

Attachment A
Draft Zoning Text Amendment

Residential Zones Amendment Draft (May 2024)

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

R-1-8 Residential Single Family Zone

Lot Area: 8,000 square feet minimum

Lot Width: 70 feet minimum

Driveway Length: 24 feet minimum

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

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

Yard Setback Table:

Front Yard	Rear Yard	Side Yard	Corner Side Yard
15 feet minimum 20 feet maximum	40 feet minimum	6 feet minimum on interior side, 12 feet minimum on alternate side	15 feet minimum and 20 feet maximum

Building Height: 30 feet maximum for the main building and 25 feet maximum for accessory buildings

Accessory Structure Footprint: 576 square feet maximum

Lot Coverage: 40% maximum, calculation is based on the combined footprint of all buildings on the lot

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

Exceptions: A property owner or developer may request a modification of one or more of these zoning standards, including the use of “gross” density calculations, which is 5.45 dwelling units

per acre, instead of “net” density, which is 5 dwelling units per acre. However, any negotiation regarding the applicability or modification of zoning standards will require the following:

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

RA-1 Residential Avenue Zone

Lot Area: 6,000 square feet minimum

Lot Width: 60 feet minimum

Driveway Length: 24 feet minimum

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

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

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

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

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

Yard Setback Table:

Front Yard	Rear Yard	Side Yard	Corner Side Yard
15 feet minimum 20 feet maximum	40 feet minimum	6 feet minimum on interior side, 12 feet minimum on alternate side	15 feet minimum and 20 feet maximum

Building Height: 25 feet maximum for main building and accessory buildings

Accessory Structure Footprint: 576 square feet maximum

Lot Coverage: 40% maximum, calculation is based on the combined footprint of all buildings on the lot

Neighborhood Plan Requirement:

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

Streets and Alleys:

- Streets are to be organized into a comprehensible network that manifests the structure of the neighborhood. Cul-de-sacs shall be avoided except where natural conditions require them.
- Block lengths shall average less than 600 feet and less than 2,000 feet in perimeter.
- Privately maintained alleys for rear-loaded garages shall be allowed only when maintained by an established and appropriately funded homeowner's association or equivalent maintenance agreement. Use of rear alleyways shall not be combined with front-loaded garages or driveways.
- Regarding private maintenance of community amenities or infrastructure, the applicant shall provide a detailed financial analysis of maintenance costs and funding structure with 20-year projections to ensure financial stability and feasibility.
- Both sides of the street should have identical zoning. Change in land use or zoning designation must occur along a rear property line or alley, not the center line of a street.
- Enlarged corner radii to artificially satisfy lot frontage requirements shall be prohibited.

- g. Only standard high back curbs shall be allowed on all streets. Use of modified or rolled curbs shall be prohibited.
- h. Applicant shall provide a “dry utility” plan for all subdivision applications. Placement of utilities shall not supersede or displace the requirement to plant park strip trees.
- i. Street corner radii shall not exceed 15 feet at the intersection of local streets.
- j. The use of corner bulb-outs for increased pedestrian safety is encouraged where deemed appropriate by the City Engineer.

Sidewalks and Park Strips:

- a. Sidewalks shall be at least 5 feet wide, and park strips shall be at least 6 feet wide.
- b. All park strips shall be uniformly planted with identical tree species on each block face or on both sides of the street, where applicable. Tree spacing shall be consistent along the entire block face and shall not exceed 30 feet unless adjusted for a driveway or other utility. Adjusted park strip trees shall not be eliminated but adjusted within the park strip, along with all other trees along the block face, while ensuring a regular pattern of trees. To ensure compliance, the developer shall be responsible for planting all park strip trees.

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

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

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