

## **12.6.9 I-1 Light Industrial Zone**

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### **12.6.9.1 Purpose and Zone Characteristics**

The I-1 Light Industrial Zone is established to provide areas within the City for manufacturing, processing, and warehousing of goods and materials. The zone allows for limited commercial and service uses.

### **12.6.9.2 Permitted, Conditional and Accessory Uses**

#### *Permitted Uses*

The following list of land use types are permitted uses in the I-1 Zone. Unless specifically listed, any other use is not a permitted use in the zone. Uses listed as conditional or accessory uses are allowed in the zone only in accordance with the criteria established in this ordinance.

1. Manufacturing, processing, and warehousing buildings not to exceed fifty thousand (50,000) square feet.
2. Industrial parks
3. Large scale office buildings
4. Storage Units
5. Uses found by the City Council, upon consideration and recommendation by the Planning Commission, to be in harmony with the intention of the zone. *(amended 3/13/2001 Ord. 2001-04)*
6. Public or private utilities and maintenance facilities

#### *Conditional Uses*

The following list of land use types are allowed as conditional uses in the I-1 Zone. Unless specifically listed, any other use is not allowed as a conditional use in the zone. Each conditional use must be reviewed and approved in accordance with Section 12.13 of this ordinance.

1. Restaurants, food courts, and cafes (when planned as part of an industrial park to provide service to workers)
2. Agriculture (when such use is to use land productively while waiting for an industrial parcel to be built on)
3. Public uses *(amended 10/8/2002 Ord. 2002-12)*
4. Open Storage of Any Kind *(amended 6/14/2005 Ordinance 2005-14)*

#### *Accessory Uses*

The following list of land use types are allowed as accessory uses in the I-1 Zone. Unless specifically listed, any other use is not allowed as an accessory use in the zone. Any accessory use must be clearly incidental to a permitted or conditional use of the property. Accessory uses are not allowed without the approval of a permitted or conditional use of the parcel unless otherwise noted in this Section.

1. Storage facilities for machinery and equipment as an accessory use to a permitted or conditional use.

### **12.6.9.3 Lot Area**

The minimum lot area requirement in the I-1 Zone is one half (1/2) acre, except for parcels created prior to the

adoption of this ordinance.

#### **12.6.9.4 Lot Width**

The minimum width requirement in the I-1 Zone shall be one hundred (100) feet for all of the area located in the required front setback area, except for parcels created prior to the adoption of this ordinance. Regardless of the adoption date, if the Council finds that the width is inefficient or undesirable, the Council may require that the massing, uses, and other design characteristics be compatible with surrounding uses.

#### **12.6.9.5 Lot Frontage**

All parcels in the I-1 Zone shall abut a public street for at least one hundred (100) feet, except for parcels created prior to the adoption of this ordinance. Regardless of the adoption date, if the Council finds that the frontage is inefficient or undesirable, the Council may require that the massing, uses, and other design characteristics be compatible with surrounding uses.

#### **12.6.9.6 Setback Requirements**

The following minimum setback requirements shall apply in the I-1 Zone. Each setback is measured from the property line of the lot or parcel.

1. Front setback - Each lot or parcel in the I-1 Zone shall have a minimum front setback of thirty (30) feet.
2. Side and Rear setback - Except as provided in subparagraph (a), each parcel in the I-1 Zone shall have a minimum side and rear setback of twenty (20) feet.
  - (a) One side of the building or the rear of the building can be built on the property line if approved by the Fire Chief. *(amended 3/13/2001 Ord. 2001-04)*

#### **12.6.9.7 Projections into Setbacks**

The following structures may be erected on or projected into any required setback:

1. Fences and walls in conformance with all applicable City ordinances and resolutions.
2. Appropriate landscaping.
3. Necessary appurtenances for utility service.

The following structures may be erected on or projected into any required front or rear setback not more than four (4) feet, and into a side setback not more than two (2) feet:

1. Cornices, eaves, sills, buttresses, or other similar architectural features.
2. Awnings, decks, and planter boxes.

#### **12.6.9.8 Building Height Requirements**

A primary building or structure may not exceed thirty-five (35) feet in height, nor be lower than ten (10) feet in height, unless reviewed and approved by the Fire Chief and the City Council.

#### **12.6.9.9 Distance Between Buildings**

The distance between any building or structure and any other building or structure shall at least twenty (20) feet.

#### **12.6.9.10 Lot Coverage**

*(amended 3/13/2001 Ord. 2001-04)*

The sum total of all buildings, structures and parking on any parcel in the I-1 Zone shall not exceed eighty-five (85) percent of the total area of the parcel.

#### **12.6.9.11 Parking, Loading and Access**

Each project in the I-1 Zone shall satisfy the off-street parking requirements found in Section 12.4 herein. The spaces shall be hard surfaced with asphalt or concrete and be accessed from a public road by a hard surfaced, composed of asphalt or concrete, drive approach.

Loading and unloading areas shall be located in an area that can be secured from public access. Further, loading and unloading shall not occur on a public street.

#### **12.6.9.12 Project Plan Approval**

Any request for project plan approval in the I-1 Zone is subject to any and all applicable City resolutions and ordinances including the Subdivision Ordinance, Design Guidelines and Standard Specifications, and the Bluffdale City General Plan.

Projects in the I-1 Zone will be reviewed and approved in accordance with Section 12.8, Commercial Development, Site Plans, herein.

#### **12.6.9.13 Other Requirements**

The following requirements are in addition to the requirements found in this Chapter, the General Provisions or Supplementary Provisions of this ordinance, or any other applicable resolution or ordinance.

1. Signs - Signs are allowed in the I-1 Zone in accordance with Section 12.15 herein.
2. Landscaping - Each lot or parcel shall be completely landscaped except those areas used for buildings or parking. Each project application shall be accompanied by a complete landscaping plan detailing the types and sizes of planting materials to be used. The landscaping shall be maintained using an automatic sprinkling system and shall be completed prior to issuance of a Certificate of Occupancy. On larger parcels, an alternative method of landscaping may be presented to the City Council for their consideration and approval. At its discretion, the City Council may approve xeri-scaping or other water conserving landscaping which would not require an automatic sprinkling system.
3. Trash, junk, outside storage and other debris - No trash, used materials, unsightly storage of any kind, or non-licensed or abandoned vehicles shall be stored in an open area. All such materials shall be enclosed in a building or, if deemed appropriate by the City, by a sight obscuring fence.
4. Design Guidelines - The City Council may require specific design guidelines be employed in the project if it can be reasonable shown that the materials, colors, or elevations of the buildings could have a significant impact on the existing or future atmosphere of the area, and to improve compatibility. The design guidelines may include, but are not limited to, architectural controls, colors, materials, building mass, innovative design of buildings and access, and any other features deemed appropriate by the City Council.
5. Buildings larger than forty thousand (40,000) square feet - Any building larger than forty thousand (40,000) square feet in the GC-1 zone shall be designed to have main entrances on at least two sides of the building, preferably front and back. This requirement is intended to produce a more attractive building on all sides, not just the front, and to improve traffic flow.