



General plan update working group meeting # 5, 5:30 PM, Monday, 10-18-2010, Grand Center Conference Room

We'll bring food!

AGENDA

- Transportation - Land Use Nexus
- Residential development patterns
- Commercial development patterns
- Open space and affordable housing - development patterns nexus

CONTENTS

ECOLOGY, WATER, AND AIR & DEVELOPMENT PATTERNS DRAFT PLAN LANGUAGE

Following are some draft goals and strategies based on discussion at the 8-26-2010 working group meeting that will eventually land in the *Ecology, Water, and Air* section of the plan. Please not comment or suggest changes/deletions/additions for a drafting meeting in January.

Ecology, Water, and Air

Goal EWA2 Goal EWA2-Address risks to the long-term drinking water supply.

Strategy EWA2.6- Continue to encourage development and use of centralized sewage treatment systems in populated areas.

Strategy EWA2.7- Revisit the Water Source Protection Overlay zone district (L.U.C. 4.5) to ensure that it addresses risks to the long term drinking supply.

Strategy EWA2.8- Map the Watershed Protection Overlay district along the state-approved drinking water source protection zone boundaries on the zoning maps.

Strategy EWA2.10 - Map the approximate boundaries of Glen Canyon and Castle Valley sole source aquifers in the general plan.

Strategy EWA2.11 - For activities requiring a county permit inside of the Glen Canyon or Castle Valley aquifer boundaries, develop mitigation standards and enforcement procedures that align with state regulations to protect against contamination of the aquifers by hazardous materials.

Development Patterns

Goal DP 1- Support and participate in the implementation of the Grand County and City of Moab Housing Study and Affordable Housing Plan.



Strategy DP1.1 Increase density incentives for affordable housing in single family zone districts, the MFR Overlay zone district, the Highway Commercial zone district and other business zone districts.

Strategy DP1.2 Align code definitions of affordable housing with the Grand County and City of Moab Housing Study and Affordable Housing Plan.

Strategy DP1.3 Only allow MFR zones if there is an affordable housing component to the project.

Strategy DP1.4 Provide incentives to reclaim disturbed lands in the Spanish Valley bottom with affordable housing developments.

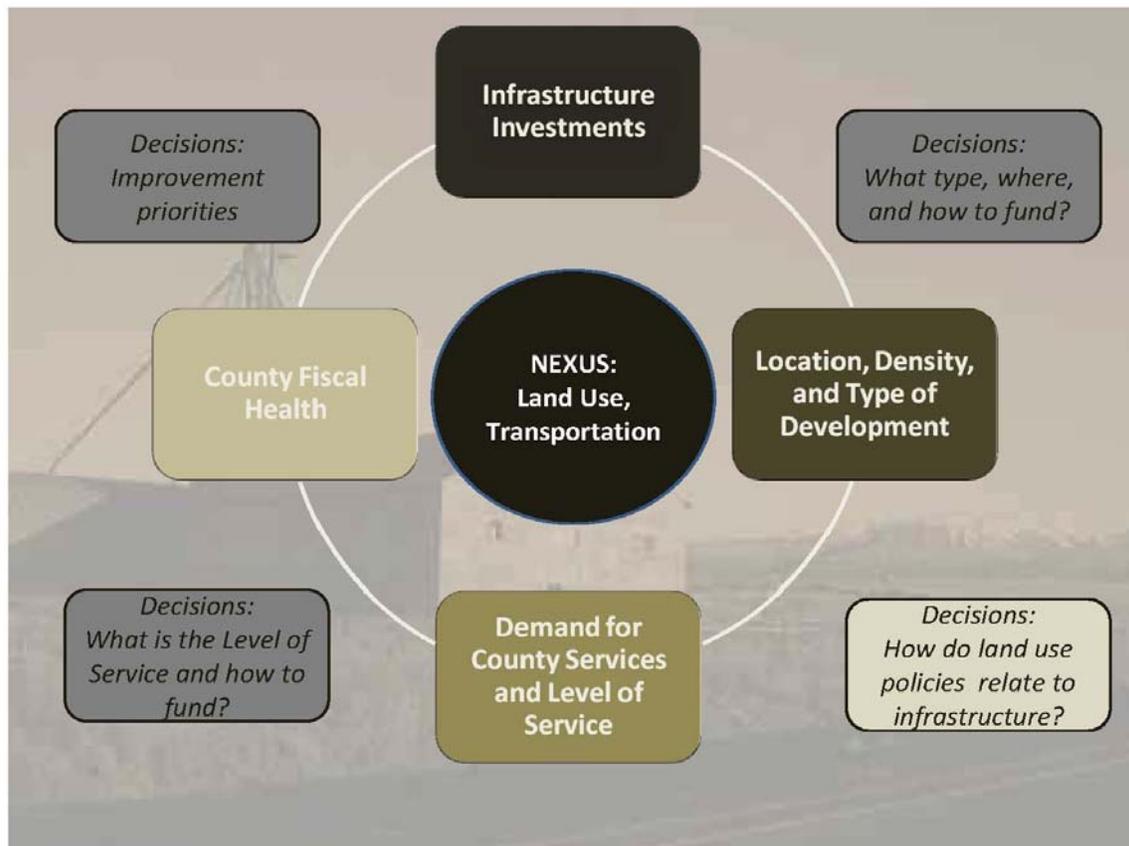
TOPIC MATERIALS: TRANSPORTATION AND LAND USE NEXUS

Vision for Transportation

Rural roads are functional and safe for street-legal motor vehicles. Rural roads are compatible with the rural setting with low speeds. Capital improvements focus on safety.

Roads in and near population and employment centers have biking lanes. As roads are redeveloped or added in and near population and employment centers, bike lanes are added to make roads safer for drivers and cyclists.

We will discuss in our meeting how land use and transportation are linked:



Vision for Development Patterns

Development patterns are fiscally responsible. Moab and the other towns are the centers of activity and attract quality development in and near them. Focused growth areas are supported by new or enhanced infrastructure and the utilization of existing infrastructure.

Types of Improvements recommended in the 2008 Spanish Valley Transportation Plan

3-5 Lanes for "Major Collectors"

Spanish Valley Dr.,

Spanish Trail Rd.,

Murphy,

Mill Cr. Dr.,

Intersection improvements

E-W connection improvements

US 191 access management

Trails and bike lanes

The Spanish Valley Transportation Plan is a reflection of development patterns that are underway in the Spanish Valley:

1 acre to ½ acre per unit zoning and multi family overlay

+

Water and sewer in place

+

Development potential in San Juan Co.

=

Urban-like road improvement plan costing \$38 Million

RESIDENTIAL DEVELOPMENT PATTERNS - TRANSPORTATION NEXUS

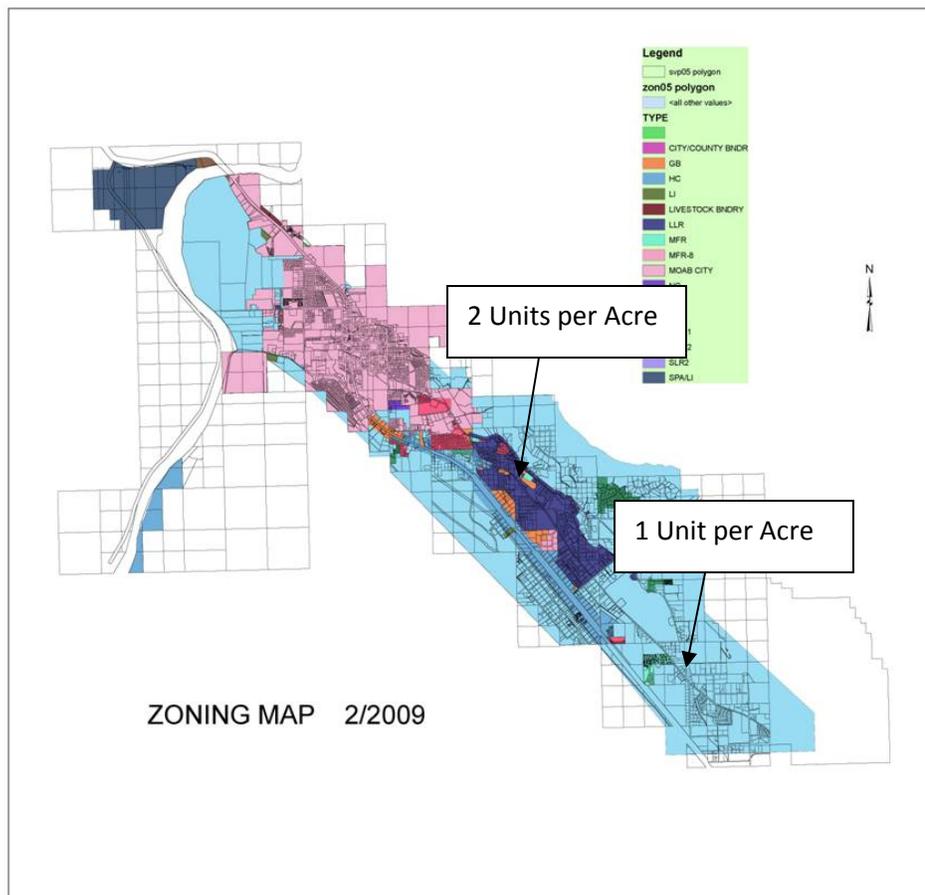
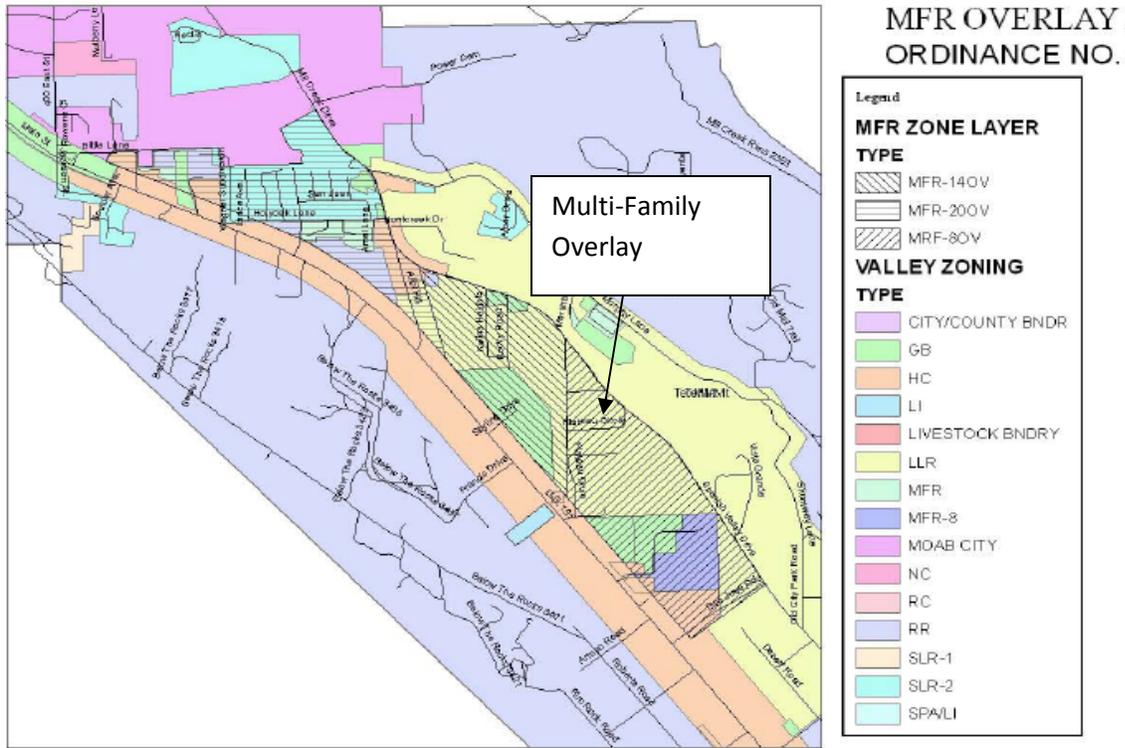
Consider some of this plan revision's direction on residential development patterns about focusing future density near Moab:

"Strategy DP1.1 - Increase density incentives for affordable housing in single family zone districts, the MFR Overlay zone district, the Highway Commercial zone district and other business zone districts."

Vision: Moab is the heart of the community.

Also consider the zoning that is in place today: The multi family overlay extends from San Jose Rd. to Moab. Also the single family large lot residential zone district (LLR) is 2 units per acre from Spanish Trail Rd. to Moab while the further-out rural residential (RR) zone district is 1 unit per acre.

Multi-Family Residential Overlay and Zoning Map



Questions for discussion

Given these policies for more dense development near Moab, what are the priorities for road improvements?

Improve roads in densely zoned areas near Moab?

Improve Spanish Valley Drive & Murphy from county line to Moab?

Bike lanes?

Improve dangerous intersections?

E-W connectors to US 191?

Do we want an urban-like county road system?

4 Lane county roads by 2025?

Signalized intersections on county roads?

COMMERCIAL DEVELOPMENT PATTERNS - TRANSPORTATION NEXUS

First, review some of this plan revision's direction on commercial development patterns about focusing future density near Moab:

Increase density incentives for affordable housing in commercial zones.

Ensure an adequate supply land for job-generating businesses and organizations.

Vision: Moab is the heart of the community.

Coordinate with municipalities on annexation.

The nexus between commercial land use is clear in the following:

E-W connectors send traffic to highway, zoning puts traffic generating land uses on highway.

Full development of highway commercial and general business zone implies access management (frontage roads)

Highway commercial is linear & not pedestrian/bike friendly.

Questions for Discussion

Are there landscape character issues along highway commercial areas?

Frontage roads = safer access, but what are the tradeoffs and concerns?

Are the highway commercial areas and general business areas enough land for commercial uses?

Does the unincorporated county need additional locations for commercial development?

AMENITIES FOR URBAN DENSITIES

Residential zoning calls requires and incents an open space set-aside & 25% affordable units to achieve higher densities.

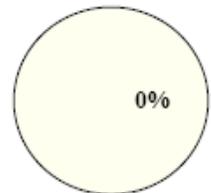
Sec. 5.4 Part I: Residential Districts

5.4.1 Residential Subdivision Types

Three types of subdivisions are permitted in the interest of preserving rural character and promoting affordable housing, as follows.

A. Conventional Subdivision

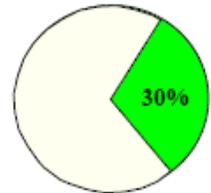
Conventional subdivision is a pattern of residential development that provides the majority of property owners with substantial yards on their own property. Conventional subdivisions are not required to have open space, exclusive of individual lots, unless there are constrained lands on site.



Conventional Subdivision

B. Cluster Subdivision

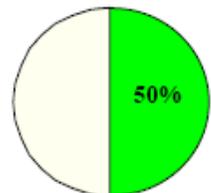
Cluster subdivision trades smaller lot sizes (with smaller yards) for additional open space. Cluster subdivisions must provide a minimum of 30 percent open space, exclusive of individual lots; and a minimum of 25 percent of the housing units in the subdivision are restricted to affordable housing in accordance with the requirements of Section 5.4.3B.



Cluster Subdivision

C. Conservation Subdivision

Conservation subdivision reduces lot sizes even further, in trade for substantial open space provision for the subdivision as a whole. Conservation subdivisions must provide a minimum of 50 percent open space, exclusive of individual lots; and a minimum of 25 percent of the housing units in the subdivision are restricted to affordable housing in accordance with the requirements of Section 5.4.3B.



Conservation Subdivision

Questions for discussion:

What are the pros and cons of:

Non-contiguous private open space

Vs.

Public open space for rec. use & trails?

What are the pros and cons of:

Dispersed, on-site housing

vs.

Consolidated housing near Moab