

Chapter 2.3 — General Industrial (GI) District

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2.3.100 Purpose.

The General Industrial District accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:

- Provide for efficient use of land and public services
- Provide transportation options for employees and customers
- Locate business services close to major employment centers
- Ensure compatibility between industrial uses and nearby commercial and residential areas.
- Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan.

2.3.110 Permitted Land Uses.

- A. Permitted Uses.** The land uses listed in Table 2.3.110.A are permitted in the General Industrial District, subject to the provisions of this Chapter. Only land uses that are specifically listed in Table 2.3.110.A, and land uses that are approved as “similar” to those in Table 2.3.110, may be permitted. The land uses identified with a “CU” in Table 2.3.110.A require Conditional Use Permit approval prior to development or a change in use, in accordance with Chapter 4.4.
- B. Determination of Similar Land Use.** Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 - Interpretations.

2.3.110 Permitted Land Uses. (continued)

**Table 2.3.110.A
Land Uses and Building Types Permitted in the General Industrial District**

<p>1. Industrial:</p> <ul style="list-style-type: none"> a. Heavy manufacturing, assembly, and processing of raw materials* b. Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods) c. Warehousing and distribution d. Junk yard, motor vehicle wrecking yards, and similar uses e. Wholesale Trade f. Fuel and Ice dealers g. Heavy Repair services h. Warehouse and Grain elevators i. Railroad spur line and ancillary facilities (engine repair, tie plant, bunkhouse, etc.) j. Research, experimental, or testing laboratories k. Interim Farm use cropland or grazing only l. Sewage treatment plant m. Transportation terminals n. Utility Substations* o. Contractors yards and shops p. Retail or service businesses less than 3,000 square feet that are accessory to industrial development*(CU) q. Manufacturing, processing or assembly that does not comply with performance standards of the general industrial zone;*(CU) r. Garbage incineration* (CU) s. Sanitary landfill* (CU) t. Asphalt batch plants* (CU) u. Refining or storage of petroleum products* (CU) v. Manufacturing of explosives, chemicals, fertilizers, pesticides, gas or inflammable fluids* w. Smelting or re-manufacturing of ores and metals* x. Uses similar to those listed above <p>2. Transportation-Industrial Sub-District (only)*</p> <ul style="list-style-type: none"> a. Construction and maintenance of railroad main line siding, spur lines and marshalling yard. b. Railroad ancillary facilities, including tie plants, engine and car repair, bunk house(s) and administrative facilities c. Warehousing d. Transportation terminals and services e. Ancillary or railroad-related manufacturing plan not owned by the Union Pacific railroad or its subsidiaries. <p>3. Commercial:</p> <ul style="list-style-type: none"> a. Offices and other commercial uses that are integral to a primary industrial use (e.g., administrative offices, wholesale of goods produced on location, and similar uses). 	<ul style="list-style-type: none"> b. Small-scale retail and service commercial uses up to 5,000 square feet in total floor area, for exclusive use of industrial use employees and customers (e.g., restaurants, hair salons, banks, dry cleaners, book stores, coffee retailers). <p>4. Public and Institutional uses</p> <ul style="list-style-type: none"> b. Government facilities (e.g., public safety, utilities, school district bus facilities, public works yards, and similar facilities) where the public is generally not received; c. Private utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities); d. Passive open space (e.g., natural areas); e. Special district facilities (e.g., irrigation district, and similar facilities) f. Vocational schools co-located with parent industry or sponsoring organization; g. Transportation Facilities and Improvements: <ul style="list-style-type: none"> 1. Normal operation, maintenance; 2. Installation of improvements within the existing right-of-way; 3. Projects identified in the adopted Transportation System Plan not requiring future land use review and approval; 4. Landscaping as part of a transportation facility; 5. Emergency Measures; 6. Street or road construction as part of an approved subdivision or partition; 7. Transportation projects that are not designated improvements in the Transportation System Plan ** (CU); and 8. Transportation projects that are not designed and constructed as part of an approved subdivision or partition** (CU). h. Uses similar to those listed above. <p>5. Residential: One caretaker unit shall be permitted for each development, subject to the standards in Section 2.3.160. Other residential uses are not permitted, {except that residences existing prior to the effective date of this Code may continue. }</p> <p>6. Wireless Communication Equipment: subject to the standards in Chapter 3.6.2. (CU)</p>
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NOTE: Only uses specifically listed in Table 2.3.110.A, and uses similar to those in Table 2.3.110.A, are permitted in this district. **The following uses are expressly prohibited:** new housing, churches and similar facilities and schools. Land uses with (CU) shall require a Conditional Use Permit in accordance with Chapter 4.4. Uses marked with an asterisk (*) are subject to the standards in Section 2.3.160 Special Use standards, “Special Standards for Certain uses)” **Uses marked with 2 asterisks are subject to the standards in Section 4.4.400D. Temporary uses are subject to the standards in Section 4.9.

2.3.120 Development Setbacks.

Development setbacks provide separation between industrial and non-industrial uses for fire protection/security, building maintenance, sun light and air circulation, noise buffering, and visual separation.

- A. **Front Yard Setbacks.** The minimum front yard setback shall be 20 feet. The setback standard shall increase by one foot for every one foot of building height in excess of 30 feet. No setback is required adjacent to railroad tracks.
- B. **Rear Yard Setbacks.** There is no required rear yard setback, except that industrial development (i.e., buildings, parking, outdoor storage and industrial activities) shall be set back from Residential districts by a minimum of 40 feet, and from other non-General Industrial districts by a minimum of 20 feet; the rear setback in this case shall increase by one foot for every one foot of building height in excess of 30 feet. No setback is required adjacent to railroad tracks.
- C. **Side Yard Setbacks.** There are no required side-yard setbacks, except that industrial development (i.e., buildings, parking, outdoor storage and industrial activities) shall be set back from Residential districts by a minimum of 40 feet, and from other non-General Industrial districts by a minimum of 20 feet; the rear setback in this case shall increase by one foot for every one foot of building height in excess of 30 feet. No setback is required adjacent to railroad tracks.
- D. **Other Yard Requirements.**
1. **Buffering.** The City may require landscaping, walls or other buffering in setback yards to mitigate adverse noise, light, glare, and aesthetic impacts to adjacent properties.
 2. **Neighborhood Access.** Construction of pathway(s) within setback yards may be required to provide pedestrian connections to adjacent neighborhoods or other districts, in accordance with Chapter 3.1 - Access and Circulation Standards.
 3. **Building and Fire Codes.** All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., combustible materials, etc.).

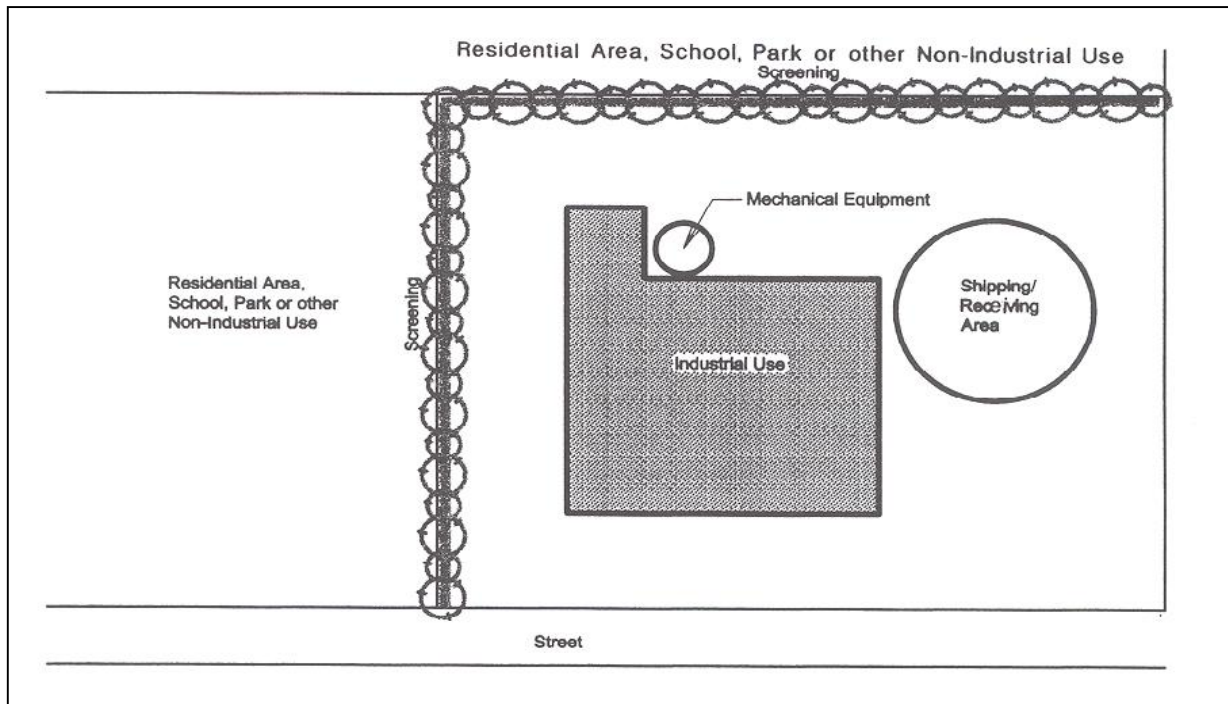
2.3.130 Lot Coverage.

The maximum allowable lot coverage in the General Industrial District is 80 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious (paved) surfaces, including accessory structures. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses.

2.3.140 Development Orientation.

Industrial developments shall be oriented on the site to minimize adverse impacts (e.g., noise, glare, smoke, dust, exhaust, vibration, etc.) and protect the privacy of adjacent (non-industrial) uses to the extent possible. The following standards shall apply to all development in the General Industrial District:

Figure 3.A - Industrial Development Orientation



- A. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside enclosed buildings, shall be located away from residential areas, schools, parks and other non-industrial areas to the maximum extent practicable; and
- B. The City may require a landscape buffer, or other visual or sound barrier (fence, wall, landscaping, or combination thereof) to mitigate adverse impacts that cannot be avoided through building orientation standards alone.

2.3.150 Building Height.

The following building height standards are intended to promote land use compatibility and flexibility for industrial development at an appropriate community scale:

- A. Base Requirement.** Buildings shall be no more than 3 stories or 35 feet in height, whichever is greater, and shall comply with the building setback/height standards in Section 2.3.120.
- B. Performance Option.** The allowable building height may be increased to 45 feet, when approved as part of a Conditional Use Permit. The development approval may require additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to provide a height transition between industrial development and adjacent non-industrial development. Smoke stacks, cranes, roof equipment, grain elevators, storage silos and other similar features which are necessary to the industrial operation may not exceed 55 feet in height without approval of a Conditional Use Permit.
- C. Method of Measurement.** “Building height” is measured as the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof (See Figure 2.2.170 for examples of measurement). The reference datum shall be selected by either of the following, whichever yields a greater height of building:
1. The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of an exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above the lowest grade;
 2. An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in subsection ‘a’ is more than 10 feet above the lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building. Not included in the maximum height are: bell towers, steeples, flag poles, antennas and similar features which are not for human occupancy.
- D.** Grain elevators, smokestacks and transmission towers are exempt from height limit standards.

2.3.160 Special Standards for Certain Uses.

A. Uses With Significant Noise, Light/Glare, Dust, Vibration, or Traffic Impacts. The following uses shall require Conditional Use Permit approval, in addition to Development Review or Site Design Review:

1. Uses With Significant Noise, Light/Glare, Dust and Vibration Impacts. Uses that are likely to create significant adverse impacts beyond the Industrial District boundaries, such as noise, light/glare, dust, or vibration, shall require conditional use approval, in conformance with Chapter 4.4. The following criteria shall be used in determining the adverse impacts of a use are likely to be “significant”:
 - a. Noise. The noise level beyond the property line exceeds 55 dBA (24-hour average) on a regular basis.
 - b. Light/glare. Lighting and/or reflected light from the development exceeds ordinary ambient light and glare levels (i.e., levels typical of the surrounding area).
 - c. Dust and/or Exhaust. Dust and/or exhaust emissions from the development exceeds ambient dust or exhaust levels, or levels that existed prior to development.
 - d. Vibration. Vibration (e.g., from mechanical equipment) is sustained and exceeds ambient vibration levels (i.e., from adjacent roadways and existing land uses in the surrounding area).
2. Traffic. Uses that are likely to generate unusually high levels of vehicle traffic due to shipping and receiving. “Unusually high levels of traffic” means that the average number of daily trips on any existing street would increase by 20 percent or 100 vehicles per day or greater as a result of the development. The city may require a traffic impact analysis prepared by a qualified professional prior to deeming a land use application complete, and determining whether the proposed use requires conditional use approval. Applicants may be required to provide a traffic analysis for review by ODOT for developments that increase traffic on state highways. See Chapter 4.2 for submittal requirements for Traffic Impact Analyses in the Site Design Review Process.
3. Resource extraction, such as the operation of mineral and aggregate quarries and similar uses, shall require a Conditional Use Permit. The applicant shall also be required to prepare a site reclamation plan for review and approval by the city and other affected agencies, prior to commencing resource extraction. The required scope of the reclamation plan shall be identified by the Conditional Use Permit, and shall comply with applicable requirements of State natural resource regulatory agencies.

B. Residential Caretakers. One residential caretaker unit shall be permitted for each primary industrial use, subject to the following conditions:

1. The unit shall be served with public water and sanitary sewerage disposal, in conformance with city engineering requirements.

2.3.160 Special Standards for Certain Uses *(continued)*

2. Caretaker units shall be required to meet applicable fire safety and building code requirements, in addition to the applicable setback standards of this chapter.

C. Wireless Communication Equipment. Wireless communication equipment includes radio (i.e., cellular), television and similar types of transmission and receiving facilities. The requirements for wireless communication equipment are provided in Section 3.6.200. Wireless communication equipment shall also comply with required setbacks, lot coverage and other applicable standards of the Industrial District.

D. Railroad Related Uses. Development of rail related uses as described in Section 2.3.170 shall include light deflection standards including lighting of railroad lined and yards shall be shielded away from the existing and designated future residential areas within the Stanfield UGB.

2.3.170 Transportation Industrial Sub-District Standards.

A. Purpose/Intent Statement: The Transportation-Industrial Sub-District is designed to accommodate operations of the Union Pacific Railroad in the vicinity of its main line along the western edge of the UGB.

B. Permitted Uses: The land uses listed in Table 2.3.110.A are permitted in the Transportation Industrial District, subject to the provisions of this Chapter. Only land uses that are specifically listed in Table 2.3.110.A, and land uses that are approved as “similar” to those in Table 2.3.110, may be permitted. The land uses identified with a “CU” in Table 2.3.110.A require Conditional Use Permit approval prior to development or a change in use, in accordance with Chapter 4.4.

C. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 - Interpretations.

D. Standards. Additional development standards for the Transportation Industrial Sub-District are included in the Special Development Standards (Section 2.3.160).