Next Item

HERRIMAN CITY COUNCIL AND PLANNING COMMISSION JOINT WORK MEETING AGENDA

Thursday, April 29, 2021

*** THIS MEETING WILL ALSO BE CONDUCTED ELECTRONICALLY ***

THIS MEETING MAY BE VIEWED BY CLICKING ON THE WATCH LIVE LINK AT HTTPS://WWW.HERRIMAN.ORG/AGENDAS-AND-MINUTES/PC-AGENDAS-MINUTES/

Notice is Hereby Given that the Herriman City Council and Planning Commission will hold a joint meeting in the Community Room of Herriman City Hall, located at 5355 West Herriman Main Street, Herriman, Utah 84096

1. **Work Meeting – 6:00 pm**
   - 1.1. Approval of the December 16, 2020 and February 4, 2021 Joint Work Meeting Minutes
   - 1.2. Creation of a potential M-2 Zone – Michael Maloy, City Planner
   - 1.3. Discussion of the Herriman City Code to review ordinances relating to multi-family design guidelines – Michael Maloy, City Planner
   - 1.4. Discussion pertaining to storage containers being allowed on residential and commercial properties – Michael Maloy, City Planner
   - 1.5. Discussion of Rosecrest Master Development Agreement 4th Amendment – Blake Thomas, Community Development Director
2. **Future Meetings:**
   - 2.1. Planning Commission Meeting – Thursday, May 6, 2021 @ 7:00 PM
   - 2.2. City Council Meeting – Wednesday, May 12, 2021 @ 7:00 PM
3. **Adjournment**

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 or Planning Commission may participate electronically via telephone, Skype, or other electronic means during this meeting.

I, Jackie Nostrom, certify the foregoing agenda was emailed to at least one newspaper of general circulation within the geographic jurisdiction of the public body. The agenda was also posted at the principal office of the public body, on the Utah State Website www.utah.gov/pmn/index.html and on Herriman City's website www.herriman.org.

Posted and Dated this 22nd day of April, 2021 ***Jackie Nostrom, City Recorder***

HERRIMAN CITY COUNCIL AND PLANNING COMMISSION JOINT WORK MEETING MINUTES

Wednesday, December 16, 2020
Awaiting Formal Approval

The following are the minutes of the Joint City Council and Planning Commission Meeting held on **Wednesday December 30, 2020 at 6:00 p.m.** in the Herriman City Hall Community Room 5355 West Herriman Main Street Herriman, Utah. Adequate notice of this meeting, as required by law, was posted in the City Hall on the City's website and delivered to members of the Council and Commission, media, and interested citizens.

Presiding: Chair Chris Berbert

Council Members Present: Jared Henderson, Sherrie Ohrn, Steven Shields, Clint Smith, and Mayor David Watts

Planning Commission Members Present: Heather Garcia, Brody Rypien, Andy Powell, Jackson Ferguson, Lorin Palmer, Adam Jacobson, Andrea Bradford, Joy Kaseke

Staff Present: Interim City Manager Wendy Thomas, Assistant City Manager Tami Moody, City Planner Michael Maloy City Attorney Chase Andrizzi, Communications Specialist Jonathan Lafollette, Economic Development Manager Heather Upshaw, Finance Director Alan Rae, Planner Sheldon Howa, Code enforcement Officer Rocky Crisp, Records Technician Kristin Dalley, Community Development Director Blake Thomas, City Engineer Jonathan Bowers, Police Chief Troy Carr.

6:00PM - Call to Order

Chair Chris Berbert called the meeting to order at 6:17 pm.

1. 6:00 PM - Call to Order

1.1 Approval of the July 29, 2020 Joint Planning Commission/City Council Meeting

Minutes

Councilmember Sheri Ohrn moved to approve the September 30, 2020 Joint Planning Commission/City Council meeting minutes as written. Commissioner Lorin Palmer seconded the motion, and all voted aye.

1.2 Discussion of draft General Plan update – Michael Maloy, City Planner & Susie Petheram, FFRK

City Planner Michael Maloy explained staff will look for feedback from the City Council and Planning Commission on the next steps for the General Plan. He explained a link to the first draft of the General Plan was provided, and questioned the level of engagement from the public was desired. He explained a good amount of feedback had been received in the past; however, recently had not been obtained due to COVID. He advised the City would be required to have at least one public hearing. Planner Michael Maloy turned the time over to Consultant Susie Petheram to offer an update of the General Plan.

Consultant Petheram offered a short presentation of the General Plan. She explained this was the beginning of the end of the process before going to the Council for final approval. The Council had the option to hold a public hearing prior to final adoption, if desired. She explained if a public hearing was conducted, they would seek to have a work meeting discussion to review the final draft plan and the comments offered by the Planning Commission.

It was explained after the public hearing, it could be possible to make minor adjustments to the plan. Consultant Petheram proposed hosting a series of "town hall" open house style meetings. She noted there were two different ways to conduct the meetings, one being structured by key topics and chapters or host a separate meeting for each topic and chapter. The second suggestion would ideally be something to cover in each council district with a Council Member and Planning Commissioner being present. Prior to the commencement of these meetings, it would be helpful to push this communication out to the public to help them understand what is trying to be accomplished. The goal of the General Plan is to help the City Council along with the Planning Commission with their land use decision making process.

Chair Chris Berbert solicited feedback on what the City Council and Planning Commission would like to do in regard to the town hall meeting series. He solicited advice on essentially each district having one or more meetings which could ultimately present different action plans throughout the City. Consultant Petheram mentioned the Community Outreach Facilitators would be a good resource to use as well.

Planner Maloy clarified the first public hearing would be held with the Planning Commission. After which, the Planning Commission would offer a recommendation to the Council. A second hearing could be conducted during a City Council meeting; however, was not required. Councilmember Ohrn opined the public should have as many opportunities as possible to offer input on the General Plan. Mayor Watts agreed and explained this has been an ongoing process and needed to have public participation. He also opined it was unnecessary to host "town hall" meetings, and recommended the General Plan be available on the City's website and allow for input. Consultant Petheram explained the team had been working closely with the GIS Department to offer potential tools for the public moving

forward. Mayor Watts observed the legend for the online zoning maps, and encouraged those to be refigured for clarification. Consultant Petheram explained there are new categories for future land use categories which would not trigger any zone changes. She suggested this could uncover necessary zoning category updates to capture visions. Mayor Watts asked if the additional zones had been proposed are more in line with the desire of the Planning Commission. Chair Berbert explained some vacant areas in the City which are already entitled. City Planner Maloy suggested a chart or table be created to show the existing land use designations and zoning categories for the public to be able to compare previous and current content. He suggested this would relate to an existing zoning category or identify a potential zone.

Chair Berbert explained there was one zoning area discussed which entailed smaller homes being constructed on larger lots which could encourage the property owner to own large animals and have the necessary facilities to care for them. He opined some equine owners aren't concerned with the size of a home.

Chair Berbert continued with the zone change to accommodate a commercial use for a small business and the "warehouse feel" it could potentially cause. He noted the excessive talk regarding big box retail stores and questioned the need. He thanked Consultant Petheram for the effort being put into the General Plan update.

Councilmember Shields indicated public input was important and encouraged the process be creative to solicit participation. Consultant Petheram explained the town hall meetings would accommodate electronic participation, and noted she had discussed options available with the Communications division. Councilmember Shields suggested a map be available indicating areas of the City which already have entitlements. He expressed this could help resident frustration associated with the current members of the City Council and Planning Commission when construction of those developments commence.

Mayor Watts observed the reduction of agriculture residential throughout the map, and suggested this was disheartening to the community who have prided themselves of living in an agriculturally friendly area. Consultant Petheram explained the objective was to clarify areas of the City where residents could have different types of animals. Commissioner Jacobson suggested it would be nice to have the ability to click on areas and have information about the zone available. Councilmember Shields reiterated his desire to have the map reflect what could be developed.

City Planner Maloy opined over time, there would be pressure to change one thing or another in the community. He explained there was value to having a General Plan designation and zoning regulations for a developed neighborhood. He noted densities had been allowed to be moved and condensed in some areas which has caused misalignments with the General Plan and the zoning ordinance. He added they were trying to bring some of the land uses types and zoning designations into compliance with what had been constructed. Commissioner Jacobson stated the General Plan was the vision of the City Council to help the Planning Commission understand their vision of the future. The Planning Commission tires to uphold the established vision for the City.

Chair Berbert reiterated the options available for approaching the general plan. Items to consider and

influence the General Plan included master development agreements, zoning, land uses for commercial and residential, and the preservation of integrity of neighborhoods.

1.3 Discussion of City Code Enforcement Approach and process – Michael Maloy, City Planner and Rockne Crisp, Code Enforcement Officer

Planner Michael Maloy introduced the new Code Enforcement Officer Rocky Crisp. He observed the purposes of Code Enforcement including: protect the health and safety of the public, preserve appearance and beauty of the neighborhood, encourage community pride and preserve the value of property. Planner Maloy reviewed items encountered with regards code enforcement. Planner Maloy turned the time over to Planner Sheldon Howa.

Planner Howa offered an oversight of the enforcement process and explained approaches do have to be adjusted according to the violations observed. He noted difficulties due to the COVID-19 pandemic, and ultimately reached out to surrounding jurisdictions to gain alternative perspectives. It was determined the majority of cities had stopped being proactive to limit exposure. Planner Howa recommended to postpone all of the administrative law judge hearings and address violations through extension letters requesting compliance during this time. He observed an increase of minor infractions which caused momentum loss with other violations. He presented the caseloads from 2020 which included the closure of 278 cases and currently have 25 active cases.

City Planner Maloy explained his hopefulness and encouragement 2021 being a better year. Planner Maloy expressed his excitement regarding the new addition to the department as an experienced officer would help the City get back on tract and make improvements to the process. Commissioner Jackson Ferguson asked how many type of violations were directly related to land use or building. City Planner Maloy responded there were no building or land use related violations.

Mayor Watts wanted to know if something could be done with signage placed by developers and opined the regulations were being blatantly ignored. Planner Howa responded a fine of $25 could be assessed to the developer to have the signage removed.

Commissioner Brody Rypien asked if the majority of enforcement was done on a proactive or reactive approach. He expressed concern of the size of the city having adequate time being proactive on minor violations like weed mitigation. Planner Howa noted the approach needed to be balanced in the current workload. Commissioner Rypien asked if the department was sufficiently staffed. Planner Maloy opined the department was understaffed and explained the number of cases would continue to increase as the City ages.

Councilmember Ohrn questioned the point when parking a large vehicle on personal property is the City infringing on personal property rights. She recommended being cautious with regulations as there are personal property rights. Commissioner Adam Jacobson agreed with Councilmember Ohrn, but was concerned about the large vehicles deteriorating infrastructure and how it affects the community in general.

City Attorney Chase Andrizzi explained from a statutory perspective enforcement is easier if a common

goal had been established. Code Enforcement is broad and could be narrowed down by neighborhood or zoning designation to make the enforcement burden lighter. He suggested as this approach would protect those individual property rights and ultimately make it easier for the administrative law judge to conduct their job. Councilmember Shields stated the City could not dictate what property owner's park on their property and then prohibit it being parked on the street, and recommended the City needed to add clarity to the position. He explained the positive aspect of having a codified enforcement process which could escalate the educational component and offer an opportunity for compliance without consequences before a violation becomes an issue.

1.4 Discussion of the Herriman Towne Center Commercial Property – Heather Upshaw, Economic Development Manager

Economic Development Manager Heather Upshaw explained the City owns four commercial pads surrounding Crane Park in the Towne Center and noted there has been several businesses interested in occupying those sites over the last few years. She observed options would include to either sell or lease the property. Chair Berbert asked if the businesses which have approached the City were interested in owning or leasing the property. Manager Upshaw responded those individuals were not necessarily wanting to construct the building, but were more interested in leasing the property. Councilmember Ohrn asked what the original intent and vision was for this area as it was important to view and utilize these pods as assets to the City.

Assistant City Manager Tami Moody explained there was no consensuses of how to use the Towne Center property, and staff would like to solicit direction on how to proceed. She acknowledged the amount of interest received from small businesses owners who do not have the means to construct premises.

Councilmember Jared Henderson felt this was a terrible location for an investment property, and suggested some studies need to be conducted prior to determining the best use. He opined there were currently two different options, first, to sit on the land and sell it when it would be more valuable or secondly, turn it into a ball field. Councilmember Henderson reiterated the need to conduct a study to determine if it would be considered a viable location. Councilmember Ohrn felt something needed to be done with the properties, rather than just leave them empty. Mayor Watts suggested this could be a long-term solution for future as the City continues to grow and additional building space would be necessary.

Commissioner Brody Rypien explained there was already a good market study done from Edge Homes which recommended not having commercial uses on those properties due to commercial property being available across the street. He explained this should be more flexible. Councilmember Henderson reiterated a market analysis would be good for this area to help determine if it was truly viable, and did not want to waste time hoping something could work.

Manager Upshaw explained previous conversations outlined businesses which would not be viable in the area due to the lack of foot traffic. She noted requiring a building to be constructed with 60-percent brick or stone would be too expensive for a business to consider purchasing the property for a business. This property could have events being hosted to draw people into the area. Manager Upshaw indicated

staff would like to pursue the vision for the area as directed. Chair Berbert explained his family often drives out of the community because of the lack of businesses, and agreed something needed to be brought to the area which was viable. Commissioner Rypien highlighted a community where there was seven or eight different restaurants in clustered containers, and suggested this approach could fulfill a current and future need. This approach would give the City time and flexibility to decide if they wanted to build an extension of the government building. City Planner Maloy explained something could be considered as a temporary use which would not cost the City an excessive amount of money.

Commissioner Bradford explained food trucks do not do well at the ice rink at Crane Park and was unsure of what could be done to help improve this situation. She suggested an analysis be conducted to determine the seasonal needs of the area. Mayor Watts opined the property would need to be utilized for future government offices; however, agreed it was not a current priority.

Councilmember Clint Smith explained the history and intended vision of these properties. He observed several successful concepts and layouts depicted from Southlake, Texas. Councilmember Smith was open to unorthodox options to find something which would be beneficial for the City long-term. He agreed with the Mayor's sentiments about needing future space for city services. It was important to find a balance of what would be sustainable and what needs fit the vision of the City.

Assistant City Manager Tami Moody explained different options had been discussed previously which included smaller restaurants along with other unique and creative businesses.

1.5 Discussion of Herriman City Code to review ordinance relating to design guidelines – Michael Maloy, City Planner

City Planner Maloy explained there was comments expressed during the previous joint meeting and noted the divided direction provided regarding those guidelines. He offered a presentation regarding the current building standards and explained the need for design standards to protect public health, promote prosperity, peace and good order and ultimately protect the city's tax base. He continued this would promote economy in the government and protect property values. He reiterated staff was looking for direction as he presented several surveys for the City Council and Planning Commission to consider.

1.6 Discussion pertaining to Flag Lot Amendments – Michael Maloy, City Planner

Planner Maloy reviewed the current ordinance for flag lot development. He explained the ordinance which added several new standards was adopted in 2017 and it was intended to increase restrictions on flag lot development. Staff looked at several other surrounding cities and found flag lot developments were allowed; however, each jurisdiction had different standards. When the current ordinance was adopted, it was determined flag lots could change the look and feel of a neighborhood. He explained it could be possible to add some clarifying language to the ordinance, if desired.

Planner Maloy reviewed the current ordinance and offered some basic changes which could broaden the ordinance some and opened the item for group discussion.

Councilmember Ohrn felt the most important thing was to keep the integrity and safety of the

neighborhood. She added it would need to make sense for the area, and suggested some language could clarify the intention of the City. Commissioner Jacobson explained he would like to see the different areas in the community where this would affect, and agreed some limitation should be allowed. Planner Maloy explained the one big change would be allowing flag lots on a minor collector.

2. Future Meetings

2.1 ~~Planning Commission Meeting – Thursday, December 17, 2020~~ Cancelled

2.2 Planning Commission Meeting – Thursday, January 13, 2021 @7:00 PM

2.3 City Council Meeting - Wednesday, January 13, 2021 @7:00 PM

3. Adjournment

Commissioner Lorin Palmer moved to adjourn the Joint City Council/Planning Commission Meeting at 10:06 pm. Commissioner Adam Jacobson seconded the motion and all voted aye.

I, Kristin Dalley, Records Technician for Herriman City, hereby certify the foregoing minutes represent a true, accurate and complete record of the meeting held on December 16, 2020. This document constitutes the official minutes for the Herriman Joint City Council / Planning Commission Meeting.

HERRIMAN CITY COUNCIL AND PLANNING COMMISSION SPECIAL JOINT WORK MEETING MINUTES

Wednesday, February 4, 2020
Awaiting Formal Approval

The following are the minutes of the Joint City Council and Planning Commission Meeting scheduled on **Wednesday, February 4, 2021 at 6:15 p.m.** in the Herriman City Hall Community Room, 5355 West Herriman Main Street, Herriman, Utah. Adequate notice of this meeting, as required by law, was posted in the City Hall, on the City's website, and delivered to members of the Council and Commission, media, and interested citizens.

1. Work Meeting – 6:15 pm (or as soon as possible thereafter)

1.1. Open and Public Meetings Act Training - Chase Andrizzi, Herriman City Attorney

2. Adjournment

This meeting was cancelled due to lack of a quorum.

I, Wendy Thorpe, Deputy City Recorder for Herriman City, hereby certify that the foregoing minutes represent a true, accurate and complete record of the meeting held on February 4, 2021. This document constitutes the official minutes for the Herriman Joint City Council / Planning Commission Meeting.

Wendy Thorpe

Staff Memorandum

DATE: April 22, 2021

TO: Mayor Watts, City Council, and Planning Commission

FROM: Michael Maloy, AICP, Planning Director

MEETING: Joint Work Meeting April 29, 2021

SUBJECT: Discussion of Potential Amendments to Manufacturing Zoning Districts

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SUMMARY:

Acting under City Council's direction, staff has initiated an application to amend Title 10 Land Use Development of Herriman City Code to create an M-2 Manufacturing Zone. The amendment aims to separate "light" manufacturing and compatible land uses from "heavy" manufacturing land uses.

DISCUSSION:

Before scheduling a public hearing on the proposed text amendment to create a new M-2 Manufacturing Zone, staff is seeking Planning Commission and City Council comment on the inclusion of permitted and conditional land uses in all manufacturing zoning districts. These districts would include:

- M-1 Manufacturing Zone
- M-2 Manufacturing Zone
- T-M Technology and Manufacturing

To facilitate this discussion, staff has attached a draft list of land uses for each of these manufacturing zones (see Attachment A – Proposed Land Use Table).

In addition to this pending amendment, city staff has been researching a new development concept known as "maker districts," which may warrant a separate, unique zoning district for locations currently planned for traditional commercial land uses in the General Plan (see Attachment B – Maker District).

RECOMMENDATION:

No formal action is required for this agenda item; however, all City Council and Planning Commission members are encouraged to:

1. Review the attached document, and
2. Identify recommended amendments to the proposal

Staff will note all recommendations and prepare a draft text amendment of applicable regulations in Title 10 Land Development Code for a future public hearing and legislative decision.

ATTACHMENT:

A. Proposed Land Use Table
B. Maker Districts Article

Attachment A
Proposed Land Use Table

Proposed Uses in Manufacturing Zones

Uses	M-1	T-M	M-2
Agricultural:			
Agricultural business	C		C
Agricultural processing	C		C
Agriculture	P		P
Cannabis production establishment	~~C~~		C
Soil products	~~C~~		C
Stable, public	~~C~~		C
Public and Civic:			
Government service	C	C	C
Operations center	C	C	C
Resource recycling collection point	~~P~~		P
Charter school	P	P	
School, vocational		C	
Utility, major	C	C	C
Utility substation	C	C	C
Commercial:			
Airport lounge	P	P	P
Banquet catering	P	P	
Bar establishment	P	P	P
Beer wholesaler	P	P	P
Brewery manufacturing	P	P	P
Hotel	P	P	
Off premise beer retailer	P	P	P
Package agency	P	P	P
Reception center	P	P	
Restaurant - beer only	P	P	P
Restaurant - full service	P	P	P
State liquor store	C		P
Tavern	P	P	P
Animal care service	P		P
Bank or financial institution	C	C	
Business equipment rental and sales	P	C	P
Car wash	C	C	C
Construction services and sales	P		P
Convenience store	C	C	P
Data center		C	C
Fireworks stand	C		C
Food truck		P	P
Garage, public	P		P
Gas and fuel, storage and sales	C		C
Gasoline service station	C	C	C

Hotel/ motel		C	
Kennel	~~C~~		C
Media service	C		
Medical or dental laboratory	P	C	
Medical service		C	
Office, professional	P	C	
Parking lot	P		P
Personal care service		P	
Personal instruction service	C		C
Printing	P	C	C
Recreation and entertainment, indoor	C	C	C
Recreation and entertainment, outdoor	C		C
Research service	P	C	P
Restaurant fast-food		C	C
Restaurant, general	P	C	P
Sexually oriented business	C		C
Temporary building	C	C	C
Transportation servcie	P		P
Vehicle and equipment rental	P		P
Vehicle and equipment repair, general	P		P
Warehouse, self service	P		P
Wireless telecommunication facility	P	C	P
Industrial:			
Freight terminal	~~C~~		P
Laundry service	P		P
Manufacturing	~~C~~	C	P
Manufacturing, light	C	C	P
Recreational vehicle storage yard	C - 43		P - 43
Wholesale and warehousing, general	C	C	P
Wholesale and warehousing, limited	C	C	P

Attachment B
Maker Districts Article

MAKER DISTRICT

PRODUCTION/ DISTRIBUTION/ REPAIR [PDR]

Planning, February 2014

Making Way for 'Makers'

New — smaller, nichier — industry is taking over old manufacturing sites.

By JoAnn Greco

Manufacturing is alive and well in the U.S. — it just looks different than what we're used to. In place of the behemoths of yore, teeming with thousands of workers, more than 50,000 manufacturers in 2007 employed fewer than 20 people, according to the Brookings Institution. Even more recently, a new trend has emerged: a "maker" society of furniture builders and seamstresses, of software designers and inventors, all eager to slap a "Made in America" label on their products.

These operations typically set up shop in old industrial neighborhoods for a variety of reasons, points out Linda Hausrath, an economic consultant in Oakland. "Typically, as the old heavy manufacturers have disappeared, their factories and warehouses have turned over and become occupied by other industrial uses like, say, construction," she says. "But increasingly there's been a demand from artisans or, in light industry, anyone from metal fabricators to cabinetmakers, who need to go where the space is cheap. These people like the grittiness of edgy, close-in areas."

One thing's for sure: Whether they're engaged in making microchips or microbrews, these companies — known variously as small urban manufacturers or production/distribution/repair — are not likely to be belching fumes or clanging machinery.

"Most people still hear the word 'industry' and think of petroleum or tanning, and the accompanying noxious smells and toxic byproducts," says Laura Spina, Center City planner for the Philadelphia City Planning Commission. "But increasingly we're seeing a lot of smaller uses — the wholesaler who has a retail component or the technology center with some machinery. In many cases, you hardly know they're there."

They may be nearly invisible, but they are making their presence felt. And today's cities are learning to not only accommodate them, but to protect and encourage them. "Like all of America's big cities, we've already lost a lot of these businesses," says Charletta Wilson Jacks, the director of Atlanta's Office of City Planning. "But we're drawing a line in the sand that says we're committed to supporting what remains."

It's not always easy. In San Francisco and the Bay Area overall, tremendous market pressures are in play that lead to questions of how valuable real estate should be used. "There have been lots of fights where industrial lands are being taken over by housing developers," says Hausrath, "and cities have said we need these areas for jobs."

In smaller cities, like Wilmington, North Carolina (pop. 110,000), planning decisions implemented to encourage residential growth at the expense of industry are now being reversed. And in cities like Baltimore and Philadelphia, planners are examining ways to have their cake and eat it too by allowing makers and residents to settle side by side — even in the same building.

"In the old days, you did your manufacturing in one place, your office was somewhere else, and your shop in still another location," says Laurie Feinberg, assistant director of Baltimore's Department of Planning. "Now, all three functions are blending and zoning codes aren't always up to date in acknowledging that."



Philadelphia: mixing it up

Typical of the new manufacturing is NextFab Studio, a design and fabrication studio in South Philadelphia. Harking to the age when the city functioned as the "workshop of the world," this membership-based "gym for innovators" recently relocated to an industrial strip — Washington Avenue — that has long played host to construction wholesalers, storage facilities, and auto body shops.

Its 21,000-square-foot prototyping facility may appear modest and vernacular from the outside, but inside it hums — softly hums — as makers craft everything from steering wheels that can be used by the disabled to amplifiers for audio enthusiasts who want to assemble their own sound systems. When it's time to take a break, members can walk downstairs to a new in-house Mexican cafe with its own street entrance, or head down the block to Kermit's Bake Shoppe, which sells its pies and breads up front, while acting as a large commercial kitchen for other restaurants in the tonier parts of town.

"The places that are coming in to Washington Avenue would have had a harder time before Philadelphia's new zoning code went into effect last year," says Spina. "While these uses could have occurred together before, they would have needed variances."

The revamped code offers two new classifications, Industrial Commercial Mixed Use (ICMX), which accommodates businesses such as Kermit's and NextFab, and Industrial Residential Mixed Use (IRMX), which focuses on live-work arrangements. "This designation hasn't been mapped yet," says Spina of IRMX, but it gives flexibility to small artisans while allowing for the as-of-right reuse of old warehouse buildings. And preserving old industrial buildings, she adds, is as important a goal of the new classification as seeing fewer variances and responding to lifestyle shifts.

As the city proceeds with remapping its 18 zoning districts, ensuring that certain buildings and tracts, such as Washington Avenue, retain their industrial uses will be a priority, Spina says. "It's become a real balancing act to make sure that we don't deplete that industrial stock," she adds. "As factories close or businesses leave, the assumption is that their old buildings will make great lofts."

San Francisco: Protecting PDR

That's exactly what San Francisco has had to deal with. "At some point in the 1990s, in the midst of the first dot-com boom, we realized that industries were not just leaving of their own accord, but they were being pushed out because of housing pressures," says Steve Wertheim, a planner in San Francisco's planning department. "We had to take a good look at this situation and answer the question: Does it make sense to set aside land for [production/distribution/repair] uses?"

The answer, ultimately, was yes. In 2008 the city released its Eastern Neighborhoods Plan, which split the industrially zoned land in prime neighborhoods — like Mission, South of Market, and Dogpatch — into two: one that would include housing and its requisites (transportation, parks) and one that restricted usage to PDR, with no offices or housing and just a smidgeon of retail.

"No other major city in the U.S. had undertaken such a step at the time," says Wertheim. "Their codes were all permissive, as ours had been. We said, 'we cannot do this any longer; if we're going to have any PDR uses in San Francisco, we have to protect them, otherwise they will always lose out economically.'"

According to the local advocacy organization, SFMade, its 500 member manufacturers employ 4,000 people and are responsible for $1 billion in direct and indirect economic activity. From the nationally distributed Anchor Brewing to Rickshaw Bagworks, which employs under 50 workers, the total might be a fraction of the 115,000 manufacturing jobs in the Bay Area (including Oakland and its massive port operations — and its own substantial maker community), but it represents an "important cog in our economy," says Wertheim.

"That being said," he adds, "the average company has only eight people — and lots of them are, like, two guys with luthiering degrees from Vassar making beautiful guitars. So these outfits are not going to be the savior of our blue collar workforce. But they do provide many quality jobs, and it's great to see people making things again."

In San Francisco, the sector is growing so quickly that the city has recently turned its focus on how to build more space for the "producers" in the PDR cohort. "Since the low rents means building new PDR space isn't economically viable, we're going to try to leverage the current office market by allowing offices to enter into the PDR districts," Wertheim says. "We're actually relaxing some of the zoning that prohibits that."

Provided that the space is vacant, more than 20,000 square feet, and close to transit, a developer would be able to build office space as long as they set aside one-third of the space to PDR uses, according to Wertheim.

Also in the Bay Area is an outpost of TechShop, a small manufacturing incubator based in Menlo Park. It offers classes, fabrication and prototyping tools, a wood shop, computer and other electronic equipment, and design software to its members. The business, launched in 2006, is interesting because it has a multicity presence, with locations in San Francisco; San Jose, California; Chandler, Arizona; and Pittsburgh, and two more in the works.



Atlanta: making accommodations

Mixing uses seldom goes smoothly. In Atlanta, conflicts arose when existing and long-standing industrial tenants butted heads with new residents. "Residents couldn't understand why those uses — self-storage facilities, junkyards — were allowed in what they saw as a residential area," says Wilson Jacks.

That hasn't stopped the city from looking to expand its industrial base. A 2012 report produced by the Georgia Tech Enterprise Innovation Institute for the planning department and Invest Atlanta, the city's economic development arm, cataloged existing manufacturers and proposed ways to encourage suppliers and other accessory uses to locate near them.

But in one recent case, Wilson Jacks says, when a digital warehousing operation sought to set up in an area that had an industrial heritage, it found itself blocked by an updated mixed use designation. "So we went back and changed the zoning to allow this company to come in," she says. "We were talking about more than 100 jobs — and a substantial amount of college interns. But the community was up in arms. I went to do a site visit and the only noise I heard was the UPS truck backing up.

"The code was too antiquated in protecting against industry," she concludes. "It didn't allow for this kind of new use."

Wilmington: correcting mistakes

Economic development was also the impetus behind the adaptation of a new Urban Mixed-Use (UMX) district in the North Carolina port city of Wilmington last year, according to Glenn Harbeck, AICP, director of planning, development, and transportation. The city rezoned 640 parcels in the district — such as those occupied by a former soda bottling factory, a former automotive repair center, and an auto sales lot — located within the original corporate limits.

As in Atlanta, Harbeck says, "we're returning these properties to their original design intent — putting [them] back into the urban fabric — and trying to get away from segregating uses." But the businesses that the district is looking to attract are ones that "will not be the kinds that generate a lot of traffic or require a lot of heavy transportation infrastructure," he adds.

Harbeck cites as an example the half-dozen or so craft breweries and "nano breweries" that have inquired about relocating to Wilmington — from elsewhere in the state and even as far off as Wisconsin — in recent months. "We did an assessment of the code to see where in our city they could locate right now, where we would like them to locate, but the code doesn't allow it." The city is also asking how the code needs to be changed, he notes.

Such makers, he says, "want to be where the action is, where the buildings are pulled up to the street, where there is pedestrian traffic, and where they are also allowed to sell their wares on-site."

To accommodate them, planners are proposing yet another designation, "urban industrial," that would promote the use of currently vacant or underutilized older industrial properties. Like UMX, this district would attempt to reverse planning decisions from the 1980s that wound up "hamstringing those old parcels," says Harbeck.

By trying to introduce a more suburban style to old industrial neighborhoods — by requiring front yard setbacks, off-street parking, and landscaping — the city "killed any semblance of business development," he notes. "There were too many restrictions."

In Baltimore, where a new zoning code is still a gleam in its creators' eyes, similar ideas are likely. Several new industrial zoning districts are proposed, including Business Industrial, Office Industrial Park, and Industrial Mixed Use. All offer some mixture of residential, commercial, and industrial uses, and the last encourages the conversion of historic industrial buildings into live-work, office, and light industrial uses.

"These changes are already happening, but only through variances and band-aids," says Feinberg. "There has to be a better way to meet the needs of everybody."

JoAnn Greco is a Philadelphia-based writer and frequent contributor to Planning.

Launching a Makers and Manufacturing Cluster in Oakland

By Margot Lederer Prado

Localization is popular these days. Consider pop-up retailing, food truck clusters, and co-working hubs used for sharing creative activities. It has also helped make possible the "Made In ... (Anytown, USA)" movement.

Renewed interest in local manufacturing is a recent phenomenon, spurred by rising wages in China and the relative strength of the yuan, the global costs of fuel, increased customized production, and just-in-time delivery of goods. However, "Made in USA" is not a new trend. Too few American residents and workers realize that our nation is the top manufacturing nation in the world, measured by productivity and GDP, according to JPMorgan's Global Manufacturing Purchasing Managers Index.

The maker movement illustrates the "cool" side of manufacturing, one not widely known to the public. In fact, a national campaign is needed to amend public perceptions that manufacturing is dull, unskilled, and poorly paid. Today, manufacturing involves technology and digital literacy and skills that can be learned at two-year colleges plus some on-the-job training. Skilled manufacturing workers earn $60,000 a year on average. One group that has definitely changed public perception is the Maker Faire, run by the Northern California company Maker Media. It has become a global organization with family-friendly educational and fun expositions of technology-infused creative industrial inventions.

What is needed to grow local maker, do-it-yourself enterprises into profitable, job-generating firms? For starters: supportive land-supply policies (such as Oakland, California's 2005 Industrial Land Policy, which maintains that industrial land is a scarcity in Oakland, thereby supporting industrial land general plan retention policies), appropriate zoning, business-friendly regulation, and local government support.



Recently the city of Oakland launched Oakland Makers, together with partner institutions including Maker Faire, Oakland Museum of California, Laney City College, The Crucible (an industrial arts training center), American Steel Studios, NIMBY (a local DIY industrial workspace), and individual artists and entrepreneurs. The aim is to celebrate and promote the city as an international destination for industrial arts, innovation, and production.

Oakland industrial artists and manufacturers, such as contractors, metal workers and fabricators, industrial designers and artisans, smiths, and food producers, share a century-long history in Oakland.

Makers and traditional manufacturers share similar physical needs for land, space, power, and tolerance for industrial operational attributes. Oakland Makers' activities are based on four principles:

People: Increase visibility and recognition of the creativity, innovation, diversity, and productivity of Oakland Makers.

Place: Enhance opportunities for establishing space, expanding and modernizing facilities, and influencing local decision makers by engaging in land-use planning.

Products: Initiate and promote "Oakland-made" product certification and labeling.

Prosperity: Incubate, support, and grow Oakland Maker businesses. Create opportunities for exploration of the creative arts, technical trades, and apprenticeship programs for young adults in manufacturing.

For its part, the city is considering the following planning issues related to makers' needs:

Flexible, industrial-friendly zoning regulations that encourage real estate investment while maintaining affordability, providing buffers from other sensitive land uses, and accommodating "industrial commons" — places to work, meet, share equipment and ideas, eat, and drink.
Spatial requirements, such as the availability of high-ceilinged spaces and facilities that allow the movement and storage of components and materials and have good access to sufficient water flow, power, and broadband.
Transportation access, including proximity to truck-friendly goods movement corridors, working waterfronts, and bike trails, for that "last mile" connection to industrial facilities, which are often found off main transit routes.
Supportive long-range retention policies in areas with affordable industrial building stock such as West Oakland and the Central Estuary, as well historic industrial and residential districts near the Port, where many of the current industrial artists live, work, and produce.

Oakland continues to struggle with a constrained industrial land footprint of less than 1,800 acres (three percent of the total private industrial land area outside of port and airport land), with such industrially zoned land limited to a narrow swath between the working waterfront (Oakland Estuary), the truck-accessible regional freeway (I-880), and a century-old rail freight corridor. Oakland's land-use policies need to accommodate — and help to maintain affordability — for its creative maker movement.

The need for industrial land protections is critical and will encourage alliances between the creative maker entrepreneurism and scaled-up industrial production. This effort is being rallied by the newly formed national association, the Urban Manufacturing Alliance. Friendly new industry will grow our middle class jobs, spark American ingenuity, and boost our global competitiveness.

Margot Lederer Prado is senior economic development specialist for the city of Oakland, California. Information is available at **www.oaklandmakers.org**.

Image: A young woman gets fired up at a Gear Girls welding workshop at The Crucible in West Oakland. The facility also hosted part of the Urban Manufacturing Alliance meeting last year. Photo courtesy The Crucible, thecrucible.org.

Resources

Images: Top — OHIO Design takes pride in manufacturing its furniture locally in San Francisco. It's one of 500 members of SFMade, a nonprofit dedicated to supporting small, homegrown industries. Photo by James Chang, www.jameschang.com. Middle — Industrial designer Peter Bressler teaches a class at NextFab Studio, a collaborative workspace and idea incubator in South Philadelphia. Photo courtesy NextFab Studio. Bottom — West Coast Garment Manufacturing, an SFMade member, employs 30 to 40 people who cut and sew several well-known clothing brands. Photo courtesy SFMade.

Staff Memorandum

DATE: April 22, 2021

TO: Mayor Watts, City Council, and Planning Commission

FROM: Michael Maloy, AICP, Planning Director

MEETING: Joint Work Meeting April 29, 2021

SUBJECT: Discussion of Multi-family Development Standards

SUMMARY:

Members of the Herriman City Council and Planning Commission will discuss the suitability of existing multi-family dwelling regulations in the Herriman City Code and adopted design guidelines.

DISCUSSION:

Members of the Herriman City Council and Planning Commission requested an opportunity to review and discuss regulations and design guidelines that apply to the develolepment of multi-family dwellings in Herriman City (see Attachment A – Dwelling Group Regulations, Attachment B – Medium Density Design Guidelines, and Attachment C – High Density Design Guidelines). City staff has prepared a PowerPoint presentation to facilitate discussion of these standards and related issues (see Attachment D – PowerPoint Slides).

RECOMMENDATION:

No formal action is required for this agenda item; however, all City Council and Planning Commission members are encouraged to:

1. Review the attached materials, and
2. Identify recommended amendments to current regulations and design guidelines.

Staff will note all recommendations and and prepare a draft text amendment of applicable regulations in Title 10 Land Development Code for a future public hearing and legislative decision.

ATTACHMENT:

A. Dwelling Group Regulations
B. Medium Density Design Guidelines
C. High Density Design Guidelines
D. PowerPoint

Attachment A
Dwelling Group Regulations

City Code 10-3-6 Definitions of Land Use Categories:

DWELLING GROUP: A group of two (2) or more multiple-family dwellings located on a lot in one ownership and having any yard or court in common.

City Code 10-10-6 Development Standards in Residential Zones

D. Dwelling Group Design Criteria:

1. All Dwelling Groups: The following requirements shall apply to all dwelling groups:

a. The distance between principal buildings and the nearest perimeter lot line shall be at least fifteen feet (15'). The distance between the building and a public street shall be at least the front yard required in the zoning district; except, on corner lots, the side yard which faces on a public street shall be at least twenty feet (20').

b. Access shall be provided by a private street or right-of-way from a public street; such private street or right-of-way shall be at least twenty feet (20') wide for one or two (2) rear dwelling units, and at least thirty feet (30') wide for three (3) or more dwelling units.

c. No parking areas shall include any part of the required front yard or side yard adjacent to a street.

d. Parking areas adjacent to residential uses shall be screened with a six foot (6') high visual barrier.

e. Entrances from a private development to a public street shall maintain a "clear view", as defined in section 10-29-48 of this title.

f. Public access to the dwelling group shall be from a sixty foot (60') or wider street.

g. Front and side yards next to a public street shall be landscaped in accordance with applicable provisions of chapter 23 of this title and the following:

(1) A minimum of two (2) trees per one thousand (1,000) square feet of the ground or main floor level.

(2) One shrub per six (6) linear feet of building foundation. Shrubs may be grouped.

(3) Grass or other plantings installed in all areas not used for building, parking, walks or drives.

h. A five foot (5') wide landscaped area shall be required between the drive and parking area adjacent to residential property lines. This area shall be planted with a minimum of one tree per twenty five feet (25') of linear landscaped area.

i. Open space shall be provided on the site equal to twenty five (25) square feet per unit in the dwelling group.

j. Exterior lighting shall be provided as follows:

(1) Each parking area shall be illuminated for safety by installing lighting fixtures which emit light at least equivalent to that of one (1) 100-watt incandescent bulb per one hundred feet (100') in all directions.

(2) All lighting shall be shielded so as not to shine into surrounding residences.

k. Residential structures proposed greater than one story adjacent to existing single- or two-family dwellings may add one additional floor to the height of the proposed structure for each additional thirty foot (30') increase in rear yard or side yard greater than the fifteen foot (15') perimeter yard requirement.

l. Buildings which face each other shall be separated by fifty feet (50') or more. Buildings which side on another building shall be separated by sixteen feet (16') or more.

2. R-2-10 And R-2-15 Zones: The following additional requirements shall apply to dwelling groups in the R-2-10 and R-2-15 Zones.

a. The land on which the dwelling group will be erected shall have an area equal to the aggregate of the minimum lot areas otherwise required in the zone for the number of individual dwelling structures in the group.

b. A minimum of two (2) parking spaces shall be provided for each dwelling unit. Parking spaces and vehicular maneuvering areas shall meet City standards.

c. On any public road where street lighting is not in place, lighting shall be provided at least equivalent to light produced by a one hundred (100) watt incandescent bulb per each fifty feet (50') of frontage, or fraction thereof. Lighting is to be provided by a freestanding fixture, in the yard space between the building and public street, or attached to the wall of the building which is not more than thirty feet (30') from the street property line.

d. Applications for each building higher than one story shall be evaluated on the basis of the proposed building height, mass, materials, spacing and privacy considerations. Harmony and compatibility with existing and future residential structures in the area shall also be evaluated.

3. R-M Zones: The following additional requirements shall apply to dwelling groups in the R-M Zone.

a. A minimum of two (2) parking spaces shall be provided for each dwelling unit for units with less than three (3) bedrooms and 2.4 spaces for units with three (3) or more bedrooms. Additional stalls may be located in designated parking areas. Parking areas associated with a clubhouse or sales center shall have six (6) spaces per one thousand (1,000) square feet. Parking spaces and vehicular maneuvering areas shall meet the requirements of chapter 24 of this title.

b. If a six foot (6') high visual barrier fence is proposed in the yard next to a public street, the barrier shall be placed no closer than ten feet (10') to the sidewalk.

c. Brick, rock, or stone shall be used for the finish system on the front building facade and shall make up a minimum of fifteen percent (15%) of the total area of the front facades of the complex. If the building incorporates a front porch across the entire front facade of the house, the brick, rock, or stone may be reduced to ten percent (10%).

d. Brick or stone shall be used on the front elevation to show significant masonry architectural detail in the form of vertical accents. However, other architectural details may be used in lieu of brick or stone, if approved by the City. Manufactured materials may be substituted for real stone products.

e. The remainder of the front elevation may be finished with a combination of stucco, fiber cement material, or brick products. The use of vinyl and aluminum siding is prohibited.

f. Building trim should be applied consistently with the architectural style of the home. Trim should be applied so that it adds dimension to the front facade.

g. All finished materials used and their placement on the facade shall be indicated on the elevation rendering when submitted for review to the City.

h. When living space is added above a garage, the front facade shall include windows and other treatments to avoid a large blank wall space above the garage doors.

i. Driveway locations shall be selected to promote pedestrian friendly pathways.

Attachment B
Medium Density Design Guidelines



MEDIUM DENSITY RESIDENTIAL DESIGN GUIDELINES

MAY 3, 2007

INTRODUCTION

The information in the Herriman City Medium Density Design Guidelines for detached single family housing and attached Medium Density Cluster development governs the appearance restrictions within Herriman City.
Individual homes are anticipated to be accessed from public, local streets; however, a sub-local street standard or shared driveway may be used, particularly for clustered development. These neighborhoods will be characterized by a variety of lot sizes. Variations in setbacks, both in front and back and from side to side are to be encouraged. Uniformity in front facades shall be avoided. To the greatest extent possible, subdivision design should take advantage of the views.

While individual yard space will provide some of the open space within the neighborhood, community open space will be provided in the form of parks, public spaces, trails, and paths to encourage connectivity to other developments and to the regional trails network. Entry features and other streetscape enhancements will provide open space character to the neighborhoods.

INTERPRETATION

In interpreting and applying these guidelines, the provisions thereof shall be held to be the minimum requirements needed to promote the public health, safety, prosperity, aesthetics and general welfare of the present and future inhabitants of Herriman City. The final interpretation of these guidelines will be defined by the City's Land Use Authority per the City's Land Use Ordinance.

APPLICABILITY

The Design Guidelines shall apply to all Medium Density Residential development within Herriman City.

FLOOR PLANS

Multiple copies of the same floor plan may be constructed every third house when counted on either side of the street. There must be at least two (2) houses of differing floor plans between duplicative or the same floor plan. To modify a duplicative floor plan so that it is not considered the same, the builder or owner must consider a number of the following design changes:

- Altering the rooflines
- Changing color schemes
- Altering siding textures
- Moving garages
- Increasing or altering windows
- Increasing or altering covered porches

SIDEWALKS AND PATHWAYS

The design of pedestrian ways may include a solitary meandering pathway, sidewalk, or trail. Choice of appropriate pedestrian access will be made based upon the scale and type of the development being proposed. The standard ten foot cross section (five foot park strips, five foot sidewalk) is a minimum, while a wider park strip and/or sidewalk may be used depending upon the desired effect.

CROSSWALKS

Use of crosswalks shall be incorporated within the development, at intersections, within parking lots, or other needed pedestrian connections. Crosswalks shall be so configured to be a design feature of the development, i.e. heavy painted lines, pavers, edges, and other methods of emphasizing pedestrian use. Bulb-outs and other pedestrian design may be used to shorten walking distances across open pavement. Medians may be used in appropriate areas to encourage walking and to act as a "refuge" for crossing pedestrians. In mountain areas with challenging slopes ADA ramps at the intersection may not meet ADA specifications, in such areas; the developer shall do one of two things: 1) Developer shall get written documentation from their engineer indicating the reason why the ramps cannot comply with ADA standards; or 2) Eliminate the sidewalk in areas with short cul-de-sac streets.

PARCEL LOT SIZE

The Medium Density Residential neighborhoods shall help transition the density from the Low Density to the High Density Residential and Commercial. Lot sizes and frontages should be varied to encourage a variety of architectural housing types. The Medium Density Cluster should be used next to the High Density Residential and the Medium Density Residential should be used next to the Low Density Residential.

PASSIVE OPEN SPACE

These are areas of the development that are intended to stay undeveloped and retain their natural beauty and would retain a rural feel to the development. These areas might also provide a buffer to adjacent land owners or transition of one land use to another. These areas might include developed trails and roadways to facilitate access.

ACTIVE OPEN SPACE

These are the developed open space areas of the development. These areas would include regional, community or neighborhood parks, pedestrian walkways, trails and trail heads, playgrounds, ball fields, tennis courts, swimming pools, pavilions, picnicking areas, or community/recreation centers. These areas focus on a full range of active recreational facilities. The developer will develop an active open space area within a ½ mile of each resident within the development. This will help promote a walkable neighborhood and a sense of place within the development. Trail head parks will have an open feel with 2-rail or 3-rail fences to delineate the boundaries. They should follow the general contour of the site and take advantage of view corridors. Trails will be designed to take people to other specific places. Trails should not just dead-end.

The developer shall dedicate the active and passive open space on a plat by plat or phase by phase basis to the Home Owners Association or Herriman City.

GARAGES AND ACCESSORY BUILDINGS

The use of recessed and side-turned garages is encouraged. Garages may be attached or detached from the primary residence. Front-loading garage doors must not protrude in front of the main building façade without specific approval. Buildings with front-loading garages flush with front of main building façade must have a covered porch. Other front-loading garages will be evaluated on a case-by-case basis. The visual image of attached garages should be minimized in the streetscape, and the garage should be proportionate to the homes living space. Front porches and building entries may protrude in front of the garage as allowed by the lot setback.

STORAGE

The design of the development shall provide adequate on-site storage to minimize the need for storage in parking areas.

PORCHES, DECKS AND OVERHANGS

Covered porches, decks and overhangs are strongly encouraged to provide variety to the building facades of each residence while maintaining architectural integrity and unity within the structure. The appearance of 'add-on' elements should be avoided by integrating these elements into the design of the structure. Porches should generally be designed to be open and inviting. They should not be long, narrow corridors leading to the front door.

Rear decks will be integrated into the design of the structure. The appearance of a deck supported by 'spindly legs' should be avoided with minimum size support posts of 6" x 6".

MINIMUM BUILDING SIZE

- A rambler-style single family dwelling shall have a minimum 1500 square feet on the main floor, and a minimum of a 2-car garage.
- A two-story single family dwelling shall have a minimum of 1300 square feet on the main floor, and the total finished square footage shall be a minimum of 2000 square feet; with a minimum of a 2-car garage.
- A clustered group of dwellings shall each have a minimum of 1100 square feet on the main floor, and a minimum of a 1-car garage.

STYLE AND CHARACTER

The general style and character of each residence should be appropriate to the size of the lot, the location within the development and the topography. Homes on sloping lots that result in large retaining walls due to the poor integration of the home and topography are discouraged. The incorporation of dormers, porches, wide roof overhangs, weather veins & iron elements, shutters, accent shingles, and high percentage of glass and windows are strongly encouraged.

EXTERIOR MATERIALS AND COLORS

All exterior materials should be suitable for the climate and exposure with a minimum of deterioration and wear. Materials will be selected that will be relatively maintenance-free. Herriman City may reject any architectural material that it deems to be of inferior quality, or aesthetic appearance or problematic with regard to the intended use. New materials will be considered for use in the development as they are developed by the building industry. The primary material treatment must be selected from the following options.

1. Stucco with Masonry Base
2. Shingles with Masonry Base

3. Siding with Architectural Trim and Accent Elements
4. Siding with Masonry Base
5. Masonry with Architectural Trim and Accent Elements

Architectural colors will be harmonious with the setting and the neighboring properties. (Subtle or muted tones as well as earth tones are best for the dominant areas of the structure.) Pastels and bright colors should not be used. Roof colors will be evaluated as they relate to the character of the home as well as for compatibility with the neighboring structures.

ELEVATIONS

The exterior of each unit must meet or exceed the following minimum standards for finish and materials. All windows and doors should be trimmed or set apart from the plane of the façade by accent colors. The use of shutters or similar exterior trim elements is encouraged. Each home shall have a porch that extends out from the front façade of the home.

FRONT BUILDING ELEVATION

Brick, rock or stone must be used for the finish system on the front building façade and must make up a minimum of 25% of the total area of the front. If the home incorporates a front porch across the entire front façade of the house the brick, rock, or stone can be reduced to 10%. Brick or stone should be used on the front elevation to show significant masonry architectural detail in the form of vertical accents. Manufactured materials may be substituted for real stone products. The remainder of the front elevation may be finished with a combination of stucco, fiber cement material, or brick products. The use of vinyl and aluminum siding is discouraged. The trim should be applied consistently with the architectural style of the home. Trim should be applied so that it adds dimension to the front façade. The use of more than three finish materials in the front elevation is discouraged. All finish materials used and their placement on the façade must be indicated on the elevation rendering. Where living space is added above the garage the front façade must include windows and other treatments to avoid a large blank wall space above the garage doors. Driveway locations should be selected to promote pedestrian friendly pathways.

SIDE BUILDING ELEVATION

The side of the building should have the same primary material treatment as the front. Each side elevation must include at least two windows per floor, unless the home contains a wainscot that covers the entire length of the side elevation. In which case, only one window per floor is required. The windows should make up 5% of the side façade for a standard lot. For corner lots the windows should make up 10% of the façade

and must have similar window treatments as the front façade windows, i.e. trim and/or shutters.

REAR ELEVATION

Any home in which the rear of the building is facing a street or open space, the rear elevation must have the same architectural elements as the front elevation, i.e. trim, shutters, rock, stone, masonry base. In other words, it must appear double fronted. Landscaping can also be used to help break-up the back wall, but cannot be used exclusively.

ROOFS

Roof planes for lots on a street without a cul-de-sac should have a minimum pitch of 6:12 (vertical to horizontal). Lesser pitches may be utilized on small areas of the roof plan such as shed dormers and patio or porch roofs. The design of the roof should appear as an integrated architectural element. Twenty five year architectural grade roofing is the minimum required for roofs in each development.

A minimum fascia height of 4' shall be required for all homes. The elements should be finished to match the finish and color or the trim of accent color of the home. Exposed rafters and open soffits should only be allowed when they relate to the style of the architecture. In such cases, the soffit and rafters must be painted to match the building.

FENCING, WALLS AND RETAINING

Fencing and walls around residential lots is permitted. No chain link fencing will be permitted with the exception of sport court fencing. Such fencing should be screened from public view. All fences on sloping lots must comply with these standards while stepping with the grade with the exception that open, three rail fences may follow the contour of the site. The top rail of stepped fences must be constructed in a level plane. On stepped fences the height shall be measured at a point that is midway between posts. Fences must step in four or eight-foot lengths as determined between posts. Other fencing may be required for specific sites.

PARK STRIP LANDSCAPING

All park strip areas adjacent to the front, rear and side yard areas of each lot are to be landscaped by the homebuilder and maintained by the homeowner. Tree specifications must follow the guidelines outlined in the Herriman City Approved Tree and Shrub List. No materials other than the approved trees or grass may be installed in park strip areas. Rocks, gravel, bark, or other types of xeroscaping are not acceptable landscape materials for park strip areas. Street trees should be located within the park strip between the sidewalk and the curb. Clear zones for visibility and safety must be considered when locating street trees on corner lots. The side park strips should follow the rule of one tree

every 25'. Any tree that is placed in the park strip that is contrary to the Herriman City Approved Tree and Shrub List may be removed and replaced with an appropriate tree by Herriman City at the owner's expense.

The balance of the front yard should be landscaped with sod, ground cover, or planting beds. Visual clearance for driveways and streets must be maintained.

Landscaping in each development should conform to the above listed standards where applicable, but should also provide a landscape plan as part of the site plan submittal to the City. The landscaping should be designed to help soften the density and generally should be maintained under a Home Owner Association. Individual units in a PUD should be allowed to have a small area of private landscaping, but in general this area is to be screened from public view.

PRESERVATION OF EXISTING TREES AND REVEGETATION

Significant areas of native trees or exceptional specimens of native trees may exist within a development. These trees should be identified as part of the Site Plan and should also be identified on the builders' specific building plan. Care should be taken to preserve as many of these native trees as possible within the building lots. Wherever possible, development plans should strive to locate native trees in common areas.

WALKWAYS AND PATHS

Each development should include a wide variety of common area walkways, paths and trails. The type of construction, size and location of these trails will be determined by the City during the design of each phase of construction. The eventual use and development need will be evaluated when determining the level of facility that is to be built.

PATHWAY LIGHTING

Major pathways within the core areas of the development may be illuminated. These light fixtures will be approved by the City. Illumination levels should be chosen based on the intended use of the pathway, location within the development and safety criteria.

Attachment C

High Density Design Guidelines



HIGH DENSITY
DESIGN GUIDELINES

MAY 3, 2007

INTRODUCTION

The information in the Herriman City High Density Design Guidelines for an attached housing development governs the appearance and use restrictions within Herriman City. The High Density Residential neighborhoods shall help transition the density from the Medium Density Residential, Medium Density Cluster and the Commercial. These High Density Residential neighborhoods will be characterized by a gross density up to 20 dwelling units per acre and a minimum of 11 units per acre. High Density Residential housing will consist of Planned Unit Developments, Dwelling Groups and apartments which will have a variety of townhomes, condominiums or clustered housing. Units in these areas will be accessed from public and private streets, alleys, private driveways and lanes. Variations in setbacks, both in front and back and from side to side are to be encouraged. These projects shall pay close attention to perimeter landscaping and their transition from lower to higher density. **Landscaping and open space shall be used to buffer and soften the density. These areas should be located near the Mountain View Corridor.**

The open space within the neighborhood will be provided in the form of developed parks, club houses, public spaces, trails, and paths to encourage connectivity to other developments and to the regional trails network. Entry features and other streetscape enhancements will provide open space character to each site plan.

INTERPRETATION

In interpreting and applying these guidelines, the provisions thereof shall be held to be the minimum requirements needed to promote the public health, safety, prosperity, aesthetics and general welfare of the present and future inhabitants of Herriman City. The final interpretation of these guidelines will be defined by the City's Land Use Authority per the City's Land Use Ordinance.

APPLICABILITY

The Design Guidelines shall apply to all High Density Residential development within Herriman City.

SITE PLANS

Site plans should be well designed, pedestrian friendly and should provide connection to the overall trail system. The design should encourage slow travel speeds for vehicles. Site plans should avoid large expansive parking fields. Site plans should include elements to hide the parking from public view.

PASSIVE OPEN SPACE

These are areas of the development that are intended to stay undeveloped and retain their natural beauty and would retain a rural feel to the development. These areas might also provide a buffer to adjacent land owners or transition from one land use to another. These areas might include developed trails and roadways to facilitate access.

ACTIVE OPEN SPACE

These are the developed open space areas of the development. These areas include community or neighborhood parks, wide pedestrian walkways, trails and trail heads, playgrounds, ball fields, tennis courts, swimming pools, pavilions, picnicking areas, and community recreation centers. These areas focus on a full range of active recreational facilities. The developer shall develop an active open space area within a ½ mile of each resident within the development. This will help promote a walkable neighborhood and a sense of place within the development. Trail head parks shall have an open feel with 2-rail or 3-rail fences to delineate the boundaries. They should follow the general contour of the site and take advantage of view corridors. Trails shall be designed to take people to other specific places. Trails should not just dead-end.

The developer shall dedicate the active and passive open space on a plat by plat or phase by phase basis to the Home Owners Association or Herriman City.

GARAGES AND ACCESSORY BUILDINGS

The use of recessed, side-access and alley loaded garages are encouraged. Garages may be attached or detached from the primary residence. Buildings with front-loading garages that protrude or that are flush with front of main building façade must have a covered porch. Other front-loading garages will be evaluated on a case-by-case basis by Herriman City. The visual image of attached garages should be minimized in the streetscape, and the garage should be proportionate to the homes living space. Front porches and building entries may protrude in front of the garage as allowed by the lot setback. Any detached garages or sheds must be similar in style and color to the buildings.

STORAGE

The design of the development shall provide adequate on-site storage to minimize the need for storage in parking areas.

PORCHES, DECKS AND OVERHANGS

Covered porches, decks and overhangs are strongly encouraged to provide variety to the building facades of each residence while maintaining architectural integrity and unity within the structure. The appearance of 'add-on' elements should be avoided by integrating these elements into the design of the structure. Porches should generally be designed to be open and inviting. They should not be long, narrow corridors leading to the front door.

Rear decks will be integrated into the design of the structure. The appearance of a deck supported by 'spindly legs' should be avoided with minimum size support posts of 6" x 6".

ARCHITECTURAL STANDARDS

The architectural patterns within the development will include many different materials including: stucco, cement fiber siding, masonry, brick, and stone. Herriman City will have broad discretionary powers in the review and approval of architecture.

STYLE AND CHARACTER

The general style and character of each residence shall be appropriate to the size of the site, the location within the development and the topography. Buildings on sloping lots that result in large retaining walls due to the poor integration of the buildings and topography may be denied by Herriman City. The incorporation of dormers, porches, wide roof overhangs, weather vanes & iron elements, shutters, accent shingles, and high percentage of glass and windows are strongly encouraged.

EXTERIOR MATERIALS AND COLORS

All exterior materials shall be suitable for the climate and exposure with a minimum of deterioration and wear. Materials will be selected that will be relatively maintenance-free. Herriman City may reject any architectural material that it deems to be of inferior quality, or problematic with regard to the intended use. New materials will be considered for use in the development as they are developed by the building industry. The primary material treatment must be selected from the following options.

1. Stucco with Masonry Base
2. Shingles with Masonry Base

3. Siding with Architectural Trim and Accent Elements
4. Siding with Masonry Base
5. Masonry with Architectural Trim and Accent Elements

Architectural colors will be harmonious with the setting and the neighboring properties. (Subtle or muted tones as well as earth tones are best for the dominant areas of the structure.) Pastels and bright colors will not be used. Roof colors will be evaluated as they relate to the character of the home as well as for compatibility with the neighboring structures.

Architectural facades will be of consistent material and style compatible with surrounding residential areas.

1. All facades, including back and side elevations of a building generally visible from public view or adjacent to residential areas, should be architecturally treated and relate to but not overwhelm the neighborhood. All elevations generally visible from public view should reflect the overall design, colors and textures used on the front façade.
2. Design multi-building projects to include consistent design elements throughout the project.
3. Building elevations should incorporate architectural features and patterns that include a pedestrian scale.
4. Utilize architectural features, screen walls, landscaping into the overall building design.
5. Internalize roof drain elements within the building or an architectural feature such as columns (except at-grade discharge).
6. For all buildings at least two of these elements should repeat horizontally. Buildings with facades greater than 100 feet in length should include several of the elements listed below, repeated at appropriate intervals, either horizontally or vertically:
    a. Color change. Recognizable, but not strongly contrasting.
    b. Texture change.
    c. Material change.
    d. Architectural variety and interest through a change in plane such as offsets.
    e. Reveals, archways or projecting rigs.
    f. Wall plan projections or recesses.
7. Wall elevations should terminate at a logical point.
8. Variations in rooflines or parapets should be used to reduce the scale of residential buildings. Roof size, shape, material, color and slope should be coordinated with the scale and theme of the building.
9. The size of all roof elements should be appropriate to the size and scale of roofing materials used. Buildings with sloping roofs should include multiple planes.

10. Solid and soft or open areas of the façade should be arranged to create a relationship that complements the architectural style of the structure. Soft or open building elements include windows, entryways, porches, arcades, etc.
11. Predominant exterior building materials should be of high quality and durable. These include, but are not limited to:
    a. Stone, natural or faux.
    b. Integral color, sand blasted or stained textured masonry.
    c. Split-face or scored concrete masonry units.
    d. Textured tilt-up concrete panels.
    e. Stucco/EFIS.
    f. Concrete and clay tile roofs.
    g. Clear and tinted glass.
    h. Architectural metal.
    i. Predominant exterior building materials should not include the following:
        - Un-textured tilt-up concrete panels.
        - Pre-fabricated steel panels.
        - Corrugated metal.
        - Asphalt shingled roofs, except for period architecture.
        - Highly reflective glass.
12. Predominant façade colors should possess low reflectivity characteristics, and respect the diversity of color incorporated in the country lifestyle. The use of bright color schemes should be justified by the overall design, and may not be appropriate in many contexts.
13. Building trim and accent areas may feature different building materials and different colors than the building field color, including use of primary colors, if compatible with the architectural design.

ELEVATIONS

The exterior of each unit must meet or exceed the following minimum standards for finish and materials. All windows and doors should be trimmed or set apart from the plane of the façade by accent colors. The use of shutters or similar exterior trim elements is encouraged.

SIDE BUILDING ELEVATION & REAR ELEVATION

Any building that has a side or rear elevation that is on open space or public right-of-way must have the same architectural elements as the front façade and the same attention to architectural detail.

ROOFS

The design of the roof should appear as an integrated architectural element. Twenty Five year architectural grade roofing is the minimum required for roofs in the development. Other shingle materials that meet or exceed the minimum requirement may be approved by Herriman City.

A minimum fascia height of 4" will be required for all units. These elements will be finished to match the finish and color or the trim of accent color of the building. Exposed rafters and open soffits will only be allowed by Herriman City when they relate to the style of the architecture. In such cases, the soffit and rafters must be painted to match the building. Soffit and fascia finish materials must be approved by Herriman City.

FENCING, WALLS AND RETAINING

Fencing and walls around high density residential units is permitted. No chain link fencing shall be permitted with the exception of sport court fencing. Such fencing shall be screened from public view. All fences on sloping lots must comply with these standards while stepping with the grade with the exception that open, three rail fences may follow the contour of the site. The top rail of stepped fences must be constructed in a level plane. On stepped fences the height shall be measured at a point that is midway between posts. Fences must step in four or eight-foot lengths as determined between posts. Other fencing may be required for specific sites. All trash enclosures must be screened from public view and the screening must be the same as the primary structures.

PARK STRIP LANDSCAPING

All park strip areas adjacent to the front, rear and side yard areas of each unit are to be landscaped by the builder and maintained by the adjacent property owners. Tree specifications must follow the guidelines outlined in the Herriman City Approved Tree and Shrub List. No materials other than the approved trees or grass may be installed in park strip areas. Rocks, gravel, bark, or other types of xeroscaping are not acceptable landscape materials for park strip areas. Street trees shall be located within the park strip between the sidewalk and the curb. Clear zones for visibility and safety must be considered when locating street trees on corner lots. The side park strips must follow the rule of one tree every 25'. Any tree that is placed in the park strip that is contrary to the Herriman City Approved Tree and Shrub List may be removed and replaced with an appropriate tree by Herriman City at the owner's expense.

The balance of the front yard shall be landscaped with sod, ground cover, or planting beds. Visual clearance for driveways and streets must be maintained.

Landscaping in each development shall conform to the above listed standards where applicable, but should also provide a landscape plan as part of the site plan submittal to the City. The landscaping should be designed to help soften the density and generally

should be maintained under a Home Owner Association. Individual units shall be allowed to have a small area of private landscaping, but in general this area should be screened from public view.

PRESERVATION OF EXISTING TREES AND REVEGETATION

Significant areas of native trees or exceptional specimens of native trees may exist within a development. These trees shall be identified as part of the Site Plan and should also be identified on the builders' specific building plan. Care should be taken to preserve as many of these native trees as possible within the building lots. Wherever possible, development plans shall strive to locate native trees in common areas.

WALKWAYS AND PATHS

Each development should include a wide variety of common area walkways, paths and trails. The type of construction, size and location of these trails will be determined by the City during the design of each phase of construction. The eventual use and development need will be evaluated when determining the level of facility that is to be built.

PATHWAY LIGHTING

Major pathways within the core areas of the development may be illuminated. These light fixtures shall be approved by the City. Illumination levels shall be chosen based on the intended use of the pathway, location within the development and safety criteria.

CROSSWALKS

Use of crosswalks shall be incorporated within the development, at intersections, within parking lots, or other needed pedestrian connections. Crosswalks shall be so configured to be a design feature of the development, i.e. heavy painted lines, pavers, edges, and other methods of emphasizing pedestrian use. Bulb-outs and other pedestrian design may be used to shorten walking distances across open pavement. Medians may be used in appropriate areas to encourage walking and to act as a "refuge" for crossing pedestrians. In mountain areas with challenging slopes ADA ramps at the intersection may not meet ADA specifications, in such areas; the developer shall do one of two things: 1) Developer shall get written documentation from their engineer indicating the reason why the ramps cannot comply with ADA standards; or 2) Eliminate the sidewalk in areas with short cul-de-sac streets.

Attachment D
PowerPoint

Planning Commission & City Council Joint Work Meeting

Discussion of Multi-Family Dwelling Design Standards

April 29, 2021







The GOOD





The BAD





The UGLY

Discussion Points

- **Exterior Materials**
  - Should we maintain the “status quo” or require more place-making architectural features?
    - *“That building must be in Herriman!”*
  - Should we accommodate unproven or short-term “development trends” or establish design standards that implement “best practices” and create “places worth caring about”?
- **Amenities**
  - Are we creating places that people can really live in? More than just a parking space and a place to sleep?

Discussion Points

- **Contextual Placement**
  - How do these buildings “fit” into their surroundings?
  - Are they separate from or included in their surrounding community?
  - Should multi-family development “fit” their surroundings? If so, how?
- **Diversity of Building Types**
  - Should architectural diversity in large multi-family developments be generally encouraged?
- **Other Considerations?**

Next Steps

- Initiate Zoning Text Amendment to amend design standards for multi-family development

Staff Memorandum

DATE: April 22, 2021

TO: Mayor Watts, City Council, and Planning Commission

FROM: Michael Maloy, AICP, Planning Director

MEETING: Joint Work Meeting April 29, 2021

SUBJECT: Discussion of Potential Land Use Regulations of Metal Containers

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SUMMARY:

Members of the City Council recently requested an opportunity to discuss with staff potential amendments to City Code to regulate the use of metal storage containers in the City.

DISCUSSION:

Metal storage containers are being repurposed—both locally and nationally—in a variety of ways, including:

- Moveable or portable structure for commercial use
- Temporary structure for residential or commercial storage
- Permanent "accessory structure" for residential or commercial storage
- Permanent structure as an accessory dwelling
- Permanent structure as "habitable space"—but not a separate dwelling—such as "Man Caves or "She Sheds
- Temporary or portable structure as a residential dwelling—such as a "Tiny Home"
- Permanent structure as a principal dwelling
- Permanent structure for commercial development
- Temporary structure for "interim" commercial development

In response to the City Council, staff has prepared a PowerPoint to facilitate discussion of potential uses of and regulations for metal storage containers in residential and commercial zoning districts.

RECOMMENDATION:

No formal action is required for this agenda item; however, all City Council and Planning Commission members are encouraged to participate in the discussion and identify potential amendments in City Code. Staff will note all recommendations and prepare a draft text amendment of applicable regulations in Title 10 Land Development Code for a future public hearing and legislative decision.

ATTACHMENT:

A. PowerPoint

Attachment A
PowerPoint

Planning Commission & City Council Joint Work Meeting

Discussion of Potential Storage Container Regulations

April 29, 2021




CHAU 1817534
22G1
MAX.GR. 30480 KG 67200 LBS
TARE 2200 KG 4850 LBS
NET 28280 KG 62350 LBS
CU.CAP. 33.2 CUM 1170 CUFT


mobile mini
STORAGE SOLUTIONS
800.950.6464
mobilemini.com


MAX.GR.
TARE
NET
CU. CAP.
30,480 KGS
67,200 LBS
2,160 KGS
4,760 LBS
28,320 KGS
62,440 LBS
33.2 CU.M.
1,173 CU.FT








CONTAINER PARK


12
3
6
9
3300
3320


901
THE
Churchill


Churchill


BRILL LINE
POBRECITO







Next Steps

- Initiate Zoning Text Amendment to adopt design standards for metal storage containers in:
  - Residential zones?
  - Commercial zones?
  - As principal structures?
  - As accessory structures?
  - As temporary structures?

Agenda

Previous Item

Staff Report

DATE: April 22, 2021

TO: Planning Commission

FROM: Blake Thomas, Community Development Director

MEETING: April 29, 2021

REQUEST: Discussion regarding the proposed 4th amendment to the Master Development Agreement for the Rosecrest Master Plan Community

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Summary

The applicant is requesting to add approximately 175 acres (potentially more as negotiations are ongoing with several property owners) to their existing development, which is allowed per the master development agreement. In addition to adding acreage to their overall development, the applicant is requesting the following:

- Amendment to the 2008 General Plan (requires a public hearing)
- Rezone of the parcels being added to their development (requires a public hearing)
- Amendment to the Planned Unit Development
- Amendment to their Master Development Agreement

Background

The Rosecrest development has been mostly "built-out" with the only parcels remaining to be developed located uphill of Mountain View Corridor and generally uphill of Juniper Crest Road. The Master Development Agreement (MDA) contemplated the possibility of adding acreage to the development. Parcels may be added to the MDA by the administrator if two conditions are met: 1) The parcels are within the area that was disconnected from Bluffdale, and 2) Parcels are developed in accordance with the 2008 Herriman General Plan. Staff has identified that the parcels are located within the disconnect area but the proposed plan does not follow the 2008 General Plan. For this reason, the applicant is proposing an amendment to the MDA. Rosecrest has requested a change to the General Plan and the Zoning to better match and blend the development with what was approved for the South Hills Master Development Agreement 4th Amendment in 2020. Initial analysis shows that the overall residential unit count for their proposed plan is lower than the unit count the developer could obtain by following the existing General Plan. There is also a proposed change to some of the commercial zoning and subsequently the CDA boundary, which was approved by the Herriman Community and Redevelopment Agency and is not pending approval from Salt Lake County.

General Plan

The Rosecrest Development is required to follow the 2008 General Plan. Maps provided show the parcels and their land use designation in the 2008 General Plan.

Zoning

The zoning of property within the Rosecrest Development is required to conform with the 2008 General Plan. Maps provided show detail of the current and proposed zoning.

Recommendation

Staff is seeking guidance from the Planning Commission and City Council to identify key items that each body wants to be addressed as the amendments and rezone applications are taken through the process.

Attachments

A. Amendment Narrative
B. PowerPoint Presentation

Rosecrest PUD Amendment Application Narrative

To all involved,

Thanks for taking the time to help us work through the final masterplan approval of the Rosecrest community. As we started laying out the remaining RE Investment and Peele properties, we realized that if we could either acquire or work with a few more adjoining landowners that we could create a more cohesive masterplan for the entire area by taking advantage of the existing topo to create amazing view lots with a wide range of lot sizes while minimizing the grading required to do so. After a tremendous amount of time and energy we were able to just that and have added an additional 169.17 contiguous acres for a project total of 505.73 acres. Below is a list of some highlights that we feel the proposed masterplan accomplishes and It is our hope that you feel the same way.

- We were asked to query the added 169.17 acres using the 2008 general plan based on land use type for each area to determine a rough Idea of how many units are shown on the general plan. Using the ranges from the land use table it ranged from 284 additional units on the low end to 669 additional units on the high end. Factoring in the 1,059 units remaining from the existing Rosecrest MDA the proposed total units of the project is 1,278. We are simply adding 219 units or 1.3 units per acre for the added property, which is on the lower end of the 2008 general plan and much lower than the 4 units per acre allowed by the MDA.(See Exhibit A)

- On the actual masterplan you will see a total of 1336 units. That is because there are two Wasatch South Hills parcels included with 58 units designed. It makes sense to include these parcels for continuity and grading purposes. This will need further discussion with the City and they have been asked to file a separate application that can be applied and verified with their development agreement. We have sized the roads and the utilities based on their request of 58 units in this area.

- Collector roads have been designed to better accommodate both the Rosecrest and South Hills masterplans, the Jordan School District future elementary school and the future development of the few remaining five acre parcels adjacent to the school. The School was not in the original Masterplan or General Plan of the City and has just recently been added in the last year. Also it should be noted that the section Mountain View Corridor that is currently constructed is a frontage road system and when it was proposed and approved took place of South Hills Boulevard. The additional “Mountain Collector” helps traffic circulation and is only needed because of the school.

- Of the remaining 1,059 units in the current Rosecrest MDA, 698 are multi family, 755 if you count the units allowed on the added property with mixed-use designation in the general plan. We have listened to the Councils desire to have less multi family and more single family and have cut the number of multi-family units down to 325 and have located them in better suited locations than what is currently approved in the master bubble plan of the current MDA. This also results in the total multi family area being cut down from 44.36 acres to roughly 21.5 acres.

- To accomplish less multi family we are asking for more medium density areas and less low-density areas than the previous masterplan, but don't let the designations scare you. The 973 single family lots average 8,911 square feet with a 71' lot frontage average and have been designed and angled to take advantage of the topo with the majority of the downhill lots having walk out basements with tremendous views of the Salt Lake Valley.

- We have relocated and added commercial corners at the future signals so that they are located in what should be the most successful locations with the best access. The existing masterplan shows 33.87 acres of mixed-use and commercial. The New plan has 25.82 acres of just commercial. We have eliminated the residential component making area "net "more commercial square-footage in better locations with better access. The original Rosecrest Masterplan had the commercial interchange further north than the current interchange location. UDOT shifted the interchange south to eliminate one of the expensive bridges across Juniper Canyon. By doing this shift to the South it pushed the south side of Juniper Crest West into a mountain. It made the access from the south side of Juniper Crest West impossible to get good commercial access to the inter-change. We understand that the changes to the commercial area will need to be submitted to the County along with Wasatch's changes to modify the CDA in this area. Overall the CDA and the County should do better with this change due to the overall increase in Commercial square-footage that can be realized with this revised plan.

- We have added an additional 14.83 acres of open space of which will include trails and two active parks. We are currently working with staff to create an advanced bike park that will connect through bike trails to the future City 72 acre bike park and a 5.3 acre park that will include a soccer field, dog park, pickle ball courts, pavilion, tot lot, restrooms and parking. (See attached Exhibit)

- The terrain in this part of the Rosecrest Masterplan is very challenging. It does provide opportunities for great views of the valley. By creating an overall grading plan to go with the masterplan it has allowed us to submit actual lot layouts rather than bubble plans so everyone involved knows what the project will look like on the front end. This grading plan will be submitted with this Masterplan Application. We have also worked closely with the Water and Engineering departments over the last few months to accommodate the two water tank locations and designs.

We have spent an extensive amount of time planning this project to maximize the views of every single family lot from the smallest lot to the biggest lot using the grades of the foothills and allowing us to reduce the amount of multi-family while maximizing the commercial space and there locations while also placing the parks and collector roads in strategic locations to maximize use and viability creating many product types which will allow people from all walks of life and incomes to continue to live and thrive here at Rosecrest.

Rosecrest Master Plan Development
Master Development Agreement Amendment Discussion

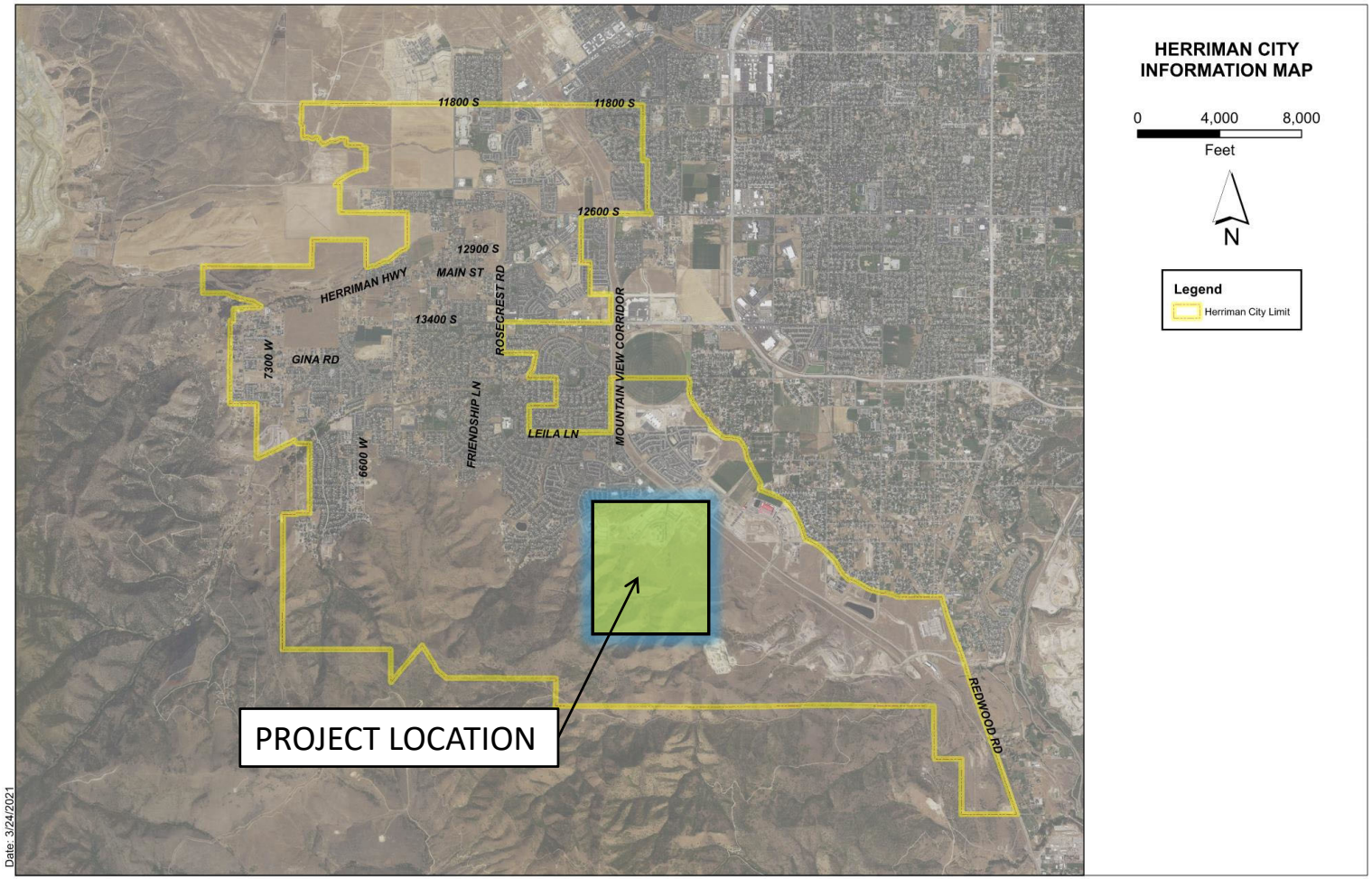
Joint Planning Commission
& City Council Meeting
April 29, 2021







VICINITY MAP



BACKGROUND

- Original agreement approved by City on **June 26, 2000**
  - Development of approximately 1,040 acres
  - 564 dwelling units

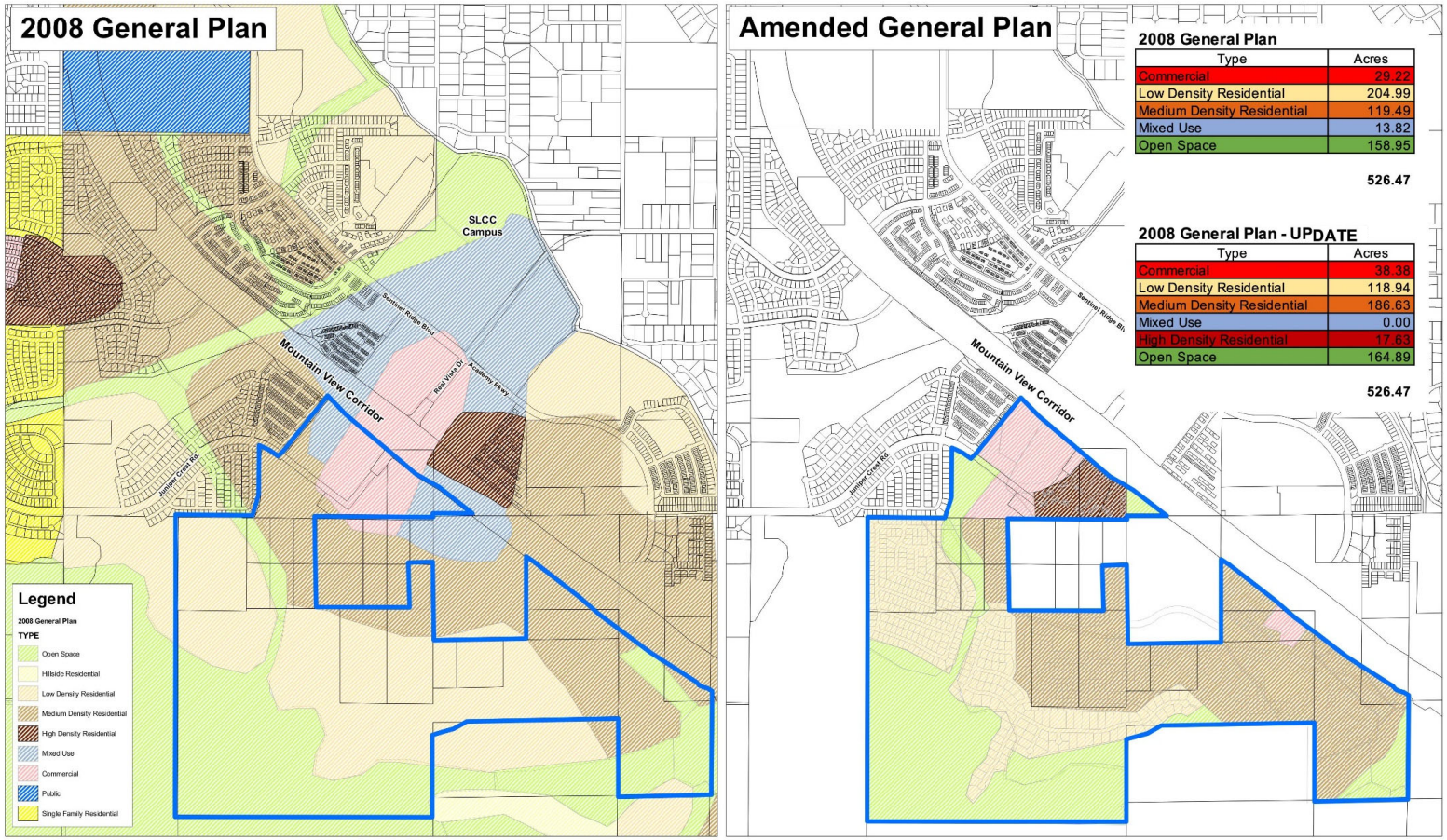
- First amendment approved by City on **December 18, 2008**
  - Development of original 1,040 acres + 4,000 acres annexed **January 1, 2008**
  - 564 dwelling units + 4,719 dwelling units = 5,283 total dwelling units

- Second amendment approved by City on **September 12, 2017**
  - Established maximum dwelling units "between PODs 34 and 52 shall not exceed 478 units"

- Third amendment approved by City on **April 8, 2020**
  - Remove 28.885 acres located at or near 140001 S Sentinel Ridge Boulevard

- Fourth amendment proposed by Rosecrest
  - Addition of ~175 acres located south of and contiguous with current agreement
  - Revised land use plan and detailed site plan of remaining development

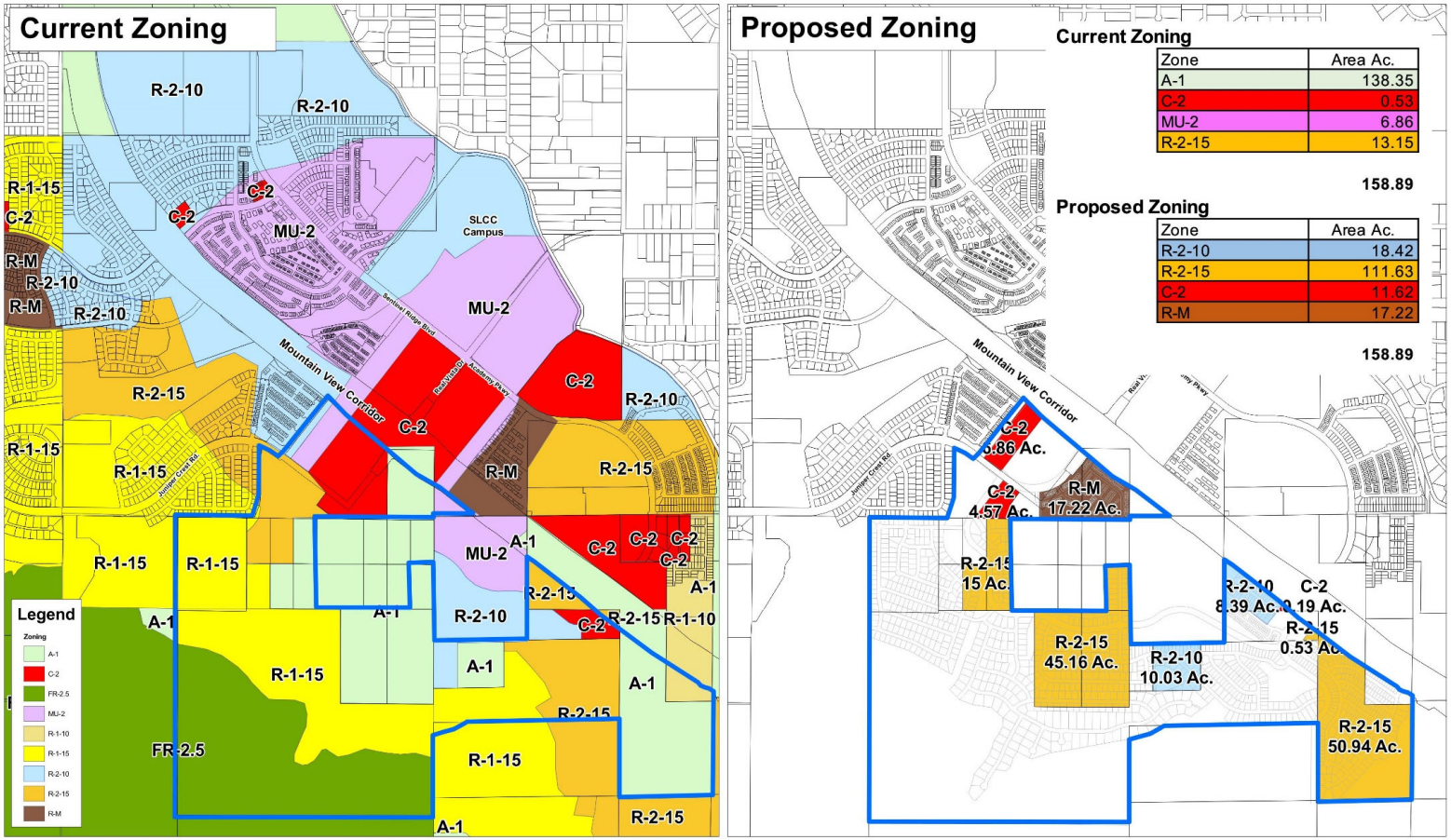
GENERAL PLAN SIDE BY SIDE COMPARISON



Rosecrest General Plan- Side by Side (04.20.2021)

0 1,000 2,000 3,000 4,000 Feet

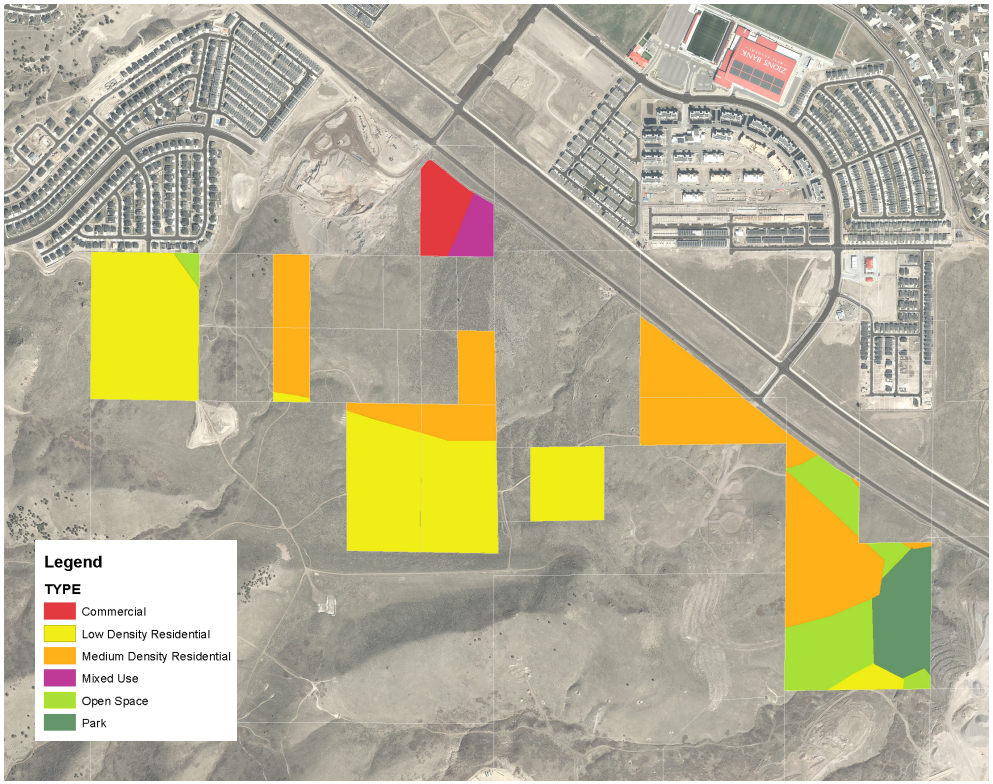
ZONING SIDE BY SIDE COMPARISON



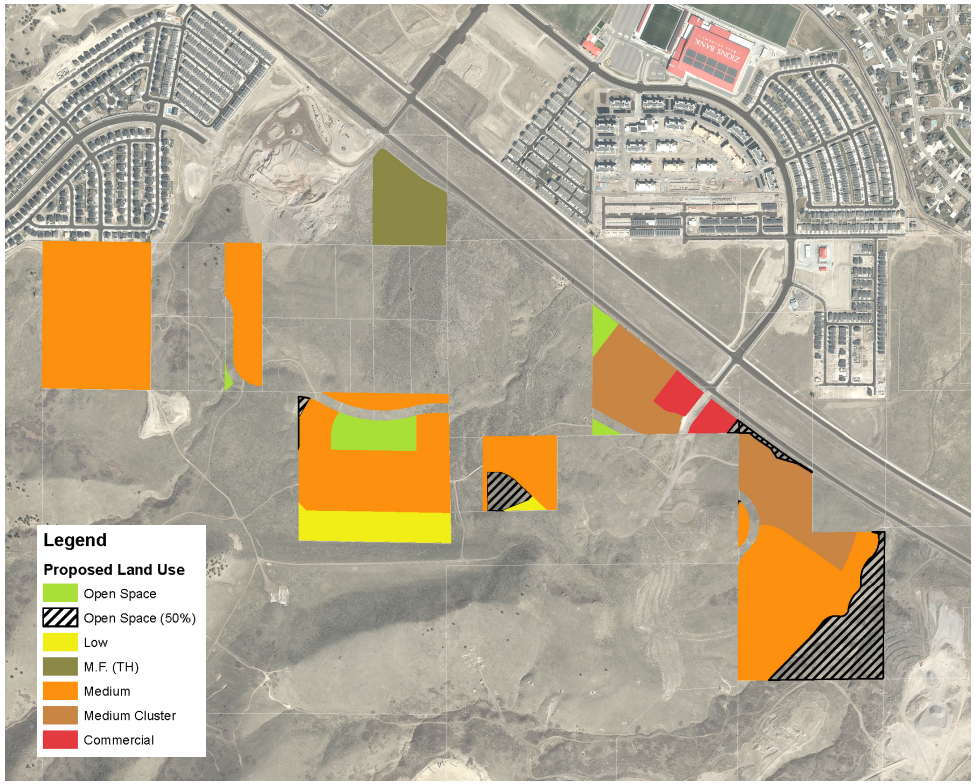
Rosecrest Zoning - Side by Side (04.20.2021)

0 1,000 2,000 3,000 4,000 Feet

ANTICIPATED LAND USE – 2025 GENERAL PLAN



2008 GENERAL PLAN LAND USE MAP
NEW PARCELS ONLY



PROPOSED AMENDMENT TO LAND USE MAP
NEW PARCELS ONLY

OVERALL OPEN SPACE CONCEPT



PARK DESIGN





CONTEXT MAP











MOUNTAIN BIKE PARK CONCEPT





CONTEXT MAP



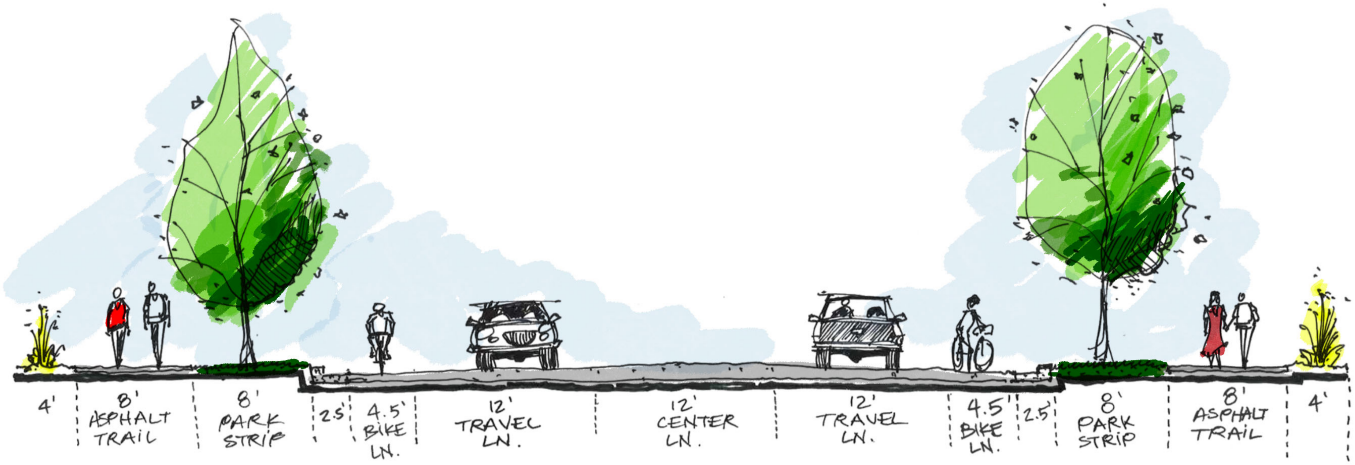




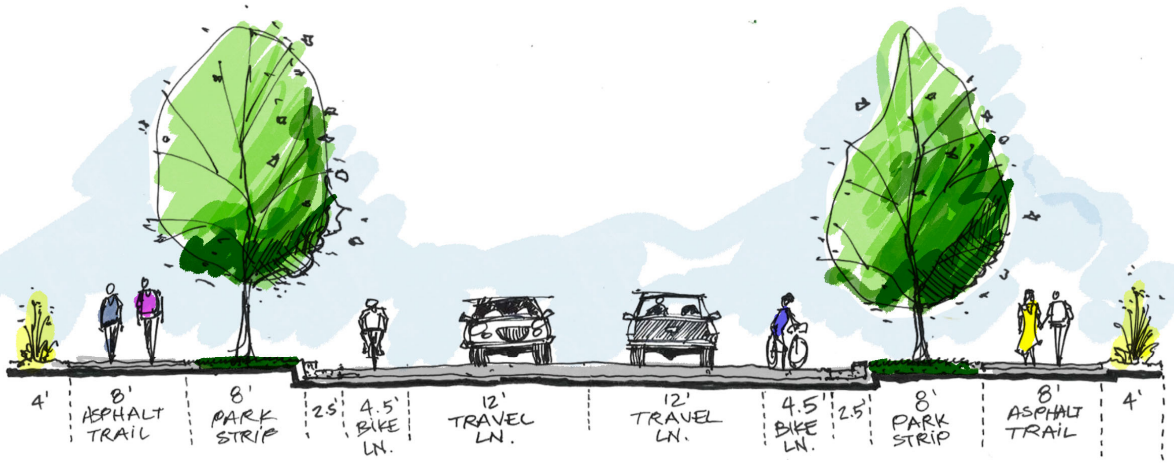




RIGHT OF WAY SECTIONS W/ TRAIL

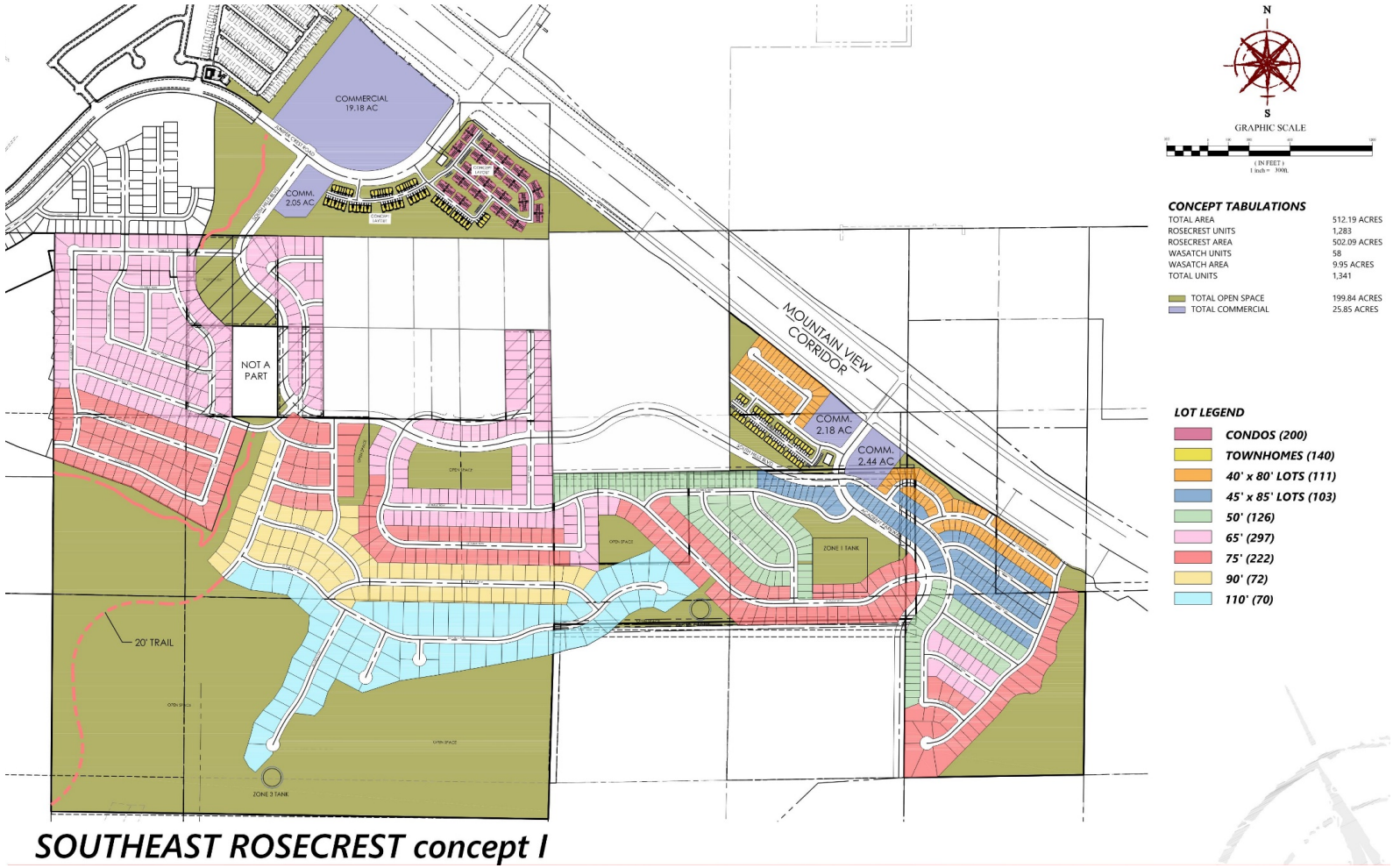


90' RIGHT OF WAY (MOUNTAIN COLLECTOR)



78' RIGHT OF WAY (MOUNTAIN COLLECTOR)

DISCUSSION



SOUTHEAST ROSECREST concept I