



GRAND COUNTY GENERAL PLAN 2030

"Adventurous Small Town Spirit"

- i. Support neighborhood revitalization, redevelopment and residential infill that contributes to the livability and adaptability of established neighborhoods;
- ii. Accompany residential density increases with enhancements to public spaces, open spaces and amenities;
- iii. Optimize the use of existing infrastructure in association with increased density;
- iv. Identify large infill redevelopment projects to assist in long term community building; and
- v. Collaborate with school boards in support of long term redevelopment efforts.

Goal:

Develop and implement design guidelines for new neighborhoods and integration within existing communities.

Policies:

- i. Establish focal points or unique identifiers within each neighborhood;
- ii. Provide a mixture of residential, commercial and institutional uses;
- iii. Establish formal and informal public and open spaces;
- iv. Achieve higher density mixed-use development near town centers or established transit routes; and
- v. Establish land use patterns which provide flexibility for future redevelopment.

SECTION SEVEN: LAND USE

7.1 BACKGROUND

The County covers more than 3600 sq. miles with several established neighborhoods with hubs or nodes.

The County has a mix of low and medium density residential land uses, semi-structured street arterial and collector development, with existing communities like Thompson Springs and Cisco.

Neighborhood commercial services are sporadically distributed, servicing some, but not all neighborhoods with predominantly car-oriented commercial services.

More recent forms of automobile-oriented land uses have grown around the major highways and arterials (Highway 191, 313, and Spanish Valley Drive). Highway 191 is the main route through the County and creates a significant disconnect between west and east sides of Spanish Valley.

Rail use in the County supports freight connections to the Potash reserves and the Uranium Refinery remediation project, off-loading in the Thompson Springs spur line and the Highway 313 spur line. In 2021 the American Rocky Mountaineer started a passenger tour operation between Denver, Colorado and Grand County. Heavy and medium industrial land uses are located towards the outer municipal boundaries, while light industrial is found on the perimeter.

Significant features include the Colorado River valley; Mill Creek; Sand Flats and Pack Creek. County-



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wide neighborhood parks need assessment and classification for passive and active uses.

The County is bordered by the State of Colorado to the East, Emery County to the west, San Juan County to the south and Uintah County to the north. The City of Green River is located on the north-west boundary, the Town of Castle Valley is in the east quadrant, and the City of Moab is located in the south quadrant. County land outside the Moab core is relatively sparsely developed rural residential, small scale farmland, forest, and public lands. Growth management strategies need evaluation and improvement.

The High Density Housing (HDHO) and the Overnight Accommodation Overlays (OAO), defined in the Land Use code, will need reference to this Plan as the Land Use section develops and land use descriptions are written and mapped. HDHO, as a change in density, and OAO, as a change in density, will have long range references linked to GP policies.

The State of Utah requires housing plans within the County. The Moab Affordable Housing Plan was adopted by the County in 2017, and is currently being updated. The Housing Authority of Southeastern Utah (HASU) works under appointments by the County. The Rural Community Assistance Corporation (RCAC - <https://www.rcac.org/>) a non-profit 501 (C) (3) helps prioritize housing and environmental programs in the West by:

- Overseeing self-help grants;
- Co-developing /owning of some projects; and
- Providing funding for HASU.

The Housing focus since 2014 has been to develop affordable housing residential units. Examples include Cinema Court, Wingate, and MAPS senior housing. HASU initiatives follow:

- Manages about 300 residential units;
- Operates social service programs;
- Applications for low income and transitional housing considered – short term, long term rental, attainable, affordable, and ownership;
- Arroyo crossing development management and assistance;
- Lead on the development of the Affordable Housing Plan – due in 2022;
- Data management and reporting.

Arroyo crossing operates under a land trust model (Moab Area Community Land Trust (MACLT)) with a mix of housing types and neighborhood commercial uses. Moab Area Community Land Trust facilitates entitlements, lease arrangements and the management of:

- Land trust portions;
- Mix of single family, apartment, multi family, townhomes;
- Self-help models and long term rental options;
- Working with the US department of Agriculture (USDA) on funding;
- Commissioning/educational outreach for prospective homeowners; and
- Determinates of the Area Medium Income (AMI).

The population demographic is slowly changing and growing more diverse, which may influence housing needs (see housing profile in Section 2). In addition, the County must respond to increased demands for service sector housing. In 2019 Grand County had:

- 4119 households;
- 2.28 persons per household;



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- 21.5% persons under 18 years old;
- 19.4% persons over 65 years old;
- 12.2 % people in poverty; and
- 81.9% white – non-Hispanic.

From the 2017 Moab Area Housing Affordability Plan (currently under review):

The Area Median Income in Grand County increased from \$55,300 per year in 2015 to \$64,300 per year in 2016, each for a family of four. The \$9,000 increase is likely attributable to increased incomes for the highest earners and increased income from non-labor activities such as dividends, interest, rent, and retirement related entitlements.

Currently, more than half all households earning 80 percent (80%) or less of Area Median Income (AMI) in Grand County are cost-burdened, which means they spend more than 30 percent (30%) of household income on total housing costs including mortgage or rent, taxes, insurance, utilities, and HOA fees where applicable.

Currently, more than one-quarter all households earning 80 percent (80%) or less of Area Median Income (AMI) in Grand County are severely cost-burdened, which means they pay more than 50 percent (50%) of combined household income towards total housing costs.

Assuming recent population trends continue but vacancy rates (e.g. second homes and residential units used as overnight accommodations) stabilize at 30 percent (30%), the number of new housing units needed across all price levels will increase by 316 in 2020, 1,024 in 2030, 1,826 in 2040, and 2,737 in 2050.

Assuming the share of renter-occupied and owner occupied housing remains constant, the 316 new units needed by 2020 will include 98 rental units and 218 owned units.

Grand County is a regional hub for a range of services in health, education, social services, tourism and justice and as such has need for transitional and supportive housing. Grand County wants to stimulate independence of its citizens but realizes that some will require support to function optimally. It is a goal of this Plan to create the context where all citizens can have safe, secure, affordable housing that meets their needs.

The form and density of housing will be determined by a combination of prevailing market conditions along with policies of this Plan, development standards in the Land Use Code and through public consultation. It is important that developments be well-designed and compatible with existing development.

Meeting the housing needs of the future generations will require flexibility in meeting market demand and accommodating other changing demographic and economic conditions. Areas with a range of housing types are generally more stable in the face of neighborhood change. Limiting the range of housing types may force some members of a neighborhood to move. This could include seniors, for example, who often require a particular type of home suited to their specific needs.

The ability of the marketplace to provide affordable housing is an important part of quality of life and helps attract new businesses and industries to the County. The County can influence cost and supply



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of housing by supporting the private development sector in providing affordable housing and by facilitating the approval process with respect to regulations and permits.

Goals:

1. Encourage mixed residential and business development and re-development projects in the commercial zone districts in the US 191 South and North corridor;
2. Work in partnership with San Juan County and the State of Utah School and Institutional Trust Lands Administration (SITLA) to guide future development in southern Spanish Valley that is proposed to ensure that development patterns are fiscally efficient and align with the Vision, Goals and Strategies of the General Plan;
3. Minimize impacts of development on scenic resources and residential developments;
4. Reevaluate US 191 far north corridor with a focus on maintaining compact development patterns, preserving scenic resources, and locating development to avoid degrading natural amenities;
5. Map priority scenic landscape features such as prominent ridgelines, visible mesas, and canyon walls and enact policies to protect these visual resources; and
6. Amend the land use code to reflect long range land use and growth management strategies; and to develop a performance based framework that increases development opportunity and predictability.

Policies:

- i. Promote a well-designed compact community by following smart growth principles;
- ii. Encourage compatible uses along the County boundaries, consistent with a Regional Planning Growth Management Strategy;
- iii. Integrate compatible land uses within the County through specified study and action plans;
- iv. Preserve the unique residential character of neighborhoods and nodes;
- v. Preserve our history and heritage in all land use actions;
- vi. Maintain important view sheds (e.g. cliffs and ridgelines);
- vii. Provide neighborhood mixed use nodes that incorporate the 1500 feet (10 minute walk) buffer as a standard for distances between nodes;
- viii. Link parks with trails throughout the County and preserve natural features as a way to identify potential greenspace in new neighborhoods;
- ix. Promote walkable neighborhood mixed use rather than discrete neighborhood and highway commercial land uses;
- x. Within automobile-oriented commercial land uses, bring buildings closer to the public streets and place parking in the middle of the development to create a more complete streetscape;
- xi. Within automobile-oriented commercial land uses, ensure that walking and cycling are encouraged by creating paths and sidewalks along major corridors that connect to other neighborhoods throughout the County;
- xii. Improve streetscaping along arterials, major collectors, and Highways to include coordinated street trees, lighting, signage, noise mitigation, sidewalks and trails;
- xiii. Limit development in environmentally sensitive areas through specific land use actions (e.g.



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- conservancy, transfer of development rights and trusts);
- xiv. Increase and improve pedestrian connections to the river/watersheds;
 - xv. Maintain and enhance streetscaping standards, and develop a compact, sustainable, diverse, adaptable, mixed use built form that encourages walkability and supports multi-modal transportation;
 - xvi. Integrate all elements of the Plan to ensure they are complementary and where competing are suitably integrated (e.g. riparian buffer width averaging, trails in riparian areas);
 - xvii. Maintain and enhance the local sense of place and identity by integrating natural systems and developing neighborhood context-based design solutions that minimize rural sprawl. Use illustrative plans as guides to development;
 - xviii. Identify Highways 191, 313, 128, and 279 and Spanish Valley Drive and the La Sal loop as scenic corridors;
 - xix. Partner with adjacent municipalities to develop compatible regional land use strategies;
 - xx. Increase land use resilience by allowing and encouraging local food production, local materials and services use, and protection of the local and regional agricultural lands;
 - xxi. Identify strategic locations for wayfinding signage throughout the County;
 - xxii. Buffer tourism/commercial land uses from residential areas;
 - xxiii. Identify commercial and light industrial land uses that support economic diversity;
 - xxiv. Support residential lands uses in concert with commercial land uses (mixed use) in the south 191 corridor;
 - xxv. Promote dark skies policies, procedures and development regulations; and
 - xxvi. Support urban livestock uses in residential land use areas where suitably mitigated to reduce impacts.

7.2 URBAN SERVICE AREA

The urban service area in Grand County is located primarily south of the City of Moab. A complete land use strategy tied to levels of service will identify an acceptable growth management scenario that is compatible with the sense of place, infrastructure, economic drivers, and social, environmental and financial constraints.

Levels of service (LOS) will be articulated with identified long term growth patterns. This framework will build predictability into the zoning and rezoning process. Rezoning alignment with the policies of this plan will help support legislative and administrative actions. Existing patterns of development and revitalization will be stressed to help transition and preserve housing stock and stimulate options.

Sewer and water serves development along major arterials and collector roads. See Schedules 16.3, 16.5, and 16.7. Main sewage and water facilities are located within the City of Moab.

Planned service levels (LOS) within the County are:

1. Service Level 1 – This area is serviced by municipal water, sewer and paved and gridded roads, including all utilities – gas, power, cable and fiber;
2. Service Level 2 – This area is serviced by municipal water. It has no municipal sewer connection and/or may be serviced by paved or unpaved roads with most utilities but may not include cable or fiber; and



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3. Service Level 3 – This area has no municipal services and may be served by onsite sewer and water; site contains stormwater drainage; power, gas, and cellular. It may be served by unpaved roads.

Goal:

1. Consistent with smart growth principles, levels of service align with land uses to help preserve open space, farmland, natural beauty and critical environmental areas, while containing County infrastructure.

Policies:

- i. ***Establish the County's Urban Service Area in accordance with the delineation indicated in the Levels of Service map as part of the Land Use – Levels of Service Analysis (2022); to manage urban and rural sprawl and promote a compact community;***
- ii. Establish future growth areas to preserve rural types of development and encourage growth near existing road networks so that these areas easily connect to future services in fiscally responsible ways;
- iii. Strengthen and direct development towards existing neighborhoods by permitting intensified land uses and infill development within the Urban Service Area supported by LOS 1;
- iv. Consider major arterial road networks when planning for future growth;
- v. Consider future commercial and industrial service areas in LOS 1;
- vi. Encourage less intensive land uses which do not require community sewer services outside the Urban Service Area;
- vii. Work co-operatively with other municipalities and state agencies to implement the regional plan for fringe area development in the vicinity of all public lands, Town of Castle Valley and the City of Moab; and address service extensions (levels of service), failing water and septic systems, traffic, environmental values, housing and land use; and
- viii. Do not extend community water and/or sanitary sewer services outside the Urban Service Area-Service Level 1 unless consistent with an adopted urban growth strategy, or for public safety reasons, as determined by the Planning Commission and the County Commission.



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Smart Growth Principles

- Create range of housing opportunities and choices
- Create walkable neighborhoods
- Encourage community and stakeholder collaboration
- Foster distinctive, attractive communities with a strong sense of place
- Make development decisions predictable, fair and cost effective
- Mix compatible land uses
- Preserve open space, farmland, natural beauty and critical environmental areas
- Provide a variety of transportation choices
- Strengthen and direct development towards existing communities
- Take advantage of compact building design

7.3.1 GENERAL LAND USE POLICIES

The following policies reflect the complex nature of land use planning in Grand County. These sub-strategies will help guide and coordinate future land use decisions. It is important to recognize the need to reduce homelessness in all land use decisions to ensure a cultural shift in planning.

7.3.1.1 INTEGRATED LAND USE

- i. Implement the land use designations in Schedules 16.1 (Land Use maps) to facilitate the social, environmental and economic priorities of the community and allow for uses described in each respective land use designation (to be updated with the Land Use and Levels of Service analysis (2022));
- ii. Ensure all buildings incorporate smart growth principles;
- iii. Encourage new development and redevelopment to be mixed use projects incorporating complementary uses in a single development (i.e. consider combining more than one of the following uses: residential, commercial, light industrial, recreation, open space, or institutional uses);
- iv. Complement the aesthetic qualities, character, image and established uses of areas when designing the size, shape and character of new development, and consider development standards to guide and help visualize future growth within all areas of the County;
- v. Promote an open community where subdivision approvals restrict private gated developments;
- vi. Incorporate safety in land use and the built environment through a Crime Prevention Through Environmental Design (CPTED) Program;



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- vii. Encourage building design that facilitates "eyes on the street" and crime prevention through environmental design principles (e.g. balconies, porches, large opening windows, a small street-frontage, etc.);
- viii. Encourage all community and commercial planning processes to include an 'age-friendly' component;
- ix. Encourage development that directs work towards existing communities (infill), and creates a compact, diverse, adaptable, mixed use built form;
- x. Develop context-based land, subdivision, site, landscaping, and building design standards that integrate ecological systems and enhance a local sense of place and identity. These should be included in regulatory and policy updates;
- xi. Identify developable lands to minimize slope and soil instability;
- xii. Identify Brownfield development to ensure appropriate land uses;
- xiii. Make adaptable and accessible designs mandatory in all public areas of the County by considering wheelchair friendly street standards and mobility for all residents including snowfall restrictions;
- xiv. Consider a range of land uses within developments such as commercial, residential (e.g. seasonal, workforce housing, and rental); and
- xv. Consider development standards for all scenic corridors, riverfront, multi-family and industrial and commercial areas (see examples in Appendix 17.8).

7.3.1.2 AMENITIES AND AFFORDABLE HOUSING

- i. Utilize 'zoning for amenities and affordable housing' or 'phased development agreements' to include affordable non-market housing as an integral component in residential development;
- ii. Promote the use of a wide variety of housing options in LOS 1 that encourage affordability including small lot residential, multi-family, live-work studios, and mixed use compatible with commercial and light industrial uses;
- iii. Develop parking bonusing through a comprehensive parking strategy that considers infill development, multi-modal transportation options and below grade or integrated parkades;
- iv. Consider, on a site specific basis, bonus density based on smart growth and "green" criteria aligned with LEED ND standards;
- v. Affordable non-market housing is provided in accordance with Inclusionary Zoning Principles - continuous, safe pedestrian walkways currently link the site to neighborhood nodes or the developer agrees to provide continuous, safe pedestrian walkways to the transportation nodes:
 - a. the site meets all criteria in the Moab Area Affordable Housing Plan;
 - b. the site has adequate emergency ingress and egress;
 - c. the site is not designated as environmentally sensitive (Schedule 16.4);
 - d. the proposed development does not cause traffic safety impacts;
 - e. the development meets the sustainability checklist criteria with a score of 80% or higher (see Schedule 17.2);
 - f. the proposed development does not diminish the heritage or



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- historical value of the area; and
- g. the proposed development is well integrated into the existing neighborhood;
- vi. Consider additional bonus density for sites in close proximity to other amenities such as schools, grocery stores and transit;
- vii. Consider, on a site specific basis, additional bonus density up to the maximum bonus density as determined by a land use study:
 - a. the proposed development has a mean unit size for market and non-market units of 1,000 square feet or less;
 - b. the proposed development is certified to Leadership in Energy and Environmental Design (LEED ND) or equivalent;
 - c. the proposed development contains more than 25% of all residential units as residential units for rent;
 - d. the developer dedicates community amenity space to public use, such as community gardens, playgrounds, trails and other recreational areas;
 - e. the developer enhances public cultural or recreational physical amenities;
 - f. The developer guarantees to restore and designate heritage property; and
 - g. Allow density or parking bonusing for any property within a neighborhood node for mixed use developments with a residential component.

7.3.1.3 NEIGHBORHOODS

- i. Promote a mix of uses in each neighborhood so that each is complete with a range of residential densities including seasonal housing, amenities, parks and commercial uses;
- ii. Preserve the social character of residential neighborhoods and cultivate strong focal points in the preparation for secondary neighborhood plans;
- iii. Permit development that is consistent with secondary neighborhood plans;
- iv. Permit infill developments that are integrated into the surrounding neighborhood;
- v. Enhance the existing historic character of neighborhoods;
- vi. Develop a local commercial/mixed use area for each central neighborhood to provide a better diversity of commercial services and building types, increase walkability, reduce car use – minimizing on-site parking, and encourage local employment;
- vii. Develop parks, recreation and culture focal points and connectivity to enhance public space throughout each of the communities;



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- viii. Consider CPTED principles in community design and promote safe design through design elements like walkability; and
- ix. Encourage the maintenance of a healthy wildlife population by landscape design in every neighborhood.

7.3.1.4 HERITAGE AND HISTORY

- i. Encourage retention of heritage features throughout the community and map accordingly through the list of sites identified and updated in Schedule 16.36;
- ii. Interpret heritage to include a broad spectrum of features including buildings, monuments, natural areas, landmarks, neighborhoods and signage;
- iii. Coordinate a public safety risk analysis and prescribe funding options;
- iv. Support and encourage heritage and historic revitalization and enhancement initiatives;
- v. Reference the County’s heritage and history in the planning and design of public places;
- vi. Utilize a variety of tools to protect and enhance historical areas identifying possible conservation areas, density, parking bonuses and tax incentives;
- vii. Investigate mechanisms to encourage protection and conservation through special historical zoning districts;
- viii. Document all historical features valued by the community; and
- ix. Support education initiatives to raise awareness of documented historical features.

7.3.1.5 HOMELESSNESS

- i. Recognize the directives and policies of the local homeless council and integrate into land use criteria including conditional use permits;

7.4.2. ACCESS TO HOUSING

Public sector (social) and non-profit housing is provided for those whose housing needs cannot adequately be met in the private marketplace. According to the 2019 US Census data the percentage of people in poverty is 9.1%. This influences the range of housing accessibility and the housing continuum needs from homelessness, to affordable rent, to transitional housing, to short term accommodation, and to ownership.

Given the financial constraints within which social housing is provided, collaborative approaches must be employed. This can be in the form of partnerships between the public, non-profit and private sectors.

Planning and zoning for a broad range of housing types in urban areas can facilitate the provision of social housing. Improved construction technology, better materials and creative design, and new approaches to housing construction exist which ensure a variety of feasible and aesthetically pleasing options for the provision of housing.

Supportive housing forms and tenures, such as private and public care homes, senior’s housing, residential care homes, child day care centers, shelters and other forms of supportive housing should be facilitated in all areas of the Region. The Land Use Code should contain the development standards under which these uses may be established.



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The average household size is 2.28, with 65% of residents owning homes and 35% renting (Figure 2.6). The average 2019 per capita income totals \$59,196 (Figure 2.4). Average monthly wage of 2020 is \$3,154 (Utah Workforce Data). The 2020 Labor Force population was 6,574. Average unemployment rates in 2020 was approximately 9.5%. This percentage is slightly higher than annual averages, which could be attributed to the COVID-19 pandemic.

The following land use designations are meant to guide the direction of the GP at this stage. References to the current GP are indicated in brackets and supported by the land use map schedule.

2012 Plan

Designation	Parameters
Residential Infill	Single family residential: two units per acre base density and up to 3.2 dwelling units per acre with a 50% open-space set-aside or fee-in-lieu of open space and 25% affordable housing or fee-in-lieu. Multi-family residential: up to 18 dwelling units per acre with a 50% open-space set-aside or fee-in-lieu of open space and 25% affordable housing units or fee-in-lieu.
Transition Residential	Single family residential: two units per acre base density and up to 3.2 dwelling units per acre with a 50% open-space set-aside or fee in lieu of open space and 25% affordable housing units or fee-in-lieu.
Rural Residential	Single-family residential: one dwelling unit per acre base density and up to 1.6 dwelling units per acre with a 50% open-space set-aside or fee in lieu and 25% affordable housing units or fee-in-lieu. Up to 2 units per acre for developments that include (a) a 50% open space set-aside area totaling 40 or more contiguous acres or a fee-in-lieu, (b) has 25% affordable housing units or a fee-in-lieu, and (c) includes multi-modal options (pedestrian/bicycle, at minimum).
Range, Resource, and Recreation	Residential densities range from one dwelling per five acres up to one dwelling per three acres with a 50% open-space set-aside or fee-in-lieu and 25% affordable housing units or fee-in-lieu. In addition to residential uses this designation includes recreation/resort development, agriculture and development/extraction of natural resources.
Designation	Parameters
Rural Center	Ranges in size from 5 to 30 acres and includes neighborhood scale retail, small businesses, local commercial, local tourism, on-site renewable energy and residential neighborhoods. Residential density of up to 3.2 units per acre if it includes (a) 50% open space set-aside area or fee-in-lieu, (b) 25% affordable housing units or a fee-in-lieu, (c) multi-modal options (pedestrian/bicycle, at minimum), and (d) no more than one-half of the total dwelling units are multi-family.



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North Corridor Recreation	Nodes of tourism-oriented, resort commercial development, rural density residential development with sensitivity to scenic resources. Residential densities range from one dwelling per five acres up to one dwelling per three acres with a 50% open-space set-aside or fee-in-lieu and 25% affordable housing units or fee-in-lieu.
Industry Resource	Economic development opportunities for commercial and industrial land uses and renewable and conventional energy development.
Highway Mixed Use	A highly accessible and visible land base for business in the unincorporated county.
General Business	A wide variety of service, sales, and hospitality establishments serving residents, tourists, and other businesses including the possibility for residential upstairs.
Business Park/Light Industrial	Employment-generating activities including light industrial, light manufacturing, business park, small businesses, renewable energy production, and institutional/civic uses that serve the region.
Scenic Corridor Overlay	Corridors along major highways with high scenic value and areas visible from high use areas in arches national park where site and structure design standards may be applied to minimize impact on scenic resources.
Ridgeline Protection Overlay	Area where new structures, buildings, fences, or walls are to be located so that they do not visually disrupt ridgelines as seen from specific public roads in Spanish Valley.
Public Drinking Water Source Protection Zones	Drinking water source protection zones referenced in approved water source protection plans approved under the State of Utah’s Drinking Water Source Protection program.

Rental suites can be an important component of increasing housing affordability in a community for both the renter of the suite and the owner of the principal dwelling. They make efficient use of existing housing and infrastructure in low density neighborhoods and provide housing at a relatively low cost to groups such as students and singles.

Issues such as parking for the occupants of the rental suite can sometimes become contentious within an existing neighborhood but can be overcome by reducing zoning provisions for additional parking. Reducing parking costs alleviates the main impediment to housing affordability.

Current Land Use designations – placeholders before redraft of this section:

Residential Infill - This designation encourages housing near Moab. The residential infill area includes a mixture of single-family residential (two units per acre base density and up to 3.2 dwelling units per acre with a 50% open- space set-aside or fee-in-lieu of open space and 25% affordable housing units or fee-in-lieu) and multifamily residential development (up to 18 dwelling units per acre with a 50% open-space set-aside or fee-in-lieu of open space and 25% affordable housing units or fee-in-lieu).

Transition Residential

This single-family residential designation is intended to provide a transition from the Residential Infill designation to the Rural Residential designation (two units per acre base density and up to 3.2 dwelling units per acre with a 50% open- space set-aside or fee in lieu of open space and 25% affordable housing units or fee-in-lieu).

Rural Residential

This designation accommodates agriculture and single-family residential uses (1 dwelling unit per acre base density and up to 1.6 dwelling units per acre with a 50% open-space set-aside or fee in lieu and 25% affordable housing units or fee- in-lieu). In order to encourage larger open space parcels that are valued by the community, a project in Rural Residential can achieve a gross density of up to 2 units per acre that includes (a)



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a 50% open space set-aside area totaling 40 or more contiguous acres or a fee-in-lieu, (b) has 25% affordable housing units or a fee-in-lieu, and (c) includes multi-modal options (pedestrian/bicycle, at minimum).

Range, Resource, and Recreation

Dispersed pockets of private land and SITLA lands create a patchwork across the recreation landscape and contain a broad range of resources and are encouraged to be used to generate livelihoods and contribute assets to the community (figure 4.13-4.15). Residential densities range from one dwelling per five acres up to one dwelling per three acres with a 50% open-space set-aside or fee-in-lieu and 25% affordable housing units or fee-in-lieu. Recreation/resort development can create opportunities that align with the backcountry, recreational setting and economy and is therefore included in this designation. Livestock operations and other types of agriculture are a critical link between the economy, the culture and the land so this designation encourages the use of land for agriculture. This designation covers areas with underlying mineral property rights and therefore includes development/extraction of natural resources subject to review.

Rural Center

These can be existing rural centers, or new centers, which typically have public gathering places or community facilities with a mix of land uses associated with them, such as neighborhood scale retail, small businesses, local commercial, local tourism, on-site renewable energy and residential neighborhoods with a diversity of housing types. The total developed area of a new rural center ranges in size from 5 to 30 acres and non-residential elements cover no more than 10 acres. Rural Centers should be located within a travel distance of a half-mile of state or federal highways or municipal streets to minimize travel on county roads.

The residential component of a project in a Rural Center has a base gross density equal to the base density of the underlying zoning in the 2008 LUC but can achieve up to 3.2 units per acre if it includes (a) 50% open space set-aside area or fee-in-lieu, (b) 25% affordable housing units or a fee-in-lieu, (c) multi-modal options (pedestrian/bicycle, at minimum), and (d) no more than one-half of the total dwelling units are multi-family.

There are three rural centers proposed in the FLUP: Thompson Springs, an existing rural center, and two future rural centers, one in the vicinity of the intersection of Spanish Valley Drive and Spanish Trail Road and another near Lemon Lane (Figures 4.5 and 4.13-4.15). These new rural centers arose from the input gathered during the Future Land Use workshops in May 2011 (see Chapter 1, Section 1.3 Community Involvement for details on these workshops).

North Corridor Recreation

This designation encourages nodes of tourism-oriented, resort commercial development, rural density residential development and viable livestock grazing and natural resource development on the private and state lands along US 191 north of Moab and near the north entrance to Moab (Figures 4.6, 4.14 and 4.15). New commercial development requires an open space set-aside of at least 25%. Scenic resources are protected in new developments along this corridor traveled by visitors accessing Moab, the Spanish Valley, Arches, Canyonlands National Park, and millions of acres of other public lands (see scenic corridor overlay). While this designation emphasizes the protection of scenic resources it does not call for limitations on uses allowed under the zoning adopted in the 2008 Land Use Code, including natural resource development.

Industry Resource

Active railways, Interstate 70, US Highway 191 and the airport present economic development opportunities for commercial and industrial land uses and renewable and conventional energy development (Figures 4.7 and 4.14). This designation is focused in areas of private and SITLA lands that are accessible by major components of the transportation system. Water is scarce and the electrical infrastructure has capacity limits or is absent in most areas with this designation, so infrastructure investments will be necessary for most development projects to be



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possible.

Highway Mixed Use

The highway mixed use corridor is an integral component of the economy providing a highly accessible and visible land base for business in the unincorporated county (Figures 4.8 and 4.15). The historic mixed use pattern along US 191 South of Moab is comprised of businesses that depend on highways for customers as well as mixed use businesses that may or may not depend on highway traffic for customers but need easily accessible, large commercial lots with sewer and water. Limitations on retail uses in this designation direct sales tax generating activities into Moab or rural centers while maintaining the mixed use land base and avoiding a retail strip development pattern.

The highway mixed use corridor abuts mostly residential property, meaning that the industrial uses are limited to those that are not a nuisance to residents with more intensive uses subject to land use review.

Because the corridor is a prominent entrance to Moab, it is important to balance the flexibility of a mixed use land base with the need to improve the appearances of this gateway. Standards for screening, landscaping, earth tone colors, and non-reflective materials should be applied to new development and major additions/redevelopment.

General Business

This designation encourages mixed use with a wide variety of service, sales, and hospitality establishments serving residents, tourists, and other businesses while also including opportunities for businesses to produce and distribute goods.

Retail sales establishments are unlimited except for those that require a large land base relative to their output (such as a tree nursery). Because this designation sometimes abuts residential neighborhoods and includes residential upstairs of commercial, manufacturing and other intensive uses are limited to those that are not a nuisance to residents and are subject to land use review.

Business Park/Light Industrial

This designation should be used to mark the location for future opportunities of employment-generating activities including light industrial, light manufacturing, business park, small businesses, renewable energy production, and institutional/civic uses that serve the region. Typically this designation will range from 20 to 100 acres. The Future Land Use Plan does not include areas designated as Business Park/Light Industrial, but this designation may be utilized in future land use code and General Plan amendments.

Policies to support various land uses and integration with Smart

Growth. 7.4.3. GENERAL RESIDENTIAL LAND USE

Residential Lands - Residential development located within the urban service area covering a wide spectrum of urban forms and densities including detached houses, semi-detached houses, row housing and apartments.

Country Residential Lands - Low density residential development consisting of detached houses on larger parcels, generally without County services and/or adjacent to undeveloped land.



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Policies:

- i. Encourage consultation between the proponents of supportive housing and the surrounding community to seek an acceptable balance between all interests;
- ii. Give due consideration to actively participate in social housing projects by assisting with funding, tax exemptions, or partnerships with other levels of government and agencies in the community;
- iii. Encourage the distribution of a range of housing types throughout the neighborhood to foster a more varied social composition including seasonal workers;
- iv. Where possible, work with other levels of government and organizations to facilitate housing initiatives;
- v. Support initiatives to develop student housing;
- vi. Support initiatives to develop a housing database to help people access regulated rental and seasonal use properties;
- vii. Encourage the provision of an adequate supply of rental accommodation in compliance with the Land Use Code;
- viii. Apply General Residential Policies to lands designated as Residential;;
- ix. Provide lands for rural, low, medium and high density residential development to ensure that there is adequate housing to meet the County's Projected Housing Demand for the next 5 years in a manner that promotes a compact community;
- x. Limit residential growth to the densities indicated in the Land Use levels of service master plan;
- xi. Require that all multiple family developments are properly integrated within surrounding neighborhoods by adding architectural controls to all multi-family buildings or zones;
- xii. Proposed multi-family density residential development must meet the following criteria:
 - a. be carefully integrated within or adjacent to the residential neighborhood;
 - b. be adequately buffered to provide separation from adjacent single family residences;
 - c. be of an architectural style, façade type and color that complements the existing and future development within the residential neighborhood;
 - d. be served by adequate off-street parking;
 - e. be located adjacent to and with direct access to the municipal roadway system to minimize infiltration of high volumes of traffic through low density residential developments;
 - f. be served by community water and sanitary sewer collection systems and stormwater management systems; and
 - g. be able to provide sufficient usable open space on-site;
- xiii. Require permits for live/work home occupations which include an occupational, retail or service component that manage impacts on the surrounding neighborhood from parking, noise and other activities;



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- xiv. Allow home occupations with low land use impact elements in all residential areas;
- xv. Encourage mixed uses in lands designated Neighborhood nodes;
- xvi. Encourage new medium and high density residential development in all neighborhoods when the following criteria is met:
 - a. development area is free of environmentally sensitive or environmentally hazardous areas, unless impacts are mitigated;
 - b. County services are provided or planned;
 - c. integrated into existing neighborhood;
 - d. proximity to major collectors or arterial roads to reduce traffic impacts on local roads and facilitate alternative transportation options; and
 - e. contributes to meeting the County’s Projected Housing Demand with a range of housing options that meet the needs of a wide variety of residents;
- xvii. Encourage green building practices; and
- xviii. Support hobby farms in areas designated Country Residential and urban livestock managed through the development process and comprehensive guidelines.

7.4.3.1. COUNTRY RESIDENTIAL

Country residential land use allows for ultra, low density residential homes in areas with limited municipal services (LOS 3). The purpose of this land use is to allow for larger lot residential developments in areas where there are environmental or infrastructure challenges. Issues such as steep slopes, large stands of forest, areas within a non-dyked floodplain area or areas with limited municipal services (sewer, water, stormwater, paved roads) shall be considered when allocating a country residential land use.

The land use may include acreages and large undeveloped parcels of land on the periphery of residential areas. Landscaping should be predominantly natural or agricultural with the preservation of natural and cultural landscapes as a priority. This land use supports wildlife in moderate to large contiguous wildlife habitat areas, corridors and ecosystems with some human interaction and landscape fragmentation.

7.4.3.2. LOW DENSITY RESIDENTIAL

Low density residential land use allows for single and two family residential development in areas with full municipal services (LOS 1). The purpose of this land use is to allow for single-family and duplex residential development in new and established neighborhoods throughout the County. The land use is a more defined residential form and representative of a neighborhood with buildings organized around an interior network of streets and parks.

Home occupations and accessory buildings are allowed. Landscaping is natural and setbacks are small to relatively deep. Some areas may be denser than others, especially near collector and arterial roads and outside of environmentally sensitive areas.



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Services such as sewer and a graded road network may not be in place but are anticipated.

This area provides small wildlife habitat areas and corridors with a high level of human interaction and habitat fragmentation. This area connects the natural landscape around the County, with the more managed landscape within the County. This landscape has the highest per capita impact on the natural landscape. Landscaping and gardens can have a positive contribution to the diversity of smaller species including birds and insects.

7.4.3.3. MEDIUM DENSITY RESIDENTIAL

Medium density residential land use allows for medium density multi-family residential development in areas with full municipal services (LOS 1). The purpose of this land use is to allow for townhouses, and a range of walk-up building types in new and established neighborhoods throughout the County. This land use should be arranged around higher traffic collector roads and neighborhood mixed use nodes in each neighborhood. This higher density form of housing supports walking, cycling, transit and local business by concentrating density around major routes and neighborhood nodes.

Home occupations and accessory buildings are allowed. Landscaping is a mix of natural and formal and setbacks are small to moderate in depth. Wider sidewalks, street trees and lighting fixtures enhance the public streetscape.

This area should have a high level of human interaction and support smaller and more localized habitat areas. This landscape has a smaller per capita impact on the natural landscape than the low density land use does, in a more adaptable and dense form, with a mix of tightly spaced single-family, multi-family housing and walk-up apartments. Landscaping, urban forests, and gardens can have a positive contribution to the diversity of smaller species including birds and insects.

7.4.3.4. HIGH DENSITY RESIDENTIAL

High density residential land use allows for high density residential development in areas adjacent to neighborhood hubs and arterial commercial area. The purpose of this land use is to allow for multi-story residential apartments and walk-up residential near nodes and hubs. This high density form of housing supports walking, cycling and transit in the downtown but provides more living spaces to animate the nodes and hubs over a wider number of hours.

Home occupations and accessory buildings are not permitted. Landscaping is more formal and setbacks are minimal. This area should have a tight network of well-defined shared streets that encourage walkability, with wide sidewalks, street furniture, lighting fixtures, steady street tree planting and buildings set close to the sidewalks.

This area should support smaller, and more localized habitat areas and have a higher human presence that minimizes potential wildlife conflict. This landscape has the



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smallest per capita impact on the natural landscape but is the densest form of development. Green roofs, low impact development, and landscaping can help integrate natural systems into the heart of the County and have a positive contribution to the diversity of smaller species including birds and insects.

7.5. COMMERCIAL LAND USE

7.5.2. GENERAL COMMERCIAL LAND USE

Neighborhood Mixed Use - The primary retail and business center for the Nodes. It is the core of community and encourages a mix of uses so that community members can live, work and play. Street level development is encouraged to be retail or high traffic businesses and offices and residential are encouraged on the upper levels of buildings. Limited, small scale retail development intended to service the needs of the surrounding neighborhood, which may include residential components above the ground floor.

Highway and Arterial Commercial Use - The Highway and Arterial Commercial Use provides for the orderly development of automobile dependent accommodation and services for residents, tourists, and transient motorists along Highways. These areas are intended to provide for the convenient, controlled access parking, without increasing traffic burdens upon the adjacent streets and highways. This use is designated primarily at the commercial corridors, with the intention of making the County more attractive as a tourist destination while providing needed commercial activity.

Light & Medium Industrial Use - Limited industrial development typically oriented towards warehousing, storage and distribution, light manufacturing of raw materials, ancillary office uses or similar activities.

Heavy Industrial Use - Industrial development including manufacturing facilities, sawmills, forestry activities, rail yards or hydroelectric generation facilities. Heavy industrial includes the processing of raw materials.

Airport Industrial - Facilities directly dependent on the airport site including storage of aircraft, fuel storage and dispensing activities and associated offices.

Policies:

Commercial

1. Apply General Commercial Policies to lands designated as Commercial on Schedule 16,1);
2. Maintain the Neighborhood nodes to encourage a compatible mix of land uses;
3. Encourage small scale hotels and associated uses in neighborhood nodes, Highway and Arterial Commercial areas with supportive workforce housing;
4. Adequately buffer low density residential developments from commercial uses through noise mitigation measures;
5. Ensure commercial developments are located, scaled and operated in ways that are compatible with the community's social fabric, high quality of life and environment;



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6. Encourage Neighborhood Mixed Use where needed in each neighborhood within the Urban Service Area;
7. Allow Neighborhood Mixed Use development in areas that are:
 - neighborhood focal points;
 - easily accessible for pedestrians;
 - of an appropriate size and scale to service short-term needs; and
 - taking into consideration proximity to other neighborhood facilities and amenities, site treatment, architectural style and impacts on adjacent residential areas;
8. Encourage mixed uses in lands designated Neighborhood Mixed Use;
9. Encourage pedestrian scale design;
10. Require that all commercial development is of high quality by including all commercial buildings or zones within Land Use Areas with architectural controls;
11. Encourage mixed use buildings with commercial development at street level and high density residential development on upper floors;
12. Encourage the development of further public offices and amenities in the area designated Commercial Districts;
13. Encourage existing and new commercial uses to keep noise, dust and other effects to neighboring properties to a minimum by regulation, policy, monitoring and reporting; and
14. Permit conversion of previously occupied commercial and industrial buildings with adaptive reuse options such as multi-family residential.

Industrial

1. Apply General Industrial Policies to lands designated as Industrial on Schedule 16.1;
2. Encourage existing and new industrial uses to minimize impacts from noise, environmental, traffic and other activities on non-industrial land uses;
3. Ensure industrial development complies fully with air quality, waste disposal and other environmental standards;
4. Encourage clean and environmentally friendly industries;
5. Require paving of parking areas while encouraging the use of "green" stormwater infiltration infrastructure and permeable paving; and
6. Require screening from non-industrial land uses to minimize impacts to neighboring properties.

7.5.3. NEIGHBORHOOD MIXED USE

The neighborhood mixed use land use consists of moderate density residential corner lot and mixed use development with a mixed use commercial component located on the ground floor. The purpose of this land use is to provide walkable and bikeable neighborhood



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commercial services (within a 1500 foot radius or a 10 minute walk).

Setbacks and landscaping are variable, wider sidewalks, street trees and lighting fixtures increase walkability by enhancing the public streetscape.

This area should have a high level of human interaction and support smaller, and more localized habitat areas. This landscape has a smaller per capita impact on the natural landscape than the Duplex General Urban Land Use does, in a more adaptable and dense form, with a mix of tightly spaced single-family, multi-family housing, apartments and mixed use commercial services. Landscaping, urban forests and gardens can have a positive contribution to the diversity of smaller species including birds and insects.

7.5.4. HIGHWAY COMMERCIAL

The highway commercial use allows for the orderly development of automobile dependent accommodation and services for residents, tourists and transient motorists along major arterials. The purpose is to provide for regional retail and service commercial services with convenient, controlled access parking and without increasing traffic burdens upon the adjacent streets and highways. This use is designated primarily at the major commercial corridors with the intention of making the County more attractive while providing needed commercial activity. Gateway entrance features should be promoted and encouraged.

Streetscaping is reflective of a "Grand Avenue" with tree-lined streets, banner street lights and easily accessible commercial services. Trails are integrated within all developments with connections to other community areas.

This area has a high level of habitat fragmentation. Green roofs, more compact development and landscaping of parking areas and lots should have a positive contribution to the diversity of smaller species including birds and insects. Providing connections across the highway corridor for larger species will help reduce wildlife conflict issues and enhance habitat connections for local species.

7.5.5. ARTERIAL COMMERCIAL

The arterial commercial use allows for the orderly development of automobile dependent services for residents, tourists and transient motorists. The purpose is to provide for the convenient, controlled access parking without increasing traffic burdens upon the adjacent streets and highways. This use is designated primarily at the major commercial corridors with the intention of making the County more attractive while providing needed commercial activity.

Streetscaping is reflective of a "Grand Avenue" with tree-lined streets, banner street lights, and easily accessible commercial services.

This area has a high level of habitat fragmentation. Green roofs, more compact development and landscaping of parking areas and lots should have a positive contribution to the diversity of smaller species including birds and insects. Providing connections across the highway corridor for larger species will help reduce wildlife conflict issues and enhance habitat connections for local species.



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7.5.6. LIGHT INDUSTRIAL

The light industrial land use allows for the accommodation of vehicular oriented commercial uses of low intensity, and for commercial uses requiring large areas for storage and handling of materials, goods and equipment. This area has limited industrial development typically oriented towards warehousing, storage and distribution, light manufacturing of raw materials, ancillary office uses and similar activities. Guiding development of these areas will ensure a high quality of liveability for surrounding residents, and a better built form.

Streetscaping is reflective of a "boulevard" with tree-lined streets, organized street lighting and easily accessible commercial services that front on to the arterial or collector road. Roads are moderately wide but should accommodate multi-modal transportation with sidewalk and trail networks along the front of buildings and connect through the area if located in or near an established neighborhood or commercial area.

This area has a moderate level of habitat fragmentation. Large portions of undeveloped lots and storage areas present opportunities to contribute to the diversity of smaller species, including birds and insects, by improving landscaping.

7.5.7. MEDIUM INDUSTRIAL

The medium industrial land use allows for the accommodation of vehicular oriented commercial uses of medium intensity, and for commercial uses requiring large areas for storage and handling of materials, goods and equipment. This area has medium industrial development typically oriented towards manufacturing, processing, finishing and packaging of raw materials, recycling facilities, ancillary office uses and similar activities. Where medium industrial is near existing residential or commercial neighborhoods, the perimeter will be bordered by light industrial to buffer between the more intense medium industrial uses.

Streetscaping is reflective of a "boulevard" with tree-lined streets, organized street lighting and easily accessible commercial services that front on to the arterial or collector road. Roads are moderately wide but should accommodate safe multi-modal transportation corridors.

This area has a high/moderate level of habitat fragmentation. Large portions of undeveloped lots and storage areas present opportunities to contribute to the diversity of smaller species, including birds and insects, by improving landscaping.

7.5.8. HEAVY INDUSTRIAL

The heavy industrial land use allows for the accommodation of high intensity industrial uses. This area has heavy industrial development typically oriented towards manufacturing, processing, finishing and packaging of raw materials, recycling facilities, rail yards, forestry activities, ancillary office uses and similar activities. Heavy industrial land uses should be placed far from residential uses as noise, dust and other nuisances associated with heavy industrial can negatively affect neighborhoods and residents.

Streetscaping is reflective of a "boulevard" with tree-lined streets, organized street lighting and easily accessible commercial services that front on to the arterial or collector road. Roads are moderately wide but should accommodate safe multi-modal transportation corridors.

This area has a high/moderate level of habitat fragmentation. Large portions of undeveloped



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lots and storage areas present opportunities to contribute to the diversity of smaller species, including birds and insects, by improving landscaping.

7.5.9. AIRPORT INDUSTRIAL

The airport industrial land use allows for industrial activities associated with the Canyonlands Regional Airport. The purpose of this land use is to allow for airport activities and locate associated and dependent businesses close to the airport. The area may accommodate a mix of commercial and industrial uses that complement the Airport. The uses must be consistent with airport flightpath requirements.

7.6. PUBLIC AND INSTITUTIONAL

Public and Institutional - Includes schools, community care facilities, hospitals, government offices and facilities, churches and other publicly used buildings or properties.

Policies:

- i. Apply General Public and Institutional Policies to lands designated as Public and Institutional on Schedule 16.1;
- ii. Encourage new government offices and post-secondary educational activities to seek locations close to the Commercial and Educational Campus/Nodes;
- iii. Encourage public and institutional uses to be located where they will best service the needs of area residents and in a manner which is well-integrated with the surrounding neighborhood;
- iv. Support the expansion of health facilities to meet the changing needs of the community;
- v. Consider large community care facilities as defined under state legislation on sites:
 - a. suitable for the intended use;
 - b. compatible with adjacent land uses and form and character of neighborhood;
 - c. adequate water supply and sewage disposal;
 - d. accessible to County road system;
 - e. able to accommodate on-site parking; and
 - f. accessible to amenities required by patrons (parks, clinics, shopping and similar amenities);
- vi. Allow churches in any area designated Residential, Institutional or Downtown Commercial District; and
- vii. Create better walking, cycling and transit connections to County wide institutional/public areas.

7.6.2. INSTITUTIONAL

Institutional land use allows for the use of land for publicly oriented facilities for use by residents and members of the public. Institutional uses allow for schools, community centers, community care centers, government offices and facilities, churches and detention facilities.



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Institutional uses should be located throughout the County, primarily along collector roads. These areas complement neighborhood mixed use nodes and should follow similar principles that relate to walkability (within 1500 feet or a 10 minute walk) from most areas of each neighborhood. Well-connected and safe pathways and sidewalks are key linkages to these areas.

Larger Institutional uses are typically more car-oriented and should be located along a major arterial to allow for vehicular access and visibility. However, transit and well-connected and safe pathways and sidewalks should be a strong part of the multi-modal transportation network that links these areas to their immediate neighborhoods.

7.6.3. INSTITUTIONAL CAMPUS

Institutional campus land uses allow for large institutional facilities. Institutional campus uses allow for universities, colleges, hospitals and research parks. These uses can have many related buildings placed closely together, combined with parks, limited service commercial, trails and transportation links.

Institutional campus uses are typically more car oriented and should be located along a major arterial to allow for vehicular access and visibility. However, transit and well connected and safe pathways and sidewalks should be a strong part of the multi-modal transportation network that links these areas to their immediate neighborhoods.

7.6.4. PUBLIC UTILITIES

Public utilities land use allows for government owned facilities needed to provide necessary County services. Public utilities include water and wastewater treatment plants, electrical substations, power or heating plants, solid waste disposal.

7.7. PARKS AND NATURAL AREAS

Parks, Trails and Open Space - Includes all public parks and trails. These areas are dedicated to open space or public facilities such as playgrounds, ball fields and golf courses.

Environmentally Sensitive Areas – Includes regionally, state, or federally significant habitat, riparian areas, floodplains, large stands of native species (forest, grassland, shrubland, etc.) and steep slopes.

Policies:

- i. Apply Parks and Trails Policies to lands designated as Parks and Trails on Schedules 16.10 – 16.19 and promote a trail-connected community especially neighborhood nodes and park spaces;
- ii. Develop a system of parks and public spaces linked by trails and pedestrian walkways and bike paths to serve the needs of local residents and visitors to the community consistent with a master parks plan;
- iii. Complete the Trail system to create a continuous and connected network;
- iv. Create inner parks and trails connections through the County. These connections should link



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- up with the major trail systems;
- v. Provide a variety of park types and recreational opportunities that integrate with surrounding landscape and public nodes;
- vi. Provide park and recreational facilities in each neighborhood;
- vii. Require parkland dedication at time of subdivision consistent with the Parks and Recreation Master Plan;
- viii. Ensure trails and trail linkages are not negatively impacted by new development;
- ix. Encourage joint use of park and recreation facilities at school sites by the public; and
- x. Consider improvements to existing park facilities prior to developing new parks.

Environmentally Sensitive Areas

Public Drinking water Source Protection Overlay

The Opportunities and Constraints maps (Schedule 16.4) delineate the drinking water source protection zones referenced in water source protection plans approved under the State of Utah's Drinking Water Source Protection program. The purpose of this state-local government cooperative program is to protect public drinking water systems from accidental contamination. Goals and strategies regarding the protection of drinking water call for LUC and Zoning Map amendments to help implement approved water source protection plans (Chapter 3, Vision: Ecology, Water, and Air, Goals 1 and 2). See Figure 5.20 for a list of public water sources that have state approved water source protection zones.

The Town of Castle Valley, although it is a public water provider charged with administering water rights in the town boundaries, is dependent on private groundwater wells. As a result, the town does not currently qualify for source water protection under the state's Drinking Water Source Protection Program.

Policies:

- i. Protect all regionally, state, and federally significant habitat;
- ii. Suitably mitigate any human development in areas deemed locally, state or federally recognized environmentally sensitive areas;
- iii. Establish a 100 foot riparian area buffer around all rivers, creeks and significant water bodies;
- iv. Do not permit built structures within a riparian area buffer or floodplain;
- v. Protect all large stands of existing native landscape (forest, grassland, shrubland, etc.);
- vi. Protect existing sloughs/wetlands in new development by incorporating stormwater management design in new neighborhoods (See Appendix 17.3);
- vii. Require a geologic evaluation for all development on slopes over 10% - reference Utah Geologic Survey (UGS) study - https://ugspub.nr.utah.gov/publications/special_studies/ss-162/ss-162txt.pdf;
- viii. Examine whether the drinking water source protection areas for Moab are adequate for the area including the Moab/Spanish Valley area; and
- ix. Do not permit development on slopes over 30% unless suitable mitigation is provided.



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7.7.2. PARKS, TRAILS AND OPEN SPACE

Parks and open space land use allows for recreational opportunities. Parks may be regional - serving the whole County, medium sized and local community parks, or small neighborhood parks and playgrounds. Walking and cycling connections should be the primary method of transportation with public transit servicing County wide parks. Parks are more formal recreational areas, such as soccer fields, baseball diamonds, skate parks, etc. Open spaces are less formal areas such as open fields, walking and cycling paths, etc.

7.7.3. ENVIRONMENTALLY SENSITIVE AREAS

Environmentally sensitive land use is intended to protect areas of significant environmental importance. These areas are to be preserved for either environmental or safety reasons. ESAs should be kept in as natural a state as possible with limited constructed features allowed in these areas. Permitted features include paved and unpaved trails, and interpretive materials.

Maintaining the natural landscape, managing slope stability, and species is a key goal in this land use area. Steep slopes are considered to be greater than 30% slope and moderate slopes are considered to be between 10-25% - see Schedules 16.4, 16.31 and 16.33)

7.8. URBAN EXPANSION AREAS AND FUTURE GROWTH

Urban Expansion Areas – includes areas of vacant or low density lands, generally on large lots, which are outside of the urban service area, suitable for future municipal expansion and development which have suggested land uses associated with them and levels of service that permit extensions of services (refer to the Infrastructure section-Section 8).

Future Growth Areas - includes areas of vacant or low density lands, generally on large lots, which are outside of the urban service area, suitable for future municipal expansion and development which do not have suggested land uses associated with them.

Future Growth

Policies:

- i. Apply Future Growth Policies to lands designated as Future Growth in the updated Land Use strategy;
- ii. Promote infill developments with mixed uses and a range of housing options in a scale that is compatible with the neighborhood;
- iii. Work with the adjacent municipalities to develop mutual future growth areas;
- iv. Ensure future growth is consistent with the strategies for the urban service area levels of service;
- v. Encourage public participation in determining the best use of future growth areas;
- vi. Incorporate smart growth principles in site development; and
- vii. Assign other land use designations as development potential is confirmed.



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7.8.2. URBAN EXPANSION RESIDENTIAL

Urban expansion residential land use allows for the future residential expansion outside of current municipal boundaries. Urban expansion residential can include both low density and medium density residential land uses.

7.8.3. URBAN EXPANSION NEIGHBORHOOD COMMERCIAL MIXED USE

Urban expansion neighborhood mixed use allows for the future neighborhood mixed use/node expansion outside of current municipal boundaries. Urban expansion neighborhood mixed use will consist of neighborhood mixed use land uses.

7.8.4. URBAN EXPANSION HIGHWAY COMMERCIAL

Urban expansion highway commercial use allows for the future highway commercial expansion outside of current municipal boundaries. Urban expansion highway commercial will consist of highway commercial land uses.

7.8.5. URBAN EXPANSION LIGHT AND MEDIUM INDUSTRIAL

Urban expansion light and medium industrial use allows for the future industrial expansion outside of current municipal boundaries. Urban expansion neighborhood mixed use will consist of light and medium industrial land uses.

7.8.6. FUTURE GROWTH

Future growth areas consist of vacant or underdeveloped lands inside or outside of urban growth boundaries, generally on large lots, which hold potential for development within an area that is consistent with the existing development pattern. This designation includes infill development supported by available County services. The County wishes to reserve designation of the land until a secondary/area plan or a development proposal incorporates the full potential of the site.

Public investment in civic buildings, including historic structures, can also be a vital factor in the revitalization and redevelopment. The placement of public and civic buildings demonstrates the government’s development priorities and sends a message to developers, investors and the rest of the community that the urban areas are a desirable investment opportunity. Drawing inspiration from the past through development of a themed approach to urban planning will further create a vibrant investment opportunity.

The County has continued to support neighborhood nodes by concentrating essential government services and mixed use.

7.9. SCENIC CORRIDORS

7.9.1. PURPOSE

The purpose of the scenic corridor designation is to guide development along the major access routes and to ensure that they create a *sense of arrival* and present an attractive, desirable travel corridor. The 2022 Land Use plan will capitalize future land use designations,



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heritage and historical protection, hazard lands constraints, and overlays.

As presented in the 2012 Plan:

These are corridors along major highways with high scenic value and areas visible from high use areas in Arches National Park (Schedule 16.22). To protect the natural appearance of the open desert and canyon walls and the visibility of the night sky, design guidelines should be adopted within the overlay that consider site design, building heights, parking areas, visual buffers, setbacks, lighting, and signage.

Design guidelines should also direct that building color, building design, and exterior materials are compatible with the heritage of the area and exhibit unity of form across buildings. New development is to be designed/sited so that new structures, walls, and fences do not visually disrupt ridgelines as seen from the public road defining the corridor.

Development in scenic corridors is to be sited and designed to protect critical attributes. Design guidelines in the scenic corridor overlay should apply to all new developments, other than agricultural uses and single-family development on previously approved parcels or lots. Scenic corridors encompass visible property up to two miles perpendicular from the public road defining the corridor.

River Road Corridor

The River Road Corridor, extending along the length of SH 128, has unique characteristics requiring additional planning guidance. In 1998 the County underwent an extensive planning process and developed The River Road Corridor Plan. Many of the policies outlined in the 1998 River Road Corridor Plan have been implemented in the 2008 Land Use Code and the FLUP.

7.9.2. AREA

The Scenic Corridors apply to Highways 191, 128, 313 and Spanish Valley Drive and as outlined in Schedule 16.22.

7.9.3. BACKGROUND

Highway 191 is the main travel corridor and brings numerous people through the downtown core of the City of Moab. Grand County is seen as the gateway to southeastern Utah, with many of the most heavily traveled highways. This means that the Highway 191 corridor is the most visible and memorable experience for the traveling public. It also means that the Highway should be considered a scenic corridor that implements improved streetscaping and reflects the values of residents and visitors.

Highway 128 is another important scenic corridor that enters the County from the east. This corridor brings visitors and travelers from east and beyond directly to the City. For travelers looking to connect with the La Sal Mountain range and Castle Valley the La Sal loop connects to Highway 128 and Spanish Valley Drive.

The other important scenic corridor is Spanish Valley Drive that parallels Highway 191 and



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connects with collector roads to Sand flats, Mill Creek, and the La Sal loop road. A corridor trail provides the backbone for non-auto use along the drive. With room to expand and wide relatively unwalkable streets, the implementation of scenic corridors along this route improves the look and experience for many travelers along this corridor, as well as make the area more walkable, bikeable and enjoyable for residents.

Goal

Maintain and enhance scenic corridors to adequately balance the natural and built environments to reduce negative impacts including views, restricted access choice, noise, and contaminates. (See Appendix 17.7 reference and Schedule 16.22).

7.9.4. POLICIES

All works within the area require land use permits. All permits should comply with the following policies:

- i. Parking areas should not be located at the front of buildings. Underground parking and parking/service areas at the rear of buildings are strongly encouraged;
- ii. Buildings should, at minimum, front onto the arterial road rather than towards the interior of the lot. Buildings may front onto both arterial roads and parking areas. Blank facades are not permitted along public roadways;
- iii. If buildings are placed along the front of a lot along the street, additional buildings may be located at the back and sides of the lot with parking located between buildings, but screened from the arterial roadway and surrounding neighborhood;
- iv. Development should minimize impacts to surrounding land uses, particularly existing single family residences. Use of shielded lighting, fencing, noise mitigation, building orientation, underground parking, building variation, open space and other mechanisms is encouraged to maximize privacy and minimize adverse impacts;
- v. Sidewalks and/or pathways should be located between the front building façade and the arterial road with wide right-of-ways. On narrower roads bike lanes are encouraged along roadways with sufficient protection from traffic through boulevards, trees, or elevated lanes with bollards, etc.;
- vi. Parking areas and service areas should be screened and landscaped. Consideration should be given to ease pedestrian access as well as vehicular access when designing parking areas;
- vii. Reducing asphalt and concrete is encouraged to reduce the urban heat island effect and reduce the effect on stormwater runoff. Green roofs, permeable paving and landscaping of parking lots are encouraged;
- viii. Soft landscaping (trees, shrubs, ground covers and flowers) are encouraged and should be of species compatible with Grand County’s climate conditions, existing County maintained landscaping and the character of the existing features of the streetscape in order to reinforce continuity of character;
- ix. Recycling and garbage bins should be screened from view;
- x. Stormwater runoff should be treated on site; and
- xi. Given that these are high traffic areas for the traveling public, consider the needs of the traveling public and include spaces that would make a memorable stop. These would include places to walk pets, places to picnic or eat lunch, and places for



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“Adventurous Small Town Spirit”

children to play safely. Having these areas designed into the scenic corridors makes it more likely for people to stop and continue to stop if they know there are places where they can easily and safely meet their needs while on the road.

- a. Link the riverfront parks and trails to other trail systems to allow for shorter loop trips to encourage more people to use the park without having to commit to a long loop; and
- b. Create a sense of public space rather than having areas feel like private space.

7.9.5. Ridgeline Overlay:

- a. *New structures, buildings, fences, or walls located within two miles and visible from US Highway 191, State Road 128, Mill Creek Road and Spanish Valley Drive are to be located so that they do not visually disrupt ridgelines as seen from these public roads (Schedule 16.23).*

SECTION SEVEN: TRANSPORTATION

8.1 OVERVIEW

A transportation system involves means of moving people and products around. This includes road, rail, air, water and active transportation (pedestrian, cycling, etc.). On a local scale, the transportation system should be safe, effective, efficient and equitable for its citizens. A transportation system supports the economy and contributes to quality of life in both the social and environmental aspects.

Equitable transportation supports sustainability and mixed use goals ensuring a resilient economy by making transportation safe, affordable, and attainable for all Grand County residents and employees.

Goal:

Plan for emerging and unforeseen uses and technologies that accommodate new transportation methods while reducing conflicts between modes.

Policies:

- i. Develop preliminary standards for known emerging transportation modes, including e-bikes, segues, electric scooters, and personal electric vehicles;
- ii. Consider emerging technologies when planning travel routes for roads and pathways; and
- iii. Identify within the Transportation Master Plan, opportunities for personalized aircraft.

Goal:

Promote a land use pattern that will enhance the safety, efficiency, effectiveness and equity of the transportation system through a robust and responsive board. The Board guides the strategic objectives of transportation and other public works projects (See Schedules 16.37, 38 and 39 for Growth Areas, Road Classifications and Pedestrian Facilities).

Policies:

- i. After adoption of the Transportation Master Plan (2022) develop levels of service policies, and road classifications;
- ii. Evaluate the impacts of the Book Cliff’s Highway on County infrastructure including habitat,