

STOP THE POLLUTING PORTS COALITION

www.stopthepollutingport.org

2023 MAYORAL QUESTIONNAIRE

ROCKY ANDERSON RESPONSES

1. **What action do you plan to take related to growth in the Northwest Quadrant? In what way is Salt Lake City's adopted Northwest Quadrant Masterplan important to your district, or to the City as a whole? [Link to the Northwest Quadrant Masterplan](#). [Link to Plan Salt Lake](#). [Link to West General Plan](#).**

The adopted Northwest Quadrant Masterplan is vital to Salt Lake City, particularly since it has been the product of extensive study, analysis, and public process and takes into account crucial environmental and quality of life concerns. Although there should be changes over time to the Masterplan, particularly with respect to the emphasis on industry and jobs over environmental protection, it should be SLC that has control over its destiny and not the state or an unelected body like the Inland Port Board.

I've made my views publicly known, long before deciding to run for mayor.

A SL Tribune article entitled "'Such a horrible idea on so many levels'—former SLC Mayor Rocky Anderson rails against inland port," SL Tribune, March 7, 2022, stated: "Years ago, when Rocky Anderson was Salt Lake City's mayor, he had a vision for the northwest quadrant. He had nixed a planned 'Grand Salt Lake' megamall for the area shortly after taking office in 2000, decrying it as a magnet for more traffic and pollution. Instead, for this undeveloped land, Anderson saw transit-connected neighborhoods, where there were no roads, where kids could play in front of their houses without fear of being run over, where people valued community and open spaces over cars. With the grand mall thwarted and, later, a 'mini-city' development

akin to Daybreak dissolved, Anderson said he did not see the ultimate fate of the northwest quadrant coming: an inland port, chock-full of massive warehouses, manufacturing plants, fueling centers, rail infrastructure and more."

2. What is your position on how the City should exercise its annexation and zoning authority in the Northpoint Area? Do you support the draft Northpoint Small Area Plan as it's written? [Link to Draft Northpoint Small Area Plan](#). What is your position on whether transfer of development rights could satisfy the competing interests in this area? Are your positions influenced by the issue of takings?

Instead of the City accommodating more warehouses in the Northpoint Area (which the present administration has done, to the detriment of Northpoint residents—and to all others who seek to preserve the unique character of the Northpoint Area), the city should do everything possible to protect against the deterioration of the Northpoint Area by allowing more warehouses. Already, the Inland Port has control over about 20% of the area of SLC; there is no justification for allowing warehouses in the Northpoint Area.

I joined in signing a petition for the administration to reverse course, although a lot of the damage has already been done. "Pushback against Northpoint plan builds as two former SLC mayors, inland port boss raise concerns - Is Salt Lake City prioritizing warehouses over farms, homes and habitat for the Great Salt Lake?," SL Tribune, January 13, 2023, found at <https://www.sltrib.com/news/2023/01/13/is-slc-prioritizing-warehouses/>. I agree with the statement of the Stop the Polluting Port Coalition and Great Salt Lake Audubon in that article: "It's outrageous that Salt Lake City is proposing another warehouse district, which will further degrade our air quality with polluting warehouse development, when dust from the drying Great Salt Lake is increasingly threatening to human health."

I was heartened by a letter from the Director of the Inland Port stating that priority will be given to promoting a higher quality of life for area residents. We can protect legal rights under the "takings" doctrine and still protect human health, the GSL, and the ecosystem.

3. Do you support the concept of the recently-proposed [Shoreline Preservation Plan](#) that proponents hope will protect the perimeter of the Great Salt Lake? What development would be appropriate near the preservation area?

I enthusiastically support the concept of the Shoreline Preservation Plan intended to protect the perimeter of the Great Salt Lake. I also believe we should fast-track designating the perimeter of the Great Salt Lake as a protected heritage area so it can never be developed.

I was pleased to learn about the emphasis on protection of the shoreline and wetlands of the GSL by the Executive Director of the Inland Port, who is insisting that the Utah Inland Port Authority (UIPA) dedicate some of its funding and land mass in SLC to wetland preservation along the Great Salt Lake. Of course, much more needs to be done, but a recognition by the UIPA of the need to focus on the preservation of GSL shoreline and wetlands is a significant step. Now we need to set a firm, coherent goal about what "protection" really means and make certain that the UIPA is not allowed to contribute to the deterioration of the GSL and its wetlands, our air quality, or the public health.

4. [How would you address the widespread increase in the use of insecticides and herbicides to control mosquitos and suppress invasive phragmites \(tall grass\) over the Great Salt Lake wetlands?](#) Does Salt Lake

City have an obligation to be more engaged in the human health consequences of these chemical treatments for neighborhoods abutting the Port (especially given that these areas are already subject to the most environmental contaminants of any area in the Salt Lake Valley)? Do the entities making the decisions to use these toxins have adequate expertise in the public health consequences of toxic chemicals? How should the City address the welfare of inmates, employees, and volunteers at the Utah State Prison as it relates to mosquito and pesticide exposure?

First, I emphasize that the siting of the new Utah State Prison was a glaring mistake, putting everyone concerned at great risk. We all deserve to know why anyone thought it was a good idea to place the prison on such an ecologically sensitive wetland site, with frequent clouds of mosquitoes covering the area. We also deserve to know who benefited financially from such a clearly unwise (to put it mildly) decision.

The decision showed blatant disregard for the interests of incarcerated people, employees, and visitors, as well as millions of birds that will be adversely affected if pesticides destroy vital parts of the area's ecosystem. It's shocking to read the following: "Officials knew mosquitoes would be a problem in the area. They had years to prepare. Yet records indicate they weren't ready for the onslaught of bugs as inmates were 'getting eaten alive,' according to one loved one." "3 things to know about the mosquito problem at the new Utah prison - The site sits on ecologically sensitive wetlands," SL Tribune, Dec. 20, 2022, found at

<https://www.sltrib.com/news/2022/12/08/3-things-know-about-mosquito/>

Everyone involved deserves to have leading scientists in the field determine the best course for dealing with mosquitos and the invasive phragmites in and near the GSL wetlands. We should also listen to the scientists rather than politicians, developers, and those who suggest building a prison on top of an ecologically sensitive site.

5. Do you think that other topics related to the environmental impacts of the Utah Inland Port need to be addressed by Salt Lake City?¹

Yes! Almost everything about the Utah Inland Port is in disregard of the crucial need to effectively combat the climate crisis. More asphalt, the burning of more fossil fuels, the destruction of the Great Salt Lake and surrounding wetlands, and utilization of energy generated by other than renewable sources all spell greater harm to our atmosphere, our planet, and all living things, now and, with increasingly tragic results, far into the future.

When we take actions that promote the climate crisis, the reverberations and destructive loop of devastating effects speed up the worst effects of climate chaos. For instance, we were told years ago by Utah's top scientists in relevant fields that if we continue to exacerbate the climate crisis by burning fossil fuels, our river basins will continue to dry up and, specifically, the GSL will lose a significant volume of water and become more salinated—which is exactly what we're now experiencing. Other than Governor Huntsman, it seems that no Utah Governor or legislator (or other mayors, it appears) has read and taken to heart the consensus scientific view of those scientists. I highly recommend everyone read "Climate change and Utah: The Scientific Consensus (September 2007), found here: <https://collections.lib.utah.edu/details?id=1158936>.

We must always place foremost in our public policy considerations a commitment that we cannot undertake any actions that will further deplete the water needed for the GSL, deteriorate our air quality, or contribute to the climate crisis.

¹ Background Information to Question 5 of Stop the Polluting Port Coalition questionnaire:

1. The Northwest Quadrant Masterplan covers the largest specific region of Salt Lake City (roughly 40% of the total area of the City) and includes most of the Utah Inland Port Area. Roughly five square miles of the Port are divided between West Valley City and Magna; more than twenty square miles of the Port lie within Salt Lake City. (The Port is about 18% of the total area of Salt Lake City.) Much of the Northwest Quadrant region is either wetlands or wetlands uplands. It includes the International Center (a business park), the Utah Inland Port

Jurisdictional Area, the new Utah State Prison, and a very small residential area. The Salt Lake City International Airport is planned separately, but is adjacent to the same area. The Northwest Quadrant is represented by Salt Lake City's Districts 1 & 2, by the Salt Lake County Council District 10, the Utah House of Representatives' Districts 21, 25 and 26, and Utah State Senate District 10. Many of the voters electing representatives for this area live in West Valley City. A small number live in Magna, and some live in Davis County.

2. The Northpoint Small Area Plan covers the area in Salt Lake City that is north and east of the Salt Lake City International Airport. (The Area is centered around 2200 West.) The current draft proposes phased up-zoning of the entire area to M1 (Light Industrial). Existing zones in the Area include a mixture of residential, business park, and agriculture (on undeveloped land). The proposed zoning changes in the Northpoint Small Area Plan have become very controversial because an 'upzone' would enable current property owners to gain high profits from sales to developers who wish to build warehouses.

Some of the Northpoint Area is currently unincorporated Salt Lake County Land that may be annexed by Salt Lake City. The west side of 2200 West is part of the Utah Inland Port Jurisdictional Area, although it is separated from the main Inland Port area by the Salt Lake City Airport. Note: 'Takings' is a legal term referring to government seizure of private property for public use. The U.S. Constitution requires "just compensation" in return for this action. 'Transfer of development rights' enables a property owner to avoid losing the profit that would have come from certain developments by transferring the right to a similar project in another location. The transfer of rights could be in the form of a sale, or could be used by the owner of two separate properties.

3. The Shoreline Preservation Plan is intended to protect the wetlands and uplands on the south shore of Great Salt Lake by ensuring that large areas of land remain in their natural state. The areas under consideration are adjacent to the inland port jurisdictional area and the airport, and include some land in the Northpoint area.

4. The issue of mosquito abatement has become controversial for human health, environmental, and budgetary reasons. Mosquito abatement is a service that Salt Lake City must provide to residential and business areas within its borders. Prior to the inception of the Utah Inland Port Jurisdictional Area little wetland area was included in Salt Lake City's mosquito abatement program.