



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Daniel Echeverria, daniel.echeverria@slcgov.com, 801-535-7165
Tracy Tran, tracy.tran@slcgov.com, 801-535-7645

Date: September 12, 2018

Re: PLNPCM2018-00601 Inland Port Text Amendments

Zoning Text Amendment

PROPERTY ADDRESS: Multiple
PARCEL ID: Multiple
MASTER PLAN: Northwest Quadrant, Northwest
ZONING DISTRICT: Multiple

REQUEST: A proposal by Mayor Jackie Biskupski to modify zoning requirements related to inland port land uses as required by state statute 11-58-205(5). This statute gives the City until *December 31, 2018* to allow an inland port and associated uses as permitted or conditional uses subject to standards that are determined by the municipality and consistent with the policies and objectives of the inland port authority.

RECOMMENDATION: This is a briefing and public hearing regarding the proposed text amendments. The Planning Division requests that the Planning Commission hold an additional public hearing on *September 26* and make a recommendation the City Council on that date.

ATTACHMENTS:

- A. [Inland Port Jurisdictional Lands and Zoning Map](#)
- B. [Proposed Inland Port Overlay Zoning Ordinance Text](#)
- C. [Supporting Policies from Plan Salt Lake, Northwest Community Master Plan, and the Northwest Quadrant Master Plan](#)

PROJECT DESCRIPTION:

This proposal was initiated by Mayor Jackie Biskupski in response to the State Legislature adopting modifications to [State Code 11-58](#) "Utah Inland Port Authority Act" ([HB2001](#)) during a special session of the legislature held in July 2018. The changes to the bill state that:

- (a) No later than *December 31, 2018*, the ordinance of a municipality shall allow an inland port as a permitted or conditional use, subject to standards that are:
 - (i) Determined by the municipality; and

- (ii) Consistent with the policies and objectives stated in subsection 11-58-203(1)
- (b) A municipality whose ordinance do not comply with subsection (5)(a) within the time prescribed in that subsection shall allow an inland port as a permitted use without regard to any contrary provision in the municipality's land use ordinances.

In other words, if the City does not specifically allow an inland port in the zoning ordinance, then the City would have to allow an inland port as a permitted use and would not be able to apply any additional standards to an inland port.

Overlay Approach and Proposed Regulation Overview

The Planning Division is proposing to utilize an overlay zoning district to address the requirement to allow the inland port land uses. The overlay would apply to the land area identified in Utah Code 11-58 Inland Port Authority. A map showing the boundaries of that area is located in [Attachment A](#).

WHY MAKE THE CHANGES?

- Maintain as much local control as possible
- Promote economic development in the industrial areas of the City.
- Minimize impact to air and water quality.
- Preserve sensitive lands and wildlife habitats.
- Promote energy conservation.
- Respect property rights and fairness in application of land use regulations.

The primary regulations proposed for this overlay are summarized below:

- The overlay applies the M-1 Light manufacturing zoning district land use tables to the AG, BP, CC, CG, OS, and TSA zones that are also within the Inland Port Jurisdictional Lands. This will allow light industrial type uses that are typically associated with inland ports in all areas within the Inland Port Jurisdictional Lands.
- The overlay specifically prohibits very intense, heavy industrial uses that are not typically associated with inland ports and that are not considered inland port uses.
- The overlay requires more impactful light industrial uses to go through the Conditional Use process.
- The overlay includes additional application requirements for Conditional Uses to determine the extent of the impacts an inland port use has on the surrounding properties and the environment. This is identified in the ordinance as the "Impact Mitigation Plan." Permitted uses would be treated in the same manner as they are currently.
- The overlay includes specific standards for outdoor storage of natural resources that would apply to all land uses. The purpose of these standards is to address the impacts that outdoor storage of these materials may have on surrounding properties and the environment. Utah Code 11-58 requires cities to allow the temporary storage of natural resources.
- The overlay also addresses the review and approval process. Due to the variety of zoning districts and other overlay districts, it is important that this overlay provide guidance towards the administration of the zoning ordinance and address how to decide conflicting regulations.

Basis of Regulations

The proposed overlay is based on a number of sources, including public input, Utah Code, and adopted City policies in Plan Salt Lake, the Northwest Quadrant Master Plan (NWQMP) and the Northwest Master Plan.

Public Input

The Planning Division has held several public meetings and created an online survey to help identify impacts that inland port uses may have on the nearby neighborhoods and the city/region as a whole and potential solutions. The public meetings were held at the Glendale Community Council meeting in August, two open houses the week of August 20th, and one open house on September 5th. Approximately 27 people attended the public meetings. The survey was posted online the week of August 20th. Approximately 480 people took the survey. The public was notified of each of the engagement opportunities through a direct mailing to all property owners within the inland port authority lands and within 300 feet of the of the inland port authority lands and emailed to all recipients on various city list serve accounts, including the Planning Division, Mayor's Office, and City Council. The information was also sent out by various interest groups to their list serves. The events were also publicized on the various social media accounts of the City.

WHAT THE PUBLIC IS SAYING

- Address air quality concerns
- Protect water quality
- No loss of wetlands
- Protect wildlife habitat
- Address transportation impacts

In total, over 3,000 comments were received regarding the inland port. For the purpose of updating the zoning ordinance, only the relevant comments were analyzed. Comments that suggested stopping the inland port, filing a lawsuit against the state regarding the inland port, the state legislature, and other similar comments will be forwarded to the Mayor and City Council, but have not been factored into the drafting of the overlay zoning district because the zoning ordinance is not the appropriate tool to address those comments.

Staff sorted the public comments into themes and each theme informed the standards in the ordinance related to the contents of the Impact Mitigation Plan, standards for outdoor storage, and the list of prohibited uses.

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Utah Code

The primary sections of Utah Code that influenced the proposed overlay district include 10-9a Land Use and Development Management Act, 11-58 Inland Port Authority, and Title 19 Environmental Quality Code. The Utah Code was used to identify what the City can and cannot do within the overlay and as a reference for environmental impacts, such as the storage of hazardous waste.

Utah Code 10-9a authorizes municipalities to use zoning to regulate the development of land. Utah Code 10-9a-102 Purposes-General Land Use Authority states the following:

To accomplish the purposes of this chapter, municipalities may enact all ordinances, resolutions, and rules and may enter into other forms of land use controls and development agreements that they consider necessary or appropriate for the use and development of land within the municipality, including ordinances, resolutions, rules, restrictive covenants, easements, and development agreements governing uses, density, open spaces, structures, buildings, energy efficiency, light and air, air quality, transportation and public or alternative transportation, infrastructure, street and building orientation and width requirements, public facilities, fundamental fairness in land use regulation, considerations of surrounding land uses and the balance of the foregoing purposes with a landowner's private property interests, height and location of vegetation, trees, and landscaping, unless expressly prohibited by law.

The related purposes listed above include regulating land uses, open spaces, buildings, energy efficiency, light and air, air quality, transportation, public facilities, fundamental fairness, and

consideration of surrounding land uses. This same section also states that cities cannot regulate oil and gas activities unless the regulations are needed for surface activities and do not essentially prohibit oil and gas uses.

Utah Code 11-58 Inland Port Authority includes a number of applicable sections. Those sections include where it:

- Defines inland port uses;
- Identifies the land area where inland port uses are allowed;
- Requires cities to allow inland port uses as a permitted or conditional uses subject to standards determined by the municipality;
- Establishes the purposes of the Inland Port Authority and ties those purposes to the definition of inland port use;
- Includes environmental impacts as a purpose of the Inland Port Authority; and
- Requires certain submittal requirements regarding impacts for all appeals to the Inland Port Appeal Panel.

Title 19 of the Utah Code is known as the Environmental Quality Code. This code was referenced primarily for the definition of hazardous waste and to prohibit those materials within the inland port lands. The zoning ordinance currently prohibits the storage of hazardous waste, but does not define it. This proposal includes a definition and adds the storage of hazardous wastes as a prohibited use in the inland port jurisdictional lands to clarify the prohibition. Title 19 is also used by the Department of Environmental Quality to determine required permits that development and land uses are required to obtain. The overlay requires those permits to be acquired before city land use approval.

Adopted City Policies

Plan Salt Lake and the NWQMP includes a number of policies related to environmental protection, economic development, transportation, air and water quality, and land use development. Those policies helped establish the purpose of the overlay and the contents of the proposed overlay district. Relevant policies are included in [Attachment C](#).

Proposed Inland Port Overlay Zoning District Details

The proposed ordinance is broken down into a number of sections that serve specific purposes. They include:

- Purpose Statement
- Applicability
- Area
- Application Requirements
- Additional Development Standards
- Definitions

Each of these section is discussed in more detail below.

Purpose Statement

The purpose of the IP Inland Port Overlay Zoning District (IP Overlay) is based on the adopted city policies found in Plan Salt Lake and the NWQMP. The public comments reiterate the policies found in Plan Salt and the NWQMP. A purpose statement does not establish and specific regulation, but it does help make administrative interpretations and establishes the rationale for the zoning district.

Applicability

The applicability section explains how the overlay applies. This is the section that addresses the conflicts between State Code 11-58 and the eight different zoning districts that are impacted. The IP Overlay uses the M-1 land use table and applies it to all land that is within the Inland Port Jurisdictional lands identified in State Code 11-58. This section also addresses what to do if a use is not listed, addresses expansions of existing uses, existing development agreements and includes some prohibited uses. The prohibited uses are those uses that have the potential to create impacts that could not reasonably be mitigated and those that do not meet the intent and goals of the master plan or Utah Code 11-58.

Area

The “Area” section utilizes Utah Code 11-58 to identify the boundaries of the IP Overlay. The boundaries match the boundaries established in Utah Code 11-58. This proposal does not include a zoning map amendment because the land area is established by Utah Code and the City has to apply inland port uses on the lands identified in Utah Code 11-58. Not including a zoning map amendment as part of this proposal also eliminates the need for any future zoning map amendments involving the IP Overlay if the jurisdictional lands in Utah Code 11-58 were to change in the future.

Application Requirements

The application requirements in the proposed IP Overlay are intended to supplement the application requirements already required in city ordinance for conditional use applications.

The purpose for the increased application requirements is to provide the Planning Commission with enough information to be able to make a decision regarding the impacts a proposed use may have on the surrounding properties and the City.

The existing conditional use standards of review will be used to analyze a proposed conditional use to determine impacts and potential mitigation efforts. The key additional requirement is an “impact mitigation plan” that requires an applicant to identify any potential impact and how the proposal addresses that impact. As with all conditional uses, the City cannot deny a conditional use if a reasonably anticipated detrimental impact can be mitigated. Permitted uses would not be subject to the additional application requirements in this section.

The application section also addresses the procedure for reviewing applications for inland port uses. This is important because Utah Code 11-58 includes specific processing times and City ordinance includes required notice requirements and early engagement for conditional use applications.

Additional Development Standards

Additional development standards were added to address the storage of natural resources and bulk storage. The primary purpose for the additional standards is to address unique impacts that the storage of these materials have had on other places where natural resources are stored in conjunction with coastal ports and inland ports. The proposed standards would apply to all uses in the IP Overlay that include natural resource and bulk storage that is in excess of 500 square feet.

WHAT IS IN THE IMPACT MITIGATION PLAN

- Description of how the proposal will meet or exceed applicable state and federal regulations related to environmental impacts
- Potential impacts to abutting properties
- Impact on migratory bird production areas
- Copies of all required federal and/or state permits.
- Transportation impact study
- Energy consumption plan
- Storm water impact plan
- Emergency response plan to address impacts due to natural disaster or on-site accident
- Water use study

Definitions

The IP Overlay includes a number of new definitions that will be added to the zoning ordinance to help with the administration of the code. All of these definitions would be added to the general definitions of the chapter. The definitions include defining specific land uses that are listed in the zoning ordinance related to the IP Overlay and other terms that are found within the IP Overlay.

Other Ordinance Considerations

The Planning Division is still working through a few specific considerations in the proposed code. These include considerations for more specific energy efficiency standards for Conditional Uses and considerations related to residential and natural area buffers established for natural resource storage.

Energy Efficiency

With regard to energy efficiency, the proposed ordinance requires Conditional Use applicants to provide a report that details estimated energy consumption of their proposed use, demonstrates there is enough utility capacity for the use, and proves they are using best practices to implement City goals and policies related to energy efficiency. Staff considered developing a more specific energy efficiency standard, but is unsure if there is a broad enough standard to cover the different uses and scenarios that would be going through the Conditional Use process.

Residential and Natural Area Buffers

Staff has proposed 1,000 foot buffers from natural areas and residential zones for any natural resource storage, loading, unloading, and transfer. This buffer is intended to prevent any negative impacts on water quality and sensitive natural areas, such as from fugitive dust or spills, and to prevent any negative dust or odor impacts on residential uses. However, the state Inland Port Authority law does not allow the City to “prohibit” such uses in the Inland Port Authority Jurisdictional Area. This buffer requirement would not allow natural resource storage in these limited buffer areas and this may be considered to be “prohibiting” natural resource storage in certain areas of the Inland Port Authority Jurisdictional Area, potentially violating the state law.

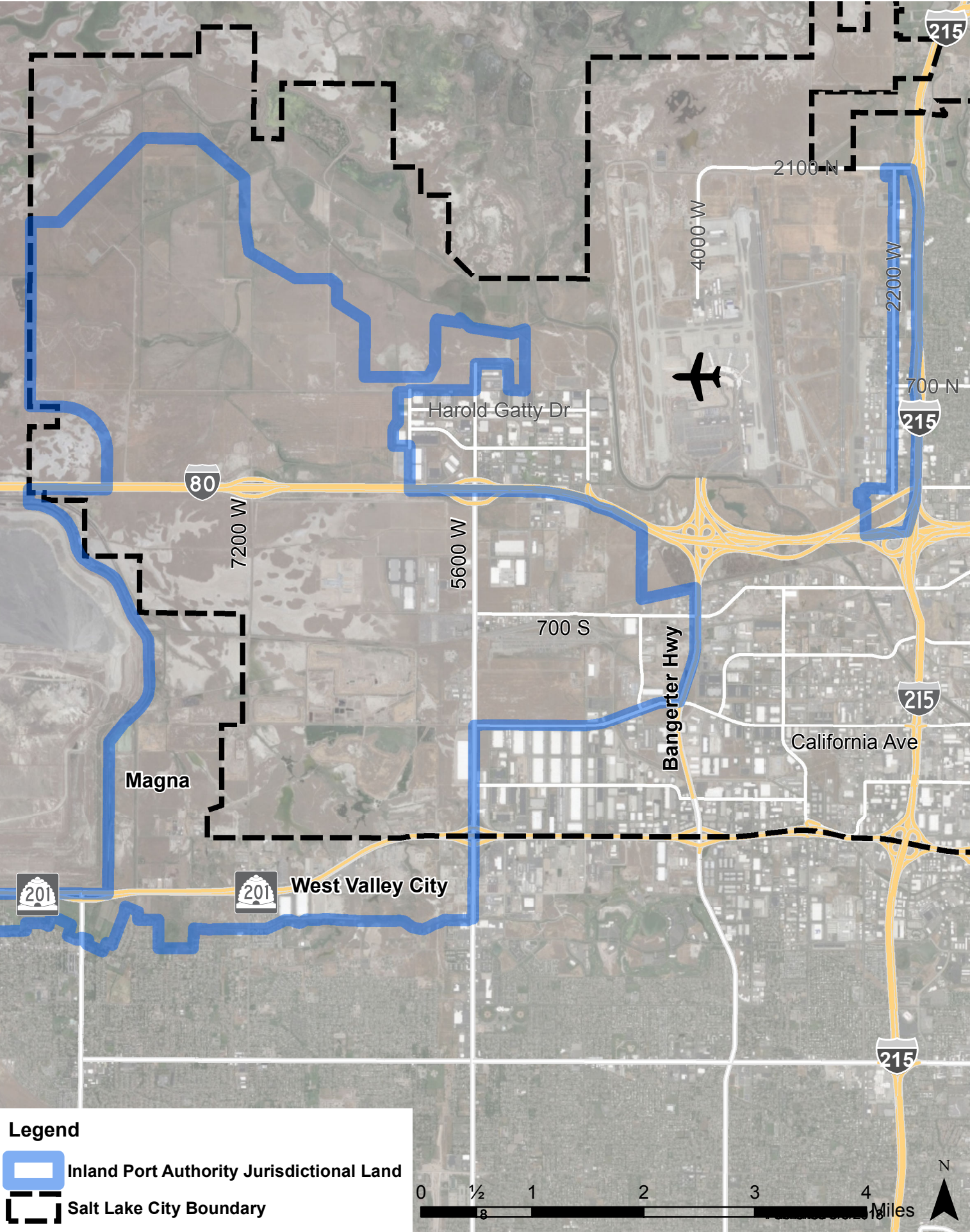
NEXT STEPS:

The Planning Commission is scheduled to hold a second public hearing on the proposed IP Overlay on *September 26, 2018*. After that public hearing, the Planning Commission will be expected to make a recommendation to the City Council. Given the timeframe, it is not likely that the Planning Division will have time to respond to Planning Commission requests for follow up research, more data, or other items. It would be appropriate for the Planning Commission to include such requests in whatever recommendation the commissioners decide to forward to the City Council. That would allow staff to start researching and prepare a response for the City Council to consider before the state imposed deadline of *December 31, 2018*.

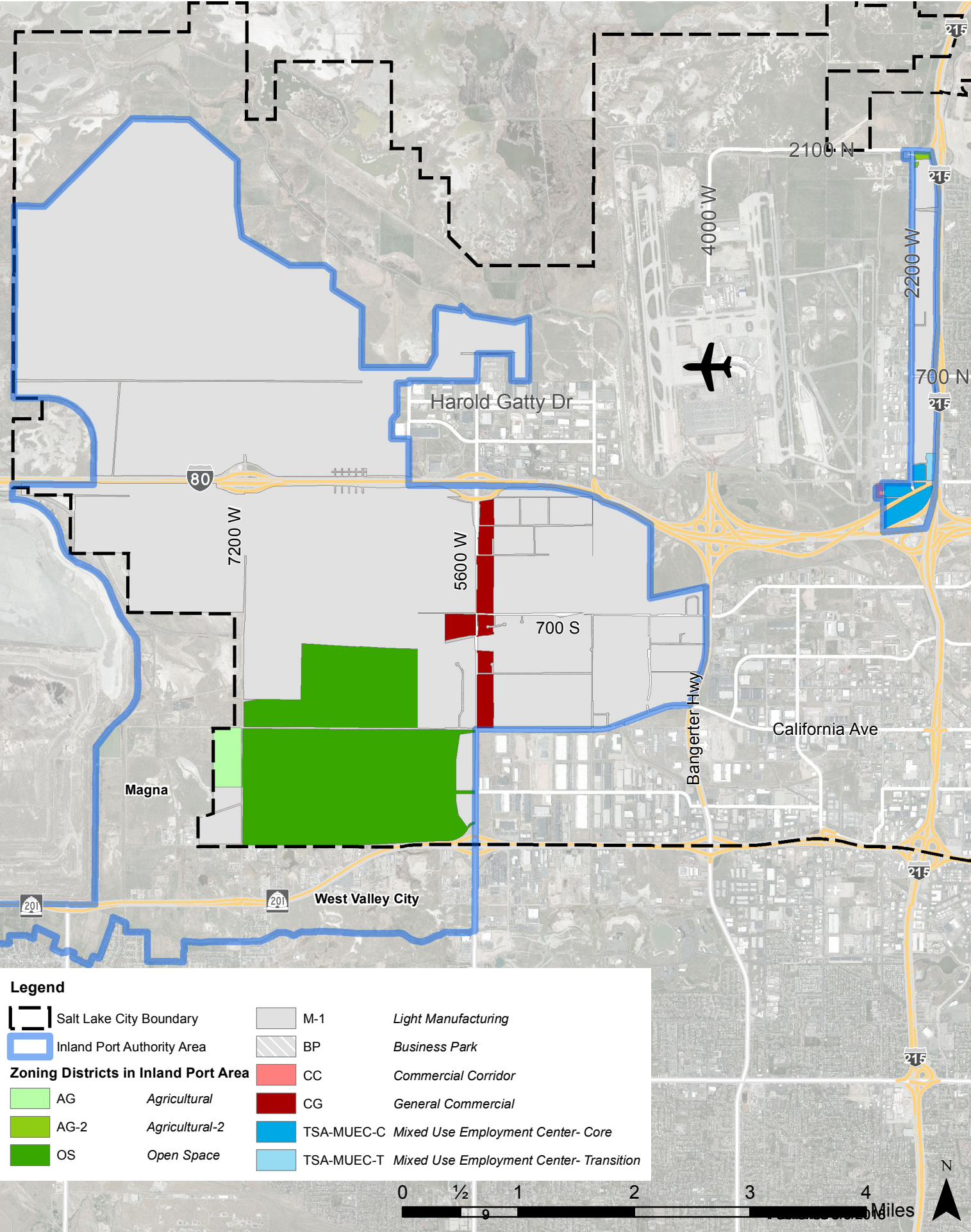
The Planning Division will prepare a more detailed staff report for the *September 26, 2018* Planning Commission public hearing on this matter. That staff report will reference back to this report but will also include a more detailed analysis of applicable city goals and policies.

ATTACHMENT A: Inland Port Jurisdictional Lands and Zoning Map

Inland Port Authority Jurisdictional Land/Proposed Overlay



Zoning Districts Within Inland Port Authority Jurisdictional Land



ATTACHMENT B: Proposed Inland Port Overlay Zoning Ordinance Text

ATTENTION: This is a draft ordinance that is currently under review by various city departments and the Salt Lake City Attorney's Office. The Planning Division is seeking your input to help refine the draft in preparation of Planning Commission review and City Council adoption. The language in this ordinance may change so please continue your involvement throughout the adoption process.

Chapter 21.34.150 IP Inland Port Overlay District

A. Purpose: The purpose of the IP Inland Port Overlay District is to allow for the development of an inland port as required in Utah Code Chapter 11-58 Utah Inland Port Authority Act and its successor. The district is intended to take advantage of its location near an international airport, the interstate system, and rail infrastructure to allow for development that facilitates regional, national, and international trade. Land uses in the district are light industrial in nature, provide high quality jobs, and are an economic engine for the City and region. The district is well connected, linking people to jobs and other parts of the City and region, and linking businesses to goods and services by vehicle, rail, transit, air, bicycle and foot. Above all, the district is a model to the nation for sustainable development that:

- respects and maintains sensitivity to the natural environment;
- helps to achieve City and State goals for air and water quality;
- minimizes resource use;
- utilizes best available technology and practices to mitigate environmental impacts; and
- is compatible with and complements other uses within the district and near the district.

The standards and processes stated in this chapter are intended to implement the purpose of the district and the vision, guiding principles, goals, objectives, and policies of Plan Salt Lake and other applicable city plans, such as the Northwest Quadrant Master Plan.

B. Applicability

1. The IP Inland Port Overlay District applies to all inland port uses that are located within the IP Inland Port Authority Jurisdictional Land as defined in Utah Code 11-58.
2. **Uses:** Uses in the IP Inland Port Overlay District are as specified in the table of permitted and conditional uses for the M-1 light manufacturing zoning district as set forth in chapter 21A.33 of this title.
 - a. When a land use in the IP overlay district is allowed as a permitted or conditional use in the M-1 Light Manufacturing zoning district, but is not allowed as either a permitted or conditional use in the underlying zoning district, the use shall be considered a conditional use.
 - b. Any conditional use that is within the IP Inland Port Overlay District is subject to the conditional use process and standards found within this chapter and in chapter 21A.54. The Planning Commission shall review all conditional use applications for inland port uses and are not considered an administrative conditional use.

- c. Expansion of Existing Uses:** A new conditional use is required for the expansion of a conditional use when:

 - (1) Required by Chapter 21A.54;
 - (2) The land area of the existing conditional use is expanded by one thousand (1,000) square feet or more; or
 - (3) The use was previously listed as a permitted use and is now listed as a conditional use and is expanded by one thousand (1,000) square feet or more.
- d. Natural Resource Unloading, Loading, Transfer, or Temporary Storage:** Any use that includes the unloading, loading, transfer, or temporary storage of natural resources as a primary or accessory use shall be considered a conditional use regardless of what is stated in the table of permitted and conditional uses for the underlying zoning district.
- e. Existing Development Agreements:** The applicability of this chapter in relationship to existing development agreements shall be determined based on the terms of the existing development agreements.
- f. Prohibited Uses:** The following uses shall not be considered an inland port use and are not permitted within the IP Inland Port Overlay District:

 - (1) Any use that is listed as a permitted or conditional use in the M-2 heavy manufacturing district that is not otherwise allowed as a permitted use or conditional use in the M-1 light manufacturing zoning district.
 - (2) Extractive industry.
 - (3) Incinerator, medical waste/hazardous waste.
 - (4) Refinery, petroleum products.
 - (5) Hazardous waste processing or storage.
 - (6) Explosive manufacturing or storage.
 - (7) Bottling Plant.
 - (8) Animal Rendering.
- 3. Base Zoning District Standards:** All lot, bulk, and design standards or regulations applicable to the underlying zoning district or applicable overlay district shall apply unless otherwise specified in this chapter.
- 4. Applicability with Other Overlays:** If any other overlay district further restricts or prohibits any section of the IP Inland Port Overlay District, the more restrictive regulation shall apply and take precedence.

C. Area: The boundaries of the IP Inland Port Overlay District shall be the same as the authority jurisdictional lands defined in Utah Code 11-58.

D. Application Requirements

- 1. Permitted Uses:** Permitted uses located in the IP Inland Port Overlay District shall be subject to the site plan review requirements found in chapter 21A.58.
- 2. Conditional Uses:** An application for a conditional use shall comply with the application requirements in chapter 21A.54. In addition, the following items shall be submitted with a conditional use application in order to demonstrate compliance with Utah Code 11-58 and to measure the detrimental impacts a conditional use may have on abutting properties, the environment, and the ability of the city to implement adopted master plan policies. The items listed below shall include necessary descriptions, site plans, studies, reports, and already approved permits.
 - a.** Evidence that the land use applicant has acquired all required federal and state permits, unless the state and/or federal permitting agency requires city conditional use approval prior to their permit approval. If a state and/or federal permitting agency requires city conditional use approval, obtaining the state and/or federal permit shall be a condition of approval of the conditional use.
 - b.** An impact mitigation plan that includes:
 - (1)** A description of how the proposed development will meet or exceed applicable state and federal regulations related to the development and use of the property;
 - (2)** A description of the potential detrimental impacts of the proposed development on abutting properties and the methods proposed by the land use applicant to mitigate those impacts;
 - (3)** A description of any potential detrimental environmental impacts the proposed development may cause including, but not limited to, impacts on air quality, surface water, and groundwater. The plan shall include methods the land use applicant intends to use to mitigate any potential environmental impact, including the extent to which the proposed development will apply the best available technology or systems, and best management practices and controls;
 - (4)** A description of the potential detrimental impact of the proposed development on migratory bird production areas, as defined in Utah Code 23-28 and the methods proposed by the land use applicant to mitigate those impacts;

- (5) A transportation impact study that states the expected number of trips to be generated, the type of vehicles expected, and the times of day that the most severe impact can be expected. It shall also detail the effect on street capacity by the development, as well as nearby intersections that will be impacted by the development's traffic. The plan shall identify methods that the land use applicant proposes to mitigate detrimental transportation impacts;
- (6) A report that estimates the annual energy consumption of the use and that demonstrates that the utility capacity is sufficient to support the use at normal service levels and what methods and best practices will be used to implement adopted City goals and policies related to energy efficiency;
- (7) The anticipated impacts on the storm water system and the methods the land use applicant proposes to mitigate the impacts;
- (8) An emergency response plan that indicates the detrimental impacts that the development may have on its surroundings and public resources in the event of a natural disaster or on-site accident and methods used to mitigate the impacts; and
- (9) A water use study that shows the anticipated water consumption from the land use and any methods that the land use applicant proposes to reduce water consumption;

3. Procedures:

- a. **Determination of Completeness of Application:** Upon receipt of an inland port land use application, the Planning Director shall make a determination of completeness of the application pursuant to the application requirements required by this title. No processing timeline required by Utah Code 11-58 or by this title shall start until the application is deemed to be complete. An application that does not comply with the applicable standards in this Title shall not be considered a complete application.
- b. The City shall comply with all applicable application processing and noticing requirements as established in Utah Code 10-9a and 11-58 and chapter 21A.10.
- c. An inland port land use application shall be processed according to the procedures and timelines established in Utah Code 11-58 and this title.
- d. The planning director may request a third party review of any element of the mitigation plan required by this chapter.
- e. **Exemptions from Impact Mitigation Plan:** The following conditional uses are exempt from the impact mitigation plan required by this chapter:
 - (1) Uses listed as a Conditional Use in the table of permitted and conditional uses of the underlying zone, but listed as a permitted use in the M-1 zone.

- (2) Uses not listed as an allowed use in the table of permitted and conditional uses of the underlying zone, but listed as a permitted use in the M-1 zone.
 - (3) Adaptive reuse of a landmark site
 - (4) Alcohol related establishments
 - (5) Antenna, communication tower, exceeding the maximum building height
 - (6) Wireless telecommunications facility
4. **Appeals:** Decisions related to inland port uses made by the city appeals hearing officer may be appealed to the Inland Port Authority Appeals Panel as authorized in Utah code 11-58.

E. Additional Development Standards

1. **Natural Resources and Bulk Storage:** Utah Code 11-58 requires that the transporting, unloading, transfer, or temporary storage of natural resources be allowed in the IP Inland Port Overlay District. The following standards apply to natural resource and bulk storage in excess of five hundred (500) square feet:
- a. Standards applicable to outdoor storage of natural resource and bulk materials:
 - (1) Storage areas shall not be located within one thousand (1,000) feet of a residential zone.
 - (2) The ground under the storage area shall be a solid, non-permeable surface,
 - (3) The storage area shall be contained within walls and that material shall not be stored at a height that is greater than the height of the wall.
 - (4) The storage area shall include fugitive dust control measures that include dust that is created by unloading, loading, transfer, and temporary storage.
 - b. The unloading, loading, transfer, or temporary storage of coal, coal byproducts (such as coke, fly ash, bottom ash, synthetic gypsum and similar products), and crude oil shall be:
 - (1) Conducted within an enclosed building, except that such materials may be stored in a rail car if the rail car is covered or sprayed with a surfactant to reduce dust.
 - (2) Located a minimum of one thousand (1,000) feet from any aquatic resources as defined by the Army Corps of Engineers, any migratory bird production area as defined in Utah Code 23-28, or any environmentally sensitive area as identified by any state or federal agency.
 - (3) Located a minimum of one thousand (1,000) feet from a residential zone.
 - c. The outdoor storage of bulk materials necessary for public safety purposes, such as the storage of de-icing materials used on public streets, is exempt from these requirements.
 - d. The standards in this section do not apply to existing landfills located within the LO Landfill Overlay Zoning District.

List of Terms (to be added to 21A.60)

Animal Rendering
Aquatic resource
Bulk Storage
Fugitive dust
Hazardous waste processing or storage
Inland port
Inland port use
Inland port land use application
Impact mitigation report
Land Use appeal authority
Land use applicant
Land use application
Land use authority
Natural resource
Temporary storage

Definition to be added or modified:

ADMINISTRATIVE DECISION: Any final order, requirement, decision, determination or interpretation made by a land use authority in the administration or the enforcement of this title.

ANIMAL RENDERING: A facility that converts waste animal tissue into stable, usable products. Rendering includes the processing of animal products into more useful materials.

AQUATIC RESOURCE: High-functioning water bodies, riparian corridors, wetlands, uplands, and playas as determined by the Army Corps of Engineers.

BULK STORAGE: Loose, unwrapped, non-parceled, or unbundled materials stored outside.

FUGITIVE DUST: Solid airborne particulate matter emitted from any source other than through a stack or chimney.

HAZARDOUS WASTE PROCESSING AND STORAGE: A facility that treats, stores, recycles, incinerates or transfers hazardous waste. Hazardous waste shall include any waste material that is subject to Utah Code Title 19.

INLAND PORT: The use of land as defined in Utah Code 11-58 and its successor.

INLAND PORT USE: A use of land that supports, promotes and depends on the proximity to the inland port as defined in Utah Code 11-58 and its successor.

INLAND PORT LAND USE APPLICATION: Any application required by this title, any required building permits, utility permits, or other permits required by the city necessary to develop an inland port use.

IMPACT MITIGATION REPORT: A report provided by an inland port land use applicant that identifies all potential detrimental impacts that may be produced by an inland port use. The impact mitigation report includes the topics required in 21A.34.150 and any other information deemed necessary by the Planning Director for the planning commission to evaluate the detrimental impacts identified in 21A.54.

LAND USE APPEAL AUTHORITY: The designated or appointed appeals hearing officer(s) for Salt Lake City.

LAND USE APPLICANT: An individual or entity that submits a land use applicant. A land use applicant shall be the owner of the property or a designated representative of the owner.

LAND USE APPLICATION: An application required by this title for any process, development, or permit required by this title. A land use application does not include an application to create or modify a master plan or a zoning amendment.

LAND USE AUTHORITY: The entity identified by this title to decide a land use application.

NATURAL RESOURCE: A material supplied by nature excluding any material that has gone through a process to alter the material from its natural state, such as refined products, the production of chemicals, or waste materials, other than collecting it from its natural setting and transporting to another location.

TEMPORARY STORAGE: The storage of any material for less than 30 days.

ATTACHMENT C: Supporting Policies from Plan Salt Lake, Northwest Community Master Plan, and the Northwest Quadrant Master Plan

Plan Salt Lake

Plan Salt Lake is the adopted City vision document. It establishes citywide values, principles, and initiatives that are intended to guide the decision making process for a number of different topics, including the manner in which the City addresses growth. The following guiding principles and initiatives are related to the proposed ordinance. The guiding principles and initiatives set the direction for what the ordinance is trying to accomplish in terms of overall growth, transportation, air quality, the natural environment, economy, and how we govern as a City.

Guiding Principle Growth: Growing responsibly, while providing people with choices about where they live, how they live, and how they get around.

Supporting Initiatives:

- Preserve open space and critical environmental areas.
- Reduce consumption of natural resources, including water.

Guiding Principle Transportation and Mobility

Supporting Initiatives:

- Support and enhance the Salt Lake International Airport as a regional and international amenity (including freight).
- Collaborate with regional partners to relieve congestion and enhance rights of way for alternative modes of transportation.

Guiding Principle Air Quality: Air that is healthy and clean.

Supporting Initiatives:

- Reduce greenhouse gas emissions
- Reduce individual and citywide energy consumption.
- Support and promote renewable energy resources.
- Encourage energy efficiency citywide
- Ensure local industries meet stringent environmental standards.

Guiding Principle Natural Environment: Minimize our impact on the natural environment.

Supporting Initiatives:

- Preserve natural open space and sensitive areas to sustain biodiversity and ecosystem functions.
- Protect water quality and supply
- Practice responsible waste management.

Guiding Principle Economy: a balanced economy that produces quality jobs and fosters an innovative environment for commerce, entrepreneurial local business, and industry to thrive.

Supporting Initiatives:

- Maintain and grow Salt Lake City as the economic center of the region.
- Create an industrial fulfillment center
- Support the growth of the industrial areas of the City.

Guiding Principle Government: A local government that is collaborative, responsive, and transparent.

Supporting Initiatives:

- Provide opportunities for public participation, input, and engagement throughout the decision making process.
- Facilitate open communication and transparency.
- Maintain a safe and healthy natural and human environment.
- Be prepared for severe disasters and develop a resiliency plan to recover from major disasters.
- Prepare for climate change impacts on community health and safety.

Northwest Community Master Plan

The inland port lands include areas along 2200 West on the eastern side of the Salt Lake International Airport. This area is covered by the Northwest Community Master Plan. This plan is one of the oldest in the City. It identifies the 2200 West corridor as “business/commercial.” The plan does not specifically describe what this designation means. Over time, the corridor has development as a light industrial corridor, primarily due to the access to the east side of the airport and the access to I-215. In 2017, the City Council rezoned most of the 2200 West corridor from Business Park to M-1 Light Manufacturing to match the development pattern that has occurred.

The area that is located near the intersection of North Temple and 2200 West is a mix of zoning designations, including TSA Transit Station Area and a small piece of CC Corridor Commercial. This section is subject to the North Temple Boulevard Plan, which is a corridor plan within the Northwest Community Plan. The following policies are related to the proposed IP Inland Port Overlay District:

- Create standards that produce compact, dense and intense development closer to the station. (Note: this is referring to both the 1950 West Station and the 2200 West Station, which has not yet been built.)
- Identify transit friendly land uses that are appropriate in the station area
- Retain and enhance the 2200 West job base.
- Develop airport property on 2200 West.

The proposed approach maintains the underlying zoning district and the bulk, setback, and underlying land uses in the TSA zone. However, the overlay expands the potential for light industrial uses to occur in this area. It should be noted that light industrial uses are already located within TSA zoning lands in this area. The Airport Overlay District restricts residential land uses west of I-215.

Northwest Quadrant Master Plan

The Northwest Quadrant Master Plan was adopted in 2016 and establishes the adopted vision and development policies for the area. The vision in the plan states the following about development in the area:

- Respect the unique nature of the Great Salt Lake and surrounding environment for current generations and preserves sensitive natural environments for future generations.
- Includes an ecologically oriented industrial park that helps drive the City's economic and natural resource protection goals.
- Is an economic engine for the City, region, and State.

The Plan also states that development in the Northwest Quadrant should accomplish the following:

- Environmental sensitivity-providing places for people to work and recreate while protecting natural resources and wildlife habitat;
- A high quality, well designed built environment;
- Well connected with good transportation linking people to jobs and other parts of the City and region, and linking business to goods and services by vehicle, rail, transit, air, bicycle, and foot.
- Economically thriving with a flourishing and diverse local, regional, and global economy;
- Well served with public and private services that are appropriate to people's needs and accessible to all.

The Plan is broken down into sections that address natural areas, greenways and open spaces, development areas, transportation, public services, and development guidelines. The proposed IP Inland Port Overlay District would apply strictly to development areas within the plan. The following goals are related to the proposed overlay district:

- Preserve areas for future office, industrial, manufacturing, research or distribution uses.
- Continue the continuation of the Salt Lake International Airport and the airport related industries.
- Concentrate development near major transportation corridors.
- Promote the infill land redevelopment of underutilized areas
- Expand the region's economic base by supporting business recruitment, development, and job creation.
- Promote economic viability and equity
- Develop and eco industrial park development strategy for the area north of I-80.
- Encourage the development of renewable energy.