

SOUTHSHORE WETLANDS & WILDLIFE MANAGEMENT INC.

August 25, 2015

To: Salt Lake Planning Commission

From: Richard D. West (President South Shore Wetlands and Wildlife Management Inc.)

Re: Northwest Quadrant Master Plan Draft August 11, 2015

I represent an association of private land owners that collectively own over 15,000 acres of land along the south shore of the Great Salt Lake. This land is used for farming, grazing, water fowl hunting, and quiet enjoyment.

The above document is a big improvement over the plan drafted in 2007 that included suburbs, walking and biking trails through private property, and little regard for wildlife and wildlife habitat. Thank you for taking our comments to heart in the 2015 plan.

While our group generally supports the draft plan, we have grave concerns regarding the expansion of the Salt Lake Airport by building a fourth runway to the West of the current airport which makes it extremely difficult for our group to support the draft.

Throughout the draft the environmental sensitivity of the area is noted and that the Northwest Quadrant needs to safeguard and in some areas enhance resources and prevent harm to the natural environment and human health (as you know, the Great Salt Lake has been designated as of worldwide importance for migrating shore birds, waterfowl, and other wildlife species). The addition of a fourth runway is directly in conflict with these goals. The addition of the third runway required the city to mitigate lands to compensate for the destruction of wetlands at a significant cost. The fourth runway will require even more mitigation. Bird strikes by airplanes have been a concern of the airport and bird strikes have actually occurred. In fact the airport has requested the land owners not put rotenone in the water ways to control unwanted fish because it concentrates pelicans and other birds in the flight path of the airport. The fourth runway is over the heart of the wetlands and would create even a bigger problem and a greater possibility of bird strikes. The third runway required the moving of major power lines west of the runway. The fourth runway would require those be moved again to the west even further into the heart of the south shore wetlands at a significant cost.

At this time, apparently the airport has no time table when a fourth runway will be necessary. Based on our current understanding, we are suggesting the outline for future airport expansion on page 20 be removed and page 39 be modified to not encourage the expansion of the airport but to say **future airport needs will require a reevaluation of this master plan**

Thank you for your continued consideration of this most important issue.

OFFICERS: Richard West (president)/Pat Kelly (Vice President)/John Clayton (Secretary Treasurer)

From: [John \(Jack\) D. Ray](#)
To: [Tran, Tracy](#)
Cc: [Richards, Jeff](#) [REDACTED]
Subject: Northwest Quadrant Plan Comments
Date: Tuesday, August 25, 2015 2:21:28 PM

Ms. Tran,

I am the president of the Utah Waterfowl Association and write this letter on its behalf. The UWA represents the interests of the state's waterfowling community. Our mission is to preserve and protect Utah's waterfowl habitat, waterfowl and waterfowling heritage. In this instance, waterfowlers have owned, preserved and nurtured over 10,000 acres of wetlands in and adjacent to the NWQ for more than 100 years. We are grateful for and acknowledge the positive conservation-related aspects of the proposed plan but have serious concerns about several items described below.

The history of the Northwest Quadrant (NWQ) and the surrounding wetlands complexes is one of gradual loss to development pitted against the tenacious preservation by the remaining duck clubs. In the early 1900's, the NWQ and surrounding area was known as the Black Sloughs. It encompassed a wetlands complex that hosted hundreds of thousands of shorebirds, ducks, geese, swans and raptors each fall and spring. Waterfowlers began to preserve many of the wetlands in the area. Unfortunately, the wetlands they didn't control generally fell to drain tiling and filling. Until the last decade or two, waterfowlers were the only group willing to fight for preservation of this unique and ecologically vital habitat. One hundred years ago, wetlands complexes stretched to 1500 South or further and up to Beck Street. Tens of thousands have already been lost. In the death by a thousand cuts, we have lost the fat and muscle and are now down to the bone.

While there are some promising aspects to the NWQ plan (the conservation buffer), it also includes some plans that would have a catastrophic impact on one of our world's unique ecosystems. If the airport expands west or north, it will result in the destruction of at least hundreds of acres of wetlands and the degradation and depletion of many more acres. The city will preside over a loss of wetlands that dwarfs the loss in any single action since the Hot Springs Slough (a several hundred acre, thermal spring fed wetlands complex and lake) was drained by the city in 1915. The Hot Springs Lake was widely known for attracting huge numbers of birds. Now, it is covered with industrial complexes. So are Williams Lake, just as big, White Lake, and the Church Farms wetlands along with thousands of acres of unnamed playas, sloughs and ponds. They are all gone. Recreationists who rode to Saltair in the early 1900's commented on the massive flocks of ducks stirred by the passing train. Those wetlands are largely gone.

The proposed buffer zone is a good step but its positive impact is overwhelmed by the loss that would be occasioned by a fourth runway. The wetlands lost in that expansion would be several times the number lost to Legacy Highway. And, whereas the wetlands impacted by Legacy were already largely fragmented and low quality, the wetlands destroyed by the city's action would be pristine, high value and irreplaceable. They have been preserved for over a century and their destruction will only happen after every avenue of political and legal recourse is exhausted. There is no adequate mitigation. The loss cannot be tolerated. Moreover, other options likely exist. The NEPA and 404 permitting process will demand thorough evaluation of the assumptions on which the proposed expansion is based.

The plan should consider water use, diversion and runoff. Water should not be diverted away from the existing wetlands complexes. To the extent water is treated, it should be returned

to the same flows as currently exist. Wetlands, obviously, cannot exist without water. Low water use landscaping should be required. Fertilizer runoff should be restricted as it adds to algae blooms and impairs native vegetation. Phragmites and other invasive species should addressed.

Regarding other issues, the UWA supports the comments submitted by the National Audubon Society.

Best Regards,

Jack Ray

JOHN (JACK) D. RAY

Phone:



August 26, 2015

Salt Lake City Planning Commission
Community & Economic Dev. Dept.
Or Planning Commission Members
Planning Division
451 South State St., Room 406
P.O. Box 145480
Salt Lake City, UT 84114-5480

Sent: Via e-mail

Re: Comments Regarding Draft Northwest Quadrant Plan (the “Plan”)

Dear Salt Lake Planning Commission:

My name is Steven K. Earley and I live at 210 North 400 East in Centerville, UT 84014. I am also a share holder in the Ambassador Duck Club which is located just northwest of the Salt Lake International Airport.

Additionally, I am a semi professional photographer that spends several hours a week all year round in or around the areas designated within the Plan. Spending so much time out there, I have the opportunity to observe much of the wildlife and its annual cycle. I wish to point out some key issues that you should be aware of in the planning process.

- Key wetlands such as the Harrison Duck Club, SLC Airport mitigation area, Ambassador Club, and others located north of the Plan area provide migratory habitat to hundreds of thousands of waterfowl and shorebirds during their spring and fall migrations.
- This same area is a wintering area for Bald Eagles, Golden Eagles and Rough-legged hawks.
- Other raptors migrate through this area (just ask the wildlife folks at the airport).
- The area is a permanent home to a good population of Northern Harriers, Red-tailed Hawks and Kestrels.
- The wetlands play a significant role in the White Pelican population that nests on the Great Salt Lake.
- A large percentage of cinnamon teal nesting in North America occurs around this portion of the Great Salt Lake.
- Large numbers of avocets, black-necked stilts and snowy plovers nest in the uplands adjoining the wetlands.
- The uplands around the wetlands host a good number of burrowing owl dens.
- The uplands also host a significant population of nesting long billed curlews that nest during the early spring and summer.
- There is a significant number of antelope (I would estimate 50-100) that winter in areas within the Plan area. I have seen some within 1.5 miles of the west airport runway; really. Additionally, there is a small deer herd.

- The wetlands are a key feeding point in the southward migration of the 20,000+ Tundra swans. While the wetlands provide feed, other areas such as the Inland Sea Shorebird Preserve provides safety zone away from hunting and other human intrusion.

With these and other factors in mind, the Plan, while generally good, should consider the following:

- Remove any support for a westward expansion of the Salt Lake International Airport. Such expansion, in my opinion, would result in increased danger of bird strikes to aircraft using that runway or require a reduction in the wetlands through dewatering or removal to reduce the number of birds inhabiting the area on a year round or temporary basis.
- Remove any support or reference of public trails, bike paths or other facilities within the conservation zone designated in the plan.
- Provide for lower density and lower height buildings on the northern portions of the designated area. All building should be "bird friendly"
- Provide an adequate buffer from development along the Inland Sea Shorebird preserve.
- Prohibit construction in areas that were flooded during the 1980's lake flood, if applicable.
- Preserve wetlands now existing within the Plan area.
- Prohibit untreated runoff from infrastructure and private development from flowing into the wetlands or the Great Salt Lake.
- Require sewer infrastructure to be directed to the Salt Lake City sewer systems.
- Prohibit the drilling of water wells anywhere within the Plan area.

Thank you for taking the time to consider my comments.

A handwritten signature in black ink, appearing to read "Steve H. Casby". The signature is written in a cursive style with a long horizontal stroke extending to the left.

August 26, 2015

Salt Lake City Planning Commission
Community & Economic Dev. Dept.
Or Planning Commission Members
Planning Division
451 South State St., Room 406
P.O. Box 145480
Salt Lake City, UT 84114-5480

Sent: Via e-mail

Re: Comments Regarding Draft Northwest Quadrant Plan

Dear Salt Lake Planning Commission:

Great Salt Lake Audubon (GSLA) has reviewed the 2015 Draft Northwest Quadrant Plan and concurs with the National Audubon comments on this document. GSLA acknowledges the effort throughout the draft master plan to document the environmental sensitivity of this area, and the need to safeguard, and in some areas enhance resources, and to prevent harm to the natural environment.

GSLA comments are provided below, and include General Comments, followed by positive aspects of the plan, and then specific concerns. Specific wording changes or suggestions are underlined. **In bold are a few key highlights.**

General Comments:

1. The Northwest Quadrant of Salt Lake City is closely connected to the valuable wetland and uplands of the south shore the Great Salt Lake.
2. The wetlands that actually border the Great Salt Lake are now essentially managed for wetland and wildlife purposes from the Lee Creek Area to Farmington Bay. This includes the Lee Creek Area managed by National Audubon Society, the Inland Sea Shorebird Reserve managed by Rio Tinto, The Gillmor Sanctuary managed by National Audubon Society, and the numerous duck clubs on the south shore, as well as the Farmington Bay Waterfowl Management Area in Farmington Bay. Some of this information is available on Page 15, but it would be good to provide a more comprehensive understanding.
3. While the shoreline and much of the area above the shoreline is managed for wetland and wildlife, the northwest quadrant is a major land base, which if managed appropriately can help support, rather than decrease the significant value of the wetland areas.
4. Given the significance of the Northwest Quadrant conservation groups have been interested in the development of this plan for years, including the northwest quadrant planning effort from about 2007 through 2009.
5. There are many positive aspects of the 2015 draft plan as compared to the 2009 plan.

The positive aspects of the 2015 plan include:

1. The vision for the plan on page 5, which starts off with the following: "The Northwest Quadrant will be a new, sustainable area of Salt Lake City that: "Respects the unique nature of the Great Salt Lake and surrounding environment for current generations and preserves sensitive natural environments for future generations."

2. The goals for the plan on page 8, which start off with the following: “To do this, the plan must: Preserve natural open spaces and sensitive areas to sustain biodiversity and ecosystem functions.”
3. The assumptions on page 8, which include: “The area’s unique environment needs to be preserved.”
4. The Physical description of the area including the wetlands and Great Salt Lake on Page 9 and 10, including the statement under Great Salt Lake that “Salt Lake City does not permit habitable development below elevation 4,217 feet.”
5. The language on Page 19 that drops the residential component of the plan and the map on Page 20 that includes the zoning for Eco-Industrial.
6. **The map on Page 20 that provides the line separating the Natural Areas from the other areas North of I-80 is a very important component of the plan.**
7. The description of the Natural Areas on Page 21.
8. The description of Natural Areas as well as the Goals and Policies for Natural Areas from Page 24 through Page 30.
9. The development guidelines for areas north of I-80 on pages 58 through 60, including bird safe building design.

Specific concerns regarding the plan:

1. Under the section on of Open Space, Trails and Recreation on page 12 is the following: “The 2004 Salt Lake City Bicycle and Pedestrian Master Plan indicates a proposed trail around the west side of the airport, planned as a 10-foot wide shared use trail connecting 2200 North with the existing shared use path south of the airport. It is envisioned that besides being a popular route for bicyclists, this new route may also become a favorite for hikers and nature viewers since it passes through the large wetlands and playas along the shores of the Great Salt Lake.” It is GSLA’s opinion that a biking/hiking trail as proposed will disturb wildlife and sensitive habitat, and that a biking/hiking trail should not be constructed in this area. GSLA suggests that the last sentence starting with “It is envisioned” should be changed to something like, “Given that the lands north and west of the airport property are privately owned and managed for wildlife and agricultural purposes, the Salt Lake City Bicycle and Pedestrian Master Plan will delete this proposed trail.
2. The plan includes specific language regarding the airport expansion including a proposed fourth runway. **Support for the proposed fourth runway expansion should be taken entirely out of the Northwest Quadrant Plan. This includes wording on Page 13 and 39 as well as the lines on the map on page 20.** The following provides details for this:
 - A. Our current limited understanding of the planning process is that the last Airport Master Plan Update was in 1998 and that a new update is being prepared. If this is accurate, we strongly assert that the concerns over the fourth runway should be addressed in the update for the airport master plan rather than putting this type of detail into the current Northwest Quadrant Plan.
 - B. The fourth runway was not part of the earlier Northwest Quadrant Plan. While conservation groups have been concerned about the possible fourth runway for years, there has not been a specific point recently where public comments about this possible runway have been sought. Therefore, GSLA believes that inclusion of the fourth runway and its potential alignment in the master plan is premature at this time.
 - C. As shown in the master plan, the potential fourth runway would impact far more than the northwest quadrant. Third runway construction destroyed vital wetland habitat by going far to the west and north into the marshes of the Great Salt Lake. The fourth runway would extend this destruction approximately another one half mile to the west, significantly impacting wetland habitat. While specific

acreage is not really available a very rough estimate puts the destruction at 600 acres. Furthermore, the flight paths of airplanes would be placed another roughly one-half mile to the north of the fourth runway over the wetland of the Great Salt Lake. Currently, there is much concern about bird strikes with the current runways. The potential for bird strikes with the fourth runway would be extremely high. This would no doubt result in efforts to decrease habitat for water birds well beyond the specific footprint of the fourth runway.

- D. The fourth runway is in direct opposition to the numerous efforts throughout the northwest quadrant plan to address environmental and economic concerns.
3. Page 21 of the plan discusses the tailings pond expansion. Our understanding is that Kennecott is no longer seeking to expand the footprint of the tailings pond.
 4. On Page 24 the high level of the Great Salt Lake should be changed to 4,212.
 5. On Page 41 Policy DA-4.2 bullet 1 says, "Encourage utilization of developable lands within the Northwest Quadrant through the consolidation of Natural Areas and use of habitat mitigation strategies. The wording needs to be changed from Natural Areas to Greenways and Open Space. By definition Natural Areas are not within developable lands.
 6. Page 51 under Policy T-1.3 says that the Northwest Quadrant should be connected to the rest of the City as suggested by the Pedestrian and Bicycle Master Plan. This sounds fine, except if it includes going northwest of the airport as discussed in #1 above.
 7. There is a major concern regarding the natural areas boundary at 8800 West. This dirt roadway borders the Inland Sea Shorebird Reserve to the west. To protect the Inland Sea Shorebird Reserve as best as possible, the conservation community, while working on developing the line for the Natural Areas has the understanding that 8800 West would only be used for Utilities/Emergency Access. In other words, access to this roadway would be greatly restricted. And the public would access the development area east of 8800 West via roadways that come from the east such as 7200 West or possibly other roadways between 7200 West and the Natural Area to the east of 8800 West. This language needs to be included in the plan. One possible location for this wording is on page 57 under Goal 2. Policy PS-2.1. Something like the following sentence could be added. Utilities and Emergency Access will be provided on 8800 West, but public access on this roadway will not be available.
 8. Page 58 provides a description of the development guidelines for the area north of I-80. These guidelines should be used. Therefore, the last sentence on Page 58 should be changed to the following, "They shall be used to inform future development standards and assist in project review." Changing the wording from may be used to shall be used is critical. Otherwise these important guidelines could easily be forgotten.

Thank you for the opportunity to comment on this very important planning document

Sincerely,

Deborah Carter-Drain *DCD*
Conservation Committee
Great Salt Lake Audubon

Salt Lake Planning Commission
August 25, 2015

COMMENTS ON THE DRAFT NORTHWEST QUADRANT MASTER PLAN

We submit for the record the following comments on the draft Northwest Quadrant Master Plan.

Overall, this proposed new Master Plan for the Northwest Quadrant (NWQMP) is a significant improvement over past efforts, and is better suited to protect the sensitive environment and important habitats while accommodating anticipated development. The newly created Eco-Industrial Zone attempts to strike a balance between these often conflicting uses, and is a positive step in that direction. We strongly approve of the planned conservation buffer zone, in particular, and support the Natural Areas Goals 1 through 6.

That said, we could support enactment of the Master Plan and proposed zoning change if the references to accommodating a fourth runway for the International Airport were removed from the Plan.

“Reserving some land adjacent to the Airport to allow for future runway expansion” - the language in Goal DA. 2 – is unnecessarily vague and contradicts much of the rest of the Master Plan, which commits the City to protection of the natural environment.

The land for a fourth runway is on or adjacent to the current power utility corridor west of the Airport and building the runway there would necessitate moving the power lines (and part of the surplus canal) to the west. The NWQMP acknowledges that Airport Authority is purchasing property in preparation for locating the runway there. Over 600 acres of wetlands would be impacted, perhaps eliminated, by the runway, which would run directly through the duck clubs to the north and west of the existing runway. The runway would also compromise existing wetlands set aside as mitigation for the previous expansion of the Airport that encroached upon nearby wetlands – a prospect which would undermine the validity and reliability mitigation strategies.

The negative impact of a new runway in this location upon wildlife, particularly the millions of birds that annually benefit from this habitat, would be very significant. The prospect of more airplane bird strikes with a fourth runway intruding deeply into this wetlands area is a sobering one for the flying public. It also raises the potential for measures that would result in more birds killed to prevent bird strikes and to further dry up wetlands to reduce bird populations in the vicinity of the runway.

The Draft NWQP notes that the need for a fourth parallel runway was addressed in an “Airport Layout Plan” study in 2006. However, the Airport Authority has not updated its Master Plan since 1998, and a fourth runway was not addressed in the City’s NWQMP. We understand that the Airport will work toward a new master plan to be readied in the next few years.

It is our opinion that the language about reserving land for a new runway in the NWQ Master Plan should be removed at this time, pending completion of the Airport Master Plan and a decision by the Airport to move ahead with plans for a fourth runway. The City can amend its NWQMP at a later date, if necessary.

Some additional comments and suggestions:

- The 8800 West road is not addressed in the Draft Master Plan – it should be. We believe that road should be limited access, not open to the general public.
- We do not approve of bike and foot trails north and west of the airport.
- We do support the use of bird safe building design (p. 60) and believe that this should be mandatory within the developable portions of the NWQ. This should be true of outdoor lighting as well.
- The NWQMP should include goals and policies to reduce noise from new and existing development in the area.
- We would also like to see the Master Plan address restricting building heights to less than six stories on properties closest to the conservation lands (similar to what the City has done with “stepping back” building heights in the transit station areas overlay zone).

Thank you for your consideration of these comments.

Steve Erickson, Policy Advocate
Utah Audubon Council

Lynn de Freitas, Executive Director
Friends of the Great Salt Lake

From: [Dave Iltis](#)
To: [Tran, Tracy](#); [Norris, Nick](#)
Cc: [Shaun Jacobsen](#); scott.lyttle@yahoo.com; [Hutcheson, Robin](#); [BikeSLC](#); [Rogers, James](#); [Becker, Ralph](#); [Garrott, Luke](#); [Stan Penfold](#); [Shepard, Nora](#)
Subject: For NW Quadrant Master Plan: Great Salt Lake Bike Marina Bike Route
Date: Tuesday, August 25, 2015 12:23:05 PM
Attachments: [Great Salt Lake Bike Route Proposal 2015 version 2.pdf](#)
Importance: High

Dear Tracy and Nick,
I am submitting the Great Salt Lake Bike Route for inclusion in the NW Quadrant Master Plan. Please see the attached document and notes below.

It is great to see that there is currently language in the plan regarding bicycles that refers to the route:

Policy T-1.3 Develop a system of bicycle lanes and trails.

- * Connect the Northwest Quadrant to the rest of the City as suggested in the Pedestrian and Bicycle Master Plan.

- * Develop off-street bikeways to connect development nodes. Off-street bikeways should be designed to accommodate both higher speed cycling (commuting) as well as recreational uses.

- * Complete the proposed bikeway between the International Center and Saltair to provide regional bike access to the Northwest Quadrant.

- * Develop on-street bikeways to connect development nodes where off-street connections do not exist with a safety first approach.

- * Consider branding throughout the bicycle network with special signs and wayfinding to increase visibility of the system and ease of use.

- * Provide bicycle facilities for regional travel, including bicycle lockers, racks, and shelters.

Background:

With the potential move (hopefully it won't happen) of the prison to the NW

Quadrant, the Great Salt Lake Bike Route, along the I-80 frontage road, one of Salt Lake City's premiere recreational cycling routes is in jeopardy. The quiet roads, beautiful vistas, and lack of development makes it one of the favorite places in Salt Lake City and Salt Lake County to ride a bike.
(<http://www.cyclingutah.com/advocacy/road-advocacy/great-salt-lake-marina-bike-route-in-jeopardy/>)

The route from 2200 W and N. Temple to the Great Salt Lake Marina via the airport bike path, and the I-80 frontage road is threatened by a huge increase in traffic, traffic lights, convenience stores, etc. In addition to this, with the development of the I-80 Logistics Center Industrial Park, there is the potential for large increases in truck traffic on a road not meant for this.

The Great Salt Lake Bike route needs to be protected as much as possible starting this summer before the prison is built.

The GSL Route should be officially designated both with Salt Lake City and Salt Lake County, marked and signed with wayfinding signs, and improvements made (see the attached document). In addition, the frontage road should be converted to local traffic only, and truck traffic should be banned (trucks could still access the International Center from 5600 W).

I'm attaching the proposal that I submitted previously in 2013. I have proposed formalizing this route multiple times before. A version of this is in the 2015 edition of the Salt Lake City Bike Map.

Note also that I believe that you should also be including the 2015 Draft Bicycle Pedestrian Master Plan in addition to the 2004 Bike Ped Plan in regards to bicycle and pedestrian facilities.

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Thanks very much,
Dave Iltis
Cycling Utah
801-328-2066

Great Salt Lake Bicycle Route (and related proposals):

August 12, 2015 • Submitted by Dave Iltis, Cycling Utah Proposal:

Great Salt Lake Bicycle Route (and related proposals) (Note: Previously submitted to SLC Transportation):

A 21.2 mile premier recreational and commuting bike route signed with branded wayfinding signs from 3rd Avenue and Virginia Street in Salt Lake City to and from the Great Salt Lake Marina.

The route would be as follows: 3rd Avenue and Virginia to N. Temple to the Airport Bike Path, through the International Center, and then along the N. Temple/I-80 Frontage Road to the Great Salt Lake Marina (with potential extension to the I-80 – Tooele Exit). See <http://goo.gl/maps/0O12u> for an approximate route.

The route would be a premier east west route, but currently needs polish and safety improvements so that the route is continuously marked and safe for the entire distance. This is currently one of the most popular recreational routes in Salt Lake City and County. It would be great to elevate it and make it a flagship route. The route would be approximately 21.2 miles in length, which would be amazing for an urban recreational bike route.

The GSL Route should have wayfinding signs (as part of a consistent wayfinding system within the State of Utah, Salt Lake City and Salt Lake County). The wayfinding signs should also allow for inclusion a Wasatch Front and Utah Recreational Bike Route System, including the Salt Lake Valley Perimeter Bike Route (a proposed recreational route circumnavigating the Salt Lake Valley). A concurrent proposal for a Utah State Recreational Bike Route System is being submitted to UDOT in the near future (Available on request). This would have as part of it design standards for wayfinding signage throughout the state.

Additionally, a series of recreational routes with wayfinding signs within Salt Lake City and where SLC borders on SLCo and Davis Co should be considered, including, but not limited to:

City Creek Canyon/Memory Grove

Emigration Canyon

Jordan River Parkway/Legacy Parkway

Cycle the City

2200 W/Center St/Beck St. Loop

Wasatch Drive

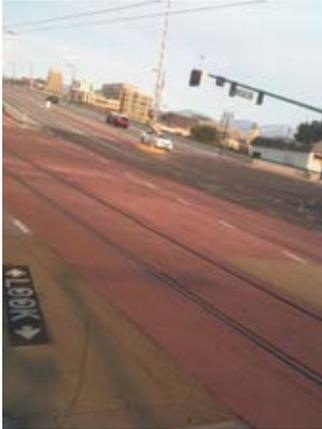
and, other recreational loops within/bordering on SLC.

Some needed improvements for the Great Salt Lake Route, problem areas, and comments:

1. N Temple between State and Main, eastbound - it's always a bit sketchy changing lanes to get to 2nd Ave. Additionally, the area between State Street and Memory Grove could use at least signage in the westbound direction since the bike lane disappears at the bottom of the hill. Striping a lane here would not be a good idea, nor would sharrows as this is a high speed left hand turn and paint would be dangerous when wet.

2. N. Temple and 400 W. westbound - Mostly, the bike route makes sense so that you ride perpendicular to the tracks. But, a quick glance leads one to think that if there were not the triangle between the car lane and the bike lane, that you could just go straight over the tracks and still have a good angle.

3. N. Temple and 600 W westbound. - If you follow the directed route, it is great, perfect for crossing the tracks safely. The issue here, however is that the rightmost dotted lines for the rightmost car lane could easily be confused as part of the bike lane and lead a cyclist to an unsafe crossing of the tracks. IMG 5367.



4. The bike symbols in the bike lane are wearing quickly. They are still visible, but given that the lane hasn't been open long, the wear seems excessive.

5. N. Temple and the area around 2100 W to the start of the airport bike path: This area, both westbound and eastbound needs a lot of attention to clean up both pavement markings and signage.

Westbound, the bike lane abruptly ends, even though there's a sign indicating it continues at 2100 W (right exit onto old N. Temple) (IMG 5368)



At 2200 West southbound, a sign is needed indicating the bike lane on N. temple is to the right.

N Temple between 2200 W and the bike path entry could use more signage, or bike lane stripes (for continuities sake). If you don't know that the airport bike path is there, its not entirely obvious

Old N Temple eastbound between 2200 W and the airport path, the bike lane sign indicates northbound on 2200 W (accurate), but not southbound on 2200 W (to get to the new bike lane on N Temple

6. On the airport bike path (after the first main westbound section) on the roads of the airport (after you go through the gate, the bike lanes could use bike symbols so that someone who hasn't been there before clearly knows where to go.

7. On the airport bike path by the west-most end (before you get to the gate/hotel, there is a large area that is starting to sink and deteriorate.

8. As mentioned before, the west most area by the gate and hotel could be cleaned up/potholes filled/ and paved just before one ends up on the roads of the international center.

9. International Center - the bike lanes could use the dashed lines near intersections in spots, and a bit better wayfinding signs.

10. Saltair/N. Temple Frontage Road: Speed Limit IMG 5420

The speed limit is 40 in SLC and 25 in SLCo (west of SLC road)

The two should be consistent, probably 25-30 mph for both.



11. Saltair/N. Temple Frontage Road - on the concrete section. Much better!! The patch job is pretty good, almost all problem areas have been patched and it's much safer. Thank you!

But...the center seam is still an issue. IMG 5375.



The patching is obviously a short term solution.

As you both had talked about in our last meeting, maybe there is a possibility of getting funding to pave/tarmac/or chip seal this section to create a bike path (since most of the traffic is cyclists).

Regardless, the road (except for the center seam) is much safer to ride!

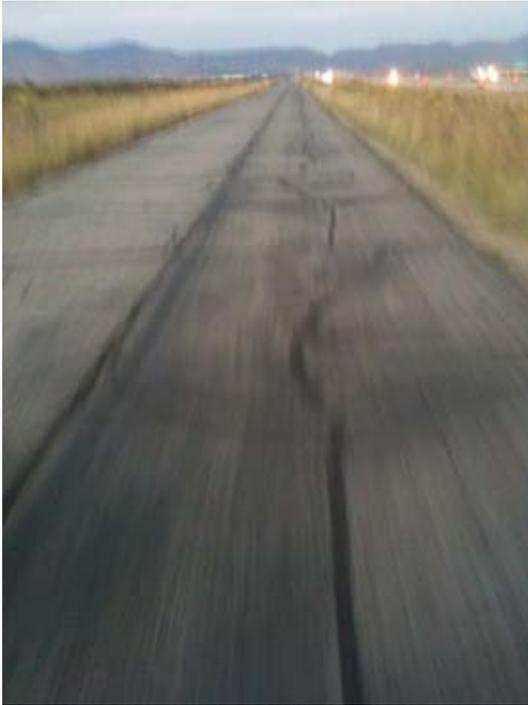
12. Saltair/N. Temple Frontage Road and 7200 W. - Stop Sign. Please stop traffic on 7200 W, and not the Frontage Road. Make bikes the priority vehicle here, not car traffic from 7200 W (even if it is sparse). Don't make bikes stop here.

IMG 5418



13. Saltair/N. Temple Frontage Road – this is chip sealed area to the east of the concrete area. See IMG 5423. The pavement is in decent shape here, but when it does get chip sealed again, there are

bumps/divots from the old sub-concrete that should be milled before re-chip sealing. There aren't many, but it would really help to smooth them out.



14. N Temple and 1200-1400?? West (not exactly sure of the exact cross street). The signal is active even at night when there is no traffic on the cross street and all it does is stop N. Temple traffic for no good reason (increasing idling time, air pollution, etc). This should have a flashing yellow, or only get triggered if cars are actually at the intersection.

15. Riders at night - I saw quite a few riders last night including some folks using bike share bikes (IMG 5425). The woman in the photo hadn't been on a bike since she was 12 and plans to ride more after last night! I saw a number of other riders out last night as well, commuting to and from something...Awesome!



16. Long term Goal - create/pave/repave a bike path on the S. Side of I-80 from the Marina to the Tooele exit. There had been some talk that Rio Tinto would be willing to do this on the N. Side.

17. IMG 5421 - just a cool view from the route.



18. Water on the route:

This is of course important in the summer.

a. There is a water at the Marina, although the outside fountain needs to be fixed.

b. There is water at the Wingpointe golf course. There's a drinking fountain at the 17th Tee (just west of the Tunnel) on the airport bike path. A sign that points this amenity out to cyclists would be very, very helpful. It is not obvious when you are riding on the bike path. I had never noticed this before despite having ridden this dozen's of times. Water is, of course, a necessity for cyclists, and highlighting this would help this recreational route. There used to be another drinking fountain and restrooms that were open to cyclists a bit west of this, but they have been shuttered, and a fence is now between the path and restrooms/water.

c. Saltair - not sure if any water is available there.

19. Airport Bike Path Hours - I worked on this with Dan Bergenthal a few years ago to get them extended. They need to be extended further to allow consistent summer and winter commuting, especially for workers in the International Center or the Airport.



20. Smart Trips - If the route were solidly in place, Smart Trips could work with businesses and government Agencies at the International Center, and on N. Temple to encourage commuting to work. Hunter-Douglas would benefit from extended hours for the bike path since they are working day and swing shifts.
21. This route should be part of a proposed perimeter route that circumnavigates the Salt Lake Valley. Signage should be easily modifiable to include wayfinding for both the Great Salt Lake Bike Route, and the Salt Lake Valley Perimeter Route.
22. The signal at Wiley Post Way and Wright Brothers drive won't change (I was on a carbon bike however).
23. The signal at Amelia Earhart and 5600 W. won't change for bikes (again, I was on a carbon framed bike).
24. The bike lane doesn't go to the intersection (ends early) on Wiley Post just west of Wright Brothers.
25. The photo below shows the sinkhole developing at the west end of the airport bike path. I mentioned this previously and spoke to Dan B. about this.



26. With the development of the I-80 Logistics Center (Industrial Park, west of Hunter Douglas), and with the impending Utah State Prison move to 7200 W and I-80, it is imperative to BAN truck traffic on the entire frontage road, and especially between 7200 W and 5600 W. The road was not meant handle truck traffic, and with the potential for exiting I-80 at 7200 W to travel to the International Center, truck traffic needs to be banned. Additionally, the road should be converted to local traffic only to prevent the use of the frontage road as a high traffic thoroughfare.

Contact Info:
Dave Iltis
Cycling Utah
dave@cyclingutah.com
801-328-2066

From: [Dave Iltis](#)
To: [Tran, Tracy](#); [Norris, Nick](#)
Cc: [Hutcheson, Robin](#); [BikeSLC](#)
Subject: NW Quadrant Master Plan: General bike comments
Date: Tuesday, August 25, 2015 3:38:37 PM
Importance: High

Dear Tracy and Nick,

I am submitting a few additional comments for inclusion in the NW Quadrant Master Plan. Please see the attached document and notes below.

This is the current language in the plan on bicycles:

Policy T-1.3 Develop a system of bicycle lanes and trails.

- * Connect the Northwest Quadrant to the rest of the City as suggested in the Pedestrian and Bicycle Master Plan.

- * Develop off-street bikeways to connect development nodes. Off-street bikeways should be designed to accommodate both higher speed cycling (commuting) as well as recreational uses.

- * Complete the proposed bikeway between the International Center and Saltair to provide regional bike access to the Northwest Quadrant.

- * Develop on-street bikeways to connect development nodes where off-street connections do not exist with a safety first approach.

- * Consider branding throughout the bicycle network with special signs and wayfinding to increase visibility of the system and ease of use.

- * Provide bicycle facilities for regional travel, including bicycle lockers, racks, and shelters.

Some suggested changes:

New Language:

Policy T-1.3 Develop a system of on and off-street bikeways and trails.

Additional bullet points:

- *Develop a system of soft-surface mountain bike and hiking trails in the area.
- *Develop a policy to drastically reduce traffic on roadways that are designated as bikeways.
- *Ensure the maintenance and access to the Airport Bike Path.

Note also that I believe that you should also be including the 2015 Draft Bicycle Pedestrian Master Plan in addition to the 2004 Bike Ped Plan in regards to bicycle and pedestrian facilities.

--

Thanks,
Dave Iltis
Cycling Utah
801-328-2066

August 25, 2015

Salt Lake City Planning Commission
Community & Economic Dev. Dept.
Or Planning Commission Members
Planning Division
451 South State St., Room 406
P.O. Box 145480
Salt Lake City, UT 84114-5480

Sent: Via e-mail

Re: Comments Regarding Draft Northwest Quadrant Plan

Dear Salt Lake Planning Commission:

The following are comments regarding the August 11, 2015 Draft Northwest Quadrant Master Plan from Wayne Martinson and Ella Sorensen with National Audubon Society. First, there are general comments, followed by positive aspects of the plan and then specific concerns. Specific wording changes or suggestions are underlined. **In bold are a few key highlights.**

General Comments:

1. The Northwest Quadrant of Salt Lake City is closely connected to the valuable wetland and uplands of the south shore the Great Salt Lake.
2. The wetlands and uplands on the south shore that border the Great Salt Lake are essentially managed for wetland and wildlife purposes from the Lee Creek Area to Farmington Bay. This includes the Lee Creek Area managed by National Audubon Society, the Inland Sea Shorebird Reserve managed by Rio Tinto, the Gillmor Sanctuary managed by National Audubon Society, and the numerous duck clubs, as well as the Farmington Bay Waterfowl Management Area in Farmington Bay. Some of this information is available on Page 15, but it would be good to provide a more comprehensive understanding.
3. While the shore line and much of the area above the shore line is managed for wetland and wildlife the northwest quadrant is a major land base, which if managed appropriately can help support, rather than decrease the significant value of the wetland areas.
4. Given the significance of the Northwest Quadrant conservation groups have been interested in the development of this plan for years, including the northwest quadrant planning effort from about 2007 through 2009.

5. There are many positive aspects of the 2015 draft plan as compared to the 2009 plan.

The positive aspects of the 2015 plan include:

1. The vision for the plan on page 5, which starts off with the following: “The Northwest Quadrant will be a new, sustainable area of Salt Lake City that: Respects the unique nature of the Great Salt Lake and surrounding environment for current generations and preserves sensitive natural environments for future generations.”
2. The goals for the plan on page 8, which start off with the following: “To do this, the plan must: Preserve natural open spaces and sensitive areas to sustain biodiversity and ecosystem functions.”
3. The assumptions on page 8 which include: “The area’s unique environment needs to be preserved.”
4. The physical description of the area including the wetlands and Great Salt Lake on Page 9 and 10, including the statement under Great Salt Lake that “Salt Lake City does not permit habitable development below elevation 4,217 feet.”
5. The language on Page 19 that drops the residential component of the plan and the map on Page 20 that includes the zoning for Eco-Industrial.
6. **The map on Page 20 that provides the line separating the Natural Areas from the other areas North of I-80 is a very important component of the plan.**
7. The description of the Natural Areas on Page 21.
8. The description of Natural Areas as well as the Goals and Policies for Natural Areas from Page 24 through Page 30
9. The development guidelines for areas north of I-80 on pages 58 through 60, including bird safe building design

Specific concerns regarding the plan:

1. Under the section on of Open Space, Trails and Recreation on page 12 is the following: “The 2004 Salt Lake City Bicycle and Pedestrian Master Plan indicates a proposed trail around the west side of the airport, planned as a 10-foot wide shared use trail connecting 2200 North with the existing shared use path south of the airport. It is envisioned that besides being a popular route for bicyclists, this new route may also become a favorite for hikers and nature viewers since it passes through the large wetlands and playas along the shores of the Great Salt Lake.” The last sentence starting with “It is envisioned” should be changed to something like, “Given that the lands north and west of the airport property are privately owned and managed for wildlife and agricultural purposes, the Salt Lake City Bicycle and Pedestrian Master Plan will delete this proposed trail.
2. The following is in regards to a possible fourth runway for the airport, which is mentioned in various parts of the plan.
 - A. There are numerous concerns regarding a fourth runway. The potential fourth runway would impact far more than the northwest quadrant. The rather recently completed third runway destroyed vital wetland habitat by going far to the west and north into the marshes of the Great Salt Lake. The fourth

runway would extend this destruction approximately another one-half to one mile to the west, significantly impacting wetland habitat. While specific acreage is not really available one very rough estimate puts the destruction at 600 acres. Furthermore, the flight paths of airplanes from the north would occur another roughly one-half to one mile to the west over the wetlands of the Great Salt Lake. Currently, there is much concern about bird strikes with the current runways. The potential for bird strikes with the fourth runway would be extremely high. This would no doubt result in efforts to decrease habitat for waterbirds well beyond the specific footprint of the fourth runway. These concerns and others result in the conservation community generally being strongly opposed to a possible fourth runway.

B. There is not an immediate timeframe for the building of the fourth runway. “The Airport Layout Plan Update” study in 2006 referred to on page 13 forecasts a possible need for the fourth runway in 2030. But due to numerous factors airplane take-offs and landings have actually decreased over recent years. Furthermore, recent technologies are making it possible for greater use of the current runways. And there are other factors which make the need for a fourth runway less imminent and also make it difficult to predict when a fourth runway might be needed.

C. **Given the major harm that a fourth runway would inflict on the wetlands of the Great Salt Lake and given the long time frames before a fourth runway may be needed, we strongly recommend that the Future Airport Expansion wording and lines be deleted on Page 20. We also recommend that mention of the fourth runway on pages 13 and 39 (and any other pages in the plan) states that a thorough process will be undertaken before any final decision is made as to whether or not to build a fourth runway.**

3. Page 21 of the plan discusses the tailings pond expansion. Our understanding is that Kennecott is no longer seeking to expand the footprint of the tailings pond.
4. On Page 24 the high level of the Great Salt Lake should be changed to 4,212.
5. On Page 41 Policy DA-4.2 bullet 1 says, “Encourage utilization of developable lands within the Northwest Quadrant through the consolidation of Natural Areas and use of habitat mitigation strategies. The wording needs to be changed from Natural Areas to Greenways and Open Space. By definition Natural Areas are not within developable lands.
6. Page 51 under Policy T-1.3 says that the Northwest Quadrant should be connected to the rest of the City as suggested by the Pedestrian and Bicycle Master Plan. This sounds fine, except if it includes going northwest of the airport as discussed in #1 above.
7. There is a major concern regarding the natural areas boundary at 8800 West. This dirt roadway borders the Inland Sea Shorebird Reserve to the west. In order to protect the Inland Sea Shorebird Reserve as best as possible the conservation community while working on developing the line for the Natural Areas has the understanding that 8800 West would only be used for Utilities/Emergency Access. In other words, access to this roadway would be greatly restricted. And the public would access the development area east of 8800 West via roadways that come from the east such as 7200 West or

possibly other roadways between 7200 West and the Natural Area to the east of 8800 West. This language needs to be included in the plan. One possible location for this wording is on page 57 under Goal 2. Policy PS-2.1 Something like the following sentence could be added. Utilities and Emergency Access will be provided on 8800 West, but public access on this roadway will not be available.

8. Page 58 provides a description of the development guidelines for the area north of I-80. These guidelines should be used. Therefore, the last sentence on Page 58 should be changed to the following, “They shall be used to inform future development standards and assist in project review.” Changing the wording from may be used to shall be used is critical. Otherwise these important guidelines could easily be forgotten.

Thank you for the opportunity to comment on this very important planning document

Sincerely,

Wayne Martinson
Utah Important Bird Areas Coordinator
National Audubon Society

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



August 25, 2015

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In Re: Draft Northwest Quadrant Master Plan

Dear Mr. Norris & Ms. Tran:

On behalf of G-Bar Ventures, LLC (“G-Bar”) we would like to offer our suggestions regarding the Draft Northwest Quadrant Master Plan. First, we would like to complement the Salt Lake City staff and their consultants on the outstanding first iteration of the Northwest Quadrant Master Plan for Salt Lake City, Utah. The obvious care that was taken to balance the widely varied interests in this area of the City is laudable. Further, the outreach, communication, and requests for input from G-Bar sought by you were appreciated. However what truly exceeded our expectations, and is apparent through your thoughtful analysis of issues, is that you truly listened to our suggestions and concerns. We look forward to continuing to work collectively with you as this, and other plans for the area, move forward. On this note we offer the following comments and suggestions regarding the Northwest Quadrant Master Plan August 11, 2015 DRAFT (the “Plan”):

Page 12 | Paragraph 3. Understandably, additional roads and infrastructure will be necessary to complete development in the Northwest Quadrant. However, clarification on what the “Ring Road” is, its location, and possibly a rough sketch of the planned route will provide comfort to landowners in the area. Consultation with area landowners prior to final planning for roads should be a priority.

Page 12| Paragraph 5. Allowing the public to experience the beauty of the Northwest Quadrant’s natural areas can have great benefits in the areas of understanding and appreciation for this unique environment. However, public access to the Northwest Quadrant should be carefully controlled. The majority of the Northwest Quadrant is currently used for agricultural and hunting purposes. These uses incorporate heavy equipment, large domestic animals, and firearms. Thus, it is essential that any and all access to the Northwest Quadrant avoid private lands and, appropriate buffer zones are created to avoid conflict between the public

and the ongoing hunting and livestock operations in the area. “Passive recreation trails” should be avoided as they will encourage trespassing and ultimately lead to conflict. *See id* at ¶ 7. Any implementation of trail ways should include plans for maintenance and policing. G-Bar has encountered many instances of illicit and illegal activity (i.e. drug use, prostitution, and poaching) occurring around the rural roads that currently exist in the Northwest Quadrant. Small and large scale refuse dumping has also been a problem in the Northwest Quadrant for many years. Landowners in the Northwest Quadrant have worked collectively to address these issues and secure the area to the best of their ability. However, with the planned expansion such efforts will likely be fruitless unless aided by the City. Accordingly, we suggest the following: (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.

Another point, not addressed in the plan, but one we feel of importance is the prohibition against family pets along these trail ways. While G-Bar understands the importance of incorporating pets into daily activities, because of the sensitive habitat, wildlife, and livestock in the area, pets should be prohibited.

Finally, any plans to utilize the embankments of the Goggin Drain as a place for a trail way should be carefully evaluated. The current condition of the Goggin Drain and embankments make passage in these areas generally unsafe.

Page 15 | Bailey’s Lake Complex. The Bailey’s Lake Complex appears in multiple iterations of Northwest Quadrant Master Plans. While G-Bar believes it admirable that the City is seeking to undertake a restoration plan for the City owned portion of Bailey’s Lake, such a plan should be carefully implemented. G-Bar, who owns a portion of Bailey’s Lake, has been able to successfully maintain the integrity of their operations in this area while allowing the natural flood patterns and environmental changes to occur. Accordingly, G-Bar would be interested in working with the City on any such plan to help harmonize the interests of the historic agricultural operations and City owned open space as it relates to the prehistoric natural tendencies of this area. As recognized in the Plan, the resources that have traditionally fed the Bailey’s Lake Complex have long ago been rerouted and adapted for the growth of the surrounding metropolitan area, however, it should be noted that in 1987 and 2011 the high levels of runoff restored the Bailey’s Lake Complex without any human intervention. Further, G-Bar feels the passion directed toward the restoration and preservation Bailey’s Lake Complex should be mirrored in the miles of Great Salt Lake Shoreline and other areas that represent irreplaceable habitat in the Northwest Quadrant. Such areas are at the mercy of the plans we make today, and accordingly should be granted the same level of concern.

Page 20 | Future Land Use Map. G-Bar requests the “Development Area North of I-80” (the “Blue Line”) be modified to include all of Parcel 07-27-100-003. As drafted, the Plan cuts across the northeastern corner of this parcel creating multiple uses for the same parcel. Further, this parcel identifies one of the highest elevation areas in the Northwest Quadrant and is poised for future development. Accordingly, modifying the Blue Line to incorporate the entirety of this parcel makes sense.

Page 26 | Policy NA-2.4. G-Bar currently has, in place, a conservation easement on their owned portion of the Bailey's Lake Complex. This conservation easement does well to balance the needs of an agricultural business and the environment. The City may be interested in reviewing this easement as an example that has worked well in the Northwest Quadrant when implementing their own.

Page 27 | Policy NA-3.1. Improving the banks of the Goggin Drain should be an integral part of the Plan. A review of the historic title record reveals that the Goggin Drain is the responsibility of the City to maintain. Over the years some areas have eroded extensively more than doubling the width of the Goggin Drain. In other areas, a lack of maintenance has caused breaching when water levels are high causing flooding and negatively impacting agricultural operations. Therefore, it is imperative that the City's plan **not only include maintenance, but also repair and renovation where appropriate.** With the planned development in the area measures to prevent breaching and further erosion should also be implemented.

Page 29 | Goal 5. The restrictions on building and fill in the Northwest Quadrant should be evaluated on a case by case basis. While considered "Flat," by the majority of those who have occasion to view it from afar, such an observation is an overgeneralization. The Northwest Quadrant's topography is unique consisting of upland, lowland, playas, and rolling terrain. This unique terrain makes a strict elevation overlay an antiquated system for analyzing where to allow development and fill. It is important that the City recognize that there is a datum shift of approximately three feet between NGVD29 (the Quad Sheet datum) and NAVD88 (the GPS satellite datum). The elevation numbers of NGVD29 datum are about three feet lower than the numbers of NAVD88 datum for the same point on the ground. In addition, there is a Salt Lake City Engineer's Office datum that should be considered when expressing the elevation of the land in the Northwest Quadrant. The City has designated the Lowland Conservancy Line based on the "Quad Sheet datum" line, but the nearest City benchmarks to 5600 West John Cannon Drive in the International Center are probably expressed in terms of the City Engineer's datum. G-Bar suggests that, all together, these discrepancies might contribute to ambiguities that could unreasonably restrict property rights and the potential for property development. G-Bar suggests that elevations alone are not an appropriate indicator of the development or fill potential of a given site. As an example, the G-Bar property at 5600 West John Cannon Drive is subject to damaging flooding from breeches in the south bank of the Goggin Drain. The south bank of the Goggin Drain and the G-Bar property south of the Goggin Drain should be fortified by fill material to prevent such flooding in the future and under current elevation regulations such fill is not permitted. To be sure, care must be taken to ensure the stability of development, and protection of the environment, however the Gillmor's believe strict elevation requirements are an inappropriate indicator of the development and fill potential of a given site. Instead, the Gillmor's suggest the following requirements when applications are submitted for fill or development in the Northwest Quadrant: (1) keep the current requirements for buildable elevations above 4,217 and an allowable two feet of fill for elevations 4,215 and above; and (2) evaluate, on a case by case basis, applications to fill and develop areas between the 4,212 and 4,215 foot elevation levels. Such evaluations should consider the presence or absence of wetlands, the environmental impact, the true risk of and reason for flooding, whether fill can effectively raise the grade level in a manner sufficient to mitigate the risk of flooding, and those other requirements suggested by Policy EA-5.4.

Closely related to these elevations is the Lowland Conservancy Overlay District. The Lowland Conservancy Overlay District (the "LCOD") is a protective designation given to property designed to

provide for the “protection, preservation, and proper maintenance of Salt Lake City’s watercourses, lakes, ponds, flood plain and wetland areas.” *Zoning Ordinance of Salt Lake City, Utah* (Ord. 21A.34.050, 2015). The implementation of this line, although not clear in the statute, appears to be based primarily on a property’s elevation above mean sea level. This method for determining the location of the LCOD creates odd bedfellows of property because the implementation of a LCOD is neither linear nor consistent among properties. From a macro level analysis, this method of utilizing mean sea level appears appropriate and consistent. However, on a micro level, such implementation provides for less than logical boundaries and proves impractical for the proper planning of future use and development of property falling within these LCOD’s. The Plan calls for re-evaluation of this overlay and removing it in areas where it makes sense. Based on the foregoing, G-Bar could not agree more with this proposal. Specifically, G-Bar suggests removing the LCOD from an area of their properties located on John Cannon Drive. *G-Bar is prepared with a specific legal description of the area, and extensive analysis supporting the LCOD removal from this area, if the City would like to use it as a model for analyzing and removing the LCOD in areas where it makes sense .*

Page 30 | Goal 6. G-Bar applauds the City for their extensive efforts to harmonize the need for development of the Northwest Quadrant and its historic agricultural uses. While Policy NA-6.1 and Policy EA-5.2 do well to speak to these points, they require a broader analysis of the term “Agricultural”. As noted in the Plan, G-Bar has been utilizing this area for “Agricultural” purposes for well over 100 years. *See Pg. 9 at ¶2.* Accordingly, they are well situated to help define the scope of this term.

Agricultural use as it relates to the Northwest Quadrant should include: (1) **Farming**, including the grading, plowing, planting, drilling of fresh water wells for watering, harvesting , and storage of those fruits of the land cultivated by the farmer; (2) **Grazing**, including the running of livestock, feeding of livestock, watering of livestock, care and maintenance of livestock, and the construction of both permanent and temporary shelters and corrals for livestock; (3) **Hunting and Fishing**, including the harvesting of big game, upland game, water fowl, various fish species, and removal of vermin species that negatively impact livestock. This includes the discharge of firearms including high powered rifles, shotguns, handguns, and the like; (4) **Housing for those individuals working on the land**, including the construction of single family dwellings, and the use of temporary housing such as travel trailers; and (5) **Wildlife and Habitat Preservation**, including coordinated efforts with multiple wildlife agencies to preserve a variety of wildlife species and the habitat that supports them. Also, many of these uses incorporate the use of heavy equipment and this should also be considered. Finally, if a copy of the zoning ordinance has been prepared for the Natural Areas, G-Bar requests a copy. If not yet drafted, G-Bar is interested in providing input during the drafting phase of this zoning ordinance.

Page 44 | Goal 08. The concept for an Eco-Industrial Park is a laudable compromise between the preservation of the environment and necessity of development in the Northwest Quadrant. While the principles guiding the Eco-Industrial Park concept appear well informed, G-Bar requests a copy of the zoning ordinance that will govern the Eco-Industrial Park Zone. If not yet drafted, G-Bar is interested in providing input during the drafting phase of this zoning ordinance.

Page 48 | New Streets. The street identified as John Cannon Way in the Plan is identified in the public record as John Cannon Drive. This inconsistency should be addressed.

Page 55 | Public Services. The public services in the Northwest Quadrant are a major part of the implementation of this Plan. Beyond the obvious implementation of utilities in the areas where they do not exist, **it should be noted that the Sewer System under John Cannon Drive is not connected to any mainlines.** Consequently this will be a major expense that is not addressed in the Master Plan and should be accounted for.

Page 56 | Policy PS – 1.7. The City wisely recognizes the importance of controlling invasive species and pests in the Northwest Quadrant. G-Bar cannot stress enough the importance of the adaptation of a plan directed at controlling the numerous invasive species that exist. Tamarix (A.K.A. Tamarisk), Phragmites, Russian Knapweed, and Perennial Pepperweed (A.K.A. White Top) are some of the more prevalent in the area and are notoriously difficult to control. While G-Bar and other property owners do their best to control these species and mitigate the damage they cause to the ecosystem, a collective effort between property owners and the City is necessary to truly solve this problem. G-Bar is interested in joining hands with the City and surrounding property owners to develop a directive that will eradicate these invasive species, and would support adaptation of such a directive into the Plan.

G-Bar represents a longstanding farming and ranching operation in the Salt Lake Valley. As a representative of the agricultural community, G-Bar has long been an advocate for environmental preservation and a champion of responsible land stewardship for many of the vast open spaces that exist along the Wasatch Front. However, as the urban landscape of Salt Lake City develops, G-Bar often finds its property as the lynchpin supporting the delicate balance between metropolitan developments and agricultural necessities. Therefore, G-Bar is careful to take every measure to strike this necessary balance between the preservation of open space for future generations and the practical and economic realities facing its properties. It is through this lens that G-Bar carefully reviewed the Plan prior to submitting these comments. Thank you for considering these comments; we look forward to working with you.

With kindest regards,

/s/Adam D. Von Maack

Adam D. Von Maack
for - G-Bar Ventures, LLC.

From: [Williams, DJ](#)
To: [Tran, Tracy](#)
Cc: [Brian Tedesco \(bftedesco@yahoo.com\)](mailto:bftedesco@yahoo.com)
Subject: Northwest Quadrant Plan Comments
Date: Wednesday, August 26, 2015 4:45:58 PM

Ms. Tran,

I write on behalf of the Harrison Reclamation Company (the “Harrison”). I am legal counsel for the Harrison and also sit on the board of the Utah Waterfowl Association (“UWA”). The Harrison joins in the comments that were recently submitted by John Ray (President of the UWA), the National Audubon Society, and Southshore Wetlands and Wildlife Management Inc. The Harrison, like many of the other landowners adjacent to the Northwest Quadrant, has a long and rich history of wetlands conservation -- a battle against development that continually seeks to encroach upon this important habitat. The Harrison applauds the work that has happened thus far regarding the development of the Northwest Quadrant Plan but has concerns about some of the items currently being discussed. In particular, the Harrison strongly opposes any trails system west of the airport and the construction of a fourth runway that encroaches upon these sensitive wetlands. The Harrison supports the comments by those mentioned above on these and other issues.

Best regards,

David J. (D.J.) Williams
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From: [Norris, Nick](#)
To: [Tran, Tracy](#)
Subject: FW: NW Quadrant Master Plan- Airport Text
Date: Wednesday, August 26, 2015 2:03:53 PM
Attachments: [NW Quadrant Airport Text.pdf](#)

From: McCandless, Allen
Sent: Wednesday, August 26, 2015 1:43 PM
To: Norris, Nick
Subject: NW Quadrant Master Plan- Airport Text

Nick,

Attached is a draft of the paragraphs recommended to be inserted under Salt Lake City International Airport. I recommended the following two changes to the draft August 11 Northwest Quadrant Master Plan:

1. On page 20 Northwest Quadrant Future Land Use Map; delete the north/south dashed line shown west of the airport. This line is confusing and should be removed. The proposed text will cover future improvements in this area. The dashed line box and “future airport expansion” text should also be removed from the legend.
2. On page 13; replace the existing text for the Salt Lake City International Airport with the suggested text (see attached PDF file). This should cover the airport improvements under way, and also future improvements west of the airport.

Salt Lake City International Airport

The Salt Lake City International Airport is located east and adjacent to the Northwest Quadrant boundary. The Airport is currently beginning a major terminal redevelopment program that will result in reconstruction of the passenger terminals into a single facility, new concourses, new rental car and maintenance facilities, surface parking areas, a new parking structure, and relocated entrance roads. The construction area for the terminal redevelopment program is outside of the Northwest Quadrant boundary area.

A May 2006 report titled, "Salt Lake City International Airport, Airport Layout Plan" identifies a potential future need for a new parallel runway. The timing for a new runway is uncertain, however, the study recommends that additional capacity should be considered before the airport begins to experience significant operational delays. An Airport Layout Plan is a document required by the Federal Aviation Administration and is intended to show the layout of existing and proposed airport facilities. A future runway has been shown on the Airport Layout Plan paralleling the western most existing runway. This future runway is shown to be located in the eastern portion of the International center and inside the Northwest Quadrant boundary. Before runway construction could start, a number of considerations would require addressing such as relocating/bridging the surplus canal, relocating major power lines, relocating an electrical sub-station, re-routing two major natural gas pipelines, reviewing airspace considerations, delineating wetlands and mitigating impacts, initiating an environmental review process and reviewing conservation practices, purchasing land and buildings, reconstructing a portion of I-80, and relocating road systems. The future operational need and location for a new runway is unknown at this time, however, it is anticipated that as the region's population, income, and economy continue to grow, the Airport's capacity will likewise increase to support the anticipated growth.

From: [Beus, Shawn](#)
To: [Tran, Tracy](#)
Cc: [Dahl, Matthew](#); [Makowski, Peter](#); [Akerlow, Michael](#)
Subject: RE: Northwest Quadrant Master Plan
Date: Monday, August 31, 2015 11:14:53 AM
Attachments: [SL County refugee households July 2014.pdf](#)

Hi Tracy,

I'm a little late in getting feedback to you, and it is nothing new, yet I think it is worth reiterating...

The most frequent need expressed to me by businesses in the Northwest Quadrant is getting mass transit for employees. Along that vein, I think it is interesting to note an example of this. I've been participating on a refugee employment subcommittee for the State and they provided me with the attached map.

Very few refugees have a vehicle. As you can see from the map, nearly half live in SLC proper, and the Northwest quadrant is a major employment center for refugees. But it is not just about refugees, the bigger picture is that a lot economic development and employment will take place here and better mass transit is needed for all—especially low income households.

I know the transit master plan also is bringing this issue forward.

It is addressed in the NWQ plan, but perhaps it could be expounded upon on pg 48, beginning at paragraph 5; you may even consider adding the map as an addendum. IMHO.

Regards,

SHAWN BEUS
Economic Development Manager

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From: Tran, Tracy
Sent: Wednesday, August 12, 2015 10:35 AM
To: Akerlow, Michael; Baxter, DJ; Bennett, Vicki; Lyman, Cory (Emergency Management); Brown, Mike; Chamness, Gina; Graham, Rick; Niermeyer, Jeff; Plane, Margaret; Riley, Maureen; Dale, Brian; Hutcheson, Robin; Snelling, Jeff; Krieger, Karen; Goff, Orion; Young, Kevin; Beus, Shawn; McCandless, Allen
Cc: Pace, Lynn; Norris, Nick; Shepard, Nora; Love, Jill; DeLaMare-Schaefer, Mary; Coffey, Cheri
Subject: Northwest Quadrant Master Plan

Hi all,

Attached is an updated draft of the Northwest Quadrant Master Plan. Please review the plan, or have someone in your Dept or Division review the plan, and return any comments to me by August 28, 2015. The Planning Division will compile and review all comments, and incorporate necessary changes to the draft. We anticipate that the Planning Commission will make a recommendation to City Council in September. Please let me know if you have any questions.

Thank you for your time,

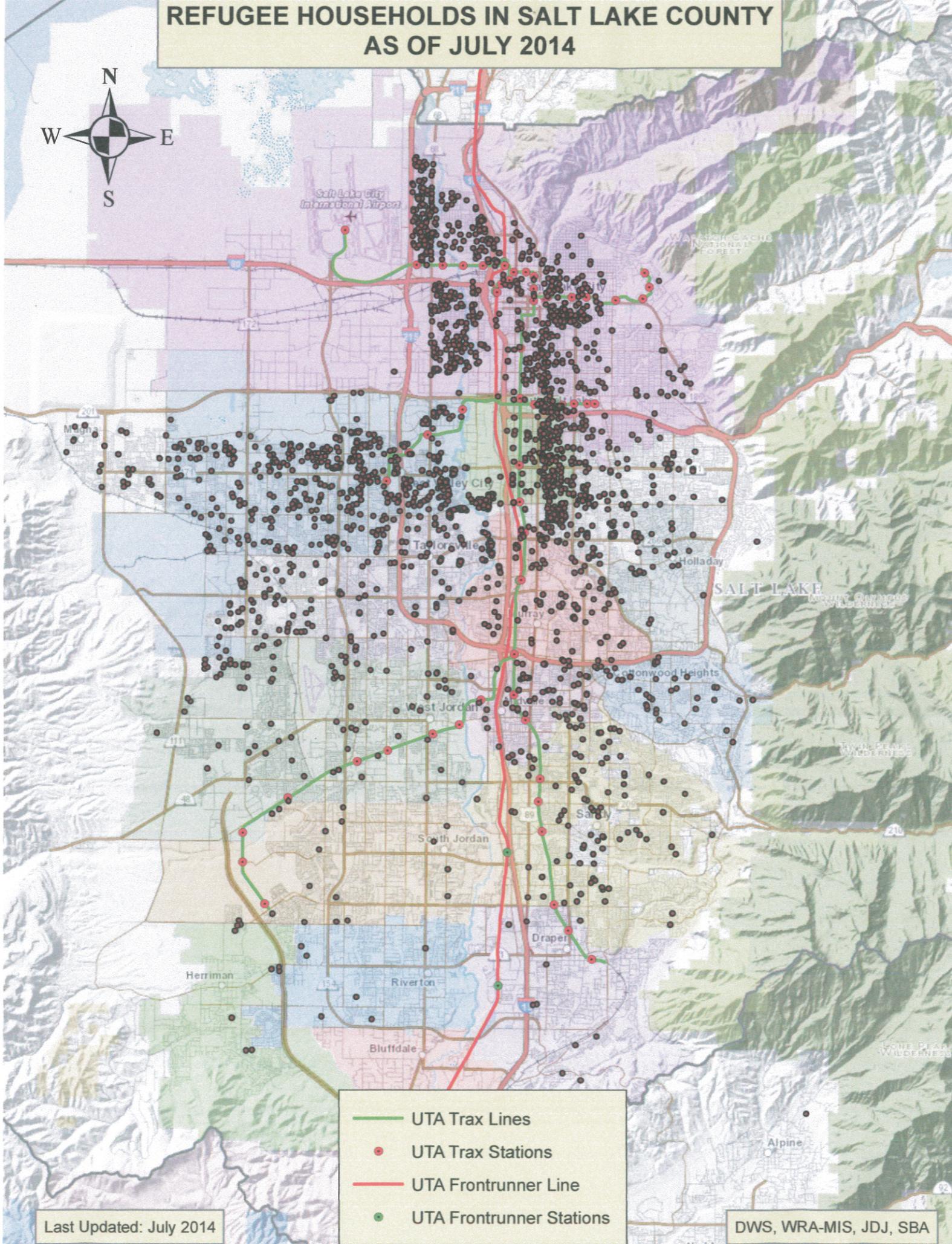
TRACY TRAN
Principal Planner

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REFUGEE HOUSEHOLDS IN SALT LAKE COUNTY AS OF JULY 2014



Last Updated: July 2014

- UTA Trax Lines
- UTA Trax Stations
- UTA Frontrunner Line
- UTA Frontrunner Stations

DWS, WRA-MIS, JDJ, SBA