

Comments from:	Proposed Change/Addtion	Section of Plan	Page Number(s)	Action	Rationale
Sustainability - Vicki Bennett	Recycling misspelled	Eco-Industrial Info Box, Bullet 4	47	Fixed typo	
Sustainability - Vicki Bennett	Change to "Focus less on land use"	Eco-Industrial Info Box, last paragraph	47	Fixed typo	
Sustainability - Vicki Bennett	Change bullet to "principle"	Green Design, Goal 8	48	No Change	Former spelling correct
Jack Ray, Utah Waterfowl Association	Remove airport expansion from Future Land Use Map	FLUM	22	Removed airport expansion line	
Jack Ray, Utah Waterfowl Association	Airport expansion would result in destruction of hundreds of acres of wetlands	Existing Conditions, DA-2	14, 41	Updated language received from Airport on page 14, Removed Bullet from DA-2.3 "Reserve some land adjacent to the Airport to allow for future runway expansion" and removed "coordinate with the Airport on future expansion plans" (duplicate from DA-2.1). Removed "expansion of SL Int'l airport" in DA-2.3 and Goal heading	
Jack Ray, Utah Waterfowl Association	Water should not be diverted away from the existing wetlands complexes. Water should be returned to the same flows as currently exist	NA - Section	28	Added Policy NA-2.7 " Ensure water is not diverted away from existing wetland complexes. Water should return to the same flows as they currently exist. "	
Jack Ray, Utah Waterfowl Association	Require low water use landscaping	Development guidelines	61	Added "Use low water use landscaping" to landscaping section of the Development Guidelines	
Jack Ray, Utah Waterfowl Association	Restrict fertilizer runoff	NA -goal 3	29	No Change	Existing langage talks about restricting fertilizer in the NWQ
Jack Ray, Utah Waterfowl Association	Address phragmites and other invasive species	PS1.7	58	See PS1.7 -Expanded on invasive species	
Richard West, South Shore Wetlands and Wildlife Management, INC	Runway harms the natural environment and human health, will destroy wetlands, problems with bird strikes. Modify page 41 to say "future airport needs will require a reevaluation of this master plan". Remove airport expansion line on map	FLUM, DA-Goal 2	22, 41	See line 6-7	Airport has own Master Plan.
Steven Earley, Shareholder - Ambassador Duck Club	Remove support for expansion of the airport.			See line 6-7	

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Steven Earley, Shareholder - Ambassador Duck Club	Remove any support of public trails, bike paths or other facilities within the "Natural Areas" of the plan	Existing Conditions	24, 28	Addition to Natural Areas Section - indicated that trails are not appropriate in Natural Areas and this plan does not support trails in these areas. Added policy in NA-2, restricting development of trails and public access areas within the natural areas	
Steven Earley, Shareholder - Ambassador Duck Club	Provide lower density and lower building height buildings on the northern portions of the designated area			No Change	\This is addressed in the Future Land Use Map descriptions under Eco-industrial Park
Steven Earley, Shareholder - Ambassador Duck Club	Provide an adequate buffer from development along the Inland Sea Shorebird Reserve	NA-1.1	27	Included bullet "Provide an adequate buffer from development along the Inland Sea Shorebird Reserve."	
Steven Earley, Shareholder - Ambassador Duck Club	Prohibit construction in areas that were flooded during the 1980's lake flood, if applicable			No Change	implied with language in NA-5.1 that mentions 100 year flood plain
Steven Earley, Shareholder - Ambassador Duck Club	Preserve wetlands now existing within the Plan area.			No Change	Greenways and Lowland Conservancy areas address these areas
Steven Earley, Shareholder - Ambassador Duck Club	Prohibit untreated runoff from infrastructure and private development from flowing into the wetlands or the Great Salt Lake	DA-1.4	40	Included "wetlands" in bullet 2: "Restrict storm runoff from parking lots flowing directly into natural areas, wetlands, and green corridors."	
Steven Earley, Shareholder - Ambassador Duck Club	Require sewer infrastructure to be directed to the Salt Lake City sewer systems			see line 8	
Steven Earley, Shareholder - Ambassador Duck Club	Prohibit the drilling of water wells anywhere within the Plan area.	NA-3.1	29	Added bullet to NA-3.1 that states "discourage the drilling of water wells in the plan area"	
Deborah Drain, Great Salt Lake Audubon; Wayne Martinson & Ella Sorenson, National Audubon Society	Provide more comprehensive understanding of the wetlands that border the Great Salt Lake	Regionally Significant Scenic and Wildlife Resources	16	Added paragraph to beginning of section that gives more context	
Deborah Drain, Great Salt Lake Audubon; Wayne Martinson & Ella Sorenson, National Audubon Society	2004 Bicycle and Pedestrian Master Plan on west side of airport - remove from plan			See line 14	
Deborah Drain, Great Salt Lake Audubon; Wayne Martinson & Ella Sorenson, National Audubon Society	Support for proposed 4th runway should be taken out of the plan.		14, 22, 41	See line 6-7	
Deborah Drain, Great Salt Lake Audubon; Wayne Martinson & Ella Sorenson, National Audubon Society	Tailings pond expansion - thought they weren't expanding?			23 No Change	may not be immediate, part of long range plan

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Deborah Drain, Great Salt Lake Audubon; Wayne Martinson & Ella Sorenson, National Audubon Society	High level of the Great Salt Lake should be changed to 4,212			26 Changed to 4,212	
Deborah Drain, Great Salt Lake Audubon; Wayne Martinson & Ella Sorenson, National Audubon Society	DA-4.2, bullet 1 - The wording needs to be changed from Natural Areas to Greenways and Open Space. By definition Natural Areas are not within developable lands.			43 Deleted bullet	
Deborah Drain, Great Salt Lake Audubon; Wayne Martinson & Ella Sorenson, National Audubon Society	T-1.3 - ok as long as it does not include trail west of airport			53 Revised to "Connect the Northwest Quadrant to the rest of the City as suggested in the Pedestrian and Bicycle Master Plan, without encroaching into the Natural Areas of the Northwest Quadrant."	
Deborah Drain, Great Salt Lake Audubon; Wayne Martinson & Ella Sorenson, National Audubon Society	8800 West - to only be used as an utilities/emergency access, no public access road, "Utilities and Emergency Access will be provided on 8800 West, but public access on this roadway will not be available."	Transportation section		55 Added policy T-3.5 that states "Maintain 8800 West as a utilities and emergency access road only. Public access should be restricted to prevent trespassing that may occur on the adjacent reserve areas west of 8800 West."	
Deborah Drain, Great Salt Lake Audubon; Wayne Martinson & Ella Sorenson, National Audubon Society	Development Guidelines, change last sentence: "They shall be used to inform future development standards and assist in project review."	Development guidelines		60 Updated to say "They shall be used to inform future development standards and assist in project review."	
Steve Erickson, Utah Audubon Council	Airport references/4th runway			See line 6-7	
Steve Erickson, Utah Audubon Council	8800 West - limited access, not open to public			See Line 29	
Steve Erickson, Utah Audubon Council	No trails north and west of airport			See line 14	
Steve Erickson, Utah Audubon Council	Bird safe building design and outdoor lighting - should be mandatory			62 No Change	Plan doesn't create mandatory policies, zoning will...
Steve Erickson, Utah Audubon Council	Reduce noise from new and existing development in the area			46 Added policy DA-8.9 "Reduce noise from new and existing development in the area"	
Steve Erickson, Utah Audubon Council	Restrict building heights to less than six stories on properties closest to "Natural Areas" (stepping back building heights)			See line 15	
Wayne Martinson & Ella Sorenson, National Audubon Society	Provide more comprehensive understanding of the wetlands that border the Great Salt Lake			16 See line 22	
Dave Iltis, Cycling Utah	Policy T-1.3 Develop a system of on and off-street bikeways and trails.	T-1.3		53 Updated	

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Dave Iltis, Cycling Utah	*Develop a system of soft-surface mountain bike and hiking trails in the area.			No change	The plan already calls for a series of trails in the area
Dave Iltis, Cycling Utah	*Develop a policy to drastically reduce traffic on roadways that are designated as bikeways.			52 statement added	
Dave Iltis, Cycling Utah	*Ensure the maintenance and access to the Airport Bike Path.		35 and 53	Policy added, policy expanded related to bikeway between Airport and Saltair.	
Dave Iltis, Cycling Utah	Include 2015 Draft Bicycle Pedestrian Master Plan			13 Removed date of plan. This way it refers to the most current plan	
Allen McCandless, Airport	Delete dashed line shown west of Airport			22 See line 6	
Allen McCandless, Airport	Replace the existing text for the SLC Int'l Airport with the suggested text (PDF File)			14 Updated with this language	
G-Bar	Clarify what is the "ring road"	Existing Conditions - Roadways and Transit		12 Removed ring road language, revised sentence to read "Planned improvements for arterial streets focus on increasing capacity near existing job centers, specifically by providing a <u>connection</u> north of the International Center..."	
G-Bar	(1) All implemented trails should follow the path of development and be closely tied to it; (2) trail ways should be short and tied a parking area with informational displays geared toward education more than recreation; (3) large scale trail ways similar to the Jordan River Parkway should be discouraged, and (4) a specific plan for maintenance and policing of any trail ways in the Northwest Quadrant should be implemented.			No Change	The trails are being restricted to the greenways and open spaces designated on the future land use map. The purpose of the trails are for more than education.
G-Bar	Prohibit family pets along trailways			35 Added policy GW-1.3 "Discourage domestic pets along trailways"	
G-Bar	Future Land Use Map - update to include parcel 07-27-100-003 all within the development area	Future Land Use Map		22 Updated map	
G-Bar	Include not only maintenance, but repair and renovation	NA-Goal 3		29 Revised language to include repair and renovate: "Maintain, repair, renovate, and improve the banks of the Goggin Drain to prevent further erosion of the banks."	

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G-Bar	Fill should be evaluated on a case by case basis. Add language regarding elevations between 4,212 and 4,215.	NA-Goal 5	31	Added bullet to NA-5.1 "Evaluate on a case by case basis applications for fill to develop areas between 4,212 and 4,215 feet. "	
G-Bar	Further expand the definition of agricultural uses - include farming, grazing, hunting and fishing, housing for individuals working the land, and wildlife and habitat preservation.	Existing Conditions - physical conditions	9	Revised paragraph 2 and included the different agricultural uses that include farming, grazing, hunting and fishing, housing for individuals working the land, and wildlife habitat preservation.	did not expand on each of the uses
G-Bar	Plan should address sewer system under John Cannon Drive - not connected to any mainlines	Public Services	57	No Change	Current regulations will require connection to mainline
G-Bar	John Cannon Way - incorrect. Should be John Cannon Drive	Transportation - New Streets	50	Updated To John Cannon Drive	
G-Bar	Controlling invasive species	PS-1.7	58	Added bullet under PS-1.7 - "Develop a plan between the City and property owners to mitigate and control invasive species, including Tamarix, Phragmites, Russian Knapweed, and Perennial Pepperweed."	