bisect our property where we operate a cattle, sheep, and hay ranch. We are adamantly opposed to allowing public access for several reasons:

- 1) Liability. In a society where someone can sue you- and win- if they slip and fall in your driveway or spill hot coffee on their lap, the potential for someone getting hurt on our property and then trying to hold us accountable is simply too great.
- 2) Nuisance/ Vandalism. There is an ongoing problem in this area with people dumping garbage, doing and dealing illegal drugs, drinking and the like because of the relative isolation of this area. We have had our property and equipment vandalized several times. I encourage members of the commission to visit this area and see what we are talking about with respect to the garbage and dumping of debris in this area. We need to take measures to PREVENT people from further entering this area and engaging in this kind of conduct, not encourage it.
- 3) Policing. Once you open this area to the public, it will need to be policed. It seems our local police forces and their budgets are stretched thin as is.
- 4) Fencing/ Maintenance of fencing. Any trails would have to be fenced and then maintained. Fencing is costly and so is the maintenance. This is one of the premier reasons we cannot allow a trail that would bisect our property or the leased property we graze. The fence would create a logistical nightmare at certain times of year when we are moving cattle on a daily basis.
- 5) Potential for conflict/harm with cattle and sheep. On rare occasions range cattle can be dangerous to people when they have newborn calves. Some cows can be fiercely protective of their calves, and will defend their calves from anything they see as a potential threat. This is especially true if there is a dog present. Cattle have been known to trample dogs, sometimes fatally. While this is unusual, it is important to note it here because the Bailey's lake area is our premiere calving pasture, and during the months of March and April there are several hundred cows and calves in the area. If an unsuspecting person with an overzealous dog encounters newborn calves and their mothers, it can be a very bad situation. We also lamb our sheep in this area in April and May. Ewe's can abandon their lambs if they are disturbed and panic while lambing. Again, people unaccustomed to livestock could unwittingly cause serious and costly harm.
- 6) A trail system routed through the north side of the NW Quadrant just doesn't make sense. There is simply no way to reasonably justify routing a public trail through hundreds of acres of

privately owned land. Livestock and the public don't mix. Time after time, in case after case, ranching operations are driven out of areas where the public becomes concentrated. We have been farming and ranching on this land for over 100 years. Whether or not you agree with ranching, it is a historical, environmental, and culturally valuable land use that sets the Salt Lake Valley apart from other metropolitan areas. This area contains invaluable wildlife habitat that is not nearly as disturbed by sustainably managed numbers of cattle and sheep as it would be by a continual presence of people coming and going.

We ask the members of the planning department to be very thorough, and forward thinking, in their deliberations concerning any type of public access or trail system in the NW Quadrant. Currently there are big plans in the works for developing part of this area. It only makes sense to include or incorporate any conceivable trail system into these plans where you keep disturbance to wildlife and ongoing land use to a minimum. This is a logical way to allow limited access to this area, instead of routing a trail through private property where the potential for conflict is limitless.

The responsible thing to do is route the UNEV pipeline through the area where disturbance has already occurred. Any plans for trails or public access should not be tied to this project. We ask for the greatest possible consideration in this matter. Please feel free to contact us directly with any questions.

Respectfully,

The Gillmor Family

Siv Gillmor
Charles Gillmor
Jennifer Gillmor
Becky Gillmor

Rob Eriksson
Joe Eriksson

Please feel free to contact Jennifer @ 801 231-5794 or gbarider@yahoo.com with any questions.



February 9, 2009

VIA FIRST CLASS MAIL

Wayne Mills
Senior Planner
Community & Economic Dev. Dept.
Planning Division
451 South State St. Room 406
P.O. Box 145480
Salt Lake City, UT 8411405480

Re: Holly Pipeline Trail

Dear Wayne:

On behalf of the Rudy Reclamation Club (Duck Club), I write to express my opposition to the trail for which UNEV has requested a permit and wishes to build along the pipeline corridor it is proposing and for which it is seeking zoning approval.

As we understand it, the issue of a trail arose because a portion of UNEV's proposed pipeline corridor passes through a Salt Lake City zoning district called the Lowland Conservancy Overlay District ("LCOD"). The relevant portion of the LCOD begins at the boundary between SLC and the Blackhawk Duck Club and ends where the surplus canal crosses the pipeline corridor. The LCOD was created as a wetlands protection district. As such, there are very few permitted or conditional uses within the LCOD and a petroleum pipeline is not a permitted or conditional use. There may be an exception to this zoning provision if UNEV could qualify as a "public utility" and the pipeline would qualify as a "distribution line." Nevertheless, SLC has taken the position that UNEV and the pipeline fail on both counts. Therefore, unless a creative solution was proposed, UNEV's only options for obtaining a permit for construction through the LCOD was to petition to amend the zoning ordinance, or seek a judicial determination that it is a public utility and this is a distribution line. I would suggest UNEV should request an exemption from the need for a permit fee both a permitted or conditional use.

We understand that one solution that was suggested was the following: Because roads and trails are conditional uses in the LCOD, and roadways and trails typically have utilities running with them, UNEV may be able to place the pipeline across the LCOD so long as it builds a public trail

Wayne Mills
February 9, 2009
Page 2

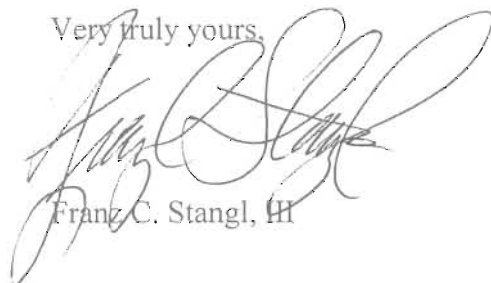
through the LCOD and over the pipeline corridor. Pursuant to this suggestion, UNEV has filed an application for a permit allowing it to build this trail. We understand that the procedure is that the planning office will submit comments, then there will be a public open house and a public hearing on this issue. As we are and have been a duck club with seasonal shooting on all parts of our property for 100 years, we have a problem with people or vehicles having an unrestricted right over any trail or right of way across our 1,800 acre club.

We view the logic used in this possible solution to be flawed for a number of reasons. First, it is not true that utilities always run with roadways and certainly do not run with trails. What is more, we are unaware of any trail that requires a petroleum pipeline to service it. The two are unrelated. Hence, it is unclear how the application for a conditional use through the LCOD (a trail) will, in and of itself, make a non-permitted use (a pipeline) a viable option. Second, and perhaps most importantly, the LCOD was created to protect wetlands and the hydrology associated with those wetlands. This is precisely why a pipeline (underground or otherwise) is not a permitted use. Nevertheless, using the faulty logic described above, an underground pipeline alone is not permitted because of the impact but, if UNEV will create the even larger, above-ground, permanent impact of building a permanent trail, then it can build the pipeline as well. This does not make good sense and we have to believe that if the City looks at this closely, it will see the problems with this proposal and UNEV's permit request.

Hence, it is The Rudy Reclamation Club's position that UNEV's application for a permit to build the trail and underground pipeline should be denied. UNEV should be required to exhaust its other options, and in particular, petitioning for an amendment to the zoning ordinance. If the zoning ordinance is amended and the pipeline is allowed through the LCOD, it will have much less of an impact than a trail and a pipeline through this area that the City has designated as needing protection.

Please call 801-277-2543, if you have any questions or would like to discuss this issue with me further. Also, please inform me if and when a public open house or public hearing is scheduled as I wish to attend and voice the views discussed in this letter.

Very truly yours,



Franz C. Stangl, III

A Star-K Company
S-PM INC.
90 East 7200 South, Suite 200
Midvale, Utah 84047

\$ 000.426

Wayne Mills, Senior Planner
Community & Economic Dev. Dept. Planning Division
451 South State St., Room # 406
P.O. Box 145480
Salt Lake City, Utah 84114

電話 14-5420



RCVD: 2/18/09

RUDY RECLAMATION AND SPORTSMAN'S CLUB

P. O. Box 180
Salt Lake City, Utah 84110-0180

Scott Ross Wangsgard
Secretary/Treasurer

Telephone: (801) 578-3510
Facsimile: (801) 578-3531
e-mail: srw@srwlc.com

February 10, 2009

Wayne Mills
Senior Planner
Community & Economic Development
Planning Division
P. O. Box 145480
Salt Lake City, UT 84114-5480

Mr. Nole Walkingshaw
via e-mail only:
nole.walkingshaw@slcgov.com

Re: UNEV/Holly Pipeline Trail

Gentlemen:

My name is Scott Wangsgard. I am the Secretary/Treasurer of the Rudy Reclamation and Sportsman's Club, one of the many duck clubs along the south shore of the Great Salt Lake. The Rudy is a Utah corporation (with 60 shares of stock issued to its members), that was organized in September of 1909 – 100 years ago, and has continuously engaged in activities designed to protect and preserve the Great Salt Lake marshes. The Rudy is very concerned and opposed to a matter presently pending for consideration by Salt Lake City respecting a trail proposed to be constructed across a Salt Lake City zoning district called the Lowland Conservancy Overlay District ("LCOD").

As I understand it, the UNEV/Holly Pipeline extends from North Salt Lake, southwest across the Rudy Club, passing then through the Harrison Duck Club and Blackhawk Duck Club, then south through the LCOD. I am informed that the LCOD is a wetland protection district, and that Salt Lake City's position is that a pipeline is not permitted within the district.

In an attempt to accommodate UNEV's needs to construct the pipeline, it has been suggested that UNEV construct an elevated trail across the LCOD, and across the Surplus Canal, the Gogin Drain and the Consolidated Canal. In conjunction with such a trail, the pipeline may be installed beneath the trail. This solution, though creative, certainly does not further the purposes for which the LCOD was created—"to protect low lying wetlands". If an underground pipeline is not permitted because it is contrary to the purposes of establishing wetland conservation areas, how can it possibly be that installing the pipeline underground, then creating an elevated trail over that pipeline, somehow ameliorates the perceived deleterious effects of a completely underground and virtually invisible pipeline.

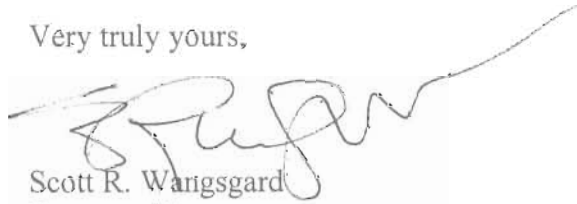
Stated another way, if an underground pipeline is inimical to the purpose of the LCOD, how can an underground pipeline and an elevated trail (with bridges crossing each of the aforementioned waterways) somehow be a better method of protecting these low-lying wetland areas.

Moreover, as I understand it, UNEV/Holly has the ability to "slant drill" its pipeline route underneath the LCOD, causing minimal surface disruptions, even on a temporary basis, which would most certainly be less disruptive to the environment than the proposal of a buried pipeline and an elevated trail with bridges.

It is the position of the Rudy Reclamation and Sportsman's Club, as well as my personal position, that a permit to build the trail above an underground pipeline and associated bridges should be denied. An amendment of the ordinance to allow the pipeline to installed completely underground, as I understand is UNEV's preference, will certainly have much less of an impact than the design presently proposed.

Please feel free to contact me regarding this matter and keep me apprised of any hearings or other meetings which it may be appropriate to address these issues.

Very truly yours,



Scott R. Wangsgard
Secretary/Treasurer

SRW:rr

Rudy Rec. & Sportsman's Club
P. O. Box 180
Salt Lake City, UT 84110-0180



Wayne Mills
Senior Planner
Community & Economic Development
P. O. Box 145480
Salt Lake City, UT 84114-5480

84114+5480



February 9, 2009

VIA FIRST CLASS MAIL

Wayne Mills
Senior Planner
Community & Economic Dev. Dept.
Planning Division
451 South State St. Room 406
P.O. Box 145480
Salt Lake City, UT 8411405480

Re: UNEV/Holly Pipeline Trail

Dear Mr. Mills:

On behalf of Rudy Duck Club, I write to express Peter Coombs's opposition to the trail for which UNEV has requested a permit and wishes to build along the pipeline corridor it is proposing and for which it is seeking zoning approval.

As we understand it, the issue of a trail arose because a portion of UNEV's proposed pipeline corridor passes through a Salt Lake City zoning district called the Lowland Conservancy Overlay District ("LCOD"). The relevant portion of the LCOD begins at the boundary between SLC and the Blackhawk Duck Club and ends where the surplus canal crosses the pipeline corridor. The LCOD was created as a wetlands protection district. As such, there are very few permitted or conditional uses within the LCOD and a petroleum pipeline is not a permitted or conditional use. There may be an exception to this zoning provision if UNEV could qualify as a "public utility" and the pipeline would qualify as a "distribution line." Nevertheless, SLC has taken the position that UNEV and the pipeline fail on both counts. Therefore, unless a creative solution was proposed, UNEV's only options for obtaining a permit for construction through the LCOD was to petition to amend the zoning ordinance, or seek a judicial determination that it is a public utility and this is a distribution line.

We understand that one solution that was suggested was the following: Because roads and trails are conditional uses in the LCOD, and roadways and trails typically have utilities running with them, UNEV may be able to place the pipeline across the LCOD so long as it builds a public trail through the LCOD and over the pipeline corridor. Pursuant to this suggestion, UNEV has filed

Wayne Mills
February 9, 2009
Page 2

an application for a permit allowing it to build this trail. We understand that the procedure is that the planning office will submit comments, then there will be a public open house and a public hearing on this issue.

We view the logic used in this possible solution to be flawed for a number of reasons. First, it is not true that utilities always run with roadways and certainly do not run with trails. What is more, we are unaware of any trail that requires a petroleum pipeline to service it. The two are unrelated. Hence, it is unclear how the application for a conditional use through the LCOD (a trail) will, in and of itself, make a non-permitted use (a pipeline) a viable option. Second, and perhaps most importantly, the LCOD was created to protect wetlands and the hydrology associated with those wetlands. This is precisely why a pipeline (underground or otherwise) is not a permitted use. Nevertheless, using the faulty logic described above, an underground pipeline alone is not permitted because of the impact but, if UNEV will create the even larger, above-ground, permanent impact of building a permanent trail, then it can build the pipeline as well. This does not make good sense and we have to believe that if the City looks at this closely, it will see the problems with this proposal and UNEV's permit request.

Hence, it is my position that UNEV's application for a permit to build the trail and underground pipeline should be denied. UNEV should be required to exhaust its other options, and in particular, petitioning for an amendment to the zoning ordinance. If the zoning ordinance is amended and the pipeline is allowed through the LCOD, it will have much less of an impact than a trail and a pipeline through this area that the City has designated as needing protection.

Very truly yours,

A handwritten signature in black ink, appearing to read "Peter Coombs", written in a cursive style.

Peter Coombs

cc: Nole Walkingshaw—nole.walkingshaw@slcgov.com

- While the southshore wetlands property owners, National Audubon Society and others will be working to eliminate plans for the trail that goes northwest of the Salt Lake City Airport, it could take a substantial amount of time to do so. To put the "Transvalley Corridor Trail Connection" in place could make it more difficult to remove the trail northwest of the airport from planning documents.
- The Lowland Conservancy Overlay District includes in its' purpose statement the protection and preservation of wetland areas. The southshore wetlands property owners provide valuable habitat for birds. It would be very unfortunate for a trail in the Overlay District to lead to the loss or lack of protection and preservation of these wetland areas.
- If the trail ever extended northwest of the airport it would likely be put on the powerline corridor that was relocated to this area due to the placement of the third major runway for the airport. This relocated powerline corridor already bisects and impairs valuable wetland habitat. A trail on this powerline corridor would add additional pressures to these wetland areas.

Though National Audubon Society is strongly opposed to this trail proposal, we also fully understand and support the importance of outdoor recreation and nature education. National Audubon Society is in favor of appropriately placed trails located to the south of the Goggin Drain and the Bailey's Lake area. We manage the Lee Creek Area, a publicly accessible area within Salt Lake County approximately five miles west of 7200 West and I-80. (Website address is: www.audubon.org/local/sanctuary/leecreek.) And we are a sponsor of the Great Salt Lake Bird Festival, which includes behind-the-gate tours to the Gillmor Sanctuary. The Ambassador Duck Club, has also consistently provided behind-the-gate tours during the Great Salt Lake Bird Festival and at other times. Such managed access provides opportunities for public exploration in a controlled manner designed to protect and husband critical, valuable habitat for the long-term benefit of all Salt Lake City residents.

In summary, for the reasons stated above National Audubon Society is in strong opposition to the Transvalley Trail Connection for the UNEV Pipeline Project.

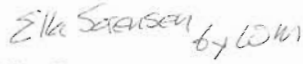
If you have any questions or would like to discuss this issue further, please contact Wayne Martinson at 355-8110 or wmartinson@audubon.org or Ella Sorensen at 966-0464 or esorensen@audubon.org.

Thank you very much for your consideration of these comments.

Sincerely,



Wayne Martinson
Utah Important Bird Areas Coordinator
National Audubon Society



Ella Sorensen
Gillmor Sanctuary and Lee Creek Area Manager
National Audubon Society

Cc: Lynn Tennefoss, Vice President, State Programs and Chapter Services
Dick West, President, Southshore Wetlands and Wildlife Management Inc.
Joe Incardine, National Project Manager for the UNEV Pipeline Project, BLM

February 27, 2009

Nole Walkingshaw
Senior Planner
Community & Economic Dev. Dept.
Planning Division
451 South State St., Room 406
P.O. Box 145480
Salt Lake City, UT 84114-5480

Sent: Via e-mail

Re: Statement in Opposition to the Transvalley Corridor Trail Connection for the UNEV Pipeline Project

Dear Mr. Walkingshaw:

National Audubon Society respectfully expresses strong opposition to the Transvalley Trail Connection for the UNEV Pipeline Project.

As we understand it, consideration of a trail arose because a portion of UNEV's proposed pipeline corridor passes through a Salt Lake City (SLC) zoning district called the Lowland Conservancy Overlay District ("LCOD"). The relevant portion of the LCOD begins at the boundary between Salt Lake City and the Blackhawk Duck Club and ends approximately where the surplus canal crosses the pipeline corridor. The LCOD was created as a wetlands protection district. As such, there are very few permitted or conditional uses within the LCOD and a petroleum pipeline is not a permitted or conditional use. In addition, SLC has stated that UNEV does not qualify as a "public utility" and the pipeline does not qualify as a "distribution line." Therefore, unless a creative solution was proposed, UNEV's only options for obtaining a permit for construction through the LCOD are to petition to amend the zoning ordinance, or seek a judicial determination that the project is a public utility and the corridor is a distribution line. But both of these options would take considerable time and proponents of the pipeline want to move much more quickly.

UNEV has proposed a fast track alternative: Because roads and trails are conditional uses in the LCOD, and roadways and trails typically have utilities running with them, UNEV is proposing to place the pipeline across the LCOD so long as it builds a public trail through the LCOD and over the pipeline corridor. Pursuant to this suggestion, UNEV has filed an application for a permit allowing it to build a public trail as a conditional use in the LCOD, with a pipeline under the trail.

National Audubon Society is opposed to the proposed trail for numerous reasons, including the following:

1. Salt Lake City is to be commended for having a Lowland Conservancy Overlay District. Maintaining the integrity of this overlay district is a high priority. Fast tracking approval of a trail through this district would provide an unfortunate precedent for possible proposed future activities or corridor requests through the Lowland Conservancy Overlay District.
2. The proposed trail would go north of the Goggin Drain. The Goggin Drain serves as a major obstacle for public traffic to the north. In order to preserve the sensitive natural areas to the north, National Audubon Society, Southshore Wetlands and Wildlife Management, Inc. property owners, and others have and continue to actively work to limit public activities north of the Goggin Drain. Such efforts have occurred in cooperation with private landowners and also in working with the Northwest Quadrant Plan.
3. Areas north of the Goggin Drain are primarily used for wildlife habitat and ranching by private landowners. The value of this area for wildlife habitat is very high. National Audubon Society in cooperation with BirdLife International has recognized the Harrison and Ambassador Duck Clubs, both located north of the Goggin Drain in this general area, as part of Farmington Bay Important Bird Area a globally Important Bird Area. (For more information about this program and area go to www.audubon.org/bird/iba/utah.) These two duck clubs have documented high bird use through the Great Salt Lake Waterbird Survey from 1998 through 2003. Other southshore wetlands property owners in the area also provide valuable habitat for birds.
4. National Audubon Society manages the Gillmor Wildlife Sanctuary to the west of the southshore wetlands property owners and north of the Goggin Drain. The Gillmor Sanctuary also provides valuable wildlife habitat and National Audubon Society seeks to maintain the area north of the Goggin Drain for its wildlife purposes.
5. Creating a trail with a bridge across the Goggin opens up all wetland areas to the north to vandalism, illegal trespass and security issues. Further, as development likely goes forward in the area, it would allow feral cats and dogs across the Goggin and into the wildlife managed areas.
6. The proposed trail would go through lowland areas and may result in fill of wetlands that would require a U.S. Army Corps of Engineers 404 wetlands permit. If this were the case the timeframes for approval of the trail would likely be delayed and the proposed trail would not help the proponents for the pipeline with their fast tracking efforts. Specifically, as Dick Gilbert, President of Ambassador Duck Club mentions in a letter he has sent regarding this proposal, both sides of the Goggin Drain flood during high water runoff years. This is one indication that the proposed trail may fill jurisdictional wetlands.
7. One proposal that has been provided since Friday, Feb. 19 is to have the trail clearly stop at the Salt Lake City Boundary and to work in the future to have it go no further north than this. However there are major problems with this proposal for a limited trail as mentioned above. Additional problems include,
 - The very name of the trail – Transvalley Corridor Trail Connection - indicates that this small trail may be intended to extend a trail northwest of the airport.
 - The Salt Lake City Bicycle and Pedestrian Master Plan includes a trail to the northwest of the Salt Lake City Airport. This trail would have serious impacts on Blackhawk, Harrison and Rudy Duck Clubs' habitat and is vigorously opposed by the private landowners, National Audubon Society and others.

- While the southshore wetlands property owners, National Audubon Society and others will be working to eliminate plans for the trail that goes northwest of the Salt Lake City Airport, it could take a substantial amount of time to do so. To put the "Transvalley Corridor Trail Connection" in place could make it more difficult to remove the trail northwest of the airport from planning documents.
- The Lowland Conservancy Overlay District includes in its' purpose statement the protection and preservation of wetland areas. The southshore wetlands property owners provide valuable habitat for birds. It would be very unfortunate for a trail in the Overlay District to lead to the loss or lack of protection and preservation of these wetland areas.
- If the trail ever extended northwest of the airport it would likely be put on the powerline corridor that was relocated to this area due to the placement of the third major runway for the airport. This relocated powerline corridor already bisects and impairs valuable wetland habitat. A trail on this powerline corridor would add additional pressures to these wetland areas.

Though National Audubon Society is strongly opposed to this trail proposal, we also fully understand and support the importance of outdoor recreation and nature education. National Audubon Society is in favor of appropriately placed trails located to the south of the Goggin Drain and the Bailey's Lake area. We manage the Lee Creek Area, a publicly accessible area within Salt Lake County approximately five miles west of 7200 West and I-80. (Website address is: www.audubon.org/local/sanctuary/leecreek.) And we are a sponsor of the Great Salt Lake Bird Festival, which includes behind-the-gate tours to the Gillmor Sanctuary. The Ambassador Duck Club, has also consistently provided behind-the-gate tours during the Great Salt Lake Bird Festival and at other times. Such managed access provides opportunities for public exploration in a controlled manner designed to protect and husband critical, valuable habitat for the long-term benefit of all Salt Lake City residents.

In summary, for the reasons stated above National Audubon Society is in strong opposition to the Transvalley Trail Connection for the UNEV Pipeline Project.

If you have any questions or would like to discuss this issue further, please contact Wayne Martinson at 355-8110 or wmartinson@audubon.org or Ella Sorensen at 966-0464 or esorensen@audubon.org.

Thank you very much for your consideration of these comments.

Sincerely,

Wayne Martinson
Utah Important Bird Areas Coordinator
National Audubon Society

Ella Sorensen
Gillmor Sanctuary and Lee Creek Area Manager
National Audubon Society

Cc: Lynn Tennefoss, Vice President, State Programs and Chapter Services
Dick West, President, Southshore Wetlands and Wildlife Management Inc.
Joe Incardine, National Project Manager for the UNEV Pipeline Project, BLM

OPEN HOUSE
PUBLIC COMMENT FORM

February 19, 2009



Planning and Zoning Division
Department of Community and
Economic Development

Transvalley Corridor Trail Connection/UNEV Pipeline
Project

Name: North Point Consolidated Irrigation Company

Address: 50 East North Temple, 15th Fl.

S L C, UT

Zip Code 84150

Phone: 240-9016

E-mail christersene f@ldschurch.org.

Comments: (1) North Point is opposed to public intrusion into this
otherwise secured area north of the Goggin Drain and south
of our Canal. (2) County Flood Control also need unobstructed
access to both sides of the Goggin Drain to be able to
manage S L Valley runoff waters. (3) The chemicals we use to control
moss and algae could be very harmful to trail users. This trail
is very near our injection area for Magnicide 'H'. If the trail
north of the Goggin does go, it should be Elleeth Christensen
pedestrian only.

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail at nole.walkingshaw@slcgov.com or via mail at the following address: Nole Walkingshaw, Senior Planner, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by February 27, 2009.

Nole Walkingshaw Senior Planner
Salt Lake City Planning Division
PO Box 145480
Salt Lake City, UT 84114-5480

Richard N. Gilbert
4071 Minuet Court
West Valley City, UT 84119-4852
Phone 801-968-7483
February 23, 2009

Subject: Opposed to the Transvalley Corridor Trail Connection / UNEV Pipeline Project

Dear Mr. Walkingshaw;

My name is Richard N. Gilbert and I represent one hundred shareholders in the Irvine Ranch & Petroleum, Inc. dba Ambassador Duck Club. We own approximately 3,000 acres of wetlands near the Great Salt Lake. The property is managed 365 days a year to provide excellent habitat for shore birds, waterfowl and other wildlife. The property has been designated by the National Audubon as an "Important Bird Area" in 2004 and a "Globally Important Bird Area" in 2007. These designations were given to our property in recognition of the diversity and numbers of migratory birds that use our land as nesting sites and staging locations in their migration cycle. Damage or encroachment on these wetlands would have a major impact on numerous bird species across our hemisphere and with some species would have a global impact.

It is our understanding that because a section of the proposed UNEV pipeline corridor passes through a Salt Lake City zoning district called a Lowland Conservancy Overlay District (LCOD) which would not allow a pipeline, a creative solution has been presented in order to approve the application. A "Conditional Use" has been requested by UNEV to build a "trail" and by the way as long as UNEV is there they can put a pipeline under the "trail". The building of a trail on top of the pipeline does not mitigate the encroachment of the pipeline it only adds to the damage to the LCOD. It is our understanding that the LCOD was put in place to protect sensitive wetlands.

Assuming that a Conditional Use is granted the pipelines construction will violate many Conditional Use Standards. "Data taken from the handout 21A.34.050 LC Lowland Conservancy Overlay District: presented at the Salt Lake City & County Bldg. open house, February 19, 2009"

Section E 1. "The development will not detrimentally affect or destroy natural features such as ponds, streams, wetlands...." and Section E 3. ; only those areas approved for the physical improvement may be cleared. The pipeline construction will require a Permanent Right-of-way with additional work space outside the R/W. This could cut a 100 foot swath, or wider, through the LCOD and revegetation would be marginal at best. Most pipelines R/W's are

managed by the pipeline operator in a clear vegetation state so they can be surveyed from the air. All tall vegetation is removed and it is kept cleared by the pipeline operator. This would create a vegetation cleared swath across the LCOD.

Section E 4. "The development will not reduce the natural retention storage capacity of any water course, nor increase the magnitude and volume of flooding at other locations...." The elevated "trail" will act as a dam. Historically the Goggin Canal floods the lands on both side of the Canal during high water runoff years. The water backed-up by the "trail" will inundate lands that have not been subject to flooding in the past on the south and north sides of the Goggin east of the "trail". The damming will also damage the "trail". The "trail" will also change the natural drainage of the lands on the east side requiring additional work (drain ditches) in the LCOD.

The land owner, Salt Lake City Corp, is holding this land for the future expansion of the SLC airports fourth runway. When that runway is developed the "trail" will either be removed for security reasons or will be fenced with a 6ft. high chain link. Not much scenic value in that.

Who will police the "trail"? The "trail", despite the colorful PR, will not be used by people enjoining the vista. In a very short time it will be a "hobo jungle" used by drug users, gang activities and sex traffickers. We know this will happen from our own experience. Before the locked gate was placed on the road to the "Church Farm" and duck clubs all of the undesirable activities were happening along the roads and they continue at the locked gate site now. The "trail" will invite off-trail trespassers, motorcycle and ATV riders into an environmentally fragile area.

We were told that the "trail" would terminate at the Black Hawk Duck Club's south property line and that there were no plans to extend the "trail" further north. The very name of the trail "Transvalley Corridor Trail Connection" indicates that planers in the Salt Lake City or Salt lake County Planning Departments are planning to move north of the Salt Lake City property. If this section of "trail" is not constructed it will stop planners from looking at future trails on the private property west and north of the SLC airport.

We request that a Conditional Use not be allowed for UNEV to cross the LCOD. We opposed the proposed "trail" and the use of a LCOD Conditional Use to circumvent the rules that protect the wetlands. The UNEV pipeline does have an alternate route. UNEV could be constructed to the east and south of the SLC airport and not damage any wetland.

Respectfully:

A handwritten signature in dark ink, appearing to read "Richard N. Gilbert", with a long, sweeping horizontal line extending to the right.

Richard N. Gilbert
President, Irvine Ranch & Petroleum, Inc
dba Ambassador Duck Club

OPEN HOUSE PUBLIC COMMENT FORM

February 19, 2009



Planning and Zoning Division
Department of Community and
Economic Development

Transvalley Corridor Trail Connection/UNEV Pipeline Project

Name: Patrick M. Kelly

Address: 717 So. McClelland
Salt Lake City Utah
Zip Code 84102

Phone: 801-575-6730 E-mail PM45KELLY@AOL.COM

Comments: Dear Planners, The proposed walking trails
on the UNEV pipeline is not well thought out. Beside
the security issues for the pipeline and airport there will
be private property issues with such clubs shooting
107 days out of 365 days. I would urge you to put
more attention on the Jordan River parkway completion
Thank you
Patrick M. Kelly

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail at nole.walkingshaw@slcgov.com or via mail at the following address: Nole Walkingshaw, Senior Planner, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by February 27, 2009.

OPEN HOUSE PUBLIC COMMENT FORM

February 19, 2009



Planning and Zoning Division
Department of Community and
Economic Development

Transvalley Corridor Trail Connection/UNEV Pipeline Project

Name: Scott R. Wangsgard

Address: 57 West 200 South, Suite 400

Salt Lake City, UT Zip Code 84101

Phone: 801-578-3510 E-mail srw@srwlc.com

Comments: Please see attached.

Please provide your contact information so we can notify you of other meetings or hearings on this issue. You may submit this sheet before the end of the Open House, or you can provide your comments via e-mail at nole.walkingshaw@slcgov.com or via mail at the following address: Nole Walkingshaw, Senior Planner, Salt Lake City Planning Division, PO Box 145480, Salt Lake City, UT 84114-5480. Please provide your comments by February 27, 2009.

**Attachment to
Open House Public Comment Form**

My name is Scott Wangsgard. I am the Secretary/Treasurer of the Rudy Reclamation and Sportsman's Club, one of the many duck clubs along the south shore of the Great Salt Lake. The Rudy is a Utah corporation (with 60 shares of stock issued to its members), that owns 1,800 acres, was organized in September of 1909 – 100 years ago, and has continuously engaged in activities designed to protect and preserve the Great Salt Lake marshes. The Rudy is very concerned and opposed to a matter presently pending for consideration by Salt Lake City respecting a trail proposed to be constructed across a Salt Lake City zoning district called the Lowland Conservancy Overlay District ("LCOD").

As I understand it, the UNEV/Holly Pipeline extends from North Salt Lake, southwest across the Rudy Club, passing then through the Harrison Duck Club and Blackhawk Duck Club, then south through the LCOD. I am informed that the LCOD is a wetland protection district, and that Salt Lake City's position is that a pipeline is not permitted within the district.

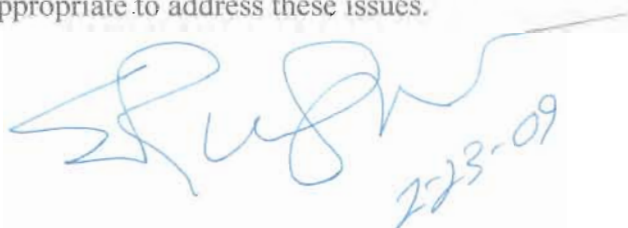
In an attempt to accommodate UNEV's needs to construct the pipeline, it has been suggested that UNEV construct an elevated trail across the LCOD, and across the Surplus Canal, the Gogin Drain and the Consolidated Canal. In conjunction with such a trail, the pipeline may be installed beneath the trail. This solution, though creative, certainly does not further the purposes for which the LCOD was created—"to protect low lying wetlands". If an underground pipeline is not permitted because it is contrary to the purposes of establishing wetland conservation areas, how can it possibly be that installing the pipeline underground, then creating an elevated trail over that pipeline, somehow ameliorates the perceived deleterious effects of a completely underground and virtually invisible pipeline.

Stated another way, if an underground pipeline is inimical to the purpose of the LCOD, how can an underground pipeline and an elevated trail (with bridges crossing each of the aforementioned waterways) somehow be a better method of protecting these low-lying wetland areas.

Moreover, as I understand it, UNEV/Holly has the ability to "slant drill" its pipeline route underneath the LCOD, causing minimal surface disruptions, even on a temporary basis, which would most certainly be less disruptive to the environment than the proposal of a buried pipeline and an elevated trail with bridges.

It is the position of the Rudy Reclamation and Sportsman's Club, as well as my personal position, that a permit to build the trail above an underground pipeline and associated bridges should be denied. An amendment of the ordinance to allow the pipeline to installed completely underground, as I understand is UNEV's preference, will certainly have much less of an impact than the design presently proposed.

Please feel free to contact me regarding this matter and keep me apprised of any hearings or other meetings which it may be appropriate to address these issues.



2-23-09

Walkingshaw, Nole

From: Mills, Wayne
Sent: Monday, March 23, 2009 10:21 AM
To: 'Williams, DJ'
Cc: Walkingshaw, Nole
Subject: RE: UNEV Pipeline Trail
Categories: Program/Policy

DJ-

Thank you for your comments. They will be included in the information that will be forwarded to the Planning Commission.

We are planning on scheduling this for the April 8 Planning Commission meeting. The Planning Commission meets at 5:45 p.m. in Room 326 in the City & County Building.

Please contact me if you have questions.

Wayne Mills

Senior Planner
 Salt Lake City Planning Division
 451 S. State Street, Room 406
 PO Box 145480
 Salt Lake City, UT 84114-5480
 Phone: 801-535-7282
 Fax: 801-535-6174

From: Williams, DJ [mailto:DWILLIAMS@stoel.com]
Sent: Monday, March 23, 2009 9:48 AM
To: Mills, Wayne
Subject: UNEV Pipeline Trail

Wayne,

I attended the first meeting we had regarding the UNEV pipeline trail proposal on behalf of both the Utah Waterfowl Association and the Harrison Duck Club. I understand that there was an open house on this issue but I was unable to attend that open house.

As I stated during that first meeting, I understand the Planning Division's interest in reaching a mutually beneficial solution to UNEV's current inability to construct its pipeline corridor across the Lowland Conservancy Overlay District ("LCOD"). The proposed solution of a pipeline and trail, however, is flawed for a number of reasons. First, it is my understanding that the reason a trail/pipeline was suggested is that trails and roadways are conditional uses in the LCOD and trails/roadways typically have some kind of utility associated with them. It is simply not true, however, that utilities always run with roadways and certainly do not always run with trails. What is more, I am unaware of any trail that requires a petroleum pipeline to service it. The two are unrelated. Hence, it is unclear how the application for a conditional use through the LCOD (a trail) will, in and of itself, make a non-permitted use (a pipeline corridor) a viable option. Second, and perhaps most importantly, the LCOD was created to protect wetlands and the hydrology associated with those wetlands. This is precisely why a pipeline (underground or otherwise) is not a permitted use. The proposed solution (if approved), however,

3/30/2009

permits UNEV to construct its pipeline corridor if only it will create an even larger, above-ground, impact of building a permanent trail. Again, this does not make good sense when considering the purposes of the LCOD and I have to believe that if the City looks at this closely, it will see the problems with this proposal and UNEV's permit request.

As I further understand it, UNEV has options that would have a much less severe impact (such as slant drilling). While this may require UNEV to request an amendment to the zoning ordinance, this is the best option when considering the impact associated with the construction of an underground pipeline corridor and an elevated trail with bridges. I understand that this may delay UNEV's construction of the trail. Nevertheless, requesting an amendment to the zoning ordinance is the action that should be taken and, on behalf of the Utah Waterfowl Association and the Harrison Duck Club, I ask that the Planning Division deny UNEV's current permit request.

Thanks for taking the time to read this email. Would you inform me where you are in the process of reviewing UNEV's permit request? Also, if you know, would you please inform me of the date of the public hearing on this issue?

Thanks again and, if you have any questions, please call me at the number listed below.

David J. Williams

STOEL RIVES LLP | 201 S. Main St, Suite 1100 | Salt Lake City, UT 84111-4904

Direct: (801) 578-6963 | Mobile: (801) 641-8978 | Fax: (801) 578-6999

dwilliams@stoel.com | www.stoel.com

Attachment D Departmental Comments

Salt Lake City Staff Comments

Police

I like that the pipeline will be buried. If it were exposed, with a trail in its vicinity, it would present a critical infrastructure protection problem. Rich

Public Utilities

Public Utilities has reviewed the conceptual plan for the UNEV pipeline and offers preliminary comments. Obtain all necessary permits from the canal companies, SLCPU, or SL County prior to construction of the trail and pipeline. Follow all design standards for canal crossings. This generally includes at least 3-ft clear over the annual high water mark of the canal (based upon historical records) and a minimum of 4-ft clear under the flow line of the canal if the pipe is proposed to cross underneath the canal bottom. The pipeline may not be located in any canal right-of-way except at permitted locations where it crosses the canal. All canal crossings must be made perpendicular to the canal.

According to the proposed Trail Profile, it appears that the trail is to be raised above natural grade. The trail must not impede, block, or divert natural drainage paths. Include drains under the trail where necessary to perpetuate natural drainage patterns. Final Civil Engineer prepared and stamped improvement plans for the trail and pipeline must be submitted to the department of Public Utilities for approval prior to construction. The plans will be reviewed in detail with regards to drainage, utilities and canals. Provide appropriate plan sheets including details and cross sections to clearly depict the method and manner of construction

Salt Lake City Public Utilities has reviewed the proposal for adding the trail along with the pipeline for the above noted project. The following requirements will need to be done through our office.

- A utility permit for the each crossing of our facilities with the pipeline, this includes water, sewer and drainage lines or ditches. This is in process at this time.
- a permit will need to issued to the entity that will be responsible for the maintenance of the bridge structures for the long term;
- a construction agreement will need to signed by UNEVCO for the construction of the bridge structures;
- Prior to the permits being issued we will need to see the plans of the bridges in conjunction with the high water line of the ditches and show how the preservation of our access for maintenance is being accomplished.

Fire

Fire department access roads shall not have a dead end greater than 150 feet without a turn around by use of cul-de-sac, hammer head or modified 'Y'. The outside turning radius is 45 foot and inside is 20 foot. Hammer head and 'Y' Dimensions depth of the dead end is 70 feet long the width of the road is a minimum of 20 feet.

It is noted within the document it states that a fuel line will be installed to serve the international airport. When this occurs then any building which is in place shall be

provided with Fire Department access roads and a fire hydrant within 400 feet of all exterior walls.

Building Services Review

The Building Services Department review comments and recommendations are as follows:

The proposal appears to address the Lowland Conservancy Overlay District Standards however; it does not seem to include provisions for hard surfaced parking for the trail user.

Open Space Lands Coordinator

I have reviewed the proposal for a trail and UNEV pipeline through the lowland conservation district west of the airport on city property. I am left with a question and a few concerns. I believe that we need to have a more transparent process for allowing this pipeline in a lowland conservation district which restricts such uses. This would help to protect the integrity of area which the ordinance was established to protect and the ordinance itself. It is a stretch to say this proposed trail is part of the Open Space Master Plan of 1992. The trail referenced in the plan is the Transvalley Corridor Trail, which travels east-west between the Bonneville shoreline trail and 4800 West, along 900 South. Additionally, in the Draft Northwest Quadrant Master plan identifies this as a conservation area.

Once a public process is completed, if the project moves forward it creates an opportunity to tie this proposed trail into the power line corridor that parallels the airport to the west. This could be a meaningful bike and pedestrian trail opportunity. There are two considerations I would recommend to ensure the success of this trail and user safety. First, the design standards should be improved to minimize long-term maintenance costs. The current design of this proposed trail falls short of a trail that will withstand environmental and hydrologic conditions of the area. I would recommend a paved trail similar to the Jordan River Trail without lighting to avoid wildlife impacts. Second, I would encourage that this project be required to establish at a minimum, a 5 year maintenance fund. This fund should be used to ensure the long term sustainability of the trail and the protection of the low land conservation area it transects. Issues such as weed management, user safety and maintenance will be dependant on the City committing limited resources that could benefit from a maintenance fund.

Airport

We received your notice regarding the Transvalley Corridor Trail Connection (UNEV Pipeline Project), petition # PLNPCM 2009-00035, Conditional Use.

The proposed Pipeline and trail passes through Two Airport controlled Salt Lake City owned parcels; 04-25-200-008 and 07-25-200-009. The planned pipeline route is on the western edge of these two parcels. We are forwarding the following airport comments regarding the conditional use permit.

- *Fencing.* Airport owned properties are typically fenced, secured, and patrolled by airport operations staff and police staff. Public access is typically prohibited inside these areas. The subject parcels have not been fenced because the parcels were recently acquired by the airport. Areas to the east side of the proposed trail will need to be secured with airport approved fencing to prohibit public access to secured airport property and to the airfield.
- *Maintenance.* The airport will not be responsible to maintain the proposed trail. It is understood that Salt Lake City Parks will provide the necessary maintenance and upkeep.
- *Grazing Rights.* Existing farm animal grazing rights exist on the airport properties. These rights must be maintained to allow the existing grazing rights and activities to continue.
- *Bridge Permitting.* Two pedestrian bridges are shown that will provide crossings over the canals. The applicant will be responsible for all related local, state, and federal permits for the bridge crossings. Coordination with the canal companies will also be required to allow the bridges.
- *Trail End.* As shown on the drawings the pedestrian trail would terminate at other private property owners parcels. Trespassing issues could be a concern to adjacent property owners where the proposed trail terminates. Planning for future continuation and connections of the trail should occur.
- *Long-Term Development.* The subject parcels were purchased to accommodate potential future long-term airport development. As future development occurs, the trail may require relocation or abandonment. Development is not anticipated for many years and will be based on future airport growth.

Transportation

The Transportation Division review comments and recommendations are as follows:

1. The proposed trail is indicated to run from the end of 800 North (John Cannon Drive) at 5305 West, northward through the Lowland Conservancy Overlay District. The trail then continues north to the south side of the Black Hawk Duck Club & Goose Club property at about 1500 North 5200 West.
2. The proposed trail is indicated as 10 feet wide and consists of a 3-inch crushed gravel surface. To construct the trail as a shared use path that accommodates a wide range of users and minimizes maintenance, the surface should consist of a permeable, hard surface, designed to accommodate emergency and maintenance vehicles.
3. In the Conditional Use Application there are no provisions for trailhead parking and no details given for trail signage or vehicular control from the public roadway at 800 North 5300 west. Due to the distance of the trailhead from the hotels and businesses in the area we recommend construction of a trailhead parking area.

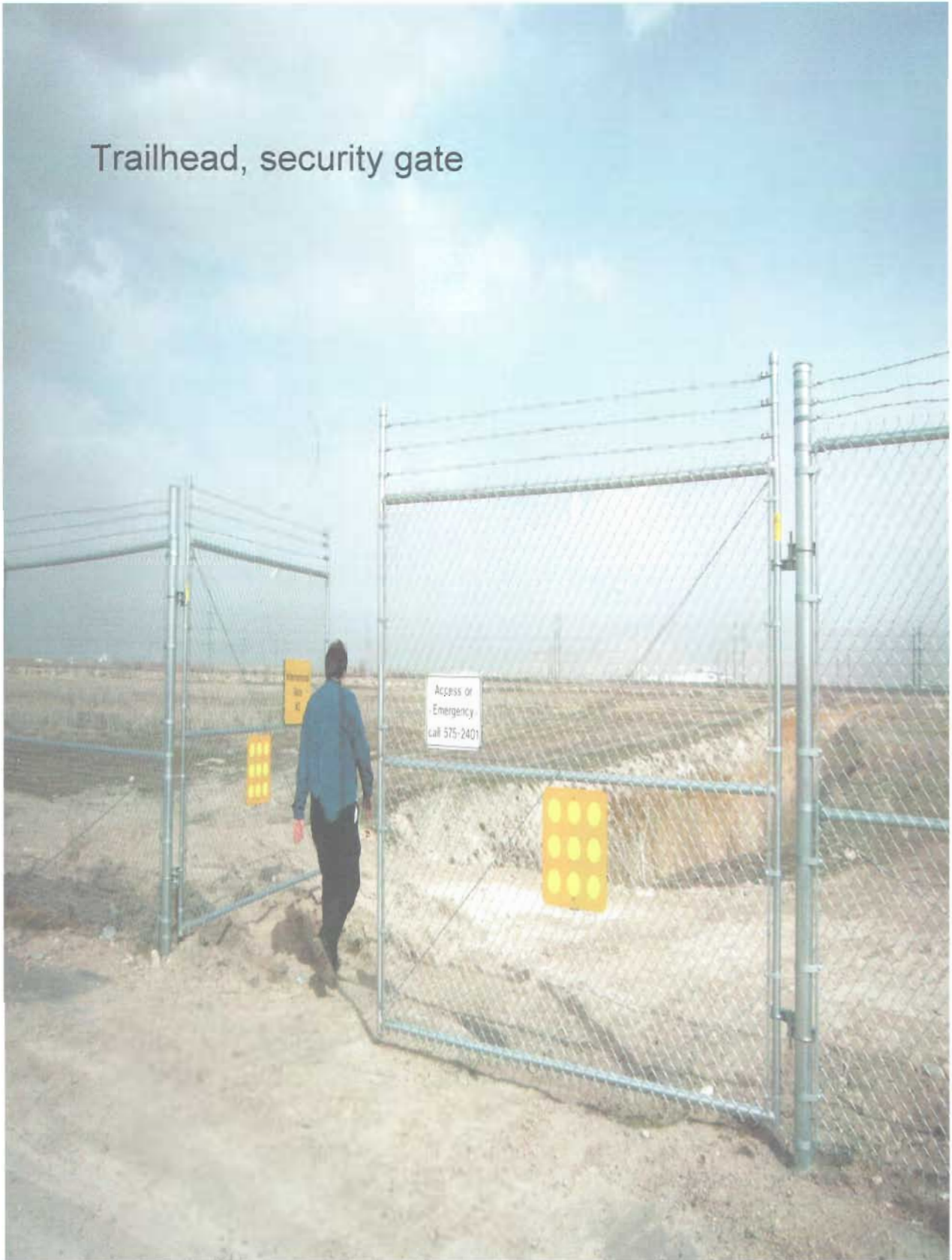
4. There is currently a fence at the east end of 800 North. Airport fencing issues need to be addressed.
5. Surface treatment of the bridges and bridge width need to be addressed. Per AASHTO guidelines the bridge clear width should be 14-feet: “the minimum clear width should be the same as the approach paved shared use path plus the minimum 2-foot wide clearance areas.” Also, per AASHTO: “On all bridge decks, special care should be taken to ensure that bicycle-safe expansion joints are used and that decking materials that become slippery when wet are avoided.”
6. Most horizontal curves on the path are shown with radius of 25 feet. Per AASHTO guidelines, the minimum radius of curvature for a paved use path, based on a design speed of 12 mph, is 36 feet. Please increase the 25-foot radii to a minimum of 36 feet.
7. Item 7, page 4, of the Introduction Letter, only addresses the construction phase of the project. Item 2 on page 5 discusses impacts caused by future trail use. Future trail use traffic impact information should also be included in Item 7.

Attachment E Photographs

SALT LAKE CITY



Trailhead, security gate



SALT LAKE CITY



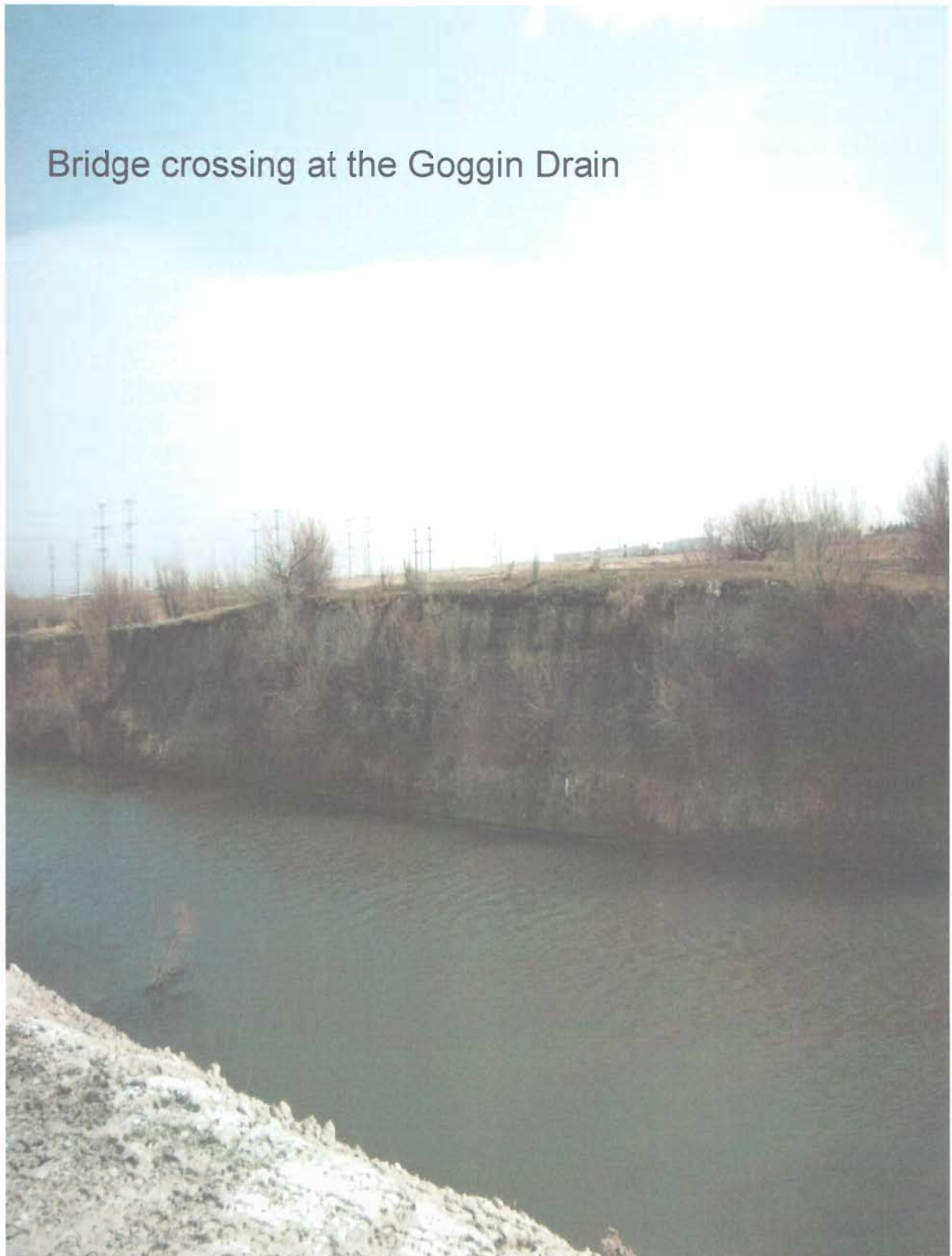
Trailhead , looking north



SALT LAKE CITY



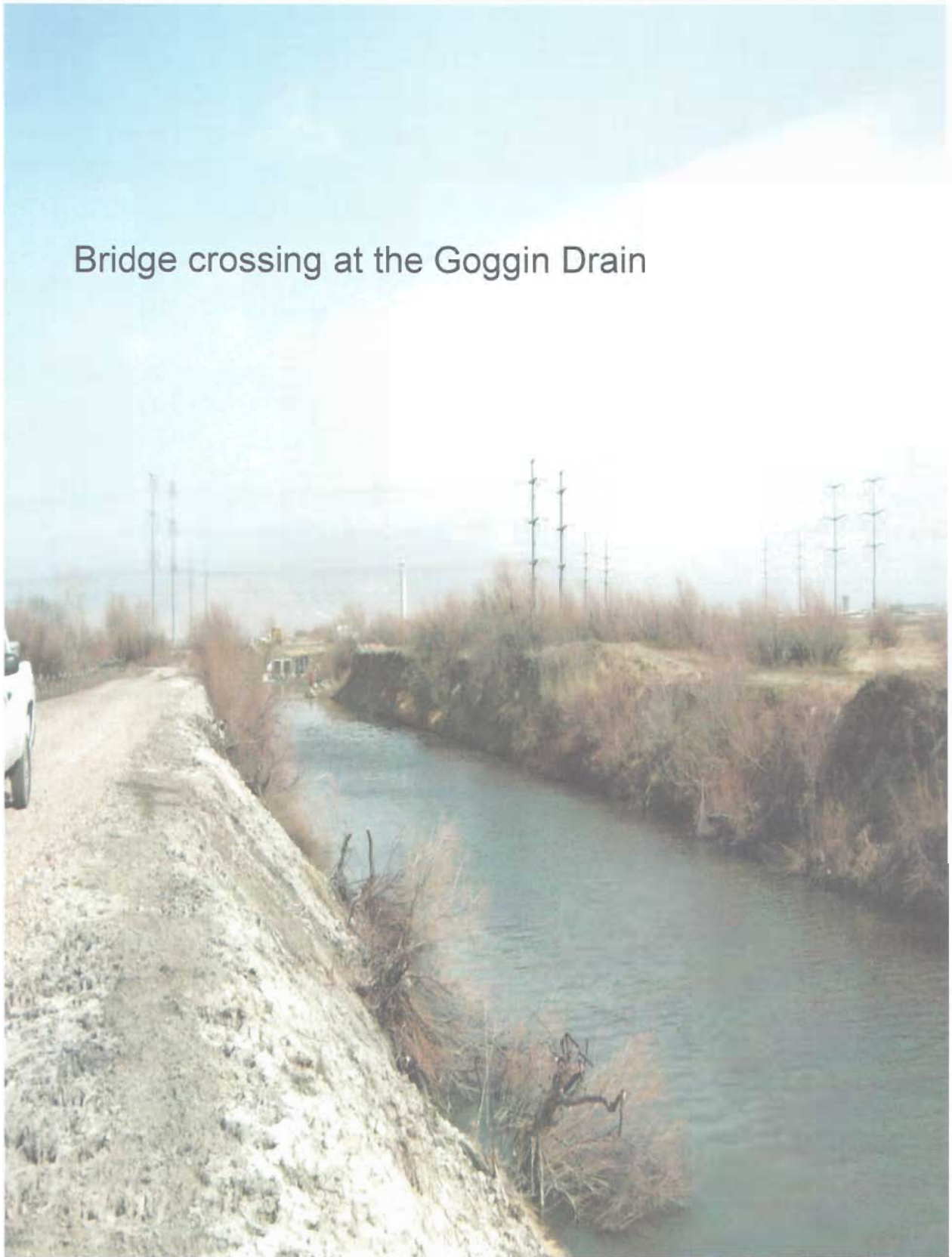
Bridge crossing at the Goggin Drain



SALT LAKE CITY



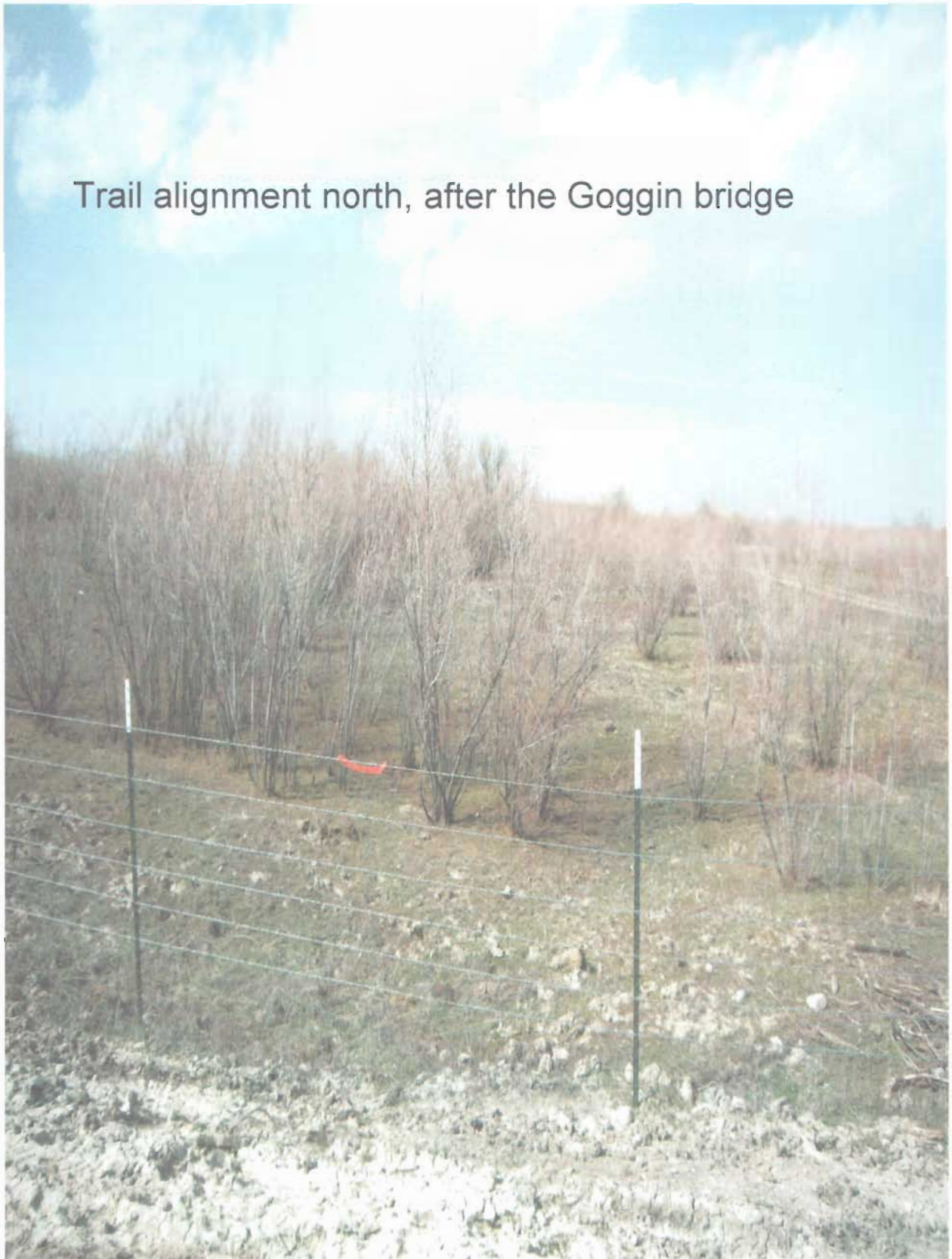
Bridge crossing at the Goggin Drain



SALT LAKE CITY



Trail alignment north, after the Goggin bridge



SALT LAKE CITY



Trails end, center point marker for line,
runs through center of photo



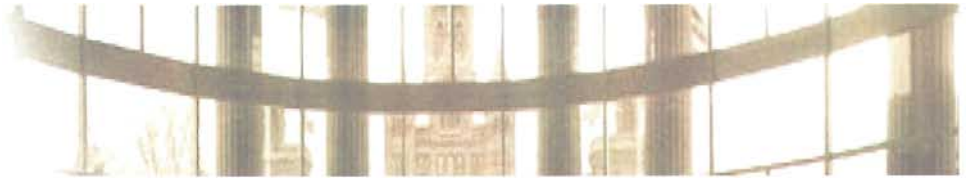
SALT LAKE CITY



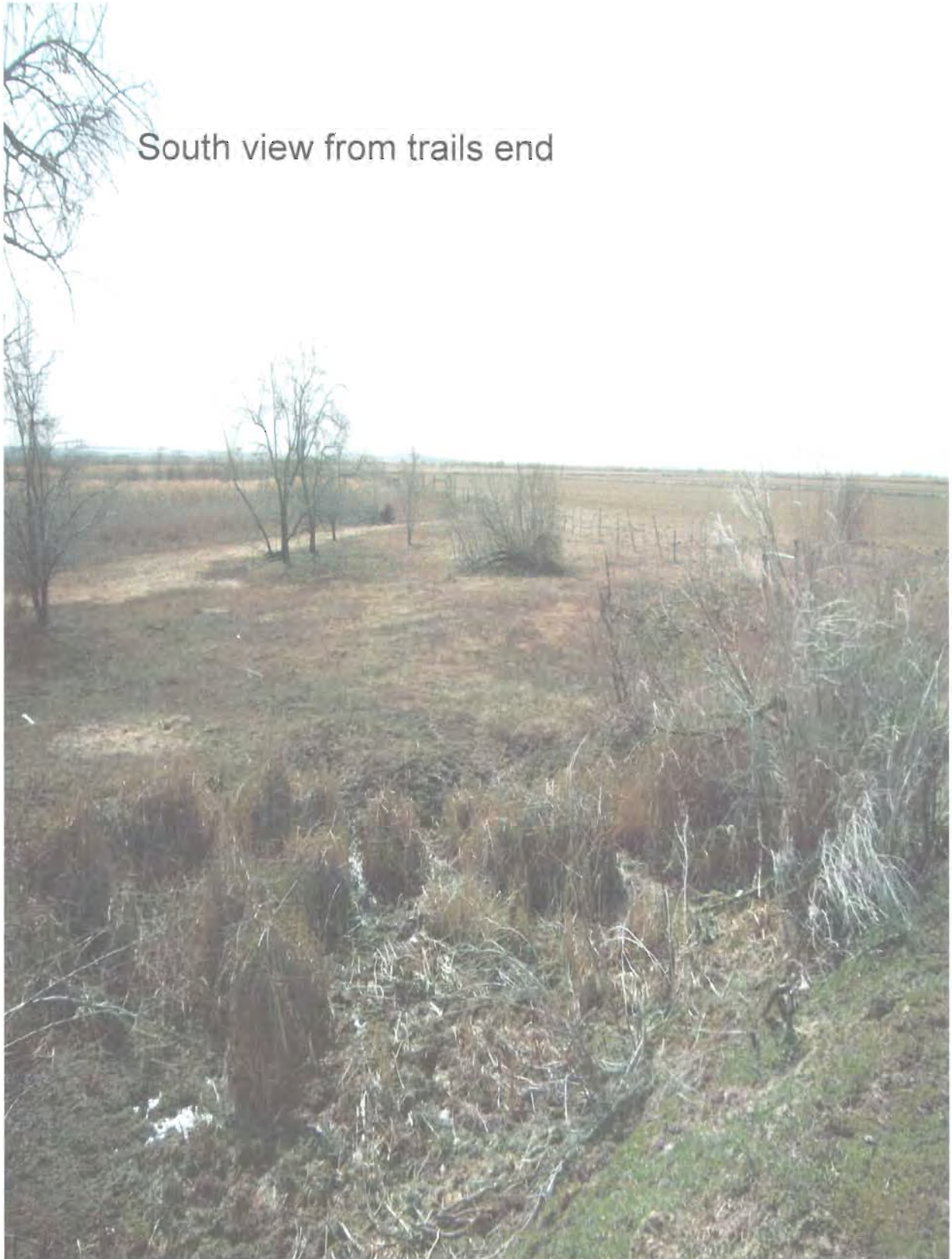
Trails end north ditch



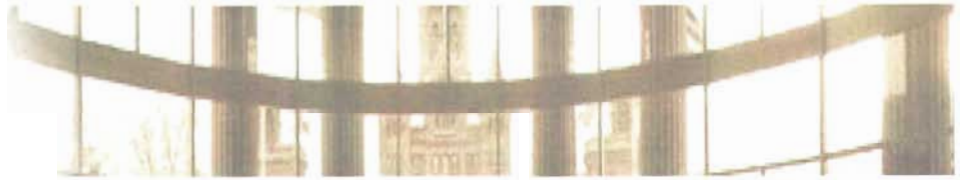
SALT LAKE CITY



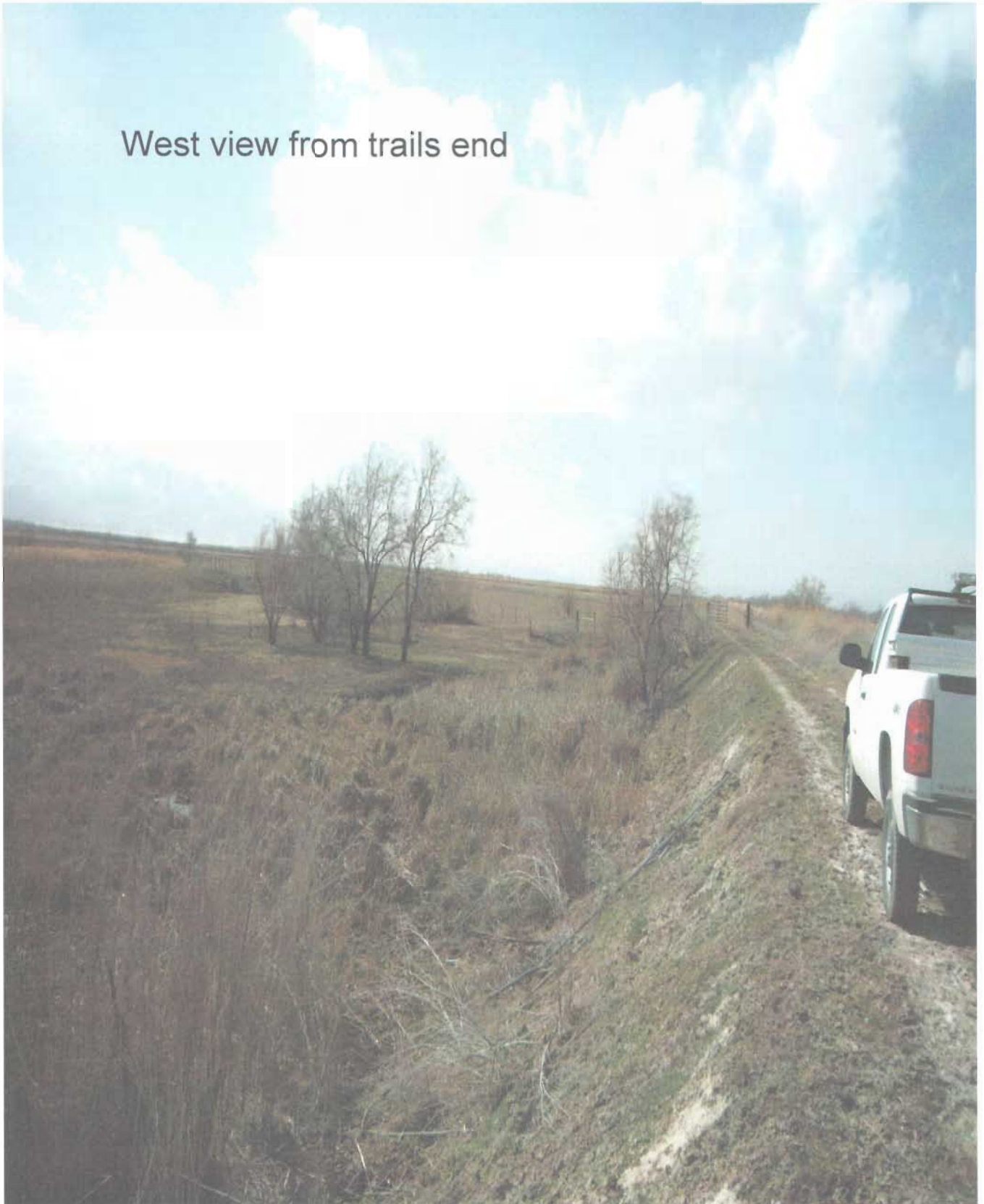
South view from trails end



SALT LAKE CITY



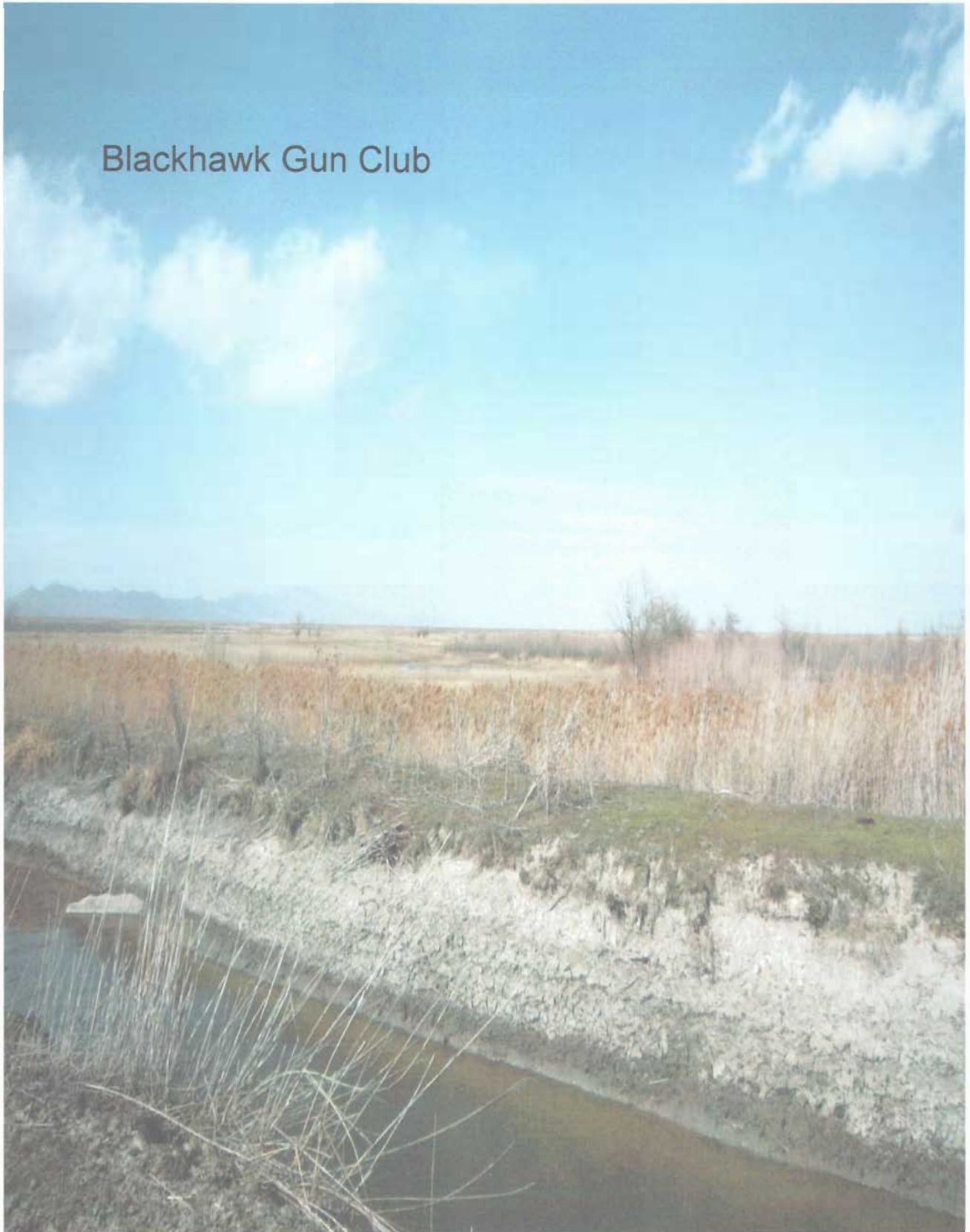
West view from trails end



SALT LAKE CITY



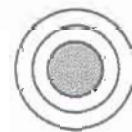
Blackhawk Gun Club



Attachment F Application

Transvalley Corridor Trial Connection/ UNEV Pipeline Project

Prepared by:



UNEV
PIPELINE, LLC

January 12, 2009

Salt Lake City Planning
451 South State Street, Room 406
Salt Lake City, Utah 84111

RE: Transvalley Corridor Trail Connect/UNEV Pipeline Project

Dear Members of the Planning Office;

UNEV Pipeline, LLC, a Delaware limited liability company (UNEV), is the applicant providing this supplementary response to the application (Application) submitted to Salt Lake City (the City) for a Conditional Use Permit (CUP) for the Transvalley Corridor Trail Connection/UNEV Pipeline Project (the Project) within the Lowland Conservancy Overlay District (the Conservancy District).

The Project will include two primary components, both of which will benefit the residents of the City. First, the Project will include an approximately 10-foot wide, 4,455-foot long biking/hiking trail (the Trail) running through the Bailey's Lake corridor located to the west of the Salt Lake City International Airport (the Airport). Second, the Project will include a portion of an underground pipeline (Pipeline) originating in North Salt Lake City, Utah, that will deliver oil products to the Airport and other locations. The location of the Project was selected after concerted efforts of Airport officials, adjacent landowners, various duck clubs and UNEV. The result has been the design of a project that creates a win-win partnership for Salt Lake City, the Airport, UNEV and the community-at-large. We look forward to continuing to work with the City to refine the Application and to address any additional questions that might arise during the course of your consideration of the Application.

The Project will benefit the residents of the City in a number of ways. First, the Trail will provide the public with a valuable amenity allowing residents to walk, jog or bike in the splendid scenery and environment of an area bordering the Great Salt Lake. With the trailhead starting adjacent to hotels and businesses located at the International Center and just minutes away from the city-center, the Trail is something that many people will enjoy and will greatly contribute to the area's quality of life and economic future.

In addition, upon completion, the Project will transport needed petroleum products to the Airport, reduce tanker truck traffic through the City, provide a safer means of transporting petroleum products through the City and, as more fully explained below, contribute financially to the City and its residents. The Pipeline is being designed to include a connection directly to the Airport. This will increase fuel capacity and provide multiple sources of fuel to the Airport, which is key when you consider that jet fuel is the life blood of airlines.

The Project will result in significant public safety and cost benefits by allowing petroleum products to be shipped via a pipeline rather than in tanker trucks on the public highways. As determined by the U.S. Department of Transportation, shipping petroleum via pipeline is significantly safer than via tanker truck. Because the Pipeline is a "common carrier" pipeline, it can be used by multiple companies desiring to transport petroleum products at pre-determined tariff rates and conditions. Consequently, the Pipeline will reduce emissions within the City,

mitigate traffic congestion within the City, and reduce wear and tear on City roads, highways and freeways. As more fully discussed below, as an interstate pipeline carrying refined petroleum products, the construction and operation of the Pipeline is heavily regulated by the U.S. Department of Transportation and will therefore be required to meet stringent health, safety and environmental regulations.

The Project will also provide direct financial benefits to the City and its residents. During the construction period of the Project, UNEV will employ approximately 150 construction workers who will spend money in the City, maintain a local office in the City with seven full-time employees and pay landowners in the City amounts necessary to purchase easements for the Project. These activities will generate approximately \$1.2 million for the City and its residents. The City will also directly benefit from the anticipated \$75,000 per year in taxes that UNEV will pay the City (\$33,000 going directly to the City and \$42,000 going to the City school district).

While UNEV has concluded that City ordinances do not require UNEV to obtain a CUP to construct the Pipeline in the City, UNEV is nonetheless filing an application for a CUP based on the City's indication that such a filing is necessary. Nothing set forth herein or in the Application shall be construed to be a waiver of any right that UNEV may have with respect to the Pipeline.

A. THE PROJECT

The Trail

UNEV has worked with City officials and representatives to have the Project include a piece of the Transvalley Corridor Trail Connection, a walking/biking trail in the Bailey's Lake Corridor, envisioned in the City's Open Space Plan. The Trail will be an approximately 10-foot-wide, 4,455-foot-long gravel trail beginning at the International Center, traveling north over the Goggin Canal and the Surplus Canal and ending at the Consolidated Canal. The proposed location of the Trail is shown on the Site Plan. The Trail will include multiple bridges over the existing canals in the area and will be located for the most part directly over the Pipeline.

The Pipeline

The Project is part of an approximately 415-mile long common carrier pipeline that will be constructed and operated by UNEV under the oversight of the U.S. Department of Transportation and Office of Pipeline Safety. UNEV will also comply with the regulations established by the Environmental Protection Agency as well as other federal and state regulatory agencies. The portion of the Pipeline within the Conservancy District (to which this Application applies) is shown on the Site Plan. The land on and under which the Project will be located is hereinafter referred to as the Subject Property.

UNEV has conducted extensive research and analysis to determine the most desirable location of the Project. Members of the UNEV project team have worked with the U.S. Bureau of Land Management, the lead agency with respect to the Pipeline, to evaluate alignment options and construction considerations. Since November 2006, UNEV has also worked with local landowners, special interest groups and environmental groups to determine the optimal plan for all involved. Finally, UNEV conducted extensive environmental studies to comply with the National Environmental Policy Act (NEPA) and various other federal, state and local environmental regulations. The proposed location of the Pipeline is the result of this exhaustive process.

The Pipeline itself has also been designed to protect the environment. As a steward of the environment and as a good corporate citizen, UNEV designed a construction process that takes into account the special needs inherent to various sections of the Pipeline. The UNEV project team is working with the U.S. Bureau of Land Management to put in place a comprehensive plan for the design, construction and operation of the Pipeline.

UNEV is taking care to ensure the Pipeline will be constructed and operated in a safe manner. The Pipeline will be constructed under the stringent guidelines established by the U.S. Department of Transportation. The construction

of the Pipeline in the Conservancy District for the most part will be done using a conventional trenching process. To protect the environment, however, UNEV will use advanced boring methods to place the Pipeline underground without having to trench directly through existing canals in the Conservancy District. The UNEV project team will also put in place a plan to restore and revegetate the area when installation is finished.

The Pipeline will be 12-inch diameter welded steel. All pipe used will meet or exceed industry standards set by the American Petroleum Institute. Before being placed in service, each weld will undergo x-ray and the entire Pipeline will be pressured tested at more than 125 percent of its maximum operating pressure.

Additionally, to inhibit external corrosion, the Pipeline will be coated using fusion-bonded epoxy or another suitable coating as recommended for the soil conditions in the area. The Pipeline will also be under cathodic protection, an electrical system inhibiting corrosion, and which is a secondary level of corrosion protection.

To monitor the safety of the Pipeline following construction, UNEV will periodically use an internal inspection tool, called a smart pig, to measure metal loss due to corrosion or third-party damage. Corrosion coupons will be installed at each end of the Pipeline to monitor corrosion. If required, corrosion inhibitor chemicals will also be injected at the Pipeline's origin. Additionally, surface and aerial patrols will occur every other week or at least 26 times a year. These patrols will monitor for any third-party encroachment, right-of-way condition and the condition of the line markers and above ground valves.

Finally, UNEV's control center will track the flow and pressure of the Pipeline 24 hours a day, seven days a week. If all communications are lost for more than one minute, the Pipeline will shut down. UNEV provides training to all local employees to perform first responder duties. Those duties emphasize protection of the public first followed by the protection of the environment.

Conclusion

Due to UNEV's extensive efforts with respect to the Project, both the Trail and the Pipeline will be located, designed, constructed and monitored in accordance with all applicable laws and with careful due diligence to protect the public and the environment. As a result, the Project proposed by UNEV will create significant benefits for the City, the public and UNEV as well as provide a much needed alternative method for the transportation of refined petroleum products.

B. PROCEDURAL ASPECTS OF THE APPLICATION

Section 21A.54.060 of the Salt Lake City Zoning Ordinance (the Zoning Ordinance) sets forth various procedural matters to be completed in connection with the application for a CUP. Those matters are discussed below.

1. The applicant's name, address, telephone number and interest in the property.

The name, address and telephone number of the applicant are set forth in the Application. UNEV holds or will hold an easement or other appropriate interest in the Subject Property allowing it to construct the Project.

2. The owner's name, address and telephone number, if different than the applicant, and the owner's signed consent to the filing of the application.

UNEV is the owner of the easement, with the same address and telephone number as the applicant.

3. The street address and legal description of the subject property.

The street addresses for the Subject Property are as follows:

705 N. Wright Brothers Drive (07-25-200-008)

107 N. 5200 West (07-25-200-009)

As for the legal description, please see the Site Plan.

4. The zoning classification, zoning district boundaries and present use of the subject property.

The Subject Property is located in the Lowland Conservancy Overlay District. The boundaries of the Conservancy District are depicted in the Site Plan. The Subject Property is currently being used for airport, agriculture, and open space.

5. A complete description of the proposed conditional use.

A complete description of the proposed conditional use is set forth above in Section A of this letter and the Application.

6. Site plans, as required pursuant to section 21A.58.060 of this part.

Please see Site Plan.

7. Traffic impact analysis.

We will not be closing any public roads or affecting traffic in the Lowland Conservancy Overlay District during construction. UNEV has identified several private, two track dirt roads within the area for the estimated 150 construction workers to use. We will not be using any city roads in this area. Construction within this area will be approximately sixty (60) days. Construction will be primarily accomplished by directional drilling under the Surplus Canal and the Goggin Drain, and traditional open trenching method used for the open areas. Trucks and equipment will be set back far enough off of the private roads so as not to impede any traffic that may occur in this area. We will have inspectors on-site for all activities.

8. A statement indicating whether the applicant will require a variance in connection with the proposed conditional use.

UNEV will not require a variance in connection with the CUP.

9. Mailing labels and first class postage for all persons required to be notified of the public hearing on the proposed conditional use pursuant to part II, chapter 21A.10 of this title.

Mailing labels and first class postage for all persons required to be notified of the public hearing are attached. Please see Mailing Labels.

10. Such other and further information or documentation as the zoning administrator may deem to be necessary for a full and proper consideration and disposition of the particular application.

Except for the information set forth in the Application, this letter, or otherwise provided to the zoning administrator, UNEV is not aware of any additional information.

C. THE PROJECT APPLICATION MEETS ALL APPLICABLE STANDARDS RELATED TO THE CONSERVANCY DISTRICT

Please see the attached Landscape Plan and Compliance with the Lowland Conservancy Overlay District's Standards document.

D. THE PROJECT APPLICATION MEETS ALL APPLICABLE STANDARDS OTHERWISE RELATED TO CONDITIONAL USE

Section 21A.54.080 of the Zoning Ordinance sets forth various factors to be considered by the Planning Commission as it evaluates a CUP application. Those factors are discussed below.

1. The Project is consistent with the Master Plan and is allowed in the Conservancy District.

As previously stated, UNEV has worked closely with City's officials and representatives to develop a project that is consistent with and promotes the City's Open Space Plan. Specifically, the construction of the Trail in this area is designed to further the City's stated goal of enhancing open space amenities for all citizens (see Page 1 of the City's Open Space Plan adopted on October 20, 1992).

As indicated above, the Subject Property is part of the Conservancy District. Section 21A.34.050 of the Salt Lake City Zoning Ordinance indicates that conditional uses include pedestrian paths and trails. Moreover, as stated in the letter dated December 9, 2009, from Wayne Mills, Salt Lake City Senior Planner, the City's Planning Office has determined that the Pipeline could be approved as a conditional use if it is "part of a roadway or trail." As a result, the Project is allowed as a conditional use within the Conservancy District.

2. The use of the Project is compatible with the character of the Subject Property, adjacent properties, and existing development with the vicinity of the location of the Project.

The Subject Property is located west of the Airport and is surrounded by areas used for industry, agriculture and open space. As such, the use of the Subject Property for the Project is clearly compatible with the character of the surrounding areas. The fact that the location of the Subject Property was carefully selected in consultation with the U.S. Bureau of Land Management, local land owners, and environmental groups and in accordance with NEPA further evidences the compatibility of the proposed use. Additionally, as set forth below, the Project satisfies the various conditions listed in the Zoning Ordinance to be considered by the Planning Office in determining whether a proposed conditional use is compatible with the surrounding area.

- (a) As set forth more fully in the Traffic Impact Analysis paragraph above, the construction of the Project will generally occur on the Subject Property and therefore will not affect the public streets in the area. Upon completion, the Project will cause minimal traffic over the existing streets, which traffic will generally be limited to persons using the Trail for recreational purposes and those accessing the Project to inspect and maintain the Trail and/or Pipeline. Thus, neither the construction of the Project nor the use of the Project after construction will materially degrade the service levels on the existing streets located around the Project.
- (b) As set forth more fully in the Traffic Analysis paragraph above, the use of the proposed Project will not create any unusual pedestrian or vehicular traffic patterns or volumes that would not be expected with the development of uses contemplated in the Zoning Ordinances. The Project will not include any driveways or parking areas nor will the use of the Project create any impact on the safety, purpose or character of the existing streets. It is

anticipated that persons accessing the Trail for recreational activities will primarily do so during daylight hours and will be on the Subject Property. There will be crews accessing the Project to construct, inspect or repair the Pipeline but will primarily conduct their activities on the Subject Property. Thus, as compared to other activities in the area, the Project will not unreasonably impair the use and enjoyment of adjacent property.

- (c) There will not be a need for any internal circulation system for the Project.
- (d) It is not anticipated that the Project will require any public utility or public services from the City.
- (e) The Project will not result in any issues relating to the sound, noise, odor and other impacts to the surrounding areas because the Pipeline will be buried underneath the Trail and the Subject Property.
- (f) There are no other nonconforming or conditional uses substantially similar to the Project within 3,000 feet of the Project.

3. The design of the Project is compatible with the character of the adjacent properties.

Because of the location of the Trail, it will not result in any loss of privacy or objectionable views of large parking or storage areas. Additionally, because the Pipeline will be located under the Trail, the Pipeline will not result in any objectionable views and sounds. The Project does not include the construction or remodeling of a commercial or mixed-use development.

4. The Project has been carefully designed in accordance with applicable law to minimize any detrimental effects to the health, safety and general welfare of persons and to the property and improvements in the area.

By its nature, the Trail will not be a detriment to the health, safety and general welfare of the public. Rather, it will provide a valuable amenity to the City promoting healthy lifestyles and providing another way to access the beautiful areas surrounding the Great Salt Lake. As set forth above, UNEV's construction and operation of the Pipeline are heavily regulated by the U.S. Department of Transportation and other government agencies. The regulations promulgated by these governmental bodies contain detailed rules regarding annual, accident and safety related condition reporting, design requirements, construction, pressure testing, operation and maintenance, qualification of pipeline personnel, and corrosion control, all of which govern UNEV's construction and operation of the Pipeline. Accordingly, the Pipeline is carefully designed to not emit pollutants into the ground or air and not to introduce hazards or potential damage to adjacent property. By using directional drilling construction methods to install the Pipeline under the Surplus Canal and the Goggin Drain, and constructing bridges over existing canals for the Trail, the Project will not encroach on any river or stream nor direct runoff into a river or stream. As indicated previously, the Project is completely consistent with the use of the surrounding area and will actually upgrade the surrounding properties by involving a significant investment related to constructing the Trail and related improvements.

5. As emphasized through this letter, the Project will comply with all applicable codes or ordinance requirements.

E. CONCLUSION

UNEV believes that the information set forth above and in the Application demonstrates that the Project meets all of the requirements for issuance of a CUP. The Project will not be detrimental to residents, property or improvements, and the Project is a necessary and desirable use that will contribute to the

well-being of the community and the Western United States. The proposed use is consistent with the City's general plans and will comply with all applicable City requirements. UNEV reiterates its intent to work closely with the City to address any and all concerns regarding the protection of the Conservancy District. We stand ready to respond in written or verbal form at any time and to meet with City officials or representatives of community groups to give assurances of UNEV's commitment to continuing as a productive and beneficial member of the City.

Sincerely,

Jim Townsend
Senior Vice President
UNEV Pipeline LLC

**CONDITIONAL USE APPLICATION:
Transvalley Corridor Trail Connection/UNEV Pipeline Project**

Address of Subject Property: 705 Wright Brothers Drive (07-25-200-009) and 1070 N. 5200 West (07-25-200-009).

Project Name: Transvalley Corridor Trail Connection/UNEV Pipeline Project.

Name of Applicant:

UNEV Pipeline LLC
2100 North Redwood Road, Suite 85
Salt Lake City, UT 84116

Contact: Jim Townsend
jim.townsend@hollycorp.com
Office: 575-746-5218; Cell 214-208-1854; Fax 575-748-9739

Ann Jones
ajones@ufsrw.com
Office 801-364-5252; Cell 435-406-4709; Fax 801-364-5353

Cindy Gubler
Cindy@wfandco.com
Office 801-364-0088, Ext. 107; Cell 801-971-5639; Fax

Name of Property Owner: Salt Lake City Corporation.

Email Address of Property Owner: N/A (Salt Lake City is the owner).

County Tax ("Sidwell" #): 07-25-200-009 and 07-25-200-008.

Zoning: Lowland Conservancy Overlay District/M-1.

Parcel Area: See Site Plan: Exhibit A.

Type of Modification Requested: N/A.

Date of Update: N/A	Type of Usage: N/A	Existing Property Use: Open Space	Proposed Property Use: Trail/Pipeline
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Please describe your project:

The Transvalley Corridor Trail Connection/UNEV Pipeline Project is a combination walking/biking trail and petroleum pipeline that provides a win-win partnership for Salt Lake City, the Salt Lake International Airport, UNEV and the community-at-large.

The Project will provide the needed energy to meet the area's growing demand and provide an opportunity to construct a piece of the Transvalley Corridor Trail Connection, a walking/biking trail through the Bailey's Lake Corridor, which is in line with the City's open space master plan.

List the Primary Street Accesses to this Property: The trailhead will be located at approximately 5300 W. 800 North.

If applicable, what is the anticipated operating/delivery hours associated with the proposed use: N/A.

What are the land uses adjacent to the property (abutting and across the street properties): Airport, Agriculture and Open Space.

Have you discussed the project with nearby property owners? If so, what responses have you received? Yes, all nearby property owners have been notified.

Black Hawk Duck & Goose Club and Salt Lake City Corporation (Airport) have signed a right-of-way easement for that portion of the Project going through their property.

Edward Gillmor and Suburban Land have not yet signed a right-of-way easement for that portion of the project going through their property. Mr. Gillmor stated that he was waiting on Salt Lake City Corporation (Airport) to sign and Suburban Land has indicated that they are okay with signing an easement and that this should take place within the next thirty (30) days.

If applicable, list the primary exterior construction materials you will use as part of this project. N/A.

How many parking stalls will be provided as part of the project? N/A.

How many employees do you expect to have on-site during the highest shift? N/A .

Where applicable, how many seats will be provided as part of the conditional use? N/A.

What is the gross floor area of the proposed building? N/A.

Adjoining Ownership Within 450':

Black Hawk Duck Club & Goose Club
David M. & Michelle Liechty
643 E 540 North
Centerville, UT 84014
Assessor Parcel #07-24-100-002

Salt Lake City Corporation (Airport)
AMF Box 22084
Salt Lake City, UT 84122
Assessor Parcel #07-25-200-008
Assessor Parcel #07-25-200-009
Assessor Parcel #07-25-200-006

Edward L. Gillmor
3819 S 2000 East
Salt Lake City, UT 84109
Assessor Parcel #07-25-100-008

FedEx National LTL, Inc.
1144 Griffin Road
Lakeland, FL 33805
Assessor Parcel #07-25-300-005

**COMPLIANCE WITH LOWLAND CONSERVANCY OVERLAY DISTRICT STANDARDS:
Transvalley Corridor Trail Connection/UNEV Pipeline Project Compliance with**

D. State And Federal Permits Required:

A conditional use shall not be granted unless the applicant has first obtained a section 404 permit from the Army Corps of Engineers and a stream alteration permit from the Utah State Department of Natural Resources, Water Rights Division, as applicable.

An application for a 404 permit has been submitted to the Army Corps of Engineers. They are currently reviewing the project's Delineation Report/maps and expect to have our permit ready by the end of March, 2009.

E. Conditional Use Standards:

1. The development will not detrimentally affect or destroy natural features such as ponds, streams, wetlands, and forested areas, nor impair their natural functions, but will preserve and incorporate such features into the development's site.

The installation of the trail/pipeline will not detrimentally affect or destroy natural features within the Lowland Conservancy District. Pipeline installation creates temporary impacts.

As part of the cleanup and restoration process, the right-of-way (ROW) would be regraded as close to original contours as practicable to conform to adjacent undisturbed ground, ensuring that the normal site drainage of runoff is restored to preconstruction conditions.

The segregated topsoil would be redistributed over the disturbed work area. Final cleanup would occur as soon as possible after backfill. Final seedbed preparation and seeding would occur at the proper time in accordance with final reclamation plans. Temporary erosion control measures would remain in place until final measures can be implemented.

2. The location of natural features and the site's topography have been considered in the designing and siting of all physical improvements.

Not applicable to Transvalley Corridor Trail Connection/UNEV Pipeline Project which is a trail/underground utility

3. Adequate assurances have been received that the clearing of the site topsoil, trees, and other natural features will not occur before the commencement of building operations; only those areas approved for the placement of physical improvements may be cleared.

Work will only take place within the approved 75-foot ROW and would be cleared just prior to trenching.

4. The development will not reduce the natural retention storage capacity of any watercourse, nor increase the magnitude and volume of flooding at other locations; and that in addition, the development will not increase stream velocities.

The ROW would be regraded as close to original contours as practicable to conform to adjacent undisturbed ground, ensuring that the normal site drainage of runoff is restored to preconstruction conditions.

5. The soil and subsoil conditions are suitable for excavation and site preparation, and the drainage is designed to prevent erosion and environmentally deleterious surface runoff.

The Transvalley Corridor Trail Connection/UNEV Pipeline Project is a trial/underground utility that will restore the right-of-way to original grade to the extent practicable and restore vegetation at completion. Erosion and drainage control measures included in the Storm Water Pollution Prevention Plan (SWPPP) would be used where necessary to control erosion and comply with the project's UPDES permit.

6. The proposed development activity will not endanger health and safety, including danger from the obstruction or diversion of flood flow.

Flow/hydrology would not be altered as a result of underground pipeline installation.

The operation of pipelines for the transportation of hazardous liquids is regulated by the DOT under 49 CFR 195, *Transportation of Hazardous Liquids by Pipeline*. This part of the CFR prescribes the safety standards and reporting requirements. The pipeline ROW would have regular patrols to inspect for problems, unusual activities, storm damage, encroachments, leaks, or third party equipment or activities. Surface and aerial patrols would occur every other week or at least 26 times a year.

7. The proposed development activity will not destroy valuable habitat for aquatic or other flora and fauna, adversely affect water quality or groundwater resources, increase storm water runoff velocity so that water levels from flooding increased, or adversely impact any other natural stream, floodplain, or wetland functions, and is otherwise consistent with the intent of this Title.

Clearing, grading, trenching, and soil stockpiling activities could temporarily alter overland flow and localized groundwater recharge patterns. Near-surface soil compaction caused by heavy construction equipment/vehicles could reduce the soil's ability to absorb water. The duration and magnitude of these effects should be temporary and minor.

Trenching could cause temporary fluctuations in the elevation of the water table where the water table is within 6 to 8 feet of the ground surface. Trench dewatering would only be required in areas with a high water table, and the duration of these operations should be short, typically several days or less. To further minimize impacts, discharge water from the trenches would be directed toward well-vegetated upland areas if present or properly constructed dewatering structures or filter bags, which would allow the water to infiltrate back into the soil and return to the underlying aquifer. Trench dewatering would be conducted in compliance with applicable permits. If these construction BMPs and mitigation measures are followed, impacts on groundwater associated with trench dewatering would not be significant.

Construction in any one area (on the order of several thousand linear feet) should be completed in a matter of days. In addition, implementation of planned mitigation measures should reduce the majority of possible impacts on groundwater to less than significant levels.

Upon completion of construction in any one area, surface contours should be restored to ensure that the original overland flow and recharge patterns are reestablished. Implementation of these measures would reduce impacts on groundwater to levels that would not be significant.

8. The proposed water supply and sanitation systems are adequate to prevent disease, contamination and unsanitary conditions.

Not applicable. No water supply or sanitation systems associated with this project.

9. The availability of alternative locations not subject to flooding for the proposed use.

Not applicable as trial/pipeline is being routed through only area agreeable to all effected landowners. Surrounding areas are also subject to flooding.

Landscape Plan

Transvalley Corridor Trail Connection/UNEV Pipeline Project

Prepared for
UNEV Pipeline, LLC

December 2008

CH2MHILL

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1.0 Introduction

1.1 Background

UNEV Pipeline, LLC (UNEV) is proposing to install a 12-inch-diameter common carrier pipeline for refined liquid petroleum products. The pipeline would extend approximately 415 miles from the five refineries in the North Salt Lake City area to the Apex Industrial Park northeast of Las Vegas, Nevada.

This report describes the Landscape Plan for the portion of the pipeline between Mile Post 7 and 8 that will traverse the Lowland Conservancy Overlay District in Salt Lake City, Utah. This portion of the pipeline project will include a piece of the Transvalley Corridor Trail Connection, a walking/biking trail in the Bailey's Lake Corridor, envisioned in the City's Open Space Plan. The Trail will be an approximately 10-foot-wide, 4,455-foot-long gravel trail beginning at the International Center, traveling north over the Goggin Canal and the Surplus Canal and ending at the Consolidated Canal. The Trail will include multiple bridges over the existing canals in the area and will be located for the most part directly over the pipeline.

UNEV is the applicant providing this Landscape Plan to Salt Lake City (the City) for a Conditional Use Permit (CUP) for the Transvalley Corridor Trail Connection/UNEV Pipeline Project (the Project) within the Lowland Conservancy Overlay District (the Conservancy District).

1.2 Objectives

The objectives of the Landscape Plan are to determine the significant criteria of the LC Lowland Conservancy District jurisdiction the pipeline will traverse and evaluate the type vegetation that will be disturbed and the revegetation procedures following the pipeline construction.

2.0 Existing Vegetation

2.1 Area of Analysis

The project area encompasses the proposed pipeline alignment, which traverse a portion of the Lowland Conservancy Overlay District in Salt Lake City, Utah. The project area for vegetation is defined as 75 feet on either side of the proposed pipeline centerline.

2.2 Existing Conditions for Proposed Action

2.2.1 Salt Flat Wetland

These wetlands typically occur in a mosaic with seasonal wetlands around the margins of the Great Salt Lake between MP 3 and MP 10, but also occur in the area just south of the Clover Reservoir near MP 55. The salt flat wetlands are characterized by very sparse vegetation cover consisting almost entirely of pickleweed. Total vegetation cover is less than 50 percent (often less than 20 percent), with the remaining area consisting of open soil. As with the seasonal wetlands, these areas were dry at the time of the survey, but appear to be saturated and or inundated when lake and reservoir levels are high. Large, deep cracks were often observed in the open soils in these features. Soils were similar to the seasonal wetlands with high pH values (around 8.6) and fine-textured surface layers.

2.2.2 Utah Grassland

Grasslands dominated by native species (including needle-and-thread grass, Indian ricegrass, and squirreltail) start near MP 7 and continue with disruptions through MP 279. Forbs are important components of many of the less disturbed areas of grassland. Some areas have inclusions with overstories of sagebrush, greasewood, and rabbitbrush but grasses remain a large component. Desert grasslands appear to be infested with the exotic Mediterranean grass (*Schismus spp.*). Desert areas are classified as a shrub type, not as grassland (CH2MHill 2008c).

3.0 Proposed Revegetation

The following describes seedbed preparation procedures, seed mixtures, seeding rates, and seeding methods based on Best Management Practice procedures.

3.1 Seedbed Preparation

On the ROW treatment, the seedbed preparation will consist of scarification of severely compacted soils, and the recontouring and topsoil replacement activities.

3.2 Seeding Mixtures and Rates

The predominant vegetation types are Salt Flat Wetland and Utah Grassland. Information on species selection was obtained primarily from Horton (1989). All of the selected species for seeding are commercially available. If availability of appropriate seed from commercial vendors is a problem, alternative species may be used and exact seeding rates can be flexible. Variations will be approved before seed use.

3.2.1 Salt Flat Wetland

The recommended revegetation seeding mixture for Salt Flat Wetland is listed below. This seeding mixture also is appropriate for use in mitigating visual impacts.

Reclamation List for Salt Flat Wetland Communities

Common Name (Scientific Name) -	Seed Application Rate (pounds/acre/PLS) ^a
Shadscale saltbush (<i>Atriplex confertifolia</i>)	3
Gardner saltbush (<i>Atriplex gardneri</i>)	3
Greasewood (<i>Sarcobatus vermiculatus</i>)	4
Alkali sacaton (<i>Sporobolus airoides</i>)	2
Inland saltgrass (<i>Distichlis spicata</i>)	2
Forage kochia (<i>Kochia prostrata</i>)	2
Tall wheatgrass (<i>Elytrigia elongate</i>) – Jose	2

^a Seeding rate is listed as pounds per acre of PLS. Seeding rate is doubled if hydroseeded or broadcast. The seed mix may be modified based on site-specific conditions, identification of additional useful species for rapid site stabilization, species success in past revegetation efforts, and seed availability and cost. An alternative seeding rate may be applied in areas deemed appropriate by BLM or the landowner.

3.2.2 Utah Grassland

The recommended revegetation seeding mixture for Utah Grassland is listed below. This seeding mixture also is appropriate for use in mitigating visual impacts.

Reclamation List for Utah Grassland Communities

Common Name (Scientific Name) -	Seed Application Rate (pounds/acre/PLS) ^a
Crested wheatgrass (<i>Agropyron cristatum</i>)	4
Forage kochia (<i>Kochia prostrata</i>)	1
Indian rice grass (<i>Oryzopsis hymenoides</i>)	2
Russian wildrye (<i>Psathyrostachys juncea</i>) –	2
Galleta grass (<i>Hilaria jamesii</i>)	1
Winterfat (<i>Ceratoides lanata</i>)	2
Yellow sweetclover (<i>Melilotus officinalis</i>)	1
Alfalfa (<i>Medicago sativa</i>)	1

^a Seeding rate is listed as pounds per acre of PLS. Seeding rate is doubled if hydroseeded or broadcast. The seed mix may be modified based on site-specific conditions, identification of additional useful species for rapid site stabilization, species success in past revegetation efforts, and seed availability and cost. An alternative seeding rate may be applied in areas deemed appropriate by BLM or the landowner.

3.3 Seeding Methods

The main purpose of all seeding methods is to place the seed in direct contact with the soil at average depths of 0.5 inch, but not exceeding a depth of 1 inch, to cover the seed with soil, and to firm the soil around the seed in order to eliminate air pockets. Some methods of seeding are more effective at seed placement than others. The type of terrain has an impact on the type of seeding method that is practicable; therefore, the exact method of seeding will have to be flexible. Seeding will be used in all areas that have replaced topsoil or surface fines, which will include all disturbed areas except exposed rock faces.

Broadcast seeding may be accomplished with a hand-operated, cyclone-type seeder; a mechanical broadcast seeder attached to the imprinting device; or a specially designed blower. This method distributes the seed on top of the surface without mulch. The seeds must be covered by raking or dragging a chain or harrow over the seedbed. Imprinting with straw punch treatment also may be used to place seed in the soil.

3.4 Vegetative Propagation and Transplanting

No trees are present in the area to be disturbed by pipe installation. No propagation or transplanting is proposed for this portion of the ROW.

4.0 References

Horton, H., 1989. Interagency forage and conservation Planting guide for Utah. Cooperative Extension Service, Utah University, Extension Circular EC 433.

PROPOSED PEDESTRIAN TRAIL THROUGH THE LOWLAND CONSERVANCY DISTRICT

BEING A 10.00 FEET WIDE PROPOSED PEDESTRIAN TRAIL LOCATED WITHIN THAT PORTION OF THE LOWLAND CONSERVANCY DISTRICT LOCATED WITHIN THE EAST ONE-HALF SECTION 25, TOWNSHIP 1 NORTH, RANGE 2 WEST OF THE SALT LAKE BASE AND MERIDIAN, COUNTY OF SALT LAKE, STATE OF UTAH, BEING 5.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT A POINT ON THE CENTERLINE OF SAID PROPOSED PEDESTRIAN TRAIL FROM WHICH THE NORTHEAST CORNER OF SAID SECTION 25 BEARS NORTH 89°55'47" EAST A DISTANCE OF 2474.25 FEET MORE OR LESS;

THENCE SOUTH 79°39'46" WEST A DISTANCE OF 96.61 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 25.00 FEET, AN ARC LENGTH OF 32.67 FEET, A CENTRAL ANGLE OF 74°52'02" AND A CHORD BEARING AND DISTANCE OF SOUTH 42°13'46" WEST, 30.39 FEET;

THENCE SOUTH 04°47'45" WEST A DISTANCE OF 22.10 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AN ARC LENGTH OF 19.63 FEET, A CENTRAL ANGLE OF 45°00'00" AND A CHORD BEARING AND DISTANCE OF SOUTH 27°17'45" WEST, 19.13 FEET;

THENCE SOUTH 49°47'45" WEST A DISTANCE OF 279.26 FEET;

THENCE SOUTH 00°14'11" WEST A DISTANCE OF 1823.97 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AN ARC LENGTH OF 19.63 FEET, A CENTRAL ANGLE OF 45°00'00" AND A CHORD BEARING AND DISTANCE OF SOUTH 22°44'11" WEST, 19.13 FEET;

THENCE SOUTH 45°14'11" WEST A DISTANCE OF 21.12 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 25.00 FEET, AN ARC LENGTH OF 28.43 FEET, A CENTRAL ANGLE OF 65°08'45" AND A CHORD BEARING AND DISTANCE OF SOUTH 12°39'48" WEST, 26.92 FEET; THENCE SOUTH 19°54'35" EAST A DISTANCE OF 162.88 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, AN ARC LENGTH OF 28.43 FEET, A CENTRAL ANGLE OF 65°08'45" AND A CHORD BEARING AND DISTANCE OF SOUTH 12°39'48" WEST, 26.92 FEET;

THENCE SOUTH 45°14'11" WEST A DISTANCE OF 21.12 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 25.00 FEET, AN ARC LENGTH OF 19.63 FEET, A CENTRAL ANGLE OF 45°00'00" AND A CHORD BEARING AND DISTANCE OF SOUTH 22°44'11" WEST, 19.13 FEET;

THENCE SOUTH 00°14'11" WEST A DISTANCE OF 91.64 FEET, MORE OR LESS TO A POINT ON THE SOUTHERLY BOUNDARY LINE OF THE LOWLAND CONSERVANCY OVERLAY DISTRICT AND THE POINT OF TERMINUS, FROM WHICH THE SOUTHEAST CORNER OF SAID SECTION 25 BEARS SOUTH 44°27'47" EAST A DISTANCE OF 3953.92 FEET MORE OR LESS.

LINE TABLE

LINE	BEARING	LENGTH
L1	S79°39'46"W	96.61
L2	S04°47'45"W	22.10
L3	S49°47'45"W	279.26
L4	S00°14'11"W	1823.97
L5	S45°14'11"W	21.12
L6	S19°54'35"E	162.88
L7	S45°14'11"W	21.12
L8	S00°14'11"W	91.64

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD LENGTH	DELTA
C1	25.00	32.67	S42°13'46"W	30.39	74°52'02"
C2	25.00	19.63	N27°17'45"E	19.13	45°00'00"
C3	25.00	19.63	N22°44'11"E	19.13	45°00'00"
C4	25.00	28.43	S12°39'48"W	26.92	65°08'45"
C5	25.00	28.43	N12°39'48"E	26.92	65°08'45"
C6	25.00	19.63	S22°44'11"W	19.13	45°00'00"

REVISIONS						DATE	BY	CHK	APP	SCALE: NONE	PROJECT NUMBER	2249-01	DRAWING NUMBER	TRAIL-003	REV.	E
△																
△																
△																
△	REVISED TRAIL	1/12/21	AWM	JFA	JFA											
△	REVISED TRAIL	5/10/21	AWM	JFA	JFA											
△	REVISED DRAWING TITLE	1/10/21	AWM	JFA	JFA											
△	ADDED LAND OWNERS AND DESCRIPTION	12/31/20	AWM	JFA	JFA											
△	ISSUED FOR REVIEW	12/18/20	AWM	JFA	JFA											



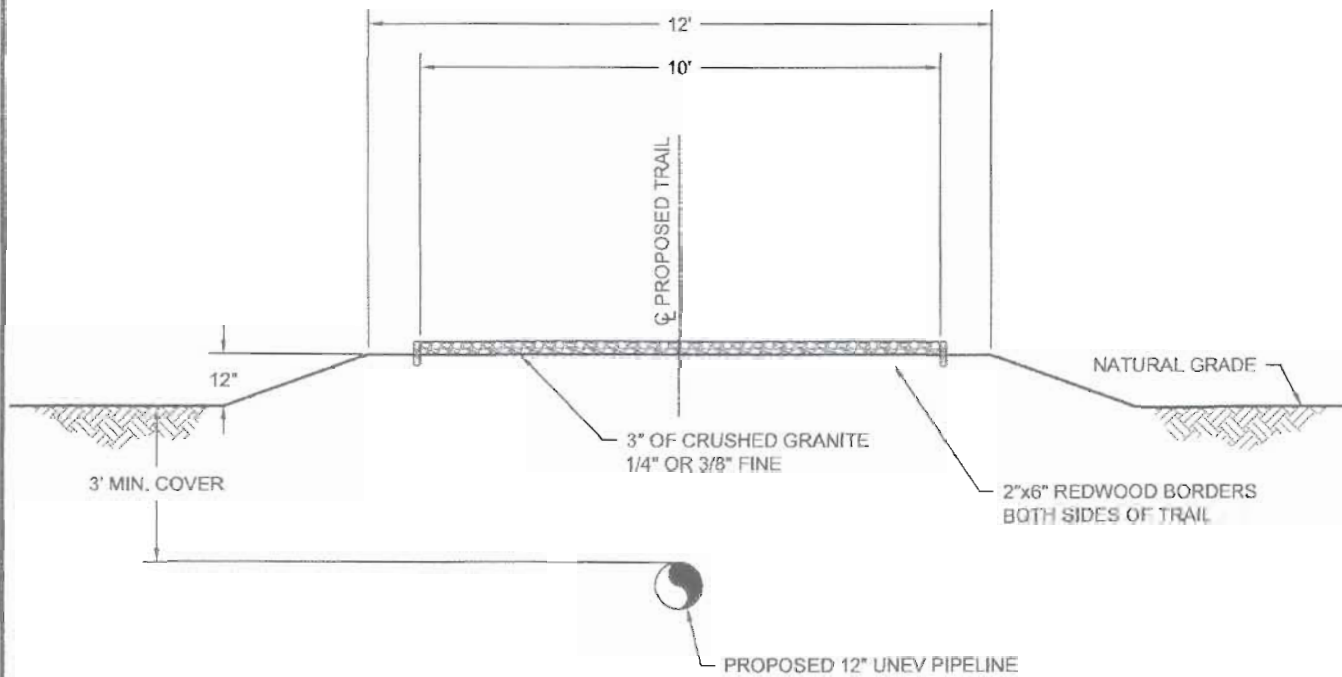
UNEV PIPELINE, LLC

UNEV PIPELINE, LLC




CHEZMILL TRIGON EPC

TRANSVALLEY CORRIDOR TRAIL CONNECTION/UNEV PIPELINE PROJECT
PROPOSED TRAIL DESCRIPTION

PROPOSED CONSERVANCY TRAIL PROFILE



PROFILE
NOT TO SCALE

REVISIONS						DESIGNED BY:	AWM				TRANSVALLEY CORRIDOR TRAIL CONNECTION/UNEV PIPELINE PROJECT PROPOSED TRAIL PROFILE	PROJECT NUMBER	2249-01	DRAWING NUMBER	TRAIL-001	REV. C
△						CHECKED BY:	JFA									
△						REVIEWED BY:										
△						APPROVED BY:										
△	REVISED DRAWING TITLE	1/25/08	AWM	JFA	JFA	PROJECT MANAGER:										
△	REVISED TRAIL WIDTH	12/22/06	AWM	JFA	JFA											
△	ISSUED FOR REVIEW	12/18/06	AWM	JFA	JFA											
NO.	DESCRIPTION	DATE	BY	CHK	APPR	SCALE: NONE										

PROPOSED BRIDGE STYLE





UNEV
PIPELINE LLC

UNEV Hotline: 801-333-8008
UNEV Website: www.unev.com

January 12, 2009

Wayne Mills
Senior Planner
Salt Lake City
451 South State Street, Room 406
Salt Lake City, UT 84114-5480

Dear Wayne;

Thank you for all the effort that you and others at Salt Lake City have spent working with us to create a project that offers a win-win partnership for Salt Lake City and the UNEV petroleum pipeline project.

We have put a lot of time and effort into this important project for the Salt Lake International Airport, Salt Lake City, the state of Utah and Nevada, and the nation. We have especially spent a lot of time and effort determining how best to leave the origin area of the pipeline and travel through the Salt Lake area. We have been working with landowners, special interest groups and environmental groups for a long time to determine what will work best for them and believe we have a route that makes everyone happy and provides a win-win situation for Salt Lake International Airport and Salt Lake City.

The project as it has been defined with Salt Lake City's help provides needed energy to meet the area's growing demand and provides an opportunity to construct a piece of the Transvalley Corridor Trail Connection, a walking/biking trail through the Bailey's Lake Corridor, which is in line with the City's open space master plan.

We realize what a great resource the Great Salt Lake is environmentally, recreationally, economically and culturally, and the value there is in having open space with public amenities to take advantage of it. This is why UNEV is pleased to have worked with the City to develop a win-win partnership.

Enclosed you will find an introduction and overview letter, the Conditional Use Permit application, our proposed Site Plan, and our Landscape Plan and conformance with the Lowland Conservancy Overlay District's standards. Please let me or other project team members know if you have any questions or need any additional information.

Respectfully,

Jim Townsend
Senior Vice President
UNEV Pipeline LLC



Black Hawk Duck Club & Goose Club
David M. & Michelle Liechty
643 East 540 North
Centerville, UT 84014
Assessor Parcel #07-24-100-002



Salt Lake City Corporation (Airport)
AMF Box 22084
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Salt Lake City, UT 84109
Assessor Parcel #07-25-100-008



FedEx National LTL, Inc.
1144 Griffin Road
Lakeland, FL 33805
Assessor Parcel #07-25-300-005



Leslie Reynolds-Benns
West Pointe Community Council Chair
1402 Miami Road
Salt Lake City, UT 84115



Angie Vorher
Jordan Meadows Community Council Chair
1988 Sir James Drive
Salt Lake City, UT 84116



Mike Harman
Popular Grove Community Council Chair
1044 West 300 South
Salt Lake City, UT 84104



Jim Townsend
Holly Corporation
P.O. Box 1326
Artesia, NM 88211



Cindy Gubler
Wilkinson Ferrari & Company
1371 East 2100 South
Suite 100
Salt Lake City, UT 84105



Ann Jones
UNEV Pipeline, LLC
2100 North Redwood Road
Suite 85
Salt Lake City, UT 84116

Attachment G

Additional Information Supplied by Applicant

- **Seismic Mitigation Document**
 - **Route Alternatives Map**

UNEV Pipeline Crossing of Lowland Conservancy Property Surface Faulting and Liquefaction Hazard Mitigation

Mitigation of surface faulting and liquefaction hazards was factored into design of the UNEV Pipeline. Surface faulting hazards were evaluated by qualified geologists and engineers who characterized active fault traces and calculated stress and strain in the pipeline caused by a surface faulting earthquake. The UNEV Pipeline alignment crosses the West Valley fault zone west of Salt Lake City airport and about 1,700 feet south of the Lowland Conservancy property. Available Lidar data reveals a 3.3-foot-high scarp east of and ending at the UNEV Pipeline alignment at a position about 700 feet south of the Lowland Conservancy property. The Lidar data shows no scarp along the fault trace that is included in the US Geological Survey Quaternary fault and fold database.

The West Valley fault is estimated to produce no more than about 4.9 feet (1.5 m) of down-to-the-east displacement per surface-faulting earthquake based on studies conducted several miles south of the UNEV Pipeline alignment. A finite-element stress analysis of the proposed UNEV Pipeline was conducted using pipe material properties and fault geometry and displacement parameters listed below:

Parameter	Value	Parameter	Value
Pipeline Diameter and Wall Thickness	12" (12.750" Outside Diameter); 0.500"	Fault Dip	64° East
Corrosion Protection Coating	Fusion-Bonded Epoxy	Fault Strike	N 15° W and N 21° W
Soil Unit Weight	120 Pounds per Cubic Foot	Soil Cohesion and Friction Angle	1,000 Pounds per Square Foot; 10°

The capacity of a pipeline to withstand surface faulting is taken to be the displacement at which longitudinal strain in the pipeline equals 4%, which is taken to be the threshold for loss of pressure integrity. The finite-element stress analysis of the UNEV Pipeline at the West Valley fault crossing indicated a vertical displacement capacity of 5.7 feet, a value which exceeds the anticipated maximum surface-faulting displacement on the West Valley fault by 16 percent and exceeds the height of the Lidar scarp by 73 percent. The soil parameters used in the finite-element stress analysis assume that the pipeline trench is backfilled with excavated silty and clayey soil. The displacement capacity of the pipeline could be increased by "shading" the pipeline with sand during trench backfilling. The sand shading allows the pipeline to slip more easily through the soil, thereby reducing the transfer of stress from the soil to the pipeline during deformation events. The trench excavated for construction of the UNEV Pipeline will be examined for evidence of the West Valley fault to document its location, if it is found. The finite-element stress analysis indicates that the pipeline has adequate capacity to withstand expected fault displacement without additional design provisions for mitigation.

Lateral spread landslide hazards in northern Salt Lake Valley were evaluated by a recent research project conducted at the University of Utah that used subsurface geotechnical data and the ground motion from a scenario M7.0 earthquake on the nearby Wasatch fault. Lateral spread deformation is expected to be less than about 0.3 feet (0.1 m) where the UNEV Pipeline alignment crosses the Lowland Conservancy property. A short distance to the east of the UNEV Pipeline at the Lowland Conservancy property, lateral

spread deformation zone that is expected to be about 1 foot (0.3 m). The Lidar data along the UNEV Pipeline where it crosses Lowland Conservancy property shows canals, roads, and building pads, but generally uniform ground surface conditions along the pipeline alignment with a meandering pattern of a stream channel that is now occupied by the Surplus Canal and other canals. Dense bushes account for the irregular Lidar pattern where the UNEV Pipeline alignment enters the north side of the Lowland Conservancy property.

Finite-element stress analysis of the UNEV Pipeline at the West Valley fault crossing demonstrated that the pipeline has the capacity to withstand 5.7 feet of vertical displacement without exceeding the strain threshold for loss of pressure integrity. Therefore, the pipeline will be able to withstand liquefaction-induced deformation that is predicted by the research project to be less than about 1 foot. The displacement capacity of the pipeline would be enhanced by shading the pipeline with sand.

The UNEV Pipeline has been designed to remain functional during and following a major earthquake event. The pipeline would be inspected and reburied in the unlikely event that it becomes exposed during a liquefaction event. The pipeline would be excavated, inspected, and reburied in the unlikely event that fault rupture or other ground cracks occur across the alignment. The excavation process would relieve stresses that accumulate in the pipeline.

The UNEV Pipeline alignment will cross the Oquirrh fault in northern Tooele County. A finite-element stress analysis of the pipeline at this fault crossing indicated that the displacement capacity of the pipeline is more than 16.4 feet (5 m), whereas the expected amount of displacement is 7.2 feet (2.2 m). Therefore, the amount of displacement capacity exceeds the expected displacement by about 127 percent (factor of 2.27).

