



Founded 1851  **Herriman**

ACKNOWLEDGMENTS

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SUPPORTING DOCUMENTS

Herriman Residents for Responsible Reclamation (HRRR) Preferred Land Use
Plan

Transportation Master Plan

Lead and Arsenic Contamination on Agricultural Property – How Can I Clean
This Up

Section 1. The General Plan

A General Plan is sometimes referred to as a “Master Plan”. The Master Plan guides the community in making land use decisions. The City of Herriman has a rich heritage since being founded in 1851, coupled with the need to accommodate new business and growth in population. The City’s growth requires the establishment of a framework to effectively organize the land use.

The General Plan is a tool that implements policies to help guide zoning, budgeting, capital improvement decisions, and public policy making. The objectives in the plan are intended as direction towards establishing a flexible guide for achieving balanced growth and preserving the unique character of the City.

The General Plan emphasizes objectives and policies necessary to implement the plan. The purpose of implementing the General Plan is to create and sustain a stable and prosperous growth pattern while responding to City and regional needs.

The fundamental purposes of the General Plan then should include the following:

- ❑ Preserve Community Identity
- ❑ Control Density
- ❑ Mitigate Impacts of Growth
- ❑ Improve the Physical Environment
- ❑ Promote Public Interest
- ❑ Facilitate the Implementation of Public Policy
- ❑ Encourage Long Range Objectives vs. Short Range Actions

Purpose of the General Plan

The General Plan is the primary guide for physical development in the City for use by the City Council, Planning Commission, City Staff, and the public. It guides the general location of basic land uses and provides policies on how these land uses should function. The General Plan is a reflection of the community’s vision for the future. It describes the location of desired land uses, representing how the community wants to look. Future changes in the Plan are necessary to accommodate the changes within the City itself. The General Plan will encourage community development and growth that is functional and efficient, as well as prosperous and visually aesthetic promoting inclusionary development where applicable.

The General Plan contains objectives, policies, and recommendations. Herriman should focus its efforts on meeting these objectives. City policies implement the City’s general intention to fulfill the objectives outlined in the General Plan.

The City Council members, Planning Commissioners, City staff, and residents of the community will review the Plan. This will serve to refine the Plan to ensure that the City's objectives are met. After the City Council adopts this document, it is important that amendments be made to bring the Zoning Ordinance and the General Plan into conformance with each other. Where inconsistencies occur, the City should amend the Plan to change the zoning for those areas, according to the Zoning Ordinance. Conversely, the Zoning Ordinance should constantly be updated to reflect the guidelines within the General Plan. These updates will include annual revisions of the affordable housing plan as needed.

Amendments to either of these documents must conform to the City's required procedures, including notification of public and mandatory community hearings. When rezoning property, the City must compensate all affected landowners when depriving them of all uses of their land per U.S. Supreme Court rulings.

The City Council is responsible for interpreting the General Plan in order to resolve any ambiguities or inconsistencies between elements of the plan, policies, codes, and other relevant documents associated with the General Plan such as the transportation master plan, economic development plan, and the affordable housing plan.

Process

The General Plan consists of a land use map and a document supporting the configuration of these land uses. Together, these two documents create a focused direction for the development of the community and should operate concurrent with the City Ordinances. It is important to understand that the General Plan, including the accompanying land use map, is not the same as the Zoning Ordinance and the zoning map. The General Plan is more general in nature while the Zoning Ordinance defines land uses in more specific terms. Specific changes may be made to the Zoning Ordinance as long as they comply with the general guidelines of the General Plan. If changes in the Zoning Ordinance occur beyond these guidelines, the General Plan should be amended in order to make the two documents consistent with each other.

The General Plan requires that public buildings, streets, parks, subdivisions, and utilities (private and public) meet specified guidelines. The Plan covers the area within the City limits as well as the land adjacent to the City that may be annexed by Herriman at a later date. The General Plan is regulatory; therefore all construction within the community should be in conformance with this document.

The process by which the Master Plan may be amended is found in the Utah Code, section 10-9-301, and the Herriman City Code, which may be obtained directly from the City of Herriman. Since the purpose of the General Plan is to guide the physical development of the City according to its needs and objectives, the Plan should change as the needs of the community change. In order for the

Plan to remain effective in guiding community development decisions, it is important for the Plan to remain current. To ensure its effectiveness, the Planning Commission and City Council should make periodic reviews, updates, and refinements to the Plan.

Regulating Land Use

There is a three-level process, which governs the regulation of land-use within communities having adopted a compliance policy for the Master Plan. The three levels are:

Level 1 - The General Plan

The General Plan guides the Zoning Ordinance. It is typically general in nature, allowing flexibility in the Zoning Ordinance to define the land uses in more detail.

Level 2 - Zoning Policy

The Zoning Ordinance becomes the regulatory ordinance, which enforces the guidelines set in the General Plan. It is implemented through the building permit process.

Level 3 - Building Permits

A building permit is granted when a project is in conformance with the zoning designation for the building site. For example, a commercial building permit may not be issued for an area zoned as residential. The zoning designation is generally based on the land use specified for the site within the General Plan.

Section 2. Land Use Element

Land Use Element Statement

The Herriman Land Use Element objective is to maintain the unique identity and cohesiveness of the community and enhance the quality of life in the area by implementing land use guidelines and regulations that promote sound planning and design principles and development patterns.

Introduction

The Land Use Element defines the proposed general distribution, location, and amount of land for housing, business, commerce, industry, recreation, public facilities, and open space. This element provides the general guidelines for making future land use decisions and also guides future growth. The intent of the Herriman Land Use Element is to maintain a strong, yet traditional, community development pattern and that the desired lifestyle that embodies Herriman be maintained and preserved.

The Land Use Element defines how the community desires to grow, while the Land Use Plan (see appendix map 1 – Land Use Plan) graphically represents, conceptually, how land uses will be distributed throughout the city and how the city will accommodate future growth. It is essential to utilize the land use recommendations and land use plan together when making future land use decisions.

Each land use category is described; density or intensity requirements are identified; and clear definitions are provided that facilitate utilization of the plan. The land use plan identifies neighborhood areas or special use areas which may be suitable for enhanced land use density or intensity, proposed transportation corridors, and improvements designed to support a variety of planned uses, such as residential, office, commercial, and employment uses. Within these special use areas the goal is to provide for services in each neighborhood to encourage them to become more dynamic and multi-purpose places.

Basic Land Use Concepts

Balance. The Land Use Element attempts to create a suitable balance of the various land uses to ensure that the efficiency of infrastructure is maximized and adequate services, employment, and recreation are provided in close proximity to individual residences.

Revenue Enhancement. The current economy is primarily driven by new residential development and construction. Herriman must diversify its economic base and maintain an adequate amount of land to attract income-generating uses, such as employment, office, and commercial development.

Residential Density. Since Herriman varies greatly in terms of its topography and landform, it is important that developers be sensitive to this diversity and create unique development patterns that are compatible with the natural environment. The city may want to consider density bonuses in order to encourage preservation of environmentally sensitive lands. Land use diversity, compatibility, and buffering with surrounding uses will also be considered when making land use and density decisions.

Sense of Place. One of the goals of the Herriman General Plan is to encourage and maintain throughout Herriman a unique “sense of place”. It is important that guidelines and standards be adopted which create a recognizable sense of place that is uniquely Herriman. Use of building materials, consistent signage, fencing, lighting and landscaping throughout the city are major components that lend stability and viability to this sense of place.

Open Space Residential. Residential clustering represents a strategy for open space and/or habitat conservation throughout the community and adjacent to environmentally sensitive areas, such as drainage corridors, wetlands, wildlife habitats, steep slopes, contaminated soils, view sheds, and natural vegetative cover. By clustering the residential development onto a portion of a development parcel, open space can be aggregated with other parcels. The public open space preserved by residential clustering can be held in: a) private ownership with protective covenants and public trail easements, b) joint ownership with protective covenants and public trail easements, c) ownership by a private conservation trust, or d) public ownership.

Mixed-Use Centers. The hierarchy of Centers set forth in Envision Utah’s Quality Growth Strategy (QGS) includes Neighborhood Centers, Village Centers, and Town Centers. As identified in the tools for Quality Growth, to be walkable, these Mixed-Use Centers must integrate retail services, community amenities, and housing opportunities. The Land Use Plan identifies these mixed-use centers and a more detailed description is included in the Land Use Element.

Land Use Goals, Objectives, and Policies

Community Goal: Carefully manage and encourage viable well-planned growth and development, to achieve economically sound, and environmentally responsible growth that enhances the quality of life in Herriman.

Objectives:

1. Promote and encourage a compatible mix of land uses throughout the city.
2. Promote the health, safety and welfare of the citizens of Herriman by requiring orderly and efficient development that is balanced in terms of land use, public infrastructure, services and costs.

3. Promote comprehensive development master planning that is economically viable, preserves open space and natural resources, promotes rural residential development, and incorporates a mix of compatible land uses.
4. Consider Herriman's market demand for affordable housing, while providing opportunities for the creation of a diversified community, which contributes to the quality of life in Herriman.
5. Provide the opportunity for Herriman to become an economically self-sufficient community.
6. Promote the preservation of the natural environment and scenic resources within the city and adjacent areas by ensuring compatible development that protects environmentally sensitive areas.
7. Accommodate compatible future development and growth which respects the existing character, values and quality of life, and ensures an orderly, cohesive community, while respecting the character and value of existing development and land uses.
8. Support any current agricultural landowners in their desire to preserve any existing agricultural presence within Herriman.
9. Support the development of economically viable commercial centers in appropriate areas throughout Herriman, and develop strategies to encourage and accommodate diversified economic growth.
10. Consider in all aspects of future growth the regional ramifications of significant issues, such as water, schools, and transportation, and the cumulative effects of approved developments within and adjacent to Herriman.
11. Strengthen existing neighborhoods and ensure compatible development.
12. Encourage agricultural friendly developments throughout Herriman.
13. Provide for community input in future planning and implementation.
14. Protect the natural resources of Herriman while carefully planning for development by preserving environmentally sensitive areas, protecting undisturbed natural open spaces, and protecting wildlife and native vegetation with minimal site disturbance within developments.
15. Control and guide community design and aesthetics of all development within the respective neighborhoods so as to provide sensitivity to existing natural features.
16. Minimize impacts of development on existing view sheds by requiring architectural design guidelines which address building heights, building placement, architectural design and character, rooflines, building siting, placement of utilities, building textures and colors.
17. Identify and conserve major segments of quality open space, habitat, view sheds, and drainage corridors within Herriman, in order to maintain the rural setting.
18. Consider and coordinate the timing of development with Herriman to ensure the adequate provision of public services and facilities by the developer for new populations. This will include, but not be limited to, sanitary sewers and wastewater treatment systems, water supply, flood

control, solid waste management, fire and police protection and emergency health services.

19. Enhance the existing community through logical, planned growth, which promotes sustainability.

Land Use Plan

Herriman City is approximately 10 square miles and is primarily rural in character. The Land Use Plan illustrates the current and potential land uses throughout the city and immediate vicinity. The land represented in the land use plan is intended to represent areas in which Herriman City may consider annexing at some time in the future. By planning some of the areas outside the jurisdictional boundary it is the hope that the county will consider the Herriman General Plan when making decisions that might impact those lands that could be annexed by Herriman at some future date.

Land Use Definitions

To support planned growth and development consistent with the community's vision, it is important to understand the intent of the different land use designations on the Herriman Land Use Plan. The following definitions, descriptions, and criteria that relate to the designations on the Land Use Plan should be used. The residential land uses are characterized as a range of dwelling units per acre (DU/AC).

Housing Policies

Herriman City shall not allow racial, ethnic, religious or economic discrimination in the provision and procurement of decent housing in the City. The City shall assure the orderly growth of housing for future population through identification of optimum locations for housing development and provision of City services as required.

Residential Development in Sensitive Areas

The hillsides, canyons, and natural drainage channels should be protected from indiscriminate development to insure retention of the natural slopes, and vegetation. Residential development adjacent to Commercial, Industrial, Transportation, and Institutional land uses, should be afforded protection from the impacts associated with those uses.

Agricultural Land Use

Some land owners want to preserve their agriculture lands within Herriman. The Agriculture designation denotes areas that are intended to remain in agricultural production over the long-term. Historically, agriculture has played a major role

within the Herriman and Southwest Salt Lake Region. The agricultural landowners of the community possess a valuable resource with unique value because it is well developed crop and pastureland located in close proximity to a market area where its products can be inexpensively distributed. It is anticipated, however, that generally the long-term interests of some agricultural landowners are to sell their property for development. Due to this expected migration in attitude from preservation to development, the land use plan illustrates the long-term development potential which exists on current agricultural lands, and does not attempt to determine where future agricultural use or preservation may occur, except for the area centered at 13200 south and 5200 west.

Single Family Residential (Maximum 1.8 DU/AC)

Since the primary goal of the Land Use Plan element of the General Plan is to continue to encourage low density, rural-residential development in the City through standards for larger lot sizes, preservation of significant open space, and encouragement of new development which is integrated with existing development and which makes the most efficient use of existing infrastructure, this land use plan reflects this initiative. The intent of this category is to encourage predominantly single-family detached residential development. Suitability is determined on the basis of location, access, existing land use pattern, and natural and man-made constraints. If a conservation easement exists in this category, 50% of the area affected by the easement may be credited toward the open space requirements of a development. Although large-lot, single-family housing is preferred, in some cases, as deemed appropriate and compatible with surrounding and future land uses, residential densities of 1.8 dwelling units per acre (gross) may be allowed in this category. However, no lots in this category shall be smaller than 10,000 square feet. In general, it is hoped that these areas are quiet residential single-family neighborhoods. This designation may also include such supporting land uses as neighborhood shops and services, parks and recreation areas, religious institutions, and schools. A full range of urban services and infrastructure is required.

Open Space Residential (Maximum 2.7 DU/AC)

While low density, single-family detached residences are most preferred in Herriman, some areas may be appropriate for limited medium density residential development. These areas are indicated as Open Space Residential (OSR) development. The OSR is intended for planned unit residential development (PUDs), where some land is left undisturbed or used as park and the housing is placed on less sensitive lands or areas more suitable for single family attached or detached housing. The maximum gross density allowable for this category is 2.7 dwelling units per acre. The minimum lot size for this category is 7,500 square feet. This category may also include parks and recreation areas, religious institutions, and schools.

OSR development is an influential tool for preserving open space while encouraging a wide range of housing types and layouts. In Herriman, OSR development will provide the additional benefit of realizing a reasonable return through development of lead contaminated properties, by clustering the overall density of an entire parcel on “clean areas”, leaving the contaminated land open as parks, and open space, and or other acceptable uses. Clustering of residential dwellings promotes a more diverse range of housing types, scales and densities, and is responsive to diverse site conditions.

Medium Density Residential (Maximum 4.5 DU/AC)

Medium Density Residential (MDR) designation should be limited to those areas that are adjacent to commercial properties and along high volume traffic corridors where they can more easily be designed to buffer the impacts of these more intense land uses from lower density residential neighborhoods. The MDR category includes attached or detached single family residential developments with heights of 1 to 2 story. Planned Unit Developments are strongly recommended and each development must have a Homeowners Associations formed to maintain the common areas and streetscapes. The gross maximum density for this category is five dwellings units per acre. The maximum density can only be reach if the quality of the proposed project justifies the full density. The minimum finished floor area for each dwelling unit within the MDR designated areas must be at least 1400 sq ft. and there should only be 30% of these smaller units in the development. The category may also include such supporting land uses as parks and recreation areas, religious institutions and schools. A full range of urban services and infrastructure is required.

High Density Residential (Maximum 8 DU/AC)

The High Density Residential category includes detached and attached single-family residential developments. This category may also include a mix of single-family homes, duplexes, and off-site built homes. In those limited areas where the General Plan recommends such developments, multiple-family residential developments should be compatible with the surrounding area, will not negatively impact neighboring residential areas, will not be all single family detached homes, and will conform to strict design and buffering criteria established for such developments. Preference will be given to privately owned condominium or planned unit development projects over other types of multiple unit development. Rental units will be limited to duplexes, triplexes, and four-plexes. Higher densities should be limited to those areas that are adjacent to commercial properties, where sensitive environmental conditions prevail, and along high volume traffic corridors, where they can more easily be designed to buffer the impacts of these more intense land uses from lower density residential neighborhoods. For the purpose of the Land Use Plan “multiple-family” refers to a single building containing two or more dwelling units. The gross maximum density for this category is eight dwelling units per acre. This category may also

include such supporting land uses as neighborhood shops and services, parks and recreation areas, religious institutions, and schools. A full range of urban services and infrastructure is required.

Freeway High Density Residential

Freeway High Density Residential (FHDR) areas should be limited to those areas that are adjacent to the proposed or existing freeway traffic corridors and next to well developed access areas. They can easily be designed to buffer the impacts of these more intense land uses from lower intense office use and medium/lower density residential neighborhoods. A base density of a project shall be 8 units per acre with a bonus density program to allow additional units per acre. A full range of urban services and infrastructure is required. Freeway High Density Residential category includes attached single family and multiple family residential developments. In these areas, multiple family residential developments should be compatible with the surrounding area, with an emphasis toward cluster development and common open space for recreational use and buffering. The area being planned for development should be designed to allow for open space, recreation, pathways and, more intense landscaping is to be provided. The development shall be planned to prevent negative impact on neighboring areas and will conform to strict design and buffering criteria established by the City for such development. The desire of the City is to have privately owned condominium or planned unit development projects with private ownership in this designated area.

Business/Institutional

The Business/Institutional designation refers to appropriate areas where professional office, tourism/recreational uses such as resorts and amusement facilities, service uses, general offices, schools, religious institutions, public and semi-public facilities would be encouraged. Public uses such as police/fire stations, schools, libraries, community centers, wastewater treatment facilities, public utility facilities, etc. would be included. This use allows incidental supportive residential uses in appropriate locations that are adequately buffered on a case-by-case basis. Supportive residential may be a component of a business related development where appropriate. The specific allowable use will be determined based upon the particular site, adjacent land use impact, buffering techniques, intensity of development, and traffic implications. Uses shall be limited to those business or major office uses, which have little or no negative impacts to adjacent lands in terms of noise, smoke, dust, odor, and excessive vehicular traffic. Administrative offices, scientific research and design facilities, corporate centers and public and private institutions are preferred uses; however, more light manufacturing, storage, wholesaling and fabricating activities may be approved with special justification as to compatibility and need, as well as high standards of compliance with design guidelines.

Commercial

The Commercial designation, as shown on the Herriman Land Use Plan, denotes significant retail areas. These sites are typically considered community or regional commercial and may include major tenants and smaller stores or services. The goal of the commercial designation is to accommodate the demand for commercial uses while maintaining a balance of population with retail development, and to encourage commercial development that is appropriate in scale and compatible with the rural community. Commercial designations are intended to have direct access to major circulation corridors, thus minimizing the traffic impact upon adjacent residential districts. Criteria for locating commercial in non-commercial land use designations, may include but is not limited to, market feasibility, adequate access, buffering, and compatibility to surrounding land uses. The commercial nodes, as designated on the Land Use Plan, should provide convenient access to goods and services needed by local residents.

A number of commercial “opportunity” areas exist within the Land Use Plan and are designated as significant commercial nodes of 30 acres or more. These “opportunity” sites are located along major traffic corridors and intersections, and activity nodes, such as the Herriman Town/Commercial Center. It is anticipated that these commercial opportunities will develop in their size and location, as the population, residential development, and infrastructure will support the designated “prime” commercial land use.

It is anticipated that a majority of the limited neighborhood commercial uses will locate in areas of the largest concentration of residential units. No commercial uses shall involve hazardous materials, or produce adverse effects from noise, odors, smoke, glare or vibration. All commercial developments shall resolve all potential impacts on adjacent land uses with adequate setbacks, buffers, screening, appropriate signage as per the signage ordinance, and/or physical separation.

Mixed Commercial

Herriman will encourage the compatible mix of commercial and residential uses within specific “transition” or “mixed-use” areas as designated on the Land Use Plan. Residential and office uses are permitted within these designated commercial areas and will be subject to specific restrictions. The mixed use typically consists of commercial and office uses on the ground floor and residential uses on the upper floors. The mixed-use is intended to complement the surrounding area while providing a mix of commercial, businesses, and public uses with residential uses in a master plan that creates a unique, special environment. No one-land use is intended to dominate a Mixed-Use area. The design of mixed-use developments is critical. They should fit in with the overall design of the Town Center, consist of low height, and be smaller-scale but relatively intensive uses. Mixed uses should also be well incorporated with other

Town center amenities, such as plazas, parks, streets, and trails. Mixed Use developments should also be designed with careful attention to parking where it is hidden behind or between buildings.

Resort / Recreational

A portion of the foothills offers a unique opportunity for a high-end resort development project. A resort for the purposes of development of a hotel and recreation facilities that includes residential accommodations consistent with the areas amenities and attractions. The area's unique and sensitive environment should be planned for uses that can be positioned to take advantage of the unique setting and yet be sensitive to access limitations, view sheds, wildlife corridors, recreational potential, steep slopes, and public access. The location on the Land Use Plan is intended to show general potential location.

Parks and Open Space

Parks and open space, whether for passive or active recreation, are important elements in creating a balanced living environment. With the increase in dual income households along with the increasing pace of life in general, leisure time is often at a premium. Having recreation opportunities close at hand is important, not only for convenience, but also to maintain the physical and social strength of the community through active recreation and social interaction with family and neighbors.

This designation denotes areas that are to be precluded from development except for public recreational opportunities and facilities, or nature preserves. Much of the Open Space is envisioned as traditional public parks, recreation areas and trails, while other areas will exist as "visual open space" provided by agricultural and private recreational uses. Ownership will range from fully public to fully private land, all accommodating a variety of park, recreation, open space and/or agricultural uses. Maintenance methods and responsibilities for the open space system will also vary. The criteria used to delineate open space or recreational lands on the Land Use Plan are: exceptional scenic quality/views; drainage channels; significant vegetative cover; errodable or contaminated soils; steep (undevelopable) slopes; habitat value; community recreational features and facilities; neighborhood or community parks; open space linkages, and buffers. The open space as shown on the Land Use Plan is not intended to indicate the exact size or location of the open space areas. The exact sizes and locations shall be determined as developments are approved. The Land Use Plan should be used as a general guide for the open space system.

Open space areas should be left in a natural state due to topographic, drainage, vegetative, and landform constraints or the need to provide buffers between potentially incompatible land uses. The plan strives to create a linked open space system through the preservation of drainage channels, public utility

easements, and major corridors that link to the neighborhood and regional park and trail systems.

The importance of advance acquisition of parkland and open space cannot be stressed strongly enough. Once general locations have been identified which are suitable for parks or open space, land should be acquired in advance of actual need in order to ensure its protection and availability for future use. Once these lands are acquired they may be leased back for agricultural, or other use, until such time as it is possible or desirable to develop them. The acquisition and/or reservation of prime open space should be a priority. In addition, a City parks maintenance entity should be formed to maintain the parks and open space.

One of the major difficulties in any park plan is to establish funding sources for acquisition, development, operation, and maintenance of the park system. Herriman, like other cities, has to depend more and more on local revenues, donations, and volunteerism to develop their park and recreation programs. The city should establish a park impact fee and regularly evaluate it to ensure that new development is paying its equitable share of the impact being created on the park and trail system. Land developers should always be encouraged to develop and donate park, open space, and trail lands into the city park and recreation system. Where appropriate, density bonuses should be established to encourage developers to dedicate lands for public recreation. As development occurs in the foothill areas of Herriman, corridors for hiking and equestrian access to the foothills should be preserved. A city-wide pedestrian, equestrian, jogging, and biking trail system should be established which will provide links between parks, open spaces, residential areas, service centers, and foothill access points. Where possible, existing utility corridors, natural drainage corridors, and other non-vehicular rights-of-way should be utilized for the trail system.

Because of the frequent conflicts and problems that result from bicycles sharing street rights-of-way, Herriman City has determined it best not to encourage Class III bikeways where bicycles use existing streets separated from traffic by only a painted bikeway and signs. Class I and II bikeways are preferred in order to physically separate bicyclists from automobile traffic.

Although a City's streets are not generally considered to be part of the park system, street trees do create a park-like feeling and tree lined streets can serve as open space connectors between park and trail facilities. In order to establish and expand the City's urban forest, a Street Tree Ordinance should be developed which establishes standards for planting, maintaining, and removing trees in the public rights-of-way, parkways, and other municipal-owned property.

Sensitive Land Impact Region

The Sensitive Land Impact Region has been created to delineate lead contaminated soils within Herriman. The Herriman City Land Use Plan has been prepared with input and coordination with the Herriman Residents for Responsible Reclamation (HRRR). HRRR addressed issues of land use development within the sensitive area. They have also worked with the Environmental Protection Agency regarding institutional controls on the lands within the delineated sensitive area. As the plan developed, a higher level of review than normal was conducted to ensure that the health, safety and welfare of the public be protected. It is critical that incompatible uses not be allowed on contaminated soils unless the soils are properly remediated.

The Land Use Element recognizes the unique characteristics of the contaminated private property. The OSR designation is appropriate, necessary, and critical to affected property owners. It should be permitted and encouraged as a community-wide effort to help mitigate the social, economic, and environmental impacts of contamination. The approximately 160 acres involved are illustrated with a hatch pattern on the Land Use Plan Map and are further described in the “Herriman Residents For Responsible Reclamation (HRRR) – Preferred Land Use Plan”. The HRRR Plan was used as the source for delineating the Sensitive Land Impact Region and is included as an appendix to this document. Where potential conflicts occur between the HRRR document and the General Plan, the General Plan takes precedence.

For guidelines on cleaning up lead or arsenic contaminated properties, refer to the U.S. Department of the Interior, Bureau of Reclamation in Cooperation with the Environmental Protection Agency and Utah Department of Environmental Quality document entitled “Lead and Arsenic Contamination on Agricultural Property – How Can I Clean This Up”. This document will be supplemental to the General Plan.

Section 3. Environmental Element

Environmental Element Statement

The Environmental Element is intended to ensure a safe, healthy, sustainable environment in which to live, work, and play.

Introduction

The Environmental Element identifies policies and strategies targeted for conservation and sensitive community-wide development. The Element discusses critical issues that must be addressed and serves as a guide to future city decision-making. An inventory and analysis is included in the document as part of this study.

Environmental Goals, Objectives, and Policies

Community Goal: Carefully manage and phase orderly community growth to achieve sustainable development and preserve existing natural resources and systems.

Objectives:

1. Ensure that the implementation of the General Plan does not negatively impact the city's natural resources.
2. Maintain water rights to ensure a positive projected 20-year balance between supply and usage.
3. Pursue opportunities to acquire additional water supplies to support the city's long-term interests.
4. Protect air quality through the development and enforcement of dust control measures on agricultural and development-related uses.
5. Protect the city's visual, cultural, and natural attributes that have been designated as a key community resource and value.
6. Protect major natural drainage ways, floodplains, and washes by preserving them as open space to minimize further flood hazards, maintain natural/riparian areas for wildlife mitigation, and provide natural groundwater recharge of the aquifer (see appendix map 2 – County FEMA Flood Zones).
7. Avoid development in flood-prone or steep slope areas and limit grading practices that contribute to flooding and erosion (see appendix map 3 – Slope Map, and map 4 – Land Structure Map).
8. Restrict the removal of gravel and other natural resources from drainage channels and native areas for commercial purposes.
9. Site open spaces, parks, and trails adjacent to major drainage channels to provide connectivity throughout the region.

10. Strive to preserve the scenic quality of the foothill areas within the city boundary.
11. Encourage water conservation in all new development through the utilization of drought-tolerant and native plant materials, efficient irrigation system (drip-low flow), and through water-conserving fixtures in all new residential and commercial construction.
12. Encourage energy conservation in the development approval process through the use of techniques such as:
 - Appropriate building orientation and site planning.
 - Energy-efficient building construction techniques.
 - Use of active and passive solar energy systems.
13. Ensure that all commercial and light industrial activities are carefully monitored relative to the use, production, and disposal of hazardous materials, and that all hazardous materials handling is routed away from residential neighborhoods.
14. Require that all disturbed land not used for agricultural purposes be re-vegetated to protect such areas from both wind and water erosion.
15. Preserve existing wildlife and native plant material habitat areas.
16. Encourage the usage and maintenance of indigenous vegetation and riparian habitats where possible.
17. Prepare and adopt an environmentally sensitive land ordinance related to appropriate development within significant landform, steep slope, and vegetatively important areas within the city.
18. Protect wildlife habitat and corridors by avoiding sensitive natural features, such as wetlands, riparian areas, sensitive plant and animal sites, and migration corridors. When it is not possible to avoid these natural areas, innovative planning design, buffering, and management practices shall protect these areas.
19. Ensure the quality of life within the city limits by minimizing the impacts of noise.

Environmental Assets

Environmental assets are components of the landscape structure and process, which together are vital to the long-term health of the ecosystem. Examples include riparian corridors, wetlands, meadows, and forests. Natural hazard areas, such as floodplains, landslide areas, or earthquake faults may also be included as places that are particularly prone to environmental processes that produce unexpected and catastrophic events. Environmental assets, the key structural components of a landscape, might also be understood as the heart and lungs of ecological processes in an urban environment. They breathe life into an otherwise sterile environment.

Protecting or restoring environmental assets such as streams, rivers, wetlands, meadows, and remnant forests can help to mitigate destructive effects of urbanization and contribute to urban environmental health. When environmental

assets are linked to form a network, they are far more effective at protecting water quality, retaining diverse habitat, providing opportunities for recreational corridors, and generally preserving the local ecology.

Riparian corridors are among the most diverse and valuable habitat areas. They are home to a rich mix of aquatic, amphibious, and terrestrial species. With adequate width and without significant barriers (such as road crossing) they can also provide movement corridors for both plant and animal species, which help to prevent isolation and increase genetic exchange for healthier populations.

Riparian vegetation along waterways helps to clean both surface water and ground water. Riparian vegetation filters sediments from runoff, utilizes excess nutrients before they reach waterways, and protects stream banks from erosion.

Riparian corridors also provide excellent sites for linear recreation such as walking, jogging, horseback riding, and biking. Immediate contact with nature provides enjoyment, relaxation, and reduced stress levels in most people. Attractive, safe, off-street trails provide incentives for walking and biking.

Wetlands cleanse and absorb water and are crucial water storage areas in times of flooding. Because plant material and nutrients are abundant, wetlands provide essential habitat (food, migration, and reproduction areas) for a diverse range of plant and animal species.

Forests provide upland habitat and support different populations of plants and animals than do riparian and wetland areas, particularly if naturally connected to other habitat areas. Forests help to cleanse the air and conserve water resources. They convert carbon dioxide to oxygen, absorb other air pollutants, and help cool the urban atmosphere. They conserve water by slowing runoff and improving storage and water infiltration. Natural forests that are located on steep slopes, landslide-prone areas, or culturally valuable sites are good candidates for protection.

Natural hazard areas, particularly flood plains, are often controlled through state and federal regulations, and while these sensitive lands may be limited in their development potential they can provide valuable contributions to local ecology. Keeping development out of floodplains helps to prevent flooding disasters and provides areas for storage of floodwaters. These are also important areas for recharging ground water and are valuable areas for habitat or public uses such as parks.

Liquefaction is a potential natural hazard in many areas throughout the county. However, due to soils and geology, Herriman has a very low liquefaction potential (see appendix map 5 - USDA Soil Conservation Service Soil Survey, map 6 - USGS Surficial Geologic Map, and map 7 - Liquefaction Potential).

Preserving Open Space

There are a variety of techniques which may be used to help preserve open space. The following is a brief overview of some of these:

Zoning

Zoning is one of the most common techniques available to regulate the uses of land. Where the General Plan is a long-range tool, zoning involves the immediate regulation of land and its development. Zoning can be used to maintain existing land uses, such as for agriculture, open space, or preservation of a portion of open space. This type of regulation must be consistent with the rights of property owners and the economically viable use of their land. Floodplain and hillside development restrictions are examples of zoning used to protect environmentally sensitive areas.

Acquisition

The most effective way to preserve open space lands is to purchase the lands, or otherwise acquire such lands for their development rights. The City may acquire land through both purchase and gifts in order to preserve that land for various park sites, trail systems or sensitive hillside and creek areas. Direct purchasing is the most expensive means to acquiring land of course but may in some cases be the only means to which Herriman can preserve priority lands and maintain the overall integrity of their general plan.

Conservation Easements

A conservation easement is a legal restriction on the use of all, or a portion, of a particular property. While the ownership of the land does not change, the owner's right to use that portion of the property subject to the easement is limited. Conservation easements are used for a wide range of public goals such as land and scenic conservation and agricultural preservation. Since the owner can still own and use the land in a manner consistent with the easement, acquisition of conservation easements can normally be achieved at a cost substantially less than that of the price of the land. Conservation easements may be obtained by either a public agency or by a non-profit organization such as a land trust. There are several areas within Herriman where private landowners share the centerline of Copper, Butterfield, and Rose Creek. Although access to these may be limited, alternatives to utilize and enhance these as amenities may be considered. When calculating open space requirements for a development, fifty percent of the area within a conservation easement can be used to fulfill the open space requirements. If the conservation easement is required by the EPA, then the entire area can be considered open space.

Development Clustering

Housing development clustering is an effective strategy to develop and maintain open space within the City. The benefit to the City is that the development requires fewer infrastructures to maintain and promotes a potential affordable housing component. The benefit to the developer is that the overall costs of the development decrease by reducing the amount of infrastructure to construct. This creates a positive benefit to the city, to the general public by preserving open space, and to the developer by reducing the development costs. Ultimately these cost savings are passed onto the homebuyer and/or renter. Creating strict guidelines for clustering is an essential part of utilizing this strategy for open space preservation. Such things as the minimum size of parcel to which it can be applied, along with the exact location of the development should all be looked at closely and regulated through a new zoning ordinance. The planning commission and/or City Council should work closely with any developer wishing to use this method for developing in the City.

Dedicated Open Space

Open Space preservation is a key component of maintaining the “rural feeling” expressed by many Herriman residents. To preserve this component, minimum standards should be set for the City to obtain dedicated open space. These standards should include, minimum lot sizes, development location, Herriman’s ability to provide services to the development, and maximum allowable densities as outlined in the land use element.

Natural Resources

In order to develop policies, which will bring about the vision and goals of Herriman, it is important to analyze the physical characteristics of the community, both man-made and natural, which provide opportunities and produce constraints for development.

Hillsides and Geologic Hazards

The natural landscape of Herriman is covered with agricultural fields and a variety of trees on slopes to the south. Copper, Butterfield, and Rose Creek runs through the City from the west creating great trail connections and park possibilities.

The majority of the area is relatively flat and typically presents itself well for development with the exception of the southern third where the slope of the land exceeds 30% in many areas. The 30% sloped areas should be left undisturbed because they create difficulties for the City. The issues faced when developing 30% slope are:

1. Rock falls

2. Landslides or slope failure
3. Erosion
4. Storm water control failure
5. Traffic access problems

In addition to these concerns, the visual aesthetics would be negatively affected by development of hillsides and foothills. This would significantly impact the visual character that defines the Herriman community.

Development on steep slopes is expensive, both for the City and for the developers, and should be avoided whenever possible. Placing restrictions on the development of these areas should be encouraged. It is recommended that slope greater than 30% be left undisturbed and that the Zoning Ordinance provides guidelines for protecting these areas.

Floodplains

Floodplains are any land area susceptible to inundation by floodwaters from any source (see map 2 – County FEMA Flood Zones). Floodplains are nature's way of dissipating the energy from periodic high flows within a watercourse. As water levels rise, the increased volume of water puts greater pressure on the banks of the waterway. In normal conditions, vegetation adequately protects the banks of the waterway. Trunks, stems, branches and boulders slow water near the banks, and the soil is held in place by fibrous root systems. Water quantities may exceed the channel's conveyance capacity. As the water spreads out, it slows down, and its erosive energy is dissipated. Also as it slows down, the creek deposits sediment, creating fertile soils usually associated with the floodplain. When floodplains are artificially restricted by development, the floodwater is not allowed to expand and slow down. This could result in the exacerbation of flooding and bank erosion downstream. Once this process has taken place, it is very difficult and expensive to reverse. In addition to flood storage and energy dissipating functions, floodplains also provide important wildlife habitat and locations for passive recreational activities. Studies should be done to determine the full extent of the floodplains within Herriman.

Section 4. Public Services Element

Public Services Element Statement

The Public Services Element presents a functional, efficient, and cost-effective system of public facilities and community services to serve an expanding population and employment base in a sustainable manner.

Introduction

The Public Services Element of the Herriman General Plan provides an overview of the various public safety, public administration, and school and health facilities located within Herriman. It is critical that the City of Herriman has the necessary public facilities and services to support new and existing growth and development as well as adequate policies in place to determine what role the public sector plays in financing public services and facilities.

Public Services Goals, Objectives, and Policies

Community Goal: Create and maintain a high level of public safety services and facilities in the community.

Objectives:

1. Coordinate the timing of development within the city to ensure the adequate provision of public services and facilities by the developer for new populations. This will include, but not be limited to, sanitary sewers and wastewater treatment systems, water supply, flood control, solid waste management, fire and police protection, and emergency health services.
2. Provide a high level of public safety, emergency, and medical services to city residents and businesses.
3. Maintain an adequate and reasonable emergency response time through the use of shared Salt Lake County resources and City owned public service agencies.
4. Locate future fire stations based on need, budget and service level required for citizens.
5. Create and institute a "Public Safety Education Program". The program would be aimed at school children, parents, and seniors. The program would inform citizens about fire issues and fire awareness.
6. Reduce and/or eliminate localized and community-wide flooding issues.
7. Prohibit new development where public utilities, facilities, and services cannot be established without unduly taxing the existing service provision or users.
8. Update the Water Master Plan consistent with the Herriman City General Plan.

9. Determine the appropriate financing and resources to adequately fund future municipal facilities and services.
10. Consider the implementation of a dual water system to allow the use of natural water sources and domestic water in new development areas.
11. Ensure that Herriman City has adequate municipal facilities to serve the needs of the residents.
12. Ensure that new development pays its “fair share” of growth and allows that community improvements are systematically provided to address growth.
13. Work closely with each of the school districts within the city limits to ensure that educational facility needs are met when new development occurs.
14. Maximize the efficiency of the community’s investment in infrastructure and services.
15. Develop and implement an aggressive water conservation program to delay/minimize major expenditures in the water and wastewater systems.
16. Ensure the adequacy of city roads.
17. Provide for adequate parks and trails.
18. Provide for adequate educational facilities.

Section 5. Transportation/Circulation Element

Transportation/Circulation Element Statement

This element identifies the general location and extent of existing and proposed major arterials, collector streets, street classification, and standards. The Transportation/Circulation Element supports the proposed land use pattern outlined in the Land Use Element. The Transportation/Circulation Element ensures that residents and visitors have a safe, efficient, effective, and convenient multi-modal transportation system. The system provides internal efficient travel connections while providing access regionally. The element addresses current as well as projected future needs and is closely tied to the Land Use Element. As a part of the General Plan, Herriman City has prepared and adopted a Transportation Master Plan and it addresses, more specifically, the issues and policies stated herein. Where potential conflicts occur between the Transportation/Circulation element and the Transportation Master Plan, the Transportation Master Plan takes precedence.

Introduction

The Old Downtown of Herriman is based on a grid system or upon the “Town Plat” set up by Joseph Smith and Brigham Young (past Mormon Church leaders). The streets are 99’ wide right-of-ways that are called local or collector streets. Main Street and Pioneer Street are considered the major collector streets in downtown Herriman. The street system is a miniature version of the downtown Salt Lake City plat (see appendix map 8 – Vicinity Map).

The entire City of Herriman is also based on a collector and arterial system that currently serves residential subdivisions. Most of these subdivisions are located south of the Herriman downtown plat. However, residential subdivisions have been developed in all areas of Herriman and additional residential subdivisions are planned throughout the city. The local and minor collector streets are discontinuous and are designed appropriately to serve residential development.

The old downtown of Herriman mainly has residential and agricultural uses. It is the desire of the residents of Herriman that these uses be preserved. Therefore, the circulation system should reflect this aspect of Herriman.

The purpose of the Transportation/Circulation Element of the Herriman General Plan is to prepare for a sufficient roadway network for the future. Transportation is a means to an end. People travel because they want to get somewhere. These places can be identified as origins and destinations; in day-to-day life they are where people live, work, shop, and go for recreation. Because this plan sets the stage for future development it considers where people are doing these activities today and where they will be doing them tomorrow.

The connection between land use and circulation is a fundamental concept in transportation. Transportation and land use are inexorably connected. Everything that happens regarding land use has transportation implications and every transportation action affects land use.

Land use and transportation have effects on each other and there are two basic principles to keep in mind. The first is that land use patterns affect travel decisions and travel decisions affect land use patterns, sometimes simultaneously. Second, the activity patterns of families and businesses change depending on what norms, values, and preferences they may have. Accessibility can be measured by the number of travel opportunities or destinations within a particular travel radius, measured in terms of either travel time or distance.

On the other hand, mobility is a measure of the ability to move efficiently between origins and destinations. This, the layout of the circulation network and the level of service it offers directly influence mobility. Land development generates travel, and travel generates the need for new facilities, which in turn increases accessibility and attracts further development.

Transportation/Circulation Issue Identification

Provide Sufficient Transportation Network. The transportation network in Herriman City should provide for adequate spacing of major and minor arterials in both the east-west and north-south directions.

Develop Transportation Infrastructure Compatible with Land Use Plan. The future transportation network must provide sufficient roadway capacity to serve the proposed land use plan.

Neighborhood Preservation. In order to preserve and enhance existing and proposed neighborhoods, a transportation network must be designed to discourage traffic from using local streets as cut-through routes to avoid congestion on arterial streets. Additionally, buffer areas must be provided through the planning process.

Infrastructure Development Cost. The transportation improvement plan must be prioritized in order to accommodate the development of proposed growth areas and associated land uses. Policies must be developed to ensure that the cost of transportation infrastructure is shared between the development that generates the need for the improvements and the public agency.

Provide Adequate Lighting On All Transportation Corridors. To provide maximum safety for both pedestrians and vehicles, street lighting standards should be developed as part of the transportation plan.

Transportation/Circulation Goals, Objectives, and Policies

Community Goal: Develop an efficient, attractive, cost effective, and safe transportation system.

Objectives:

1. Manage the future transportation system as efficiently as possible to utilize federal, state, local, and private funding sources for transportation priorities.
2. Work toward a “seamless” and coordinated transportation system.
3. Develop a transit system that provides local and regional access to residential, commercial, and employment opportunities.
4. Provide coordination between new transportation investments and the existing transportation system to promote system efficiency. New transportation systems must be designed to support and complement existing services, not replace or compete with them.
5. Bicycle, pedestrian, and equestrian facilities should be incorporated into the planning, design and operation of transportation systems.
6. Encourage the use of transit and alternative modes of transportation by promoting development patterns that reduce the need for automobiles.
7. Identify a connected pedestrian, equestrian and bicycle trails network that extends and complements all plans and systems into and throughout the region.
8. Encourage convenient and safe pedestrian facilities.
9. Require pedestrian circulation plans to be submitted, along with vehicular circulation plans, as a part of the review process for new development proposals.
10. Encourage walkways near roads, but separate them from the curb whenever possible or provide a bike lane as a buffer.
11. Provide an identifiable and universally ADA accessible surface and clearance for all public and private pedestrian areas.
12. Promote the use of traffic calming techniques in pedestrian areas to make vehicular speed limits self-enforcing. All traffic calming techniques will be evaluated by and will require the approval of the City Engineer and City Planner.
13. The city shall develop right-of-way design standards that promote safety in areas of special circumstances and maximize the natural or man-made unique nature of the community.
14. The city shall continue to promote and accelerate land acquisition and dedication for necessary right-of-ways. This dedication is based on current and future established roadway alignments. Arterial streets shall be planned to accommodate projected future traffic volumes, serve as a corridor for future transit and infrastructure needs, and to provide the necessary linkages, both functionally and visually, to various parts of the community.

15. The city will eventually convert private roads serving 5 residential homes or more into public roads. These roads may be dirt or paved.
16. The city will continually monitor the roadway system to ensure that streets adequately meet the demands of the community.
17. The city shall coordinate transportation planning and construction with the State of Utah.
18. The city will encourage intergovernmental coordination and cooperation among all agencies and levels of government for the planning, management, financing, and implementation of transportation system improvements.
19. The city shall be responsible for the planning of a sound integrated system of streets, trails, and pathways in its Planning Area.
20. The city will seek alternative funding opportunities to provide adequate transportation and circulation facilities. The city will consider road impact fees or special property taxes to insure a proper circulation network. The city will continue to provide a road improvement fund as mechanism to accumulate roadway funds from development until such time as funds to complete the roadway link have been collected.
21. The city shall promote additional commercial and economic activities within the city limits to reduce traffic, air pollution, and street deterioration. Additional activities will decrease traffic accidents and will allow pedestrians to access the facilities.
22. The city shall provide a sufficient amount of off-street parking for commercial/industrial and planned unit developments to reduce on-street parking.
23. The city will incorporate a street widening program and paving program throughout the community. This will be implemented in the capital improvement program that should be updated on a periodic basis. Develop existing road rights-of-way to the full extent it is needed to accommodate future travel demand.
24. The city will monitor traffic patterns to identify the development of future and local road needs.
25. The city will continue to establish priorities for the construction or improvement of major roadways and streets and the Legacy Highway. Collector frontage streets will also be a priority on both sides of Legacy Highway.
26. The city may require the preparation of a traffic study identifying circulation issues and making appropriate recommendations in conjunction with review of any major development or land subdivision.
27. The city will mitigate against noise associated from the transportation system. The city will require any new development to be responsible for reasonable circulation system improvements related to project impacts.
28. The city will work with property owners to pave certain private roads throughout the community. Priorities should be set to accomplish this task.

29. The city will improve streets that warrant any traffic calming devices, such as speed bumps, speed humps, landscaping along major streets, concrete bump outs on the side of streets, concrete pavers, etc.
30. The city shall provide street grades according to engineering specifications to ease circulation for all types of transportation.
31. The city will provide suggestions to existing private development that may need to be retrofitted so circulation improvements will be safe and aesthetic to the community.
32. The city will continue to develop a safe and efficient system of streets, which meets the circulation needs of the community. The street system is based on a hierarchy that is sensitive to the existing and future land uses served. Only certain types of future land uses should be provided on certain types of street classification.
33. The city will continue to base and maintain their collector and arterial streets on a grid system and develop, adopt, and regularly update a master street plan.
34. The city will adopt street design standards for the following street classification standards: principal arterial, arterial, minor arterial, collector, downtown, dirt, and local.
35. The city will improve the operation efficiency of streets to encourage higher levels of safety, such as paving or repaving, street marking, provide additional lighting on arterial and collector streets, enforce speed limits, maintain clear visibility at all intersections, protect and mark clear identifications at all school zones, provide signs that are visible during the day and night, safety routes for children, appropriate turning radius points, pave shoulders, acceleration or deceleration lanes, etc.
36. The city will continue to develop local street patterns which preserve neighborhood integrity by limiting traffic volume, promote the safety and convenience of traffic, protect the safety of neighborhood residents, encourage efficient use of land, and discourage non-neighborhood, or through traffic.
37. The city will develop and preserve the through traffic function of arterial and collector streets by minimizing points of property access, on-street parking, strategic sign placement, intersection placement, installing signals at appropriate places and integrate good signal timing.
38. The city will encourage and implement a greenbelt/linear park network (along streets and trails) that links residential and non-residential uses as well as education and recreation facilities in order to beautify the streetscape and develop a unique appearance that will give the city its own motif and community identify.
39. The city shall provide for the needs of all reasonable modes of transportation.
40. The city will provide sidewalks where they are needed, especially within the downtown area and serve high pedestrian usage center such as schools and parks.

41. The city will provide pedestrian access to any commercial and manufacturing development.
42. The city shall attempt to improve existing pedestrian circulation system deficiencies emphasizing routes utilized by school children and in the downtown area.
43. The city shall promote and create the extension of walking/equestrian/bicycle trails as part of the design of new development and existing developments. The walking/equestrian trails should eventually be connected throughout the entire city
44. The city will work with the appropriate agencies to pursue development of canal banks, rivers and other easements or rights-of-way to expand alternative modes of transportation, such as horse trails, walking/bike paths, etc.
45. The city will consider a dependable system of bicycle routes throughout the city to serve as a secondary transportation system and for recreational purposes. Bicycle right-of-way areas will be considered on arterial and collector streets.
46. The city shall work with UTA to expand the bus service and to provide bus pullouts and shelters where they are needed.
47. The city shall explore the concept of a dial-a-ride service, which primarily serves people without vehicles, providing convenient service at reasonable fare rates.
48. The city will support and promote rideshare programs.
49. The city will develop "park and ride" lots where appropriate.
50. The city shall actively support feasible public transit programs, car pools, vanpools, and other similar trip reduction transportation programs.

Section 6. Economic Element

Economic Element Statement

The economic data compiled in this document is intended to take a cursory look at existing information and to establish appropriate land use designations within the general plan. It is recommended that a detailed economic development plan be created for Herriman City by an economic planning consultant when as funding becomes available.

Introduction

Herriman has little economic data available due to being newly incorporated June 1, 1999 and because the 2000 Census data will not be released for another year or more. The only 2000 Census data that is available is population and race and the population appears to be in error based on comparisons of the total households in Herriman as provided by the County Assessor's office. Herriman is a largely rural residential community with 40 home businesses as its economic mainstream. Herriman relies on taxes, business licenses, and permits as its primary source of revenue whereas administration, professional services, highway and street repair and maintenance, and public safety account for the majority of its expenditures (This information provide by Herriman City).

The 2000 Census establishes a total population of 1,523 for Herriman but based on the total dwelling units of 722 at 3.5 persons per household, the assumption has been made to use a population of 2,527 (See The Moderate-Income Housing Element). This means that the majority of working residents from within Herriman commute outside of Herriman to their work place. The labor force that surrounds Herriman captures all of the basic industry and the majority of residential industry as well. At this time, all employment and retail sales activities rely solely on the 40 home businesses as delineated in the 2001 Business License document provided by Herriman. Herriman presently relies on external sources for shopping and services. All existing data would dictate that Herriman's focus should be on capturing commercial tax base in order to sustain property taxes and future residential growth. Additional information will be provided in the economic development plan as provided by an economic planning consultant at a later date and as coordinated with Herriman City and their chosen economic consultant.

Economic Element Goals, Objectives, and Policies

Community Goal: Develop an objective and detailed economic development plan to help guide and attract appropriate commercial, retail, professional office, and business to Herriman City (Economic development plan by other).

Objectives:

1. Ensure that the economic development plan views commercial possibilities, objectively considering adjacent municipalities and their plans for growth.
2. Incorporate a rural main street character with new business development.
3. Coordinate potential development with appropriate grants and funding sources.
4. Consider implementing a program to research and attract business to Herriman.
5. Encourage the development of a Herriman City commercial uses through private/public partnerships.
6. Promote higher density commercial development where appropriate.
7. Promote a complimentary set of business types to maximize the success of businesses wanting to move into the area.
8. Encourage not only a viable city core, but also include surrounding integrated uses to compliment and support Herriman resident's lifestyles.

Section 7. Moderate Income Housing Element

Moderate Income Housing Element Statement

In 1996, the Utah Legislature passed House Bill 295 to mandate preparation of affordable housing elements to community general plans so that communities would systematically assess their housing situations. Each municipality should provide a variety of housing, including moderate income housing, to meet the needs of people desiring to live there. The intent is to allow persons with moderate incomes the opportunity to benefit from neighborhood and community life.

Introduction

Moderate income housing is defined as housing units occupied or available to households with a gross household income equal to or less than 80% of the median gross income of the metropolitan statistical area for households of the same size. The median gross income of Salt Lake County is \$54,300. Moderate income housing in Salt Lake County is affordable to a four-person household with an income of \$43,440. Based on HUD guidelines, housing and utility costs typically should not exceed 30% of the total household income. Therefore, each city within Salt Lake County, including Herriman, must have a certain number of moderately priced units for a four-person household that cost no more than \$115,000 (This assumes an 8.00% interest rate over 30 years and a 10% down payment). Similarly, rent for a two-bedroom apartment should not exceed \$760 per month.

With Herriman incorporating on June 1, 1999 and the new 2000 census data just now being compiled, there is little readily available information to assess the need for affordable income housing for Herriman. The only census data available to date is population and race. Other data available is as contained herein. The information that has been utilized for this element of the general plan is the County Assessor's 2001 data showing property types, values, zoning, and Herriman's 2001 approved permit information from June 1, 1999 to April 26, 2001. The values from all of this data have been utilized to make assumptions for existing supply of moderate income housing, need for moderate income housing, survey of residential zoning and evaluation of densities, and strategies for implementing affordable-income housing in the city of Herriman.

Moderate Income Housing Goals, Objectives, and Policies

Community Goal: Adopt the moderate income housing element, using the Utah Affordable Housing Manual as a guide, to implement a variety of housing types to help provide housing opportunities for moderate income families in Herriman.

Objectives:

1. Estimate supply of existing moderate income housing within the municipality.
2. Estimate the need for moderate income housing in the municipality for the next five years and revise annually.
3. Survey residential zoning and evaluation of densities.
4. Implement Strategies for moderate income housing.
5. In order to provide a realistic opportunity to meet the objectives required for moderate income housing consider the following as suggested within the Utah Code 10-9-307:
 - i. Rezoning for densities necessary to assure the economic viability of inclusionary developments, either through mandatory set asides or density bonuses.
 - ii. Infrastructure expansion and rehabilitation that will facilitate the construction of moderate income housing.
 - iii. Rehabilitation of existing uninhabitable housing stock
 - iv. Consideration of waiving construction related fees generally imposed by the municipality.
 - v. Utilization of state or federal funds or tax incentives to promote the construction of moderate income housing
 - vi. Utilization of programs offered by the Utah Housing Finance Agency within that agency's funding capacity
 - vii. Utilization of affordable housing programs administered by the Department of Community and Economic Development.

The Existing Supply of Moderate Income Housing

Based on the 2000 census, Herriman is a community of 1,523 people. However, according to the County Assessor's Office there are an estimated 722 households within the municipality of Herriman (official data effective May 22, 2001). Based on 722 households and an average of 3.5 persons per household, the population should be 2,527. Wikstrom Economic & Planning Consultants Inc. estimate that there are 1,259 residential addresses within Herriman City. Further, they estimate an average of 3.5 persons per household, which would result in a population of 4,406 for Herriman. If this holds true, the population projections by the state for Herriman have been underestimated. The state does project a 9.1% Annual Average Rate of Change (AARC) which is useful to

forecast future population. However, because of the obvious underestimated projections by the state, it would not be a source for housing projections for this element of the general plan.

If the 2000 Census data were correct it would dictate that the actual population per household would be more in the range of 2.11. On average, the population per household in Utah ranges from 3 to 4 persons. For Herriman, that number is statistically 3.5 persons per household. Regardless, if growth as projected remains consistent at 9.1% AARC or higher, and based on a population of 2,527 people, then by the year 2030 the population of Herriman could be close to 25,000. That is 10 times its present size and roughly the size of Draper, Utah.

Based on the County Assessor's Office May 2001 data, single family represents approximately 99% of the total housing stock in Herriman. Typically, 15% of all housing is represented as multi-family in many other cities. Herriman has multi-family, modular homes, mobile homes, and other similar uses which represent the remaining 1% of the total housing stock. There is usually an associated need for multi-family housing with commercial and industrial uses within the municipality, or at least within close proximity to these uses. Herriman presently has no commercial or industrial uses, relying heavily on adjacent municipalities for shopping and services. Multi-family does not necessarily represent affordable housing and most data indicates that most low-income households would likely live in rental housing rather than owning housing. And most likely this type of housing would be supplied as multi-family in Herriman as opposed to modular homes or mobile home parks.

The existing housing stock in Herriman favors single family residential. The total estimated households in Herriman are 722. Of the total Herriman households, 3.32% or 24 of the 722 units would be considered as affordable for a four-person household with an income of \$43,440. Based on County Assessor's records the 24 households have a value at or less than \$115,000.

Projections of Future Need for Moderate Income Housing

The building permits from the time Herriman incorporated on June 1, 1999 to present are 666 of which approximately 75% or 500 of those permits were for new residential construction. There have been no permits approved for construction other than residential related construction. There were roughly 92 permits approved in 1999, over 300 in 2000, and over 75 up to April 26, 2001. That is approximately 15 permits per month in 1999, and 25 per month in 2000, and 19 per month so far for 2001, and an overall increase in building permits of 21% since incorporating in 1999. That is more than double the 9.1% AARC. Herriman has 40 existing in-home businesses with only two of the businesses showing to have employees. Therefore, additional moderate income housing in

the City of Herriman would seem unnecessary at this time. But based on future population growth and the proposed increase of commercial land use, affordable housing will need to be considered if Herriman wishes to provide the ability to house any of the labor force that would eventually be employed by the proposed commercial increase.

Although there appears to be no immediate need for affordable housing in Herriman, the compilation of housing data from the 2000 census or through a citywide survey is recommended for future planning of affordable housing. The problems that Herriman faces with the census is that it will provide no immediate data other than population and race, which may be in error, and it will be a year or more before this data will be compiled. For more expedient results, Herriman may consider a survey of the residents through mailers or utility billings or even on the Herriman web page.

At build out, the City of Herriman will have a population of approximately 24,983. This population is derived from a proposed 3,117 acres of residential use with an estimated average density of 2.29 units per acre. Using the state's 9.1% AARC projections over 30 years and a population of 2,527 the projected population in 2030 for the City of Herriman would be 23,230. The State of Utah was the fourth in population growth nationally, at more than 26% from 1990 to 2000. The state projected only 13%, a 50% underestimation. By assuming only a 9.1% AARC is extremely conservative and can be assumed that Herriman will reach build out sooner than projected.

With all these assumptions made it can be determined that once commercial uses are underway and the population increases, there will be an increased need for affordable housing. To determine what that demand will be over the next five years is difficult. Projecting an increase for affordable housing by 9.1% per year would be a repeat in erroneous projections. But by using the building permits as a guide for a more accurate assessment of affordable housing needs, a 21% increase is more likely, based on the 2001 approved Herriman permits. Therefore, between 2000 and 2005 the projected need for affordable housing in Herriman is 51 single-family homes. The projection for special needs uses such as elderly care, senior, and disabled housing is not available. The need for these special uses and affordable housing should be reviewed every year and revised to accommodate the housing needs of Herriman.

Survey Residential Zoning and Evaluation of Densities

Herriman has five residential zone designations in the new land use plan, which provide for a variety of housing types. There is no evidence of exclusionary zoning or regulatory barriers in Herriman that exclude affordable housing. These zone designations will need to be reviewed and potentially revised annually to

accommodate affordable housing as mandated by the state as the population increases and commercial uses begin to occur. If no affordable housing need pertains to the zoning designation at the time of its review, then there should be no need for modifications. However, rezoning for greater densities may be necessary to accommodate increased affordable housing needs unforeseen at this time.

Strategies for Implementing Moderate Income Housing

Since the affordable housing needs for Herriman are primarily met at present by the existing single-family housing stock, the five-year affordable housing goals should emphasize:

1. The development of community programs to inform and educate homeowners regarding low interest loans and grant programs for single-family homes.
Strategy: *Consider Community Development Block Grants (CDBG's) for housing rehabilitation, DCED rehabilitation program to meet code deficiencies, Olene Walker Housing Trust Fund Housing Preservation Grant, HOME program and Rural Development's Section 502 program. The city would form a task force to develop an information program, to include public meetings, regarding eligibility, application, and scope of programs.*
2. The possible use of CDBG's as a tool for development and preservation of affordable housing.
Strategy: *Assign Herriman staff to develop proposals for assistance.*
3. Development of a moderate size affordable apartment complex.
Strategy: *Encourage a moderate income housing project with affordable prices located on the 23 acres designated as medium density. Work with developers to incorporate moderate income housing as the city and commercial districts grow. Consider waiving fees normally associated with developments and modify zoning to accommodate changing development patterns and companies that may move into the area.*
4. Undertake an annual review of changing needs for affordable housing.
Strategy: *Evaluate affordable housing needs annually. Given the growth of Herriman an annual review is necessary to identify any significant changes in affordable housing strategy. An independent consultant should provide this review.*