



PLANNING COMMISSION AGENDA

Wednesday, August 20, 2025

NOTICE IS HEREBY GIVEN that the Herriman Planning Commission shall assemble for a meeting in the City Council Chambers, located at
5355 WEST HERRIMAN MAIN STREET, HERRIMAN, UTAH

6:00 PM WORK MEETING (Fort Herriman Conference Room)

1. Commission Business

- 1.1.** Review of City Council Decisions – Michael Maloy, Planning Director
- 1.2.** Discussion regarding an amendment to Herriman City Code Chapter 10-12: Commercial and Office Zones – Blake Thomas, Community Development Director
- 1.3.** Presentation and discussion of potential amendments to Chapter 10-10 Residential Zones, and Chapter 10-16 Table of Uses in Title 10 Land Development Code to create additional residential zones in Herriman City – Michael Maloy, Planning Director
- 1.4.** Presentation and discussion of potential “Connectivity Standards Development Code” amendments in Title 10 Land Development Code of the Herriman City Code – Michael Maloy, Planning Director

2. Adjournment

5355 W. Herriman Main St. • Herriman, Utah 84096
(801) 446-5323 office • herriman.gov

NOTICE IS HEREBY GIVEN that the
Regular Herriman Planning Commission meeting scheduled for
Wednesday, August 20, 2025 has been CANCELLED

Please plan to join us for the Future Meetings

Next City Council Meeting: August 27, 2025

Next Planning Commission Meeting: September 03, 2025

In accordance with the Americans with Disabilities Act, Herriman City will make reasonable accommodation for participation in the meeting. Request assistance by contacting Herriman City at (801) 446-5323 and provide at least 48 hours advance notice of the meeting.

ELECTRONIC PARTICIPATION: Members of the City Council may participate electronically via telephone, Skype, or other electronic means during this meeting.

PUBLIC COMMENT POLICY AND PROCEDURE: The purpose of public comment is to allow citizens to address items on the agenda. Citizens requesting to address the Commission will be asked to complete a written comment form and present it to the City Recorder. In general, the chair will allow an individual three minutes to address the Commission. A spokesperson, recognized as representing a group in attendance, may be allowed up to five minutes. This policy also applies to all public hearings.

I, Angela Hansen, certify the foregoing agenda was emailed to at least one newspaper of general circulation within the geographic jurisdiction of the public body, at the principal office of the public body, on the Utah State Public Notice website www.utah.gov/pmn/index.html and on Herriman City's website at www.herriman.gov, Posted and dated this 14th day of August 2025
Angela Hansen, Deputy City Recorder

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STAFF REPORT

DATE: August 20, 2025

TO: The Planning Commission

FROM: Blake Thomas, Community Development Director

SUBJECT: Presentation and discussion of proposed amendments to various sections of the Herriman City Code regarding commercial zoning.

RECOMMENDATION:

Staff requests that the Planning Commission review the draft commercial zoning amendments, discuss any concerns, and provide recommendations to the staff.

ISSUE BEFORE COMMISSION:

What should be added or removed from the proposed commercial zone code amendments before the amendments are presented for consideration to the Commission?

BACKGROUND & SUMMARY:

The Herriman City Zoning Map identifies specific properties designated for commercial use. The City Code permits a wide range of commercial uses by designating several separate zones where such uses are allowed as a “permitted” or “conditional” use. These zones are identified as C-1, C-2, OP, RC, MU, MU-2, T-M, M1, and M-2, more specifically described below:

- **C-1: Neighborhood Commercial.** Lower-intensity commercial uses located within (or adjacent to) a neighborhood that have little or no impact, such as traffic or noise, due to the limited land uses allowed.
- **C-2: Community Commercial.** Traditional retail businesses and services, typically located within a commercial center, that will likely have a noticeable impact on surrounding properties and infrastructure, such as increased traffic.
- **OP: Office Professional.** Business offices with limited commercial uses
- **Resort Community.** Limited land uses, such as outdoor recreation, compatible with natural and scenic resources
- **MU: Mixed Use.** Promote diversity of residential, office, and low-impact commercial uses. Usually applied to larger properties that can accommodate commercial and residential uses on the same lot.
- **MU-2: Mixed Use 2.** Allows for the mixing of residential and non-residential uses on the same site and/or within the same building, and usually with more traditional commercial uses.

- **T-M: Technology and Manufacturing.** Larger-scale technology and manufacturing parks for research, development, office, light manufacturing, fabrication, and wholesale distribution.
- **M-1: Manufacturing 1.** Lower intensity light manufacturing, fabricating, storage, warehousing, and wholesale distribution. Sexually oriented businesses are allowed in this zone as a conditional use.
- **M-2: Manufacturing 2.** Higher-intensity land uses, such as manufacturing facilities, that are typically located on larger properties and generate negative impacts that warrant mitigation. Sexually oriented businesses are also allowed within this zone as a conditional use.

DISCUSSION:

There appears to be a gap in the intensity of allowed uses between the C-2 Zone and the M-1 Zone. Several commercial developers have recently expressed interest in developing small-scale light manufacturing/commercial facilities (Mini-Flex or Maker Space), but do not wish to develop in the M-1, M-2, or T-M zones, which are the only zones where a “maker space” is currently permitted in City Code. These zones encourage larger-scale development, which is not consistent with the Mini-Flex/Maker-Space concept. The Herriman NEXT General Plan supports the consideration of allowing a variety of commercial uses by identifying economic development policies and strategies that promote flexibility in response to shifting trends, needs, and impacts.

Staff have identified several properties in Herriman that are zoned C-2 but have remained undeveloped, despite a growing demand for commercial use. These properties have limitations to development, which include accessibility from a main roadway, decreased visibility, irregular shape, and challenging topography. It is very challenging and likely cost-prohibitive to develop these properties for the uses allowed in the C-2 zone. By creating a zone that allows for a slightly wider array of uses than the C-2 Zone, these properties could be developed in a way that provides a great service to the community while minimizing impacts on neighboring properties. A Commercial-Flex Zone (CF Zone) could be applied to these properties to spur economic development, provide a space for home occupations to expand, and give specialty entrepreneurs another option to set up shop in Herriman. It is recommended that the minimum design requirements for this type of development vary from traditional commercial development standards. Several key factors to consider include building materials, architectural elements, setbacks, and the storage of equipment and materials on-site. Another consideration is the ability to provide indoor storage as an accessory use to a primary use of Mini-Flex/Maker Space.

ALTERNATIVES:

Staff is requesting that the Commission provide feedback and recommendations on specific standards and requirements for the draft code amendments.

ATTACHMENTS:

- A. Amendment to 10-3-6(D): Land Use Category Definitions
- B. Amendments to 10-12: Commercial and Office Zones
- C. Amendments to 10-15-7: Major Corridor Sign Overlay Zone
- D. Amendments to 10-16-1: Table of Uses

10-3-6 Land Use Categories Definitions

The following words, terms and phrases, when used in this title, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

[Sections A-C are excluded from this text and are to remain unchanged]

D. Commercial uses.

Agricultural sales and service means an establishment primarily engaged in the sale or rental of animal care products; anhydrous ammonia; farm supplies, tools and implements; feed and grain; tack; and the like; including accessory machinery repair services.

Animal care service means an establishment providing care and treatment for animals, including grooming, but excluding a kennel.

Assembly of goods means the process of putting together previously manufactured parts or sub-assemblies into a finished item or unit.

Bank or financial institution means an organization involved in deposit banking, finance, investment, mortgages, trusts, and the like. Typical uses include commercial banks, credit unions, finance companies, and savings institutions.

Bed and breakfast homestay means a dwelling which:

1. Has frontage on a street with a minimum right-of-way of 60 feet;
2. Contains a maximum of five guestrooms;
3. Is occupied by the owner or individual responsible for operating the facility;
4. Provides accommodations for guests paying compensation;
5. May serve breakfast served during the morning hours but lunch or dinner is not served;
6. Does not change the residential character of the dwelling or property where the dwelling is located; and
7. Conforms to applicable requirements of the health department and the fire department.

Bed and breakfast inn means a building which:

1. Contains a minimum of six, but not more than 30, guestrooms (except in the R-M Zone, which is limited to a maximum of 20 guestrooms);
2. Provides accommodations for guests paying compensation;
3. Serves breakfast;
4. Does not include cooking in any individual guestroom;
5. Has a residential appearance;
6. Does not exceed two stories in height; and
7. May include a restaurant and conference meeting rooms.

Brewpub means a business that produces or manufactures beer for consumption in connection with a meal prepared by an on-premises restaurant.

Business equipment rental and supplies means an establishment primarily engaged in the display, storage, and sale of goods or services used by office, professional and service establishments, including sale, rental, or repair of equipment and supplies used by office, professional, and service establishments, but excluding automotive, construction, and farm equipment. Typical uses include office equipment and supply

firms, small business machine repair shops, and hotel equipment and supply firms.

Business services means an establishment that provides photocopy, packaging, mail, or delivery services.

Car detailing means the process of cleaning, refurbishing, and maintaining the interior and exterior of vehicles to enhance their appearance and condition focusing on the cosmetic care of vehicles, distinct from mechanical repairs or routine maintenance.

Car wash, accessory, means an automatic or self-serve car wash that is an accessory use to a primary use on the same parcel or lot.

Car wash, automatic, means an establishment primarily engaged in providing automatic or unassisted machinery for the cleaning of motor vehicles, with or without hand drying or vacuuming facilities for customer use.

Car wash, full serve, means an establishment primarily engaged in providing cleaning or detailing services of motor vehicles, both exterior and interior surfaces, by one or more employees of the establishment. A full-serve car wash may or may not include the use of automatic or unassisted machinery in the cleaning or detailing process. A full-serve car wash may be allowed as a main use on a parcel or lot where permitted by the zoning district.

Car wash, self-serve, means an establishment primarily engaged in providing self-serve facilities for the cleaning of motor vehicles in a wash bay with a pressurized water hose, with or without hand drying or vacuuming facilities, by a customer, subscriber, or user of the establishment.

Commissary means a licensed and approved commercial kitchen facility.

Construction sales and service means an establishment engaged in retail or wholesale sale of materials and services used in construction of buildings or other structures, as well as outdoor storage of construction equipment or materials on lots other than construction sites. Typical uses include lumber yards, home improvement centers, lawn and garden supply stores, construction equipment sales and rental, air conditioning, electrical, plumbing, and heating supply stores, swimming pool sales, construction and trade contractors' offices and storage yards, and public utility corporation storage yards.

Convenience store means an establishment, not exceeding 5,000 square feet of gross floor area, serving a limited market area and engaged in retail sales, from the premises, of gasoline, food, beverages, and frequently or recurrently needed items for household use.

Data center means a centralized repository for the storage, management, and dissemination of electronic data.

Day care/preschool center means a facility, other than a facility located in an occupied dwelling, operated by a person qualified by the state which provides day care, protection, or supervision and/or preschool instruction but which does not include any person who is violent or being treated for alcoholism or drug abuse, or is placed in the

facility in lieu of confinement, rehabilitation, or treatment in a correctional facility. A day care/preschool center excludes:

1. Kindergartens or nursery schools or other daytime programs operated by public or private elementary or secondary schools or institutions of higher learning;
2. Facilities operated in connection with a shopping center or other principal activity, where children are cared for temporarily while parents or custodians of the children are occupied on the premises or are in the immediate vicinity and readily available; or
3. Special activities or programs, including athletics, crafts instruction, and similar activities conducted on a periodic basis by civic, charitable, private, or governmental organizations.

Dealership means a site or location in the state:

1. At which a franchisee conducts the business of a new motor vehicle dealer; and
2. That is identified as a new motor vehicle dealer's principal place of business for licensing purposes under U.C.A. 1953, § 41-3-204.

Dealership; automobile, trucks, sales and service (new), means the use of any building, land area, or other premises or portion thereof, for the display, or sale of new automobiles, light trucks or vans, and including any warranty repair work and other repair service conducted as an accessory use.

Dealership; automobile, trucks, sales and service (used), means the use of any building, land area, or other premises or portion thereof, for the display or sale of used automobiles, light trucks or vans, and including any warranty repair work and other repair service conducted as an accessory use.

Dealership; recreational vehicle, all-terrain vehicle, boat or trailer, sales and service (new), means the use of any building, land area, or other premises or portion thereof, for the display, or sale of new recreational vehicles, all-terrain vehicles, boats or trailers, and including any warranty repair work and other repair service conducted as an accessory use.

Dealership; recreational vehicle, all-terrain vehicle, boat or trailer, sales and service (used), means the use of any building, land area, or other premises or portion thereof, for the display, or sale of used recreational vehicles, all-terrain vehicles, boats or trailers, and including any warranty repair work and other repair service conducted as an accessory use.

Drive-up self-storage means fully enclosed individual storage at ground level allowing customers to drive their vehicles directly up to the unit for easy loading and unloading.

Fireworks stand means a temporary structure used for the sale of Class C fireworks by a retail seller authorized by the state.

Food cart means a non-motorized cart that a vendor, standing outside the frame of the cart, uses to prepare, sell, or serve food or beverages for immediate human consumption.

Food truck means a fully encased food service establishment on a motor vehicle or on a trailer that a motor vehicle pulls to transport, and from which a food truck vendor, standing within the frame of the vehicle, prepares, cooks, sells, or serves food or beverages for immediate human consumption. The term "food truck" does not include a

food cart or an ice cream truck.

Garage, private, means an accessory building designed or used for storage of not more than four automobiles owned and used by the occupants of the building to which it is accessory. A garage shall be considered part of a dwelling if the garage and the dwelling have a roof or wall in common.

Garage, public, means a building or portion thereof, other than a private garage, designed or used for servicing, repairing, equipping, hiring, selling or storing motor-driven vehicles.

Garden center means an establishment primarily engaged in retail sales of horticultural specialties, such as flowers, shrubs and trees, intended for ornamental or landscaping purposes.

Gas and fuel, storage and sales means an establishment or site used for bulk storage and wholesale distribution of flammable liquid, gas, or solid fuel, excluding below-ground storage accessory to an allowed main use on the site.

Gasoline service station means an establishment engaged in retail sale of gasoline and petroleum products.

Hotel/motel means an establishment with six or more guestrooms, each rented for a period less than 30 days and without fixed cooking facilities, offering transient lodging accommodations to the general public, and which may provide additional services such as restaurants and meeting rooms.

Indoor self-storage means storage units located inside a building, offering protection from the elements and potentially climate control, unlike outdoor storage units. These units are typically accessed through hallways or corridors within the building, with options for first-floor or elevator access.

Kenel means a commercial establishment having three or more dogs for the purpose of boarding, breeding, buying, grooming, letting for hire, training for a fee, or selling said dogs.

Laundry or dry cleaning, limited, means an establishment providing household laundry and dry cleaning services, classified as low hazard under applicable codes, with customer dropoff and pickup; or an establishment providing home-type washing, drying, and/or ironing machines for hire to be used by customers on the premises. Limited laundry or dry cleaning excludes laundry services as defined in this section.

Liquor store means a state store or package agency engaged in the sale of alcoholic beverages for off-site consumption as provided in Utah Code § 32B-1-102.

Media service means an establishment primarily engaged in broadcasting and other information services accomplished by electronic mechanisms, including the internet, radio, television, film, or sound recording studios.

Medical or dental laboratory means an establishment that conducts basic medical or dental research and analysis. The term "medical or dental laboratory" does not include a

facility providing any type of in-house patient services typically provided by hospitals and clinics.

Medical service means an establishment providing therapeutic, preventive, or corrective personal treatment services on an out-patient basis by physicians, dentists, and other practitioners of the medical or healing arts, such as licensed, accredited massage therapists; licensed physical therapists; and psychotherapists; as well as the provision of medical testing and analysis services. Typical uses include medical and dental offices and clinics, and blood banks.

Mobile store means a portable structure, including vehicles, without a permanent foundation, for use on a temporary or seasonal basis, from which goods or merchandise are sold or where a service is provided which is utilized on the premises and which is approved for not more than 120 days per calendar year at the same location or within 250 feet of a previously approved location.

Model home sales office means an unoccupied dwelling used for promotion and sales of new homes or condominium units.

Mortuary means an establishment that prepares the bodies of deceased persons for burial or cremation and conducts funerals.

New motor vehicle means a motor vehicle that:

1. Has never been titled or registered; and
2. For a motor vehicle that is not a trailer, travel trailer, or semitrailer, has been driven less than 7,500 miles.

New motor vehicle dealer means a person who is licensed under U.C.A. 1953, § 41-3-202(1)(a) to sell new motor vehicles.

Office, professional, means a building or premises where executive, management, administrative, or professional services are provided, except medical services, and excluding the sale of merchandise on the premises except when associated with uses such as a cafeteria and child care facilities which are accessory to a main use.

Parking lot means an open area, other than a street, used for parking of more than four automobiles and available for public use, whether free, for compensation, or as an accommodation for clients or customers. A parking lot excludes an impound lot.

Pawn shop means any person or establishment engaged in any of the following:

1. Lending money on deposit of personal property;
2. Dealing in the purchase, exchange, or possession of personal property on condition of selling the same back again to the pledgor or depositor;
3. Lending or advancing of money on personal property by taking chattel mortgage security thereon and taking or receiving possession of such personal property; or
4. Selling unredeemed pledged personal property.

Personal care service means an establishment primarily engaged in providing frequently or recurrently needed services of a personal nature. Typical uses include barbershops, beauty salons, electrolysis studios, massage therapists, portrait studios, shoe repair shops, tailors, tanning and nail salons, and weight loss centers.

Personal instruction service means an establishment primarily engaged in the provision of informational, instructional, personal improvement, and similar services. Typical uses include art and music schools, driving and computer instruction, gymnastic and dance studios, handicraft or hobby instruction, and martial arts training.

Printing means an establishment primarily engaged in producing books, magazines, newspapers, and other printed matter.

Printing distribution means activities related to both printing and the distribution of printed materials.

Produce stand means a booth, stall, or other area located on property where produce raised on the property is sold to the general public.

Recreation and entertainment, indoor, means an establishment providing recreation and entertainment that is wholly enclosed in a building. Typical uses include amusement rides, athletic and fitness facilities, bowling alleys, dance halls, indoor theaters, pool halls, racquetball and handball courts, and swimming pools.

Recreation and entertainment, outdoor, means an establishment providing recreation and entertainment which takes place in the open. Typical uses include archery ranges, batting cages, campgrounds, golf courses, golf driving ranges, drive-in theaters, miniature golf courses, rodeo grounds, tennis courts, and amusement rides.

Recreational vehicle park means an area or tract of land used or designed to accommodate two or more recreational vehicles on a commercial basis.

Repair service means an establishment primarily engaged in providing repair services, but excluding vehicle and equipment repair. Typical uses include appliance repair shops, computer and other electronic equipment repair, furniture repair and upholstery shops, watch or jewelry repair shops, and musical instrument repair shops.

Research service means an establishment engaged in industrial, medical, or scientific inquiries.

Reselling means the retail sales of merchandise after the buying, selling, or trading of the merchandise.

Restaurant, fast food, means an establishment that sells ready-to-eat food and beverages quickly and which has one or more of the following characteristics:

1. Food and beverage orders are not taken at the customer's table;
2. Food and beverages are generally served in disposable wrapping or containers; and
3. Food and beverages may be offered directly to the customer in a motor vehicle from a drive-up service window.

Restaurant, general, means an establishment open to the public where food is prepared and consumed on the premises and where food and beverage orders are taken at the customer's table from an individually-provided menu and are served in non-disposable containers by an employee at the same table.

Retail, general, means an establishment that rents or sells goods to the public, but

excluding uses specifically classified in another term in this section. Typical uses include apparel stores, antique shops, art and hobby supply stores, bicycle shops, bookstores, clothing rental stores, department stores, discount stores, drugstores, electronic appliance stores, florists, furniture and appliance stores, gift and novelty shops, glass and mirror shops, grocery stores, hardware stores, jewelry stores, medical supply stores, music stores, optical retail sales, paint stores, pet stores, sporting goods stores, toy stores, and variety stores.

Retail tobacco specialty business means:

1. A commercial establishment in which:
 - a. The sale of tobacco products accounts for more than 35 percent of the total annual gross receipts for the establishment;
 - b. Food and beverage products, excluding gasoline sales, is less than 45 percent of the total annual gross receipts for the establishment; and
 - c. The establishment is not licensed as a pharmacy under the Pharmacy Practice Act (U.C.A. 1953, § 58-17b-101 et seq.).
2. Tobacco products include electronic cigarettes as defined in U.C.A. 1953, § 59-14-802 and e-cigarettes as defined in such code.

Secondhand store means a retail establishment for purchase and resale of used goods such as clothing, furniture, appliances, books, and other household items.

Sexually oriented business means any adult business, nude entertainment business, seminude dancing bar, outcall service, and nude and seminude dancing agency as defined in HCC 3-12-3.

Tavern means any business establishment which is:

1. Licensed by the state alcoholic beverage control commission as an on-premises beer retailer and designated by the commission as a tavern which sells beer for consumption on the establishment's premises; and
2. Licensed as required under this Code.

Temporary building means a temporary movable structure utilized during construction of a development project for purposes incidental to the construction work on property where it is located.

Transportation service means an establishment that moves people or goods and services. Typical uses include taxicab service, passengers automobiles for rent with drivers, ambulance service, and parcel delivery service.

Vehicle and equipment rental means an establishment engaged in rental of vehicles or equipment from the premises, along with incidental service, or maintenance. Typical uses include rental of automobiles and trucks, boats, farm equipment, motorcycles, and recreational vehicles; construction equipment rental yards; and moving trailer rental.

Vehicle and equipment repair, general, means an establishment primarily engaged in major repair or painting of motor vehicles or heavy equipment. Typical uses include automobile repair garages, paint and body shops, farm equipment repair, upholstery shops, installation of major accessories, and transmission and engine rebuilding services.

Vehicle repair, limited, means an establishment providing motor vehicle repair or maintenance services within a completely enclosed building. Limited vehicle repair

excludes paint and body shops, general vehicle equipment and repair services, and storage of vehicles for more than 90 days. Typical uses include businesses engaged in repair and/or replacement of brakes, air conditioning, generators, starters, and tires; motor tune-ups; front-end alignments; battery recharging; lubrication; and sales, repair, and installation of associated parts and accessories such as tires, batteries, windshield wipers, and hoses.

Warehouse, self-service, means a building, not served by sewer, water, or gas utilities, which contains separate, individual, and private storage spaces of various sizes used exclusively for storing personal property, retail business inventory items, and business records and accounts.

Wireless telecommunication facility means a building or structure consisting of equipment used for transmission, reception, or transfer of voice or data through radio wave or wireless transmission.

10-12-1 Purpose

- A. *C-1 zone*. The purpose of the C-1 zone is to provide areas in the city for neighborhood commercial development.
- B. *C-2 zone*. The purpose of the C-2 zone is to provide areas in the city for community commercial development.
- ~~B-C.~~ *C-F zone*. The purpose of the C-F Zone is to provide areas in the city for a variety of commercial uses that include warehousing, light-manufacturing, entrepreneurship, reselling and retail. This zone is intended to encourage commercial development in areas that may have limitations such as topography, access, irregular shapes, and visibility from major corridors. This zone is intended to create areas in the city where home occupation businesses can transition into a small commercial space, an option for existing small businesses to expand in the city, and create a maker space where businesses can collaborate with one another.
- ~~C-D.~~ *OP zone*. The purpose of the OP zone is to provide an aesthetically attractive environment for business offices with limited commercial use that cater to a business office complex. This zone is intended to ensure compatibility of new development with surrounding land uses through standards that provide attractive buildings, well-planned grounds and other appropriate amenities supporting employee activity. Uses which produce noises, excessive vehicle traffic, excessive parking needs, objectionable odors, storage of hazardous substances or the outside storage of inventory or equipment are not appropriate in this zone.

10-12-2 Scope

The provisions of this chapter shall apply to real property located in commercial and professional office zones as shown on the official zoning map.

10-12-3 Definitions

Certain words and phrases in this chapter, including uses, are defined in HCC chapter 10-3.

10-12-4 Uses Allowed

- A. *Permitted and conditional uses*. Permitted and conditional uses allowed in commercial and professional office zones shall be as set forth on the table of uses in HCC chapter 10-16. Permitted and conditional uses are indicated by "P" or "C," respectively. Uses not permitted are indicated by an empty box.
- B. *Accessory uses*. Permitted and conditional uses set forth in HCC chapter 10-16 on the table of uses shall be deemed to include accessory uses and activities customarily associated with and incidental and subordinate to a permitted or conditional use, subject to applicable provisions of this title.
- C. *Prohibited uses*. Any use not shown on the table of uses shall be prohibited unless the community development director determines the use is substantially the same as a permitted or conditional use as provided in HCC 10-5-9.
- D. *Businesses and uses; conditions*. The stores, shops or businesses designated in this chapter shall be retail establishments only and shall be permitted only under the following conditions:
 - 1. Such business shall be conducted wholly within an enclosed building, except for the parking and servicing of automobiles, and service to people in automobiles.
 - 2. All products, whether primary or incidental, shall be sold at retail on the premises; no entertainment, except music, shall be permitted in cafes, confectioneries or refreshment stands.
 - 3. All uses shall be free from objection due to odor, dust, smoke, noise, vibration, or other causes.

4. Any manufacturing shall be incidental to and operated in connection with a use permitted in this chapter and shall be conducted wholly within a completely enclosed building.

4.5. Limited wholesale, enclosed warehousing, and self-storage are allowed in the C-F Zone.

10-12-5 Development Approval

- A. *Generally.* The use and development of land located in commercial and office zones shall be approved according to applicable administration and development review procedures set forth in HCC chapter 10-5.
- B. *Site plan approval.* Any development in commercial and professional office zones shall be subject to approval of a site plan as provided in HCC 10-5-11.
- C. *Conditional use approval.* The conditional use permit procedure set forth in HCC chapter 10-5 shall be applied to the following:
 1. *C-1 zone.* Development over 242,000 square feet.
 2. *C-2 zone.* Development over ~~one acre~~44,000 square feet.
 - 2.3. *C-F zone.* Development over 44,000 square feet.
 - 3.4. *OP zone.* All development.

10-12-6 Development Standards

- A. *Generally.* The use and development of land located in commercial and office zones shall conform to the standards set forth in this section and Chart 10-12 in HCC 10-12-7, except as may be authorized by another provision of this title.
- B. *Alteration and expansion of existing facilities.* When development is proposed to alter or expand existing facilities and the proposed use, alteration, or expansion increases the floor area and/or parking requirements by 25 percent, then the entire site shall be brought into compliance with current city ordinances.
- C. *C-1 and C-2 zones.* Development in the C-1 and C-2 zones shall conform to the following design criteria requirements in addition to other applicable provisions of this title:
 1. Direct pedestrian and bike paths shall be provided on site to match those approved or built in adjacent developments.
 2. Accessible parking spaces should be convenient to building entries.
 3. Crosswalks and sidewalks shall be incorporated within the project to provide pedestrian connections to the building. Crosswalks shall be so configured to be a design feature of the development. When pedestrian access traverses a commercial use, a material or textural change is required to identify pedestrian paths, which may include pavers, raised pedestrian paths, edges and other methods of emphasizing pedestrian use. Bulb-outs and other pedestrian design may be used to shorten walking distances across open pavement. Sidewalks should be used when appropriate to connect parking lots with building entries. Heavy painted lines shall be used in conjunction with pedestrian paths where required by the Americans with Disabilities Act (ADA).
 4. For commercial development over five acres, pedestrian amenities shall be provided that allow for use and enjoyment of outdoor areas as a developmental focal point or centralized amenity. These shall include a minimum of one feature from each of the following categories:
 - a. Landscaping: raised landscape planters, shade trees, specimen trees, potted plants, botanical exhibits, trellised planting walls, centralized green gathering space.

- b. Hardscaped: pedestrian scaled lighting, seating walls, meandering sidewalks, centralized hard-surfaced gathering space (decorative concrete, pavers, a semi-permeable surface, or composite decking).
 - c. Aesthetics: art features, water features, informational kiosks, shade structures, tables, benches, drinking fountains, recreational amenities.
- 5. Within commercial shopping centers over ten acres, transit stops with bus pullouts on public streets shall be provided with convenient pedestrian access to transit stops and outlying parking areas.
- 6. Convenient and permanent bicycle parking shall be provided in locations that do not interfere with pedestrian circulation. Bicycle parking facilities shall be disbursed throughout larger sites and located in convenient and visible areas.
- 7. Direct pedestrian and bike paths shall be provided on site to match those approved or built in adjacent developments and existing or planned trails, parks, or open space.
- 8. Support uses, such as trash enclosures, compactors, truck loading areas and outdoor storage, shall be oriented away from residential uses to the extent practical.
- 9. Drive-through lanes shall be located away from adjoining residential developments. Speakers and menu boards shall be located so that noise is not directed toward residential uses and shall incorporate a screen wall and landscaping to mitigate noise. Menu board locations shall be shown on preliminary and final site plans.
- 10. Service electrical system (SES) panels shall be recessed into the building elevation. Access doors shall be screened with landscaping or a solid wall (with landscaping) built of similar building materials and colors of the main development and equal to or exceeding the height of the SES panel; or placed in back of the building if not exposed to adjoining properties.
- 11. Proposed outdoor display and sales areas shall be located on final site plans, including, but not limited to, propane sales, vending machines, amusements, and seasonal sales. Their location should not displace required parking and pedestrian or landscaping areas.
- 12. Wall elevations should terminate at a logical point, such as a column or tower element.
- 13. For all buildings, at least two of the following elements should repeat horizontally. Buildings with façades greater than 100 feet in length shall include a minimum of four such elements, repeated at appropriate intervals, either horizontally or vertically. The use of the same element repeated across the building's façades shall count as only one element:
 - a. Texture change.
 - b. Material change.
 - c. Architectural variety and interest through a change in plane, such as building offsets, recesses, and projections. Wall projections, offsets, and recesses shall be a minimum of 18 inches.
 - d. Window and door reveals, archways or projecting ribs.
 - e. Variations in roof pitches and planes.
 - f. Entrance features which include canopies, recesses, porticos, or similar features that are consistent with the character of the building and make the entrance to the building easily visible. Entrance features shall be proportionate to the entrance's opening and shall be applied to all public entrances.

14. Parapets for concealing flat roofs shall be designed to match the existing architecture. EPDM, PVC, rubberized, rolled or liquid roofing membranes, or other similar roofing systems shall not be used on pitched roofs or in areas that are visible from the street or adjoining properties.
15. All building materials shall be high quality, durable, and provide a low-maintenance finish. All façades, including back and side elevations, shall be constructed as follows:
 - a. Primary materials: a minimum of 60 percent brick or stone that is not part of the support structure or panelized. The brick or stone shall be a natural color and shall not be painted.
 - b. Secondary materials: The balance of exterior wall area shall consist, at a minimum, of two other materials, including brick, stone, glass, architectural metal panels, decorative block or concrete, stucco or simulated stone panels.
 - 1) Stucco products, if used, shall clearly be used in minimal amounts and as a contrast or accent to other building material and shall not exceed 20 percent of any building façade.
 - 2) Simulated stone panels shall be of cementitious construction.
 - 3) Glazing systems shall be constructed of aluminum (anodized or painted) or steel (painted or powder coated). Wood, aluminum clad, or vinyl glazing systems may be considered and are subject to the standards outlined in subsection (C)(15)(c) of this section.
 - 4) Architectural metal panels shall be painted, anodized, or sealed. Profiles may include flat, boxed, or ribbed. Galvanized or raw metal finishes and corrugated "wavy" profiles may be considered if the standards outlined in subsection (C)(15)(c) of this section are met.
 - A) Architectural panels shall be installed using a hidden fastening system.
 - B) Architectural panels shall meet all building code requirements and carry a manufacturer's warranty.
 - c. The planning commission may grant an exception to allow for a substitution of the building's secondary materials wherein all the following conditions are met:
 - 1) The primary materials exceed 60 percent coverage on at least two elevations.
 - 2) The structure's finish materials incorporate alternate design characteristics that are equivalent to or exceed those otherwise achieved by the strict adherence to this section.
 - 3) The granting of an exception will not adversely affect the established character of the surrounding structure or development.
 - 4) The granting of the exception shall be complementary or essential to the overall design of the structure.
 - 5) The substitute material shall be of high quality, and durability, to provide a low-maintenance finish.
 - d. The city council may grant an exception to this criteria for a building that is part of a large commercial project that has approved design guidelines and is greater than 40,000 square feet.

16. Freestanding accessory structures, such as enclosed service/refuse areas and covered parking, should be designed to be an integral part of the building architecture. The forms, colors, textures and materials used on the main building should be applied to all sides of these structures generally visible to the public.
17. Franchise architecture (building designs that are prototypical or identifiable with a particular chain or corporation) shall be revised if the proposed building design does not conform with the design standards set forth in this section. The applicant, upon request, shall provide color pictures of other national tenant buildings (nonprototype examples) that have been built in other cities and states.
18. All exterior lighting shall conform to standards set forth in this section, and this title. All exterior lighting shall comply with approved site plan requirements and design guidelines.

D. C-F zone. Development in the C-F zone shall conform to the following design criteria requirements in addition to other applicable provisions of this title:

1. Building Materials: Buildings shall consist of durable materials.
 - a. The portion of building(s) facing public streets shall primarily consist of brick, stone, glazing, glass, and/or architectural metal panels.
 - 1) All fasteners shall be installed as to not be visible unless they are incorporated into the architectural design of the building.
 - b. There shall be at least two texture or material changes of the building material for each side of the building.
2. Building Massing and form: Design shall consider angles, heights, and shapes to create visual interest.
 - a. Balconies, overhangs, awnings, or other protruding elements shall be incorporated on walls exceeding 40 feet of horizontal length.
3. The main/public entry for the building shall be visually distinct through the use of additional massing, glazing, and/or design elements that allow the tenant and customer to easily identify the designated building entry point.
 - a. Enhanced lighting elements and fixtures may be used in conjunction with signage to help guide the use to the building entrance.
4. Lighting: Any building or site lighting shall not extend into adjacent residential property.
5. Signing: A uniform plaque for tenants mounted to the exterior of the building wall is allowed.
 - a. The tenant's logo and hours of operation are allowed to be on the entry door.
6. Fencing: All fencing shall comply with Chapter 10-21 of this code.
 - a. Gated access is allowed, parking for store fronts shall not be gated.
 - 1) All gated areas shall include acceptable access per the Fire Marshal.
 - 2) Gates may be made of black vinyl-coated chainlink and/or metal panel(s) that match the color of the primary structure or architectural elements of the primary structure.
7. Parking: Parking shall generally comply with Chapter 10-24 of this code.
 - a. Parking for storefronts shall not be reserved for anyone except customers
 - b. Employee parking may be allowed in gated area(s).
8. Landscaping: All landscaping shall comply with Chapter 10-23 of this code
 - a. Portions of the site located within gated areas may reduce landscaping to accommodate access for delivery vehicles and semi trucks.

D-E. OP zone. Development in the OP zone shall conform to the following design criteria requirements in addition to other applicable provisions of this title:

1. Buildings in predominantly residential areas shall have a pitched or gabled roof and use material that is similar or alike types with surrounding existing residential uses.
2. All utility connections shall be designed to be similar with the architectural elements of the site so as not to be exposed except where necessary. Pad-mounted transformers and/or meter box locations shall be included in the site plan with an appropriate screening treatment.
3. Exterior lighting shall be provided as follows:
 - a. On any public road where street lighting is not in place, lighting shall be provided at least equivalent to light produced by a 100-watt incandescent bulb per each 50 feet of frontage, or fraction thereof. Lighting shall be provided, by a freestanding fixture, in the yard space between the building and public street or attached to the wall of a building which is not more than 30 feet from the street property line.
 - b. Each parking area shall be illuminated for safety by installing lighting fixtures which emit light at least equivalent to that of a 100-watt incandescent bulb per 100 feet in all directions.
 - c. All lighting shall be shielded so as not to shine into surrounding residences or skyward.

10-12-7 Other Applicable Regulations

To the extent that use and development of land located in commercial and office zones includes any matter governed by other applicable regulations set forth in this title, such regulations shall apply in addition to the requirements of this chapter.

CHART 10-12. COMMERCIAL AND OFFICE ZONE DEVELOPMENT STANDARDS

A) Minimum lot area and width.

<i>Zone</i>	<i>Lot Area</i>	<i>Lot Width</i>
C-1	None	None
C-2	None, except as follows: Vehicle rental and sale: 2 acres	None
<u>C-F</u>	<u>0.5 acres</u>	<u>None</u>
OP	None	None

B) Minimum yard for all buildings.

<i>Zone</i>	<i>Front Yard</i>	<i>Side Yard</i>	<i>Rear Yard</i>
		None, except as follows:	None, except as follows:
C-1	20 feet	Side yard adjacent to agricultural or residential zone boundary: 20 feet	Rear yard adjacent to agricultural or residential zone boundary: 20 feet

		Corner lot: 20 feet from street	None, except as follows:
		None, when located adjacent to another commercial use	Corner lots which rear upon side yard of lot in agricultural or residential zone:
C-2	20 feet	Side yard adjacent to agricultural or residential zone boundary: 15 feet plus 1 foot for every 1 foot of building height above 15 feet	Building height 35 feet or less: 20 feet
		Corner lot: 20 feet from street	Building height more than 35 feet: 30 feet
		None, except as follows:	None, except as follows:
C-F	<u>20 feet, except as follows: 10' along a collector or arterial street.</u>	<u>Adjacent to agriculture or residential zone boundary: 15 feet, plus 1 foot for every 1 foot of building height above 25 feet.</u>	<u>Adjacent to agricultural or residential zone boundary: 30 feet, except as follows: 10 feet for accessory uses plus 1 foot for every 1 foot of building height above 25 feet (See PC Exception)</u>
OP	25 feet	Adjacent to residential use or zone: 2 feet for every 1 foot of building height	Adjacent to residential use or zone: 2 feet for every 1 foot of building height
		Street side yard: 25 feet	

1. Exception: The Planning Commission may approve a 10-foot rear yard setback for buildings over 25 feet in height if the building is adjacent to two collector or arterial roadways and/or adjacent topography results in the perceived building height being less than the actual building height from the adjacent property.

C) *Maximum building height.*

<i>Zone</i>	<i>All Buildings</i>
C-1	35 feet
C-2	45 feet
<u>C-E</u>	<u>35 feet for primary use</u>
OP	45 feet

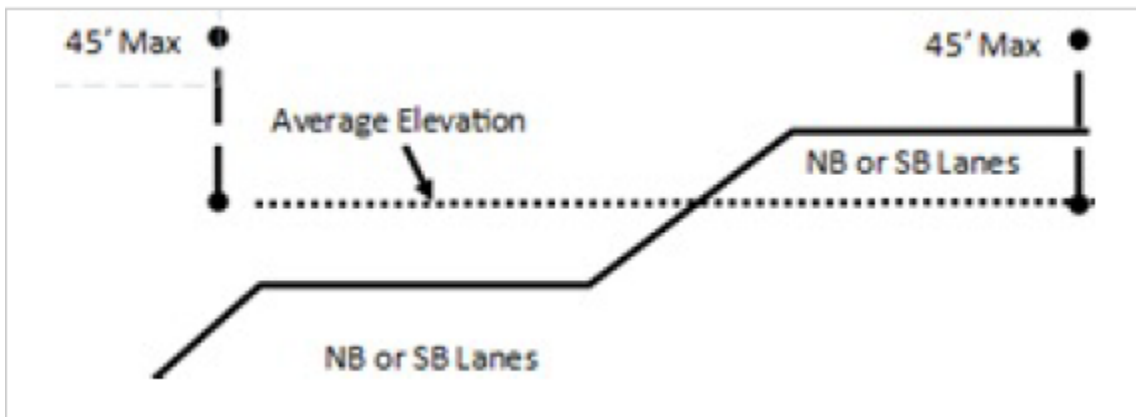
1. The Planning Commission may approve up to 45 feet for an accessory use based on the proximity to residential development and site topography.

D) *Lot coverage for all buildings.*

<i>Zone</i>	<i>Maximum Coverage</i>
C-1	60% of lot
C-2	60% of lot
<u>C-E</u>	<u>70%</u>
OP	None

10-15-7 Major Corridor Sign Overlay Zone

1. *Purpose.* The purpose of the Major Corridor Sign (MCS) Overlay Zone is to provide additional opportunities for signage along major corridors in the city. These corridors are typically state-owned and include higher than normal traffic counts, and speeds than found on other city-owned streets and corridors.
2. *Applicability.* The provisions of this section shall apply to all the following conditions:
 1. All land zoned C-1, C-2, C-F, M-1, M-2, MU, MU-2, OP and AMSD, excluding area within the SEMU Sports and Entertainment and VWU Village Mixed Use Overlay Zones.
 2. Have a minimum development frontage on a state-owned corridor of at least 2500 feet.
 3. Area which includes an overall commercial, mixed use, or manufacturing development of 2015 contiguous acres minimum.
3. *Development approval.* Any sign utilizing the provisions of this section shall be considered a conditional use and shall follow the established process for said use.
4. *Development standards.*
 1. *Generally.* All standards not specified in this chapter shall comply with all other regulations of this title, specifically those in HCC chapter 10-27 and all applicable federal and state laws.
 2. Notwithstanding any other restriction in this Code, including HCC chapter 10-27, or this title, any sign shall be owned and operated by the developer of the overall commercial, mixed use, or manufacturing site.
5. *Signage.* Signage shall be allowed on land located in the MCS overlay zone as follows:
 1. *Underlying zones.* Signage shall be allowed to the same extent authorized in the underlying zone, as set forth in HCC chapter 10-27.
 2. *Multi-tenant center sign.*
 1. Square footage of the multi-tenant center sign shall not count towards the overall signage of an individual building.
 2. Requires a minimum of 20 contiguous acres as part of an overall commercial, mixed use, or manufacturing site.
6. *Sign development standards.*
 1. A multi-tenant center sign shall be a conditional use and shall conform to applicable requirements of HCC chapter 10-27. An application for a permitted sign shall first obtain planning approval from the planning commission confirming compliance with each of the following requirements in advance of applying for a building permit:
 1. The sign shall be located within 50 feet of any state-owned right-of-way and within the boundaries of the MCS overlay zone.
 2. The sign shall not be located within 500 feet from another multi-tenant sign.
 3. The maximum height of the sign shall not exceed 45 feet to the top of the sign above:
1. The average elevation of the most adjacent travelled way of Mountain View Corridor (NB and SB lanes) located within 100 feet from the base of the sign.



2. The most adjacent travelled way of any other state-owned street within 100 feet from the base of the sign.
4. Each sign may have two display faces with an active display area not to exceed 500 square feet each, and an inactive (static) display area not to exceed 700 square feet. However, in no event shall the total sign area (active plus inactive) exceed 800 square feet.
5. Each sign face shall be oriented towards the travelled way of the adjacent state-owned street and away from any residential dwellings.
6. The sign, including the supporting structure, shall be architecturally consistent with surrounding development and shall include decorative material such as stone, brick, decorative steel, or similar materials. In no case is an exposed support pole permitted.
7. No sign shall extend closer than five feet to the edge of the right-of-way property line, nor impede a required easement.
2. In addition to the information required for a building permit as described in subsection (F)(1) of this section, and the requirements as set forth in HCC chapter 10-27, an application for a multi-tenant center sign shall satisfy the requirements described below:
 1. A site plan depicting the location of the proposed sign on the subject property, a rendering of the sign calling out materials and sign dimensions, and any fencing or other screening to segregate the sign area from adjoining uses;
 2. A photometric plan for the sign along with a statement from the electronic display manufacturer certifying that each display will allow for automatic dimming based on nighttime and daytime and ambient light conditions based on industry best practices; and
 3. An acknowledgement from the sign owner that the sign will be operated in accordance with HCC 10-27-11.

<i>M-1 Zone</i>				
Awning	25% of wall area may be covered 50% of awning may have sign copy	Cannot extend above building wall	8 feet maximum projection from building May be on 3 building walls	Attached to building 8 feet minimum above ground Primary sign copy on face or street side of structure
Balloon	None	None	Anywhere on lot	A balloon sign is a conditional use
Flat or wall	20% of wall area	None	Building wall	
Monument	32 sq. ft., plus 1 sq. ft. for every 4 feet of frontage over 30 feet on a street up to 64 sq. ft.	6 feet	18 feet setback 1 sign per 300 feet frontage, or part thereof	A monument sign is a conditional use
Planned center	200 sq. ft.	16 feet above sidewalk grade	2 feet setback	A planned center sign is a conditional use. It is limited to commercial centers with 3 or more acres and multiple retail tenants Maximum of 1 sign per street frontage Subject to conditional use approval
Roof	Same as ground sign	10 feet above roof		Roof sign may be substituted for a ground or projecting sign, but is subject to conditional use approval. The planning commission may deny a sign or set more restrictive conditions. Signs shall be installed so that the support structure is not visible
Temporary	None	None		Allowed a maximum of 21 days at any one time, with a minimum 30-day separation between displays, and not more than 4 times during a calendar year

Window	None	None	In window	None
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Updates to 10-16-1.B: Table of Uses

- Add a column for the C-F Zone
- Add the following uses as permitted in the C-F- Zone
 - Assembly of Goods
 - Car Detailing
 - Commissary
 - Drive-Up Self Storage
 - Indoor Self Storage
 - Printing Distribution
 - Reselling
- Add a footnote to the use table:
 - Warehouse, self service, indoor self-storage, and drive-up self-storage are allowed accessory uses to a primary permitted use.



STAFF REPORT

DATE: August 20, 2025

TO: The Planning Commission

FROM: Michael Maloy, Planning Director

SUBJECT: Presentation and discussion of draft recommendations to amend Chapter 10 of the Herriman City Land Development Code regarding Single Family Residential District standards for lots smaller than 10,000 square feet.

Applicant: Herriman City

File No: Z2024-015 Zoning Text Amendment

RECOMMENDATION:

Staff recommends the Planning Commission consider and comment on information presented by staff on potential additional zoning district designations and regulations during the August 20, 2025, Planning Commission Work Meeting.

ISSUE BEFORE COMMISSION:

Should the City amend the Herriman City Land Development Code to include additional zoning districts and development standards for residential subdivision plats with buildable lots that are less than 10,000 square feet?

BACKGROUND & SUMMARY:

The Planning Commission and staff have previously reviewed and considered a draft proposal to create additional zoning districts that require a minimum lot area between 5,000 and 8,000 square feet. As the Commission is aware, Herriman has many lots under 10,000 square feet that have been approved and developed within a Planned Unit Development (PUD) of Master Development Agreement (MDA), however the *Herriman City Land Development Code does not have an*

equivalent zoning district to facilitate “infill development,” which is becoming more common and desirable in Herriman.

DISCUSSION:

Given the recent completion of several major land-use legislative amendments, City staff desire to re-engage the Planning Commission in the development of this proposal. As such, staff will present an updated draft amendment during the August 20, 2025, Planning Commission Work Meeting for discussion and comment.

ALTERNATIVES:

Whereas this item has been scheduled for discussion only during the work meeting, no formal action or alternatives for consideration are necessary.

ATTACHMENTS:

- A. Draft Zoning Text Amendment

Residential Zones Amendment Draft (May 2024)

The following draft text is representative of proposed zoning amendments in Title 10 of Herriman City Code and shall be codified (as needed) in all applicable sections upon approval of the City Council.

R-1-8 Residential Single Family Zone

Purpose Statement: To provide opportunities for residential development that promotes flexibility by providing additional lot size options, provides for the construction of quality neighborhoods through enhanced design, incentivizes affordability through bonus densities, and encourages walkability in city neighborhoods.

Lot Area: 8,000 square feet minimum/ 9,000 maximum

Lot Width: 70 feet minimum/ 75 maximum

Driveway Length: 24 feet minimum

Driveway Width: 22 feet maximum from the front property line to the rear yard. No additional width shall be allowed by building permit, engineering permit, right of way permit, deviation to the standard, or any other administrative process unless approved by the Planning Commission. Driveway width may “flare” up to an additional 10 feet (maximum) to accommodate access to additional off-street parking located within a side or rear yard.

Driveway Approach Width: 22 feet maximum at the property line. The placement and design of the drive approach shall comply with approved city standards; however, no circular driveways shall be allowed without Planning Commission review and approval.

Yard Setback Table:

Front Yard	Rear Yard	Side Yard	Corner Side Yard
15 feet minimum 20 feet maximum	40 feet minimum; Accessory Structures (if used for parking of primary structure): 3' if non-alley loaded; 5' if alley loaded	6 feet minimum on interior side, 12 feet minimum on alternate side Accessory Structures (if used for parking of primary structure): 3'	15 feet minimum and 20 feet maximum Accessory Structures (if used as parking for primary structure): 5' if accessed from street; 3' if access is on internal side of lot.

Building Height: 30 feet maximum for the main building, and 16 feet maximum for accessory buildings. If the accessory structure includes parking for the primary structure, and a legal detached unit above the garage, the height may increase to 25 feet.

Accessory Structure Footprint: 576 square feet maximum (~700 sq. feet allowed following adopted accessory structure ordinance)

Lot Coverage: 30% maximum, calculation is based on the combined footprint of all buildings on the lot

Density: 5 dwelling units per acre maximum; however, the “net” density depends on subdivision layout and other site planning requirements that will reduce developable acreage. Therefore, the maximum density is an estimate based on the minimum lot area requirement and is not an entitlement or guarantee of the Land Development Code.

Exceptions: A property owner or developer may request a modification of one or more of these zoning standards, including the use of “gross” density calculations, which is 5.45 dwelling units per acre, instead of “net” density, which is 5 dwelling units per acre. However, any negotiation regarding the applicability or modification of zoning standards will require the following:

- a. **Qualified Applicant.** All land use applications that seek a zoning exception shall be prepared and presented by a qualified and licensed architect, landscape architect, or a professionally trained and certified city planner or urban designer. The qualified applicant will serve as a single point of contact with the City for all aspects of the application submittal, review, presentation, and approval process. This requirement may only be modified by mutual agreement between the Planning Director (or designee) and the applicant, with the property owner’s consent when different from the applicant.
- b. **Design Standards.** All land use applications that seek a zoning exception shall include architectural, landscape, and site design standards prepared by the applicant for the proposed development or land use. Proposed design standards shall be reviewed and approved by the Planning Commission. Following approval, the Design Standard may not be modified without Planning Commission approval.

RA-1 Residential Avenue Zone

Purpose Statement: By gleaned development patterns of successful historic neighborhoods, this zone provides opportunities for residential development that provides for the construction of quality neighborhoods through enhanced design, incentivizes affordability through bonus densities and smaller lot and home sizes, and encourages walkability in city neighborhoods.

Lot Area: 6,000 square feet minimum/ 7,000 square foot maximum

Lot Width: 60 feet minimum/ 65 feet maximum

Driveway Length: 24 feet minimum

Driveway Width: 12 feet maximum from the front property line to the rear yard. No additional width shall be allowed by building permit, engineering permit, right of way permit, deviation to the standard, or any other administrative process unless approved by the Planning Commission.

- Driveway must lead to reserved parking spaces located behind the front façade. No required parking shall be located between the property line and the building façade; however, additional or temporary parking may occur on the driveway.

Driveway Approach Width: 12 feet maximum at the property line. The placement and design of the drive approach shall comply with approved city standards; however, no circular driveways shall be allowed. Driveway width may increase within the rear yard, but only to provide or access required off-street parking.

Off-Street Parking: Each dwelling unit shall comply with the quantity of off-street parking required by City Code. Off-street parking may be covered or uncovered, but uncovered parking must be located within the rear yard.

- Alley-loaded garages are encouraged but shall only be allowed with a signed and recorded maintenance agreement of a private alley by an established homeowner's association (HOA) or approved service district.
- Side-loaded garages may be administratively approved by the Planning Director if the site allows for sufficient turning radii and backing space for vehicles.

Yard Setback Table:

Front Yard	Rear Yard	Side Yard	Corner Side Yard
15 feet minimum 20 feet maximum	40 feet minimum Accessory Structures (if used for parking of primary structure): 3' if non-alley loaded; 5' if alley loaded	6 feet minimum on interior side, 12 feet minimum on alternate side Accessory Structures (if used for parking of primary structure): 3'	15 feet minimum and 20 feet maximum Accessory Structures (if used as parking for primary structure): 5' if accessed from street; 3' if access is on internal side of lot.

Building Height: 25 feet maximum for main building, and 16 feet for the accessory structure. If the accessory structure includes the required parking for the primary building, and a legal detached unit, then the height may increase to 25 feet.

Accessory Structure Footprint: 576 square feet maximum if utilized for parking of primary structure. (~360 sq. feet max allowed if following accessory structure ordinance)

Lot Coverage: 30% maximum, calculation is based on the combined footprint of all buildings on the lot

Neighborhood Plan Requirement:

- a. Subdivision or site plans for large sites shall be divided into neighborhoods that are approximately $\frac{1}{4}$ mile from edge to center.
- b. Any significant natural amenity identified in the site inventory shall be retained and celebrated through appropriate site planning and design. These amenities shall be at least partially fronted by public spaces or thoroughfares rather than privatized behind a backyard.
- c. Neighborhoods containing at least 500 dwellings should provide a commercial center with office and retail services or vertical mixed-use buildings. Neighborhood centers should accommodate a dignified place to wait for transit if feasible.
- d. Privately maintained community space, such as a playground or community garden, should be provided within $\frac{1}{8}$ mile of every dwelling.

Streets and Alleys:

- a. Streets are to be organized into a comprehensible network that manifests the structure of the neighborhood. Cul-de-sacs shall be avoided except where natural conditions require them.
- b. Block lengths shall be a maximum of 600 feet and less than 2,000 feet in perimeter. Exceptions may be approved by the Planning Commission up to an additional 100 linear feet when there are significant topographical terrain issues.
- c. Privately maintained alleys for rear-loaded garages shall be allowed only when maintained by an established and appropriately funded homeowner's association or equivalent maintenance agreement. Use of rear alleyways shall not be combined with front-loaded garages or driveways.
- d. Regarding private maintenance of community amenities or infrastructure, the applicant shall provide a detailed financial analysis of maintenance costs and funding structure with 20-year projections to ensure financial stability and feasibility.
- e. Both sides of the street should have identical zoning. Change in land use or zoning designation must occur along a rear property line or alley, not the center line of a street.
- f. Enlarged corner radii to artificially satisfy lot frontage requirements shall be prohibited.
- g. Only standard high back curbs shall be allowed on all streets. Use of modified or rolled curbs shall be prohibited.
- h. Applicant shall provide a "dry utility" plan for all subdivision applications. Placement of utilities shall not supersede or displace the requirement to plant park strip trees.
- i. Street corner radii shall not exceed 15 feet at the intersection of local streets.
- j. The use of corner bulb-outs for increased pedestrian safety is encouraged where deemed appropriate by the City Engineer.

Sidewalks and Park Strips:

- a. Sidewalks shall be at least 5 feet wide, and park strips shall be at least 6 feet wide.
- b. All park strips shall be uniformly planted with identical tree species on each block face or on both sides of the street, where applicable. Tree spacing shall be consistent along the entire block face and shall not exceed 30 feet unless adjusted for a driveway or other utility. Adjusted park strip trees shall not be eliminated but adjusted within the park strip, along with all other trees along the block face, while ensuring a regular pattern of trees. Live growth coverage within park strips shall provide 50% coverage, and provide a variety of plantings and mulch. To ensure compliance, the developer shall be responsible for developing the detailed landscape plan with a licensed landscape architect, and shall plant all park strip trees and ensure 50% live growth coverage.

Density: 7 dwelling units per acre maximum; however, the “net” density depends on subdivision layout and other site planning requirements that will reduce developable acreage. Therefore, the maximum density is an estimate based on the minimum lot area requirement and is not an entitlement or guarantee of the Land Development Code.

Exceptions: A property owner or developer may request a modification of one or more of these zoning standards, including the use of “gross” density calculations, which is 7.3 dwelling units per acre, instead of “net” density, which is 7 dwelling units per acre. However, any negotiation regarding the applicability or modification of zoning standards will require the following:

- a. **Qualified Applicant.** All land use applications that seek a zoning exception shall be prepared and presented by a qualified and licensed architect, landscape architect, or a professionally trained and certified city planner or urban designer. The qualified applicant will serve as a single point of contact with the City for all aspects of the application submittal, review, presentation, and approval process. This requirement may only be modified by mutual agreement between the Planning Director (or designee) and the applicant, with the property owner’s consent when different from the applicant.
- b. **Design Standards.** All land use applications that seek a zoning exception shall include architectural, landscape, and site design standards prepared by the applicant for the proposed development or land use. Proposed design standards shall be reviewed and approved by the Planning Commission. Following approval, the Design Standard may not be modified without Planning Commission approval.
 - 1) **Use of Density.** The Planning Commission may consider design standards for attached two-family dwellings on specific corner lots within the development if each dwelling unit fronts on and is accessible from a local street.



STAFF MEMORANDUM

DATE: August 20, 2025

TO: Planning Commission

FROM: Michael Maloy, Planning Director

SUBJECT: Presentation and discussion of potential City Code amendments regarding street connectivity to improve transportation choices, public safety, economic development, and community prosperity for residents and businesses in Herriman.

RECOMMENDATION:

Recommend the Planning Commission review and consider the attached materials and presentation during the work meeting, and provide feedback to the staff regarding the drafting of a pending amendment to address street connectivity standards in Herriman.

ISSUE BEFORE COMMISSION:

What street connectivity issues or regulations should City staff research and prepare for Planning Commission consideration during a future public meeting or hearing?

BACKGROUND & SUMMARY:

In 2017, the Wasatch Front Regional Council published the *Utah Street Connectivity Guide*, a resource designed to help communities enhance the connectivity of their street networks. It aims to enhance transportation systems, promote walkability, and improve overall community well-being by providing guidance on how to design and implement street networks that offer multiple routes for vehicles, pedestrians, and cyclists. Staff members in the Engineering and Planning departments agree that there are benefits for communities that strive to implement appropriate recommendations outlined within the guide, which is available online at:

- <https://wasatchchoice.org/resources/utah-street-connectivity-guide/>

DISCUSSION:

Transportation planning seeks to balance the need for transportation efficiency with public safety. Efficiency encompasses not only concerns with travel time but also infrastructure costs and

benefits. Public safety is concerned with the well-being of motorists, pedestrians, cyclists, and transit patrons (where provided).

As transportation demands have dramatically increased over the past several decades, so have traffic impacts and costs, which are demonstrably unsustainable at current rates of consumption. In response, some communities have been implementing measures that (1) foster more affordable alternatives, (2) improve accessibility and public safety, (3) increase property values, and (4) promote compatible commercial development.

Regionally, the City of Lehi has recently adopted “Street Connectivity” standards, which have reportedly made a positive impact on new development proposals within its community. For reference, City staff has attached sample regulatory documents adopted and published by Lehi (see Attachment A).

It is the professional recommendation of staff that small changes in transportation planning and standards, such as increasing street connectivity, will—over time—have positive economic and social impacts on Herriman and its residents.

ALTERNATIVES:

Whereas this item is for discussion only, no alternative actions are warranted at this time.

ATTACHMENTS:

- A. City of Lehi Street Connectivity Regulations

CHAPTER 37

DESIGN STANDARDS

(Amended 05/28/19; 03/31/20)

Section 37.010. Nonresidential Design Standards.

Section 37.020. Multi-Family Residential Design Standards

Section 37.030. Single-Family Residential Design Standards

Section 37.040. Connectivity Standards

Section 37.050. Downtown Outdoor Spaces Site Design Standards

Section 37.060. Parking Standards

Section 37.010. Nonresidential Design Standards

(Amended 07/30/19; 09/24/19, 11/14/23)

A. Purpose and Intent. This section is intended to improve the aesthetics and functionality of new or redeveloped nonresidential projects which help make Lehi City a more desirable place to live, conduct business, and visit. The specific purposes of this section include:

1. creating a sense of place and identification by creating a built environment that displays quality and superior design;
2. prioritizing pedestrian travel with improved walkability and safety while still accommodating automobiles through site design standards;
3. improving the aesthetics of nonresidential buildings with durable materials and design variations through architectural design standards;
4. conserve water with water-wise landscaping that utilizes drought tolerant trees and plant species through landscape standards;
5. creating vibrant, healthy, and sustainable nonresidential areas for the citizens of Lehi; and
6. establishing places with character unique to Lehi City.

B. Design Standards Districts. Lehi City is divided into six separate design standards districts (see Figure 1). Each design standards district contains requirements for architecture, site design, and landscaping that is unique to the vision for that district. Proposed nonresidential developments shall adhere to the requirements of the district in which they are located. Proposed nonresidential developments that are not included in one of the districts as identified in Figure 1 shall adhere to the requirements of Section 37.010.B.7 General Nonresidential Design Standards. These provisions shall be applied to all new nonresidential developments and exterior remodels, unless otherwise modified by an approved area plan. For building remodels, these standards shall be applied on a case-by-case basis as reasonably applicable. The Photos and figures in this section are for illustrative purposes only.

14. Oversized windows larger than minimum building code requirement.
15. Decorative Window trim.
16. Decorative shutters and window mullions for all street facing windows. Styles other than standard vinyl rectangular shutters are encouraged.
17. Decorative window planter boxes.
18. Pot shelves.
19. Balconies, covered or open;
20. Decorative railings or porch columns;
21. Quoins corners, mullions, or similar decorative trim.
22. Cantilevers, “Pop Outs” and setbacks to different parts of the home that break up otherwise long uninterrupted wall planes.
23. Decorative chimney or chimney accents and details.
24. Decorative lights.
25. Awnings or sunshades.
26. Decorative columns or walls.
27. Roof to ground chain features.
28. Other architectural features as approved by the Zoning Administrator.

I. Prior to issuance of a building permit within an approved PC, RC, PRD, or PUD, the Zoning Administrator or Designee shall verify that these architectural standards have been satisfied. The Zoning Administrator may request input from the Reviewing Departments, Planning Commission, and City Council as deemed necessary.

Section 37.040. Connectivity Standards

(New 04/26/16; Amended 02/27/18; 05/12/20; 04/13/21; 12/12/24)

A. Purpose. These standards are intended to create a connected transportation system between neighborhoods and commercial areas within the City. The specific purposes of this Section include:

1. encouraging active transportation through additional connections and increased destination access;
2. improving emergency access and reducing response times to neighborhoods by increasing the number of street connections;
3. increasing effectiveness of delivery access, public works maintenance, and garbage pickup;
4. providing better routes to interconnect neighborhoods, shopping, recreation, civic buildings,

employment centers, transit, schools, and parks;

5. preserving capacity of master planned arterial and collector roads for regional trips by providing alternative routes for local trips;
6. improving air quality through reduced auto emissions;
7. preventing isolated developments that increase dependency on automobiles; and
8. reducing vehicle miles travelled by reducing travel distances and encouraging active transportation

B. Definitions.

1. **Block Length** – The distance along any given road frontage between two intersections with three or more connecting links (see Figure 143). Links that connect into a cul-de-sac shall not be considered the termination point of a block length (see Figure 144).

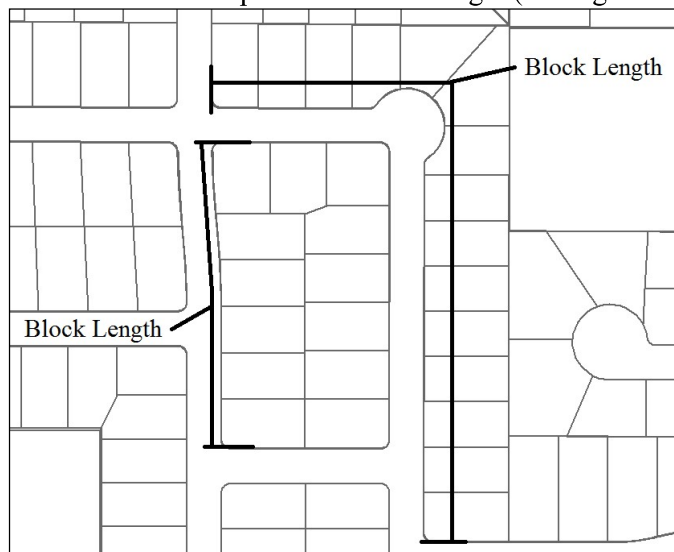


Figure 143. Example block length measurements.

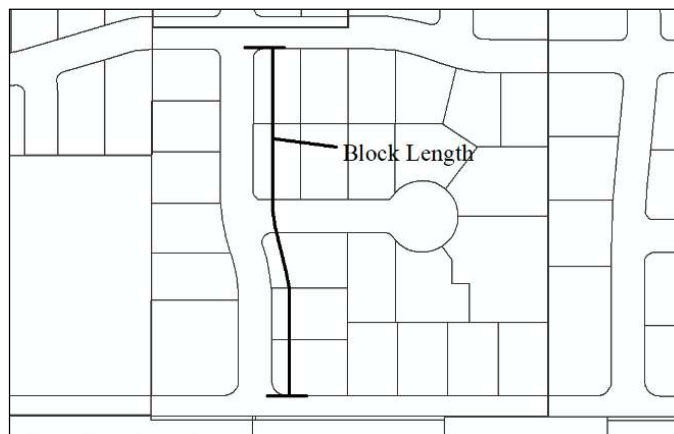


Figure 144. Example block length measurements with a cul-de-sac.

2. **Chicane** – An extension of a curb typically on a local street to provide an element of traffic calming.

3. Connectivity Index – A ratio of roadway links and nodes that serves as a metric for measuring the level of connectivity.
4. Cul-de-sac Length – The distance from the street intersection to the throat of the cul-de-sac bulb (see Figure 145).

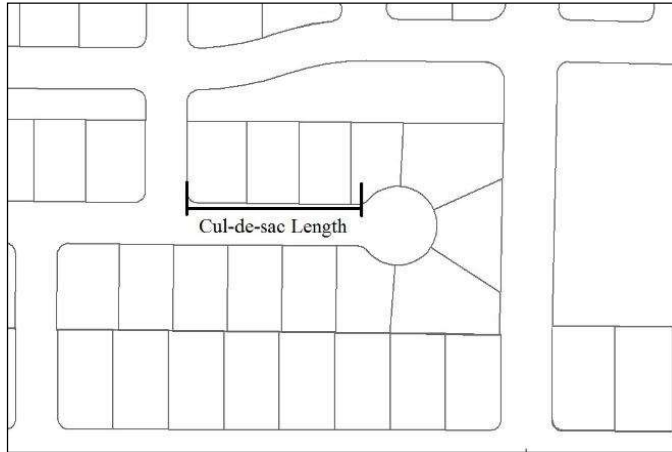


Figure 145. Example of cul-de-sac length measurement.

5. Curb Extension – An extension of a curb in a roadway to narrow the road and eliminate on-street parking to preserve visibility at pedestrian crossings to provide additional safety for pedestrians and serves as a traffic calming measure.
6. Greenway Trail – A 10-foot asphalt or concrete trail intended for use by cyclists and pedestrians located in a right-of-way with a minimum 40-foot width with landscaping on both sides.
7. Isolated Development – A proposed subdivision that does not connect to existing subdivisions in a superblock by means of a local street. In an isolated development, travel to other subdivisions or destinations in a superblock is only achieved by means of a collector or arterial road (see Figure 146).

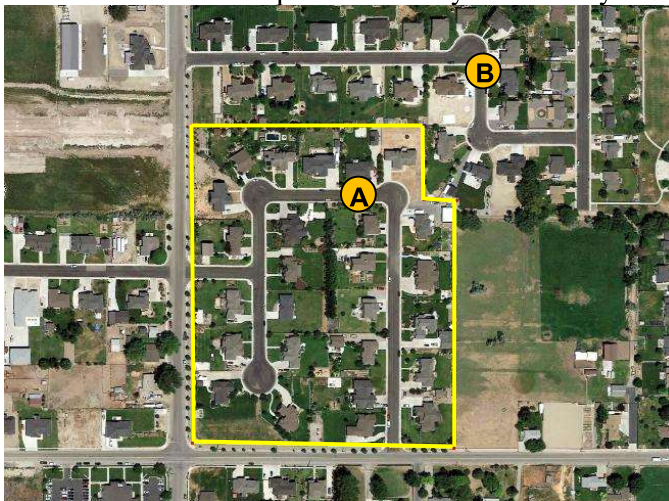


Figure 146. Example isolated development that only connects to collector roads and does not connect to the adjacent subdivision. Travel from point A to point B can only be done by means of using a collector road.

8. Links – Streets that connect to nodes or external streets not included in the proposed development.
9. Node – Street intersection or cul-de-sac located within a proposed development. A street

intersection exists where two or more named roads intersect.

10. Bike/Pedestrian Walkway – Any trail, sidewalk, or pathway that is intended for use by bikes and pedestrians.

11. Separated Bike Lane – a bike lane located along a roadway that includes separation from vehicular travel lanes with a painted buffer area or physical barrier such as a reflector poles, curb stops, concrete medians, curb, landscaped areas, or vertical separation. Separated bike lanes include both buffered bike lanes and protected bike lanes, also known as cycle tracks.

12. Street Stub – An existing street constructed within an existing subdivision that extends to the property line of an adjacent undeveloped property. Streets are stubbed to ensure interconnections with future subdivisions (see Figure 147).



Figure 147. Example street stub intended to connect with a future subdivision on the adjacent undeveloped property.

13. Superblock – A large block including an internal network of blocks and local streets bounded by roads of a higher classification than local roads, such as collector roads, arterial roads, and highways (see Figure 148). In no case shall local roads serve as the bounds of a superblock. The Jordan River, Utah Lake, and the Traverse Mountain foothills create the edge of a superblock.



Figure 148. Example of a superblock bound by collector and arterial roads.

C. Circulation Plan. A circulation plan shall be provided as part of a preliminary subdivision plat application.

1. The circulation plan shall address street connectivity, bike and pedestrian circulation, emergency access, and parking movements. In cases where cut-through traffic is likely, traffic calming measures such as curb extensions, chicanes, raised crossings, or other features may be required.
2. The circulation plan shall show the connectivity index, block length dimensions, cul-de-sac length dimensions, bike and pedestrian facilities, and any proposed traffic calming features.
3. The circulation plan shall take into account access and connectivity on adjacent parcels. On a case-by-case basis the Planning Director and City Engineer may dictate the required location for road stubs into adjacent properties.
4. A circulation plan shall be required for proposed developments with more than one acre in project size or with more than ten units. The Planning Director and City Engineer may waive the requirement for a circulation plan on a case-by-case basis.

D. Connectivity Index Calculation. The required connectivity index is calculated by dividing the total number of links by the total number of nodes (see Figure 149).

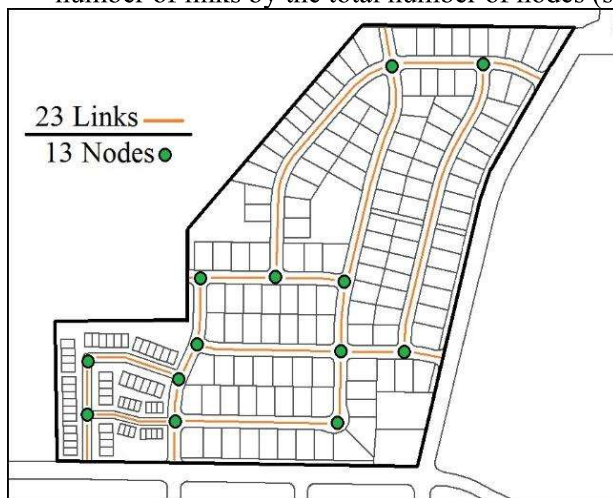


Figure 149. Example connectivity index calculation showing nodes and links. This example shows 23 links and 13 nodes which equates to a connectivity index of 1.77.

1. For the purposes of calculating the number of total links, one link beyond each node shall be included in the connectivity index calculation. Street stubs that provide future access to adjacent properties or streets that connect to existing streets are considered links.
2. An additional link shall be included in the connectivity index calculation for each of the following:
 - a. hard surface trail connection through a cul-de-sac with a minimum trail width of ten feet including landscaped shoulders on each side of at least five feet in width for a minimum corridor width of 20 feet (see Figure 150);
 - b. hard surface master planned trail connection with a minimum trail width of ten feet including landscaped shoulders on each side of at least five feet in width for a minimum corridor width of 20 feet (see Figure 151);
 - c. internal hard surface trail segment connecting two roads with a minimum trail width of ten feet including landscaped shoulders on each side of at least five feet in width for a minimum corridor width of 20 feet (see Figure 152).



Figure 150. Cul-de-sac with a pedestrian connection to allow access to an adjacent open space.



Figure 151. Pedestrian connection to a master planned trail.



Figure 152. Trails make pedestrian connections between multiple streets.

3. An additional 1/2 link shall be included in the connectivity index calculation for each roadway or trail segment where homes face an amenitized open space, park, or natural area (see Figure 153). The roadway segment shall have a minimum 300 feet of frontage along the open space.



Figure 153. Park layout allows access from all sides with home fronts facing the park.

E. Residential Connectivity Standards. All new residential subdivisions with ten or more units or more than one acre shall meet the following connectivity index, block length, and cul-de-sac length standards for private and public roads.

1. Required Connectivity Index. The minimum required connectivity index shall be required based on the project density as identified in the following table of minimum connectivity index scores:

Density	Index Score
0-2.5 DU/AC	1.5
2.6-4 DU/AC	1.6
4.1-6 DU/AC	1.7
6+DU/AC	1.8

- a. Reduction in Required Connectivity Index. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impracticable to achieve due to:
 - i. road grades that exceed ten percent;
 - ii. Jordan River;
 - iii. Utah Lake;
 - iv. delineated wetlands;
 - v. other significant natural or historic features such as Dry Creek or the Waste Ditch drainage channel;
 - vi. existing adjacent development;
 - vii. rail corridors; or
 - viii. limited access roadways.
- b. Reductions in the required connectivity index will be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning

Commission and approval by the City Council.

- c. The total allowed reduction to the required connectivity index shall be based on an analysis of existing conditions that prevent connections. As part of the analysis, City staff shall ensure the internal connectivity of the subdivision meets the required connectivity index and that connectivity is provided to adjacent properties where possible.
- d. In locations where street connections are determined to be impracticable to achieve, bike and pedestrian connections shall be used where determined practicable. A density bonus may be considered and approved by the City Council if a pedestrian bridge is proposed and constructed to make a connection to a master planned trail.

2. Maximum Block Lengths. Maximum block lengths allowed shall be required based on the project density as identified on the following table of maximum block lengths:

Density	Block Length
0-2.5 DU/AC	1,000 ft. street and pedestrian block length
2.6-4 DU/AC	800 ft. street and pedestrian block length
4.1-6 DU/AC	600 ft. street and pedestrian block length
6.1+ DU/AC	600 ft. street block length and 400 ft. pedestrian block length

- a. Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impracticable to achieve due to:
 - i. road grades that exceed ten percent;
 - ii. Jordan River;
 - iii. Utah Lake;
 - iv. delineated wetlands;
 - v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;
 - vi. existing adjacent development;
 - vii. rail corridors; or
 - viii. limited access roadways.
- b. Increases in block length will be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.
- c. Master planned trails as identified on the Lehi Bike and Pedestrian Master Plan may be considered as the satisfactory termination of a block in lieu of a road connection and shall require positive recommendations from the Reviewing Departments and Planning Commission and approval by the City Council. Master planned trails shall only be allowed to terminate a block length if the following criteria are met:

- i. the trail connects two roads through a block to ensure bike and pedestrian connectivity;
 - ii. the trail connection only terminates a block length in one direction;
 - iii. the block length for vehicular traffic does not exceed 1250 feet;
 - iv. a parallel vehicular route is provided to ensure reasonable vehicular and emergency access in a subdivision; and
 - v. the trail is not located along an arterial roadway as defined in the Lehi City Master Transportation Plan;
 - vi. all other connectivity standards are met.
- d. Greenway trail segments that are not identified as a master planned trail may be considered as the satisfactory termination of a block length in lieu of a road connection and shall require positive recommendations from the Reviewing Departments and Planning Commission and approval by the City Council. Greenway trails shall only be allowed to terminate a block length if the following criteria are met:
- i. the trail connects directly to a master planned trail or separated bike lane or is part of an interconnected network of trails that connects to a master planned trail or separated bike lane;
 - ii. the trail connection only terminates a block length in one direction;
 - iii. the trail connects two roads through a block to ensure bike and pedestrian connectivity;
 - iv. the block length for vehicular traffic does not exceed 1,250 feet for developments with less than 4.0 units per acre;
 - v. the block length for vehicular traffic does not exceed 900 feet for developments with 4.0 or more units per acre;
 - vi. a parallel vehicular route is provided to ensure reasonable vehicular and emergency access in a subdivision; and
 - vii. all other connectivity standards are met.
3. Cul-de-sac Length Standards. Maximum cul-de-sac lengths allowed shall be required based on the project density as identified on the following table of maximum cul-de-sac lengths:

Density	Cul-de-sac Length
0-2.5 DU/AC	400 ft.
2.6+ DU/AC	250 ft.

- a. A cul-de-sac shall not be allowed in R-2, R-2.5 or R-3 zones unless the applicant provides clear and convincing evidence that the cul-de-sac is necessary to develop the entire parcel due to:
- i. road grades that exceed ten percent;
 - ii. Jordan River;
 - iii. Utah Lake;
 - iv. delineated wetlands;
 - v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;

- vi. existing adjacent development;
 - vii. rail corridors; or
 - viii. limited access roadways.
- b. Requests for cul-de-sacs within the R-2, R-2.5, and R-3 zones will be reviewed on a case-by-case basis and shall require recommendations from the reviewing departments and Planning Commission and approval by the City Council.
4. Superblock Internal Connectivity. All new roads constructed within superblocks shall interconnect all existing stub streets and future adjacent vacant properties in order to prevent isolated developments. New subdivisions shall meet the following requirements:
- a. New roads and pedestrian walkways in the proposed subdivision shall be connected to all existing streets and pedestrian walkways stubbed to the property (see Figure 154).



Figure 154. Subdivision under construction is connecting to an existing street stub.

- b. Street stub connections shall be provided to adjacent undeveloped properties at a maximum spacing equivalent to the maximum allowed block length (see Section 37.030(E)(2) to find applicable maximum block lengths). Street stub spacing is measured along the property line of a proposed subdivision (see Figure 155). Street stub connections shall be placed to nonresidential areas for future connections as part of redevelopment projects.



Figure 155. Street stub spacing is shown with red arrows placed along the property lines of a subdivision.

- c. Local streets shall be connected to each collector or arterial road located on the edges of a superblock, unless it is a limited-access roadway that specifically prohibits local street connections (see Figure 156).

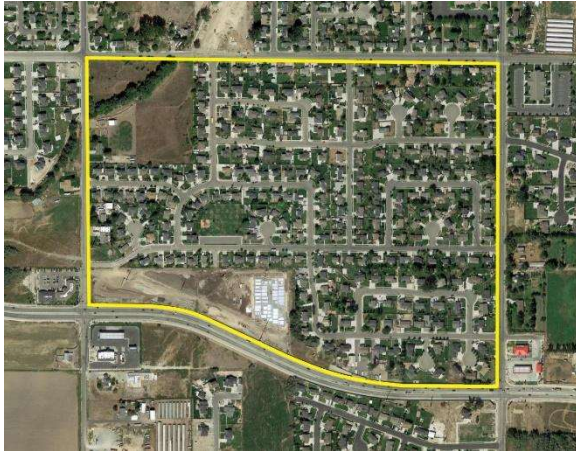


Figure 156. The subdivision connects to each collector and arterial street bounding the superblock with the exception of Pioneer Crossing, which is a limited access roadway.

- d. Isolated developments shall not be created within a superblock that requires travel on collector and arterial roads to get to other destinations within the same superblock. Trail connections may be allowed as connections between developments in lieu of streets to prevent isolated developments if an exception to the maximum block length is warranted. When a trail is allowed as a connection between developments, the trail network shall have direct access to a master planned trail or to a separated bike lane.
- e. Exceptions for to the superblock internal connectivity requirements may be allowed if the applicant provides clear and convincing evidence that it is impracticable to meet the standards due to:
 - i. road grades that exceed ten percent;
 - ii. Jordan River;
 - iii. Utah Lake;
 - iv. delineated wetlands;
 - v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;
 - vi. existing adjacent development;
 - vii. rail corridors; or
 - viii. limited access roadways.
- f. Exceptions to the superblock internal connectivity requirements will be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.

5. **Connectivity Density Bonus.** New subdivisions that exceed the minimum connectivity index and meet the block and cul-de-sac lengths may be eligible for flexibility in lot sizes, frontages, or a density bonus subject to approval by the City Council as part of the preliminary subdivision approval process. When connectivity bonuses are proposed, the following shall be considered:

- a. Street, bike, and pedestrian connections that are required towards meeting the connectivity index, block length, or cul-de-sac length requirements shall not be eligible for a density bonus.
- b. Additional connections included in a subdivision design to meet the superblock internal connectivity requirements may be considered as part of a connectivity bonus if the connections are not necessary to meet the connectivity index, block length, and cul-de-sac length requirements.
- c. The value of additional improvements and property dedicated to Lehi City for streets shall serve as the basis to determine the allowable density bonus.

6. **Sidewalk Standards.** All new single family and multi-family residential developments shall provide sidewalks on both sides of public and private streets.

F. **Pedestrian Connectivity Standards.** All residential and non-residential developments and subdivisions shall meet the following standards:

1. In cases where cul-de-sacs have one or two rows of lots between the end of the cul-de-sac and an external road, a hard surface pedestrian connection shall be provided with a minimum width to match the sidewalk or trail width being connected. A minimum seven-foot landscaped area shall be provided on both sides of the walkway connecting to the external street (see Figure 157).



Figure 157. Sidewalk connection from cul-de-sac connects to an external collector road.

2. Pedestrian connections shall be utilized to connect proposed developments to master planned trails and adjacent existing or future developments where applicable. Connections shall be of a hard surface with a minimum width of ten feet including landscaped shoulders on each side of at least five feet in width. Trail access spacing shall not exceed 600 feet.
3. Sidewalks and trails shall interconnect all units, buildings, and streets within a development, and shall provide connectivity to existing adjacent development or future development areas.
4. ADA ramps shall be provided at all points a sidewalk crosses a street, parking lot drive isle, or at any point there is a grade change between two surfaces.

G. Nonresidential Connectivity Standards. All new nonresidential subdivisions containing the dedication of public roads shall meet the following connectivity index and block length standards. Private roads shall meet the requirements of this section; however, a public road may be required to prevent a private road in a subdivision from stubbing into a future or existing public road.

1. Required Connectivity Index. The minimum required connectivity index score shall be a minimum of 1.5 for nonresidential developments, a minimum of 1.8 for stacked and horizontal mixed use developments, and 2.0 for transit-oriented developments.

- a. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impracticable to achieve due to:
 - i. road grades that exceed ten percent;
 - ii. Jordan River;
 - iii. Utah Lake;
 - iv. delineated wetlands;
 - v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;
 - vi. existing adjacent development;
 - vii. rail corridors; or
 - viii. limited access roadways.
- b. Reductions in the required connectivity index shall be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.
- c. The total allowed reduction to the required connectivity index will be based on an analysis of existing conditions that prevent connections. As part of the analysis, City staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that connectivity is provided to adjacent properties where possible.

2. Maximum Block Lengths. Maximum block lengths allowed shall be required based on the project development type as identified on the following table of maximum block lengths:

Development Type	Block Length
Regional Retail, Office/Warehouse, Manufacturing, Technical Manufacturing, and Warehouse Distribution	1,000 feet street block length
All other nonresidential uses	800 feet street block length
Mixed use (stacked and horizontal), Urban Tech Mixed Use District, and transit-oriented developments	600 feet street block length and 400 ft. pedestrian block length

- a. Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impracticable to achieve due to:
 - i. road grades that exceed ten percent;
 - ii. Jordan River;
 - iii. Utah Lake;
 - iv. delineated wetlands;
 - v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;
 - vi. existing adjacent development;
 - vii. rail corridors; or
 - viii. limited access roadways.
 - b. Increases in block length will be reviewed on a case-by-case basis and shall require recommendations from the reviewing departments and Planning Commission and approval by the City Council.
3. Cul-de-sac Standards. Cul-de-sacs shall not be allowed in any nonresidential zone.
- a. Cul-de-sacs may only be allowed if applicant provides clear and convincing evidence that a cul-de-sac is necessary to develop the entire parcel due to:
 - i. road grades that exceed ten percent;
 - ii. Jordan River;
 - iii. Utah Lake;
 - iv. delineated wetlands;
 - v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;
 - vi. existing adjacent development;
 - vii. rail corridors; or
 - viii. limited access roadways.
 - b. Requests for cul-de-sacs within nonresidential zones will be reviewed on a case-by-case basis and shall require positive recommendations from the reviewing departments and Planning Commission and approval by the City Council.

4. Cross Access. Nonresidential and multi-family residential site plans shall provide pedestrian and vehicular cross-access to adjacent developments to allow auto and pedestrian trips to occur between developments (see Figure 158).



Figure 158. Adjacent nonresidential uses provide cross-access which reduces trips required on the surrounding streets.

5. Nonresidential to Residential Connections. New nonresidential and multi-family residential site plans shall:

- a. connect all existing street and pedestrian walkway stubs to proposed streets and walkways within the site plan. If a connection creates an incompatible traffic pattern due to proximity to the connection to a commercial loading dock, the connection may be modified to a 10-foot wide bike and pedestrian connection only. Requests for a modification will be considered on a case-by-case basis and shall require review by the reviewing departments and approval by the Planning Commission. A modification request will not be considered if the adjacent road is an arterial.
- b. extend all existing street stubs through a proposed nonresidential or multi-family site plan to an adjacent collector or arterial street (see Figure 159); and



Figure 159. Local street stub connects a residential subdivision through a commercial site to an adjacent arterial street.

- c. stub roads to abutting vacant properties shall be spaced not to exceed 1,000 feet as measured along the property line of the proposed site plan (refer to Figure 155). The maximum stub road spacing may be increased if the applicant provides clear and convincing evidence that it is impracticable to achieve due to the following limitations:
 - i. road grades that exceed ten percent
 - ii. Jordan River;

- iii. Utah Lake;
- iv. delineated wetlands;
- v. other significant natural and historic features such as Dry Creek or the Waste Ditch drainage channel;
- vi. requirements for a secure campus;
- vii. existing adjacent development;
- viii. rail corridors; and
- ix. limited access roadways.

Section 37.050. Downtown Outdoor Spaces Site Design Standards

A. General Description. This section addresses the various outdoor spaces that form downtown Lehi, its streets, parking areas, sidewalks, plazas, and other outdoor places, which provide settings for the architecture of Lehi, and connections to and from the various buildings. The design of outdoor downtown spaces shall be equal in quality as the buildings themselves. This will help create a downtown district that is unified and consistent and result in a positive downtown image.

B. Purpose. The standards in this section describe how to treat public spaces located in downtown Lehi. These standards apply to the specific streets and places described in the Downtown Lehi Revitalization Plan (2007). These standards provide direction for Lehi City, UDOT, property owners, designers, and developers as improvements are made to both public infrastructure and sites, and privately-owned spaces in the downtown area.

C. Streets and Streetscape. Each of the streets in downtown Lehi can contribute to the establishment of a positive place for residents and visitors. The width of the roadway, the number of lanes, on-street parking, street trees and landscaping shape our first impressions of an area. The following Downtown Outdoor Spaces Site Design Standards define the required road and street improvements, as derived from the Downtown Lehi Revitalization Plan (2007).

1. Street-type A: Main Street Historic Core. This portion of Main Street is located between 500 West and 100 East. The segment is both limited and defined by the narrow street right-of-way and the adjacent line of structures or “street wall” along the street edge. Streetscape improvements in this area shall occur within the confines of the right-of-way where possible. In cases where buildings are missing or where they detract from the historic character, the front setback may be re-aligned toward the rear, if the overall effect improves the pedestrian character of the adjacent sidewalk, and with the approval of the Lehi Planning Commission.

- a. Paving and Surface Materials. Sidewalks and walkways shall be constructed of brick, concrete unit pavers or similar materials that respect and celebrate the historic nature of the area. Color tones shall be medium to dark in tone in order to create a uniform setting for the surrounding building materials and colors (see Figure 160).