Community Structure Plan

South Valley Community

San Juan County, Utah

August 2, 2022

School and Institutional Trust Lands Administration
State of Utah

LANDMARK DESIGN

State of Utah
School and Institutional
Trust Lands Administration

675 East 500 South, Suite 500
Salt Lake City, Utah 84102-2813
David Ure 801-538-5100 Fax 801-355-0922
Director trustlands.utah.gov

August 2, 2022

San Juan County Planning Commission
c/o Scott Burton, Planning and Zoning Director
117 South Main Street
Monticello, UT 84535

Re: **Community Structure Plan for South Valley Community**

Dear Planning Commission Members,

Accompanying this letter, we submit the Community Structure Plan (CSP) for the South Valley Community for your consideration. We have carefully reviewed the application requirements contained in the San Juan County Spanish Valley Development Ordinances of the San Juan County Zoning Ordinance (approved November 19, 2019), which are located on the San Juan County website. This application addresses each of the indicated requirements for a Community Structure Plan.

Please note that the application also includes accompanying Architectural Design Guidelines as Appendix A. The Guidelines provide detailed building standards to address CSP requirement thirteen of the San Juan County Spanish Valley Development Ordinances: "Detailed standards that govern general building placement, massing, and other key design criteria."

As you review this application, please contact me if you have any questions, concerns or would like clarification of any information contained in the CSP. We look forward to presenting this plan to the Planning Commission.

Sincerely,

Elise Erler

Elise Erler
Deputy Assistant Director,
Planning and Development Group

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INTRODUCTION

The School and Institutional Trust Lands Administration (SITLA) proposes to develop approximately 1,864 acres of unincorporated land in the Spanish Valley immediately south of the northern San Juan County boundary near Moab. Known as South Valley, the proposed development area is entirely owned by SITLA and will be served by the San Juan Spanish Valley Special Service District.

In response to growth and development pressure in the region, San Juan County prepared the ***Spanish Valley Area Plan*** (Area Plan), which was adopted as an addendum to the ***San Juan County General Plan*** (General Plan) on April 17, 2018. The Area Plan serves as the policy document for private properties and SITLA lands in the South Valley area, identifying needs and requirements, providing clear growth directions and development visions for the future, and clarifying the types and general locations of different land uses and features to meet those future needs.

According to the Area Plan, the SITLA properties are to be developed as a planned community, encompassing a range of residential, business, commercial and flex uses, in addition to integrated local service centers, community nodes, schools, parks, trails and open space systems, all of which are required for creating a new community.

Once the Area Plan was adopted, the **San Juan County Spanish Valley Development Ordinances** (Development Ordinances) were created for the area and adopted by the San Juan County Commission on November 19, 2019 as an addendum to the San Juan County Zoning Ordinance. An associated Spanish Valley Zoning Map (see **Map 12**) was subsequently created and adopted on February 16, 2021. The Development Ordinances and Zoning Map provide the tools and establish the requirements for controlling Spanish Valley growth and development in a manner that aligns with the Area Plan/General Plan. The adopted Development Ordinances encompass ten chapters as follow:

1. Spanish Valley Residential (SVR) District
2. Spanish Valley Planned Community (PC) District
3. Spanish Valley Residential Flex Planned Community (RF) District
4. Spanish Valley Business Flex Planned Community (BF) District
5. Spanish Valley Highway Flex Planned Community (HF) District
6. Spanish Valley Highway Commercial (HC) District
7. Spanish Valley Water Efficient Landscape Requirements
8. Spanish Valley Outdoor Lighting and Sign Illumination Requirements
9. Spanish Valley Sign and Display Requirements
10. Spanish Valley Overnight Accommodations Overlay District Requirements

As described in the Planning and Approval Process section of the Spanish Valley Planned Community (PC) District zoning ordinance (Chapter 2), the first step in establishing a Planned Community greater than 200 acres is to prepare a PC Zone Plan and a Preliminary Community Structure Plan (CSP) for the proposed area. The Preliminary CSP was a draft master plan that supported the PC Zone Plans rezoning proposal. SITLA submitted the PC Zone Plan and Preliminary CSP in 2021, and the San Juan County Commission approved the PC Zone Plan for PC Zone 1 in December 2021 based on the information contained in the Preliminarily CSP.

According to the procedures contained in the Spanish Valley Planned Community (PC) District zoning ordinance (Chapter 2), the next step is the submission of a final Community Structure Plan (CSP). As described in the following pages, the CSP is required to include specific information indicating that the planned community is aligned with the Area Plan, as follows:

1. Name of the planned community;
2. Names, addresses, and phone numbers of applicant and property owner(s);
3. Map showing CSP location, legal/boundary description, acreage, scale, and north arrow;
4. Map showing proposed land use district boundaries, and acreages;
5. Table showing the maximum number of dwelling units, open space acreage, and acreage(s) of the various non-residential land uses;
6. Master circulation system plan, including a street network; pedestrian, bicycle, and equestrian trail systems; identification of street alignments and right-of-way widths: illustrative cross sections which accommodate and specify vehicular, pedestrian, and bicycle use in the right-of-way. Pedestrian and bicycle trail systems shall connect the land use districts, schools and open space areas, and provide linkages to other trail systems in existing or future areas of the CSP and adjacent facilities within adjacent municipal jurisdictions of the Spanish Valley;
7. Map showing existing and proposed waterways and water bodies, major utilities and easements, wells and water sources, water protection areas and similar public health areas; surface and sub-surface storm water drainage systems, flood boundaries and flood control facilities;
8. Map showing adjacent parcels, their owners, and their uses;
9. Map showing 40-foot contours and significant topographic features within or adjacent to the CSP property;
10. Documentation of existing and proposed secondary (irrigation) water rights, shares, and usage, if any;
11. Open space plan providing general descriptions and locations of major open spaces;
12. Standards that govern the design and maintenance of major public infrastructure improvements (including but not limited to streets, sidewalks, street and parking lighting, paving, street furniture, trails); and
13. Standards that govern general building placement, massing, and other key design criteria.

This South Valley Community Structure Plan completes the Preliminary CSP by providing all the required information and is presented in the following pages.

SOUTH VALLEY COMMUNITY
COMMUNITY STRUCTURE PLAN

1. Name of Planned Community

South Valley Community

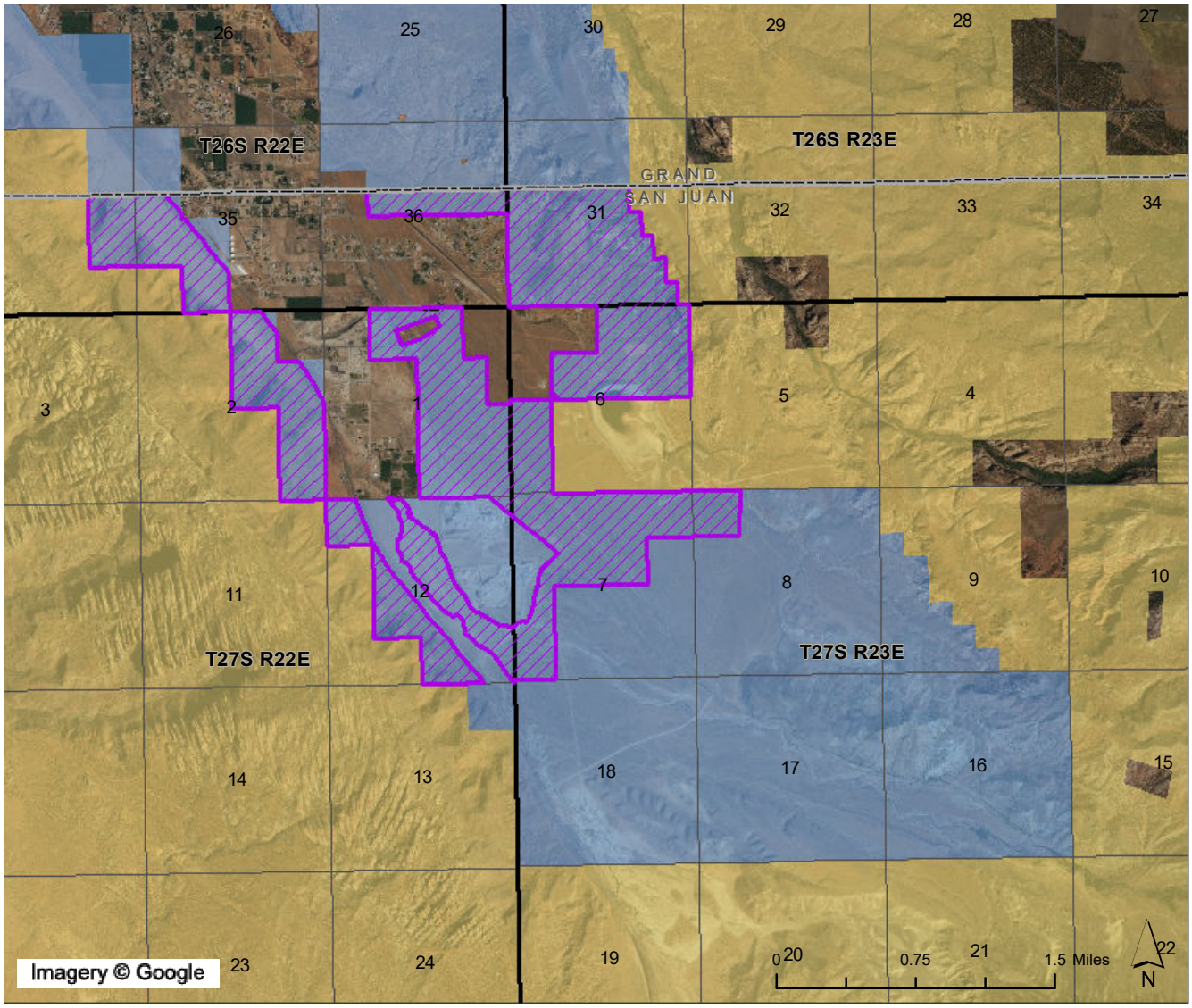
2. Name, Address, and Phone Number of Applicant and Property Owner

State of Utah School and Institutional Trust Lands Administration
675 East 500 South, Suite 500
Salt Lake City, Utah 84102
(801) 538-5100

3. CSP Location, Legal/Boundary Description and Acreage

See **Map 1** and associated legal/boundary description (**Table 1**).

Map 1 – CSP Location



PC Zone 1 Boundary

Land Ownership and Administration

- Bureau of Land Management
- Private
- State Trust Lands

NOTE: *Proposed CSP boundary encompasses 1,864 +/- acres of land, wholly owned by applicant, as detailed in the accompanying legal description on the following page*

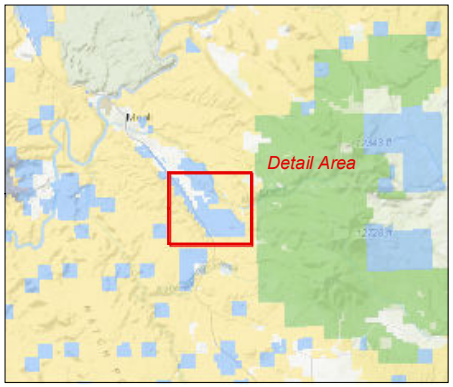


Table 1 – CSP Legal/Boundary Description and Acreage - 1 of 2

Section 12, T27S, R22E

A tract of land within Section 12, Township 27 South, Range 22 East, SLBandM, County of San Juan, State of Utah, more particularly described as follows:

Beginning at the S1/4 of said Section 12; thence northerly 1,320 feet more or less to the center-south 1/16 (CS1/16) corner, thence westerly 1,320 feet more or less to the southwest 1/16 (SW1/16) corner, thence northerly along the 1/16 line 2,289 feet more or less to the intersection of the west right-of-way line of Highway 191 with said 1/16 line, thence southeasterly along said west R.O.W. line 4581 feet more or less to the south line of Section 12, thence westerly along the section line 1510 feet more or less to the point of beginning, **containing 74 acres more or less.**

Section 12, T27S, R22E

A tract of land within Section 12, Township 27 South, Range 22 East, SLBandM, County of San Juan, State of Utah, more particularly described as follows:

Beginning at the northwest corner of said Section 12; thence easterly along the section line 645 feet more or less to the west right-of-way line of Highway 191, thence southeasterly along said west R.O.W. line 1,413 feet more or less to the south line of the NW1/4 NW1/4 of said Section 12, thence westerly along the 1/16 line 1,130 feet more or less to the N1/16 corner on the west line of said Section 12, thence northerly 1,320 feet more or less to the point of beginning, **containing 26 acres more or less.**

Section 2, T27S, R22E

A tract of land within Section 2, Township 27 South, Range 22 East, SLBandM, County of San Juan, State of Utah, more particularly described as follows:

Beginning at the southeast corner of said Section 2; thence along the section line westerly 1,320 feet more or less to the east 1/16 corner (E1/16), thence northerly along the 1/16 line 2,640 feet more or less to the center-east 1/16 corner (CE1/16), thence westerly 1,320 feet more or less to the C1/4 corner of said Section 2, thence northerly along the C1/4 section line 2,640 feet more or less to the N1/4 corner of said Section 2, thence easterly along the section line 778 feet more or less to the west right-of-way line of Highway 191, thence southeasterly along said R.O.W. line 887 feet more or less to the north-south 1/16 line in the NE1/4 of said Section 2, thence southerly along the 1/16 line 733 feet more or less to the north-east 1/16 corner (NE1/16) of said Section 2, thence easterly along the east-west 1/16 line 551 feet more or less to the west right-of-way line of Highway 191, thence southeasterly along said R.O.W. line 1,598 feet more or less to the intersection of said R.O.W line and the east line of said Section 2, thence southerly along the section line 2,564 feet more or less to the point of beginning, **containing 188 acres more or less.**

Section 34 and Section 35, T26S, R22E

A tract of land within Section 34 and Section 35, Township 26 South, Range 22 East, SLBandM, County of San Juan, State of Utah, more particularly described as follows:

Beginning at the S1/4 corner of said Section 35; thence westerly along the section line 1,320 feet more or less to the west 1/16 corner (W1/16), thence, northerly along the 1/16 line 1,320 feet more or less to the southwest 1/16 corner (SW1/16), thence westerly along the 1/16 line 1,320 feet more or less to the S1/16 corner on the section line between said Sections 34 and 35, thence westerly along the 1/16 line 1,320 feet more or less to the southeast 1/16 corner (SE1/16) of said Section 34, thence northerly along the 1/16 line 1,320 feet more or less to the center-east 1/16 corner (CE1/16), thence northerly along the 1/16 line 730 feet more or less to the northern boundary of San Juan County, thence easterly along the northern boundary of San Juan County 1,943 feet more or less to the west right-of-way line of Highway 191, thence southeasterly along said R.O.W. line 3,306 feet more or less to the north-south C1/4 section line of said Section 35, thence southerly along the section line 760 feet more or less to the point of beginning, **containing 166 acres more or less.**

Section 36, T26, R22E; Section 31, T26S, R23E; Section 6, T27S, R23E

A tract of land within Section 36, T26, R22E, Section 31, T26S, R23E and Section 6, T27S, R23E SLBandM, County of San Juan, State of Utah, more particularly described as follows:

Beginning at the corner common to said Sections 6, 31, and 36; thence northerly along the section line 2,640 feet more or less to the ¼ corner common to Sections 31 and 36, thence westerly along the C1/4 section line 3,960 feet more or less to the center-west 1/16 corner (CW1/16) of said Section 36, thence northerly along the 1/16 line 720 feet more or less to the northern boundary of San Juan County, thence easterly along the northern boundary of San Juan County 7,445 feet more or less to 1/256 aliquot part section subdivision line in the SW1/4 NE1/4 of said Section 31, thence southerly 660 feet more or less to the CEWE1/256 corner, thence easterly 330 feet to the CE1/16 corner, thence southerly 660 feet to the CNSE1/64 corner, thence easterly 330 feet to the CWNESE 1/256 corner, thence southerly 660 feet to the CWESE 1/256 corner, thence easterly 330 feet to the CESE1/64 corner, thence southerly 660 feet to the SESE 1/64 corner, thence easterly 330 feet to the CESESE 1/256 corner, thence southerly 660 feet to the EEE1/256 corner on the south line of said Section 31, thence easterly 330 feet to the section corner common to said Sections 6 and 31, thence southerly 2,640 feet along the east line of said Section 6 to the E1/4 corner of said Section 6, thence westerly along the C1/4 section line 3,960 feet more or less to the center-west 1/16 corner (CW1/16) of said Section 6, thence northerly along the 1/16 line 1,320 feet more or less to the north-west 1/16 (NW1/16) corner of said Section 6, thence easterly along the 1/16 line 1,320 feet more or less to the center-north 1/16 corner (CN1/16), thence northerly along the C1/4 line 1,320 feet more or less to the N1/4 corner of said Section 6, thence westerly along the section line 2,640 feet more or less to the point of beginning, **containing 586 acres more or less.**

Table 1 – CSP Legal/Boundary Description and Acreage - 2 of 2

Sections 1 and 12, T27, R22E; Sections 6, 7, and 8, T27S, R23E

A tract of land within Sections 1 and 12, T27, R22E, and Sections 6,7, and 8, T27S, R23E SLBandM County of San Juan, State of Utah, more particularly described as follows:

Beginning at the corner common to said Sections 6, 7, and 8; thence easterly along the section line 1320 feet more or less to the W1/16 corner on the north line of Section 8, thence southerly 1320 feet more or less to the NW1/16 corner of said Section 8, thence westerly 1320 feet more or less to the N1/16 corner between said Sections 7 and 8, thence westerly 1320 feet more or less to the NE1/1 corner of said Section 7, thence southerly 1320 feet more or less to the CE1/16 corner of said Section 7, thence westerly 2640 feet more or less to the CW1/16 corner of said Section 7, thence southerly 2640 feet more or less to the W1/16 corner on the south line of said Section 7, thence westerly 1320 feet more or less to the southwest corner of said Section 7 and a point on the east line of said Section 12, thence southerly 71 feet more or less to the southeast corner of said Section 12, thence westerly 48 feet along the south line of said Section 12, thence N35°47'36"W 991.27 feet, thence N58°06'31"W 356.01 feet, thence N65°43'28"W 183.27 feet, thence N34°48'01"W 184.93 feet, thence N52°48'55"W 180.02 feet, thence N38°10'00"W 108.59 feet, thence N13°41'03"W 308.40 feet, thence N13°47'14"W 122.43 feet, thence N52°43'23"W 78.11 feet, thence N86°42'55"W 76.34 feet, thence S81°10'39"W 96.31 feet, thence N71°51'24"W 60.24 feet, thence N60°02'07"W 198.47 feet, thence N45°37'22"W 582.56 feet, thence N38°07'41"W 621.07 feet, thence N42°22'51"W 198.93 feet, thence N21°19'45"W 132.66 feet, thence N16°33'06"W 119.05 feet, thence N42°06'43"W 121.41 feet, thence N62°23'40"W 91.60 feet, thence N50°29'09"W 74.39 feet, thence N03°39'29"W 162.19 feet, thence N36°19'09"W 64.77 feet, thence N41°18'02"W 145.15 feet, thence N07°43'23"W 110.46 feet, thence N04°45'03"E 162.54 feet, thence N51°33'04"E 84.79 feet, thence N15°05'05"E 197.56 feet, thence N00°17'30"W 76.19 feet, thence N01°29'54"E 152.46 feet, thence N23°16'49"W 170.71 feet, thence N00°17'30"W 104.77 feet, thence N23°47'24"W 119.43 feet, thence N37°35'44"W 125.72 feet, thence N53°49'20"W 136.20 feet, thence N42°10'10"W 185.48 feet more or less to a point on the north line of said said Section 12; said point being located easterly 1,731 feet from the northwest corner of said Section 12; thence easterly along the section line 373.54 feet, thence S52°40'54"E 189.79 feet, thence S26°00'34"E 496.09 feet, thence S56°07'54"E 136.94 feet, thence S47°53'39"E 296.63 feet, thence S79°59'11"E 53.24 feet, thence S73°11'21"E 64.77 feet, thence S31°15'19"E 138.84 feet, thence S78°58'54"E 72.85 feet, thence S61°59'26"E 70.31 feet, thence S19°40'34"E 272.61 feet, thence S09°15'51"E 91.60 feet, thence S17°56'30"E 109.94 feet, thence S40°16'42"E 192.68 feet, thence S20°57'02"E 310.45 feet, thence S18°43'36"E 421.66 feet, thence S34°59'12"E 225.89 feet, thence S43°00'04"E 252.75 feet, thence S25°14'08"E 451.68 feet, thence S52°56'32"E 227.64 feet, thence S 84°34'52"E 47.86 feet, thence S63°08'31"E 208.72 feet, thence S44°04'22"E 158.30 feet, thence S 62°21'16"E 355.76 feet, thence S88°56'37"E 404.89 feet, thence N54°20'45"E 181.02 feet more or less to a point approximately 50 feet perpendicularly distant and on the northwesterly side of the centerline of Ken's Lake Cutoff Road (SJC Road No. 1641), thence running on the northwesterly side of said Ken's Lake Cutoff Road as follows; N21°17'48"E 195.28 feet, thence N04°12'29"E 426.47 feet, thence N03°14'04"E 272.27 feet, thence N18°06'06"E 337.78 feet, thence N35°56'18"E 210.85 feet, thence N47°12'27"E 230.54 feet, thence N51°09'14"E 687.28 feet to a point westerly of the interstection of the Ken's Lake Cutoff Road and the La Sal Loop Road (SJC Road No. 127), thence running along the southwesterly side of said La Sal Loop Road N50°59'06"W 2560.58 feet to a point on the north line of said Section 12, thence westerly along the section line 1,947 feet more or less to the S1/4 corner of said Section 1, thence northerly along the C1/4 section line 3,960 feet to the center-north 1/16 corner (CN1/16), thence westerly 1,320 feet to the north-west 1/16 (NW1/16) corner of said Section 1, thence northerly along the 1/16 line to the W1/16 corner on the north line of said Section 1, thence easterly along the section line 2,640 feet to the E1/16 corner on the north line of said Section 1, thence southerly 1,430 feet more or less to the NE1/16 corner, thence eastery 660 feet to the CENE1/64 corner, thence southerly 1,320 feet more or less to the CEE1/64 corner, thence easterly 660 feet to the E1/4 corner of said Section 1, thence northerly along the section line 87 feet more or less to the W1/4 corner of said Section 6, thence easterly along the C1/4 section line 1,177 feet more or less to the CW1/16 corner, thence southerly 2,640 feet along the 1/16 line to the W1/16 corner on the south line of said Section 6, thence easterly 3,960 feet along the section line to the point of beginning, **containing 835.39 acres more or less.**

LESS: Those tracts of land as surveyed in accordance with San Juan County Record of Survey No. 1101 described as…

Tract "A"

A tract of land within the N1/2 of Section 1, Township 27 South, Range 22 East, SLBandM, County of San Juan, State of Utah, more particularly described as follows:

Beginning at a point located S81°28'06"E 2633.29 feet from the northwest corner of said Section 1 and considering the bearing between the E1/4 corner and the northeast corner of said Section 1 to be N00°04'00"E; thence S20°51'47"E 458.48 feet to a point on a non-tangent curve to the right having a radius of 1500.00 feet, thence southwesterly 132.94 feet along said curve; the chord of said curve is 132.89 feet and bears S66°35'53"W; thence S69°08'13"W 427.36 feet, thence N20°51'47"W 464.37 feet, thence N69°08'13"E 560.13 feet to the point of beginning, **containing 5.97 acres more or less.**

Tract "B"

A tract of land within the N1/2 of Section 1, Township 27 South, Range 22 East, SLBandM, County of San Juan, State of Utah, more particularly described as follows:

Beginning at a point located S81°28'06"E 2633.29 feet from the northwest corner of said Section 1 and considering the bearing between the E1/4 corner and the northeast corner of said Section 1 to be N00°04'00"E; thence N69°08'13"E 616.04 feet to a point on the center of the travel surface of Allen Street, thence S29°32'57"E 323.53 feet along the centerline of the travel surface of Allen Street, thence S56°09'15"W 472.76 feet to the beginning of a curve to the right, having a radius of 1500.00 feet, thence southwesterly 206.95 feet along said curve; the chord of said curve is 206.79 feet and bears S60°06'24"W, thence N20°51'47"W 458.48 feet to the point of beginning, **containing 5.85 acres more or less.**

Resultant acreage of this complete description minus the "Less" tracts is **823.57 acres** more or less (835.39 – 5.97-5.85 = 823.57)

Total acreage in the CSP application is **1,863.57 acres** more or less.

4. Proposed Land Use District Boundaries and Acreages

Map 2 and **Table 2** illustrate the land use boundaries and acreages for this CSP. The boundaries and acreages are based on the maps included with the Area Plan, which indicate the general types of land uses, the maximum number of dwelling units, Floor Area Ratios (FARs) and the approximate acreage of proposed residential and non-residential land uses.

5. Maximum Number of Dwelling Units and Acreages

Table 2 describes the general land uses, acreages, percentages and assumptions for the CSP. The information is based on the findings of the Area Plan, and indicate the general types of permitted and conditional uses, the maximum number of dwelling units, Floor Area Ratios (FARs) and acreage of the various proposed non-residential land uses.

Residential Land Use Assumptions

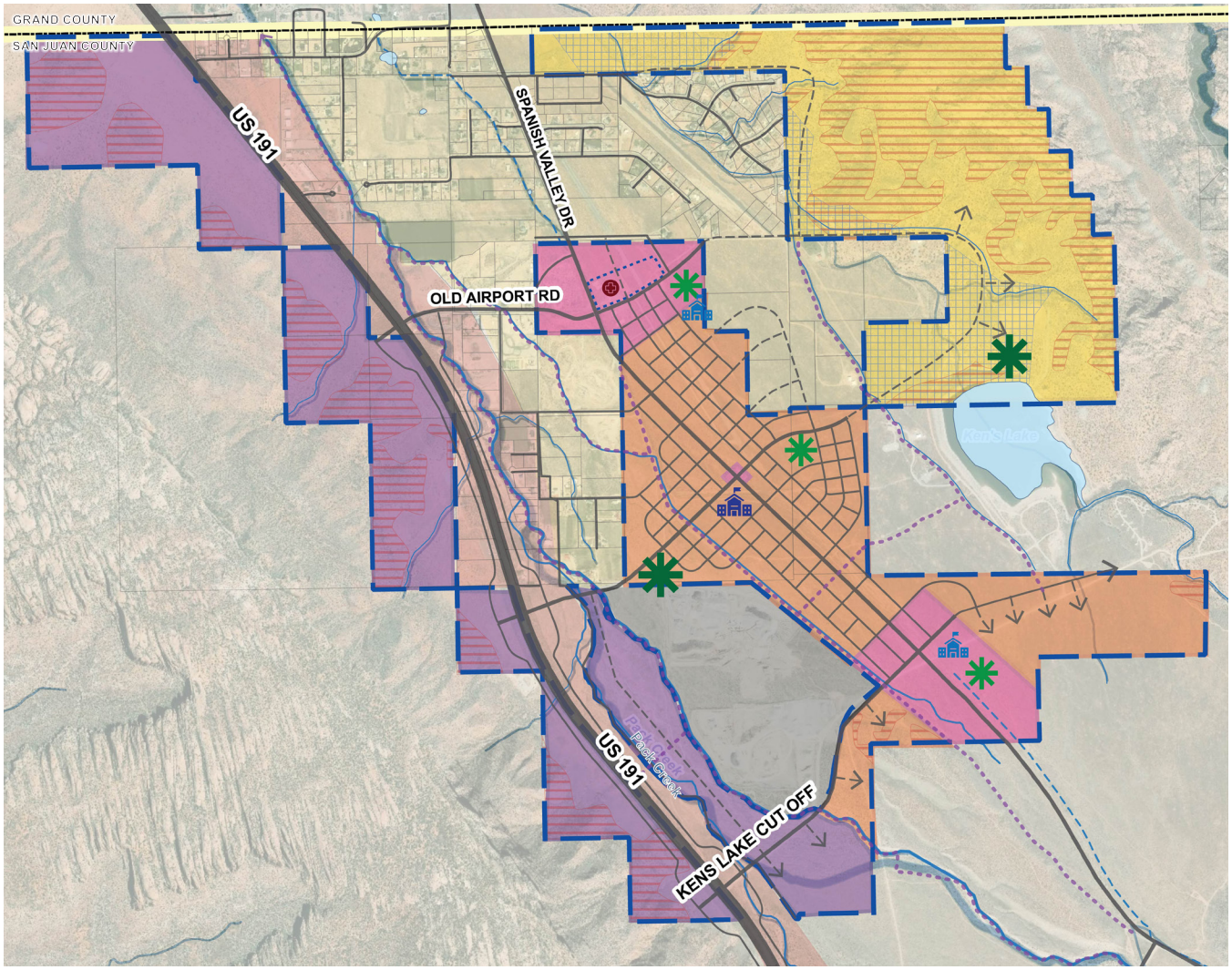
Map 2 and **Table 2** indicate the general location and maximum number of residential units in the CSP. In addition to dedicated residential areas, this CSP anticipates the inclusion of 316 Equivalent Residential Units (ERUs) in the Neighborhood Centers. A total of 3,134 residential units are projected.

Non-Residential Land Use Assumptions

Non-residential uses are anticipated to be concentrated in the Neighborhood Center and Flex Development areas, which comprise approximately 743 acres. It is anticipated that there will be approximately 1,871,447 square feet of non-residential use in the South Valley Community, based on the following assumptions:

- 0.25 Floor-to-Area Ratio (FAR) in Neighborhood Center
- 0.1 FAR in Flex Development

Map 2 – Proposed Land Use District Boundaries



LEGEND

- Central Development Area District
- Perimeter Development Area District
- Neighborhood Center District
- Flex Development District
- Regional Park
- Community Park
- High School
- Elementary School
- Medical Clinic
- Existing Commercial
- Existing Residential
- Existing Gravel Pit
- Slopes >30 Degrees
- Dam Break Hazard
- Proposed Off-Street Trail
- Existing Waterway
- Existing Canal
- County-Owned Land
- CSP Project Boundary

0 0.2 0.4 0.6 0.8 Miles

NORTH

Table 2 – Community Structure Plan Land Use

LAND USE	AC.	% OF TOTAL AC.	ASSUMPTIONS	CALCULATIONS	PROJECTED UNITS	% OF TOTAL UNITS	PROJECTED SF	% OF TOTAL SF
Central Development Areas	545	29.2%	A wide range of housing types and forms, including townhomes, duplexes, apartments and single-family homes. 30% of acreage is assumed to be dedicated to trails, open space, local parks, etc. Average density of 4.5 units per acre.	(515 x 0.7) x 4.5	1,717	54.8%	-	-
Perimeter Development Areas	576	30.9%	Located along the eastern edges of the development areas, these neighborhoods are relatively isolated, located in the foothills and topographically challenged edges of the valley. 30% of acreage is assumed to be dedicated to trails, open space, local parks, etc. Clustered Development is the preferred pattern and an average density of 1.5 units per acre is assumed.	(594 x 0.7) x 1.5	605	19.3%	-	-
Neighborhood Center Areas	113	6.1%	Mix of residential, office, commercial and similar uses proposed as part of creating a discernible mixed-use community. Uses may be mixed vertically or horizontally. 30% of acreage is assumed to be dedicated to trails, open space, local parks, etc. It is assumed that 50% of the developable area will be dedicated to residential uses with an average density of 8 units per acre. The remaining 50% of the developable area is assumed as office, commercial and similar uses with an F.A.R. of 0.25.	(0.5 x 166 x 0.7) x 8 (0.5 x 166 x 0.7) x 0.25 x 43,560	316	10.1%	430,700	23.0%
Flex Development Areas	630	33.8%	A range of business, distribution, highway commercial and specialty residential uses in response to market opportunities and conditions. 30% of acreage is assumed to be dedicated to trails, open space, local parks, etc. 25% of land is assumed as specialty residential uses with an average density of 4.5 units per acre. All other uses are assumed for the remaining 75% of land with a F.A.R. of 0.1.	(0.25 x 641x 0.7) x 4.5 (0.75 x 641 x 0.7) x 0.1 x 43,560	496	15.8%	1,440,747	77.0%
TOTAL	**1,864**	**100%**			**3,134**	**100%**	**1,871,447**	**100%**

Note: Total figures may differ slightly due to rounding of numbers in the table. Calculation methodology is the same as used in the San Juan County Spanish Valley Area Plan (adopted April 17, 2018).

6. Master Circulation System Plan

6.1 Existing Transportation System

The Spanish Valley area is primarily served by US-191 and Spanish Valley Drive. US-191 is a state-owned and operated highway that is classified as a "System Priority-Rural Importance" (Access Category 2) roadway by the Utah Department of Transportation (UDOT). According to the findings contained in the Area Plan, US-191 encompasses one travel lane in each direction and acceleration/deceleration lanes at key intersections. As indicated by UDOT, a "Regional – Urban Importance" access classification supports minimum signalized intersection spacing of one mile (5,280 feet), minimum unsignalized street spacing of 1,000 feet, and minimum driveway spacing of 1,000 feet. The "Regional – Urban Importance" access classification will be the applicable standard as the area develops. According to the Area Plan, the posted speed limit on US-191 is 65 mph. The roadway is located within a designated right-of-way (ROW) of 400 feet along much of the US-191 corridor in Spanish Valley. Some sections of the roadway are located in rights-of-way as narrow as 100 feet, particularly between MP 117 and MP 118.5. The average daily traffic (ADT) on US-191 was approximately 8,000 vehicles per day when the Area Plan was adopted in 2018.

Spanish Valley Drive is a county-maintained roadway, and is classified as a "major collector" roadway by UDOT. The roadway has one travel lane in each direction and a posted speed limit of 40 mph. Spanish Valley Drive serves as a direct connection to La Sal Loop Road, which is a scenic loop roadway that traverses through the La Sal Mountains. The existing ADT on Spanish Valley Drive is approximately 1,500 vehicles per day.

Other public roads that connect US-191 and Spanish Valley Drive/La Sal Loop Road in the Spanish Valley area include Sunny Acres Lane, Old Airport Road, Kens Lake Cutoff Road (also known as Flat Pass Road) and La Sal Loop Cutoff Road (also known as Pack Creek Cutoff Road).

6.2 Future Roadways and Traffic Volumes

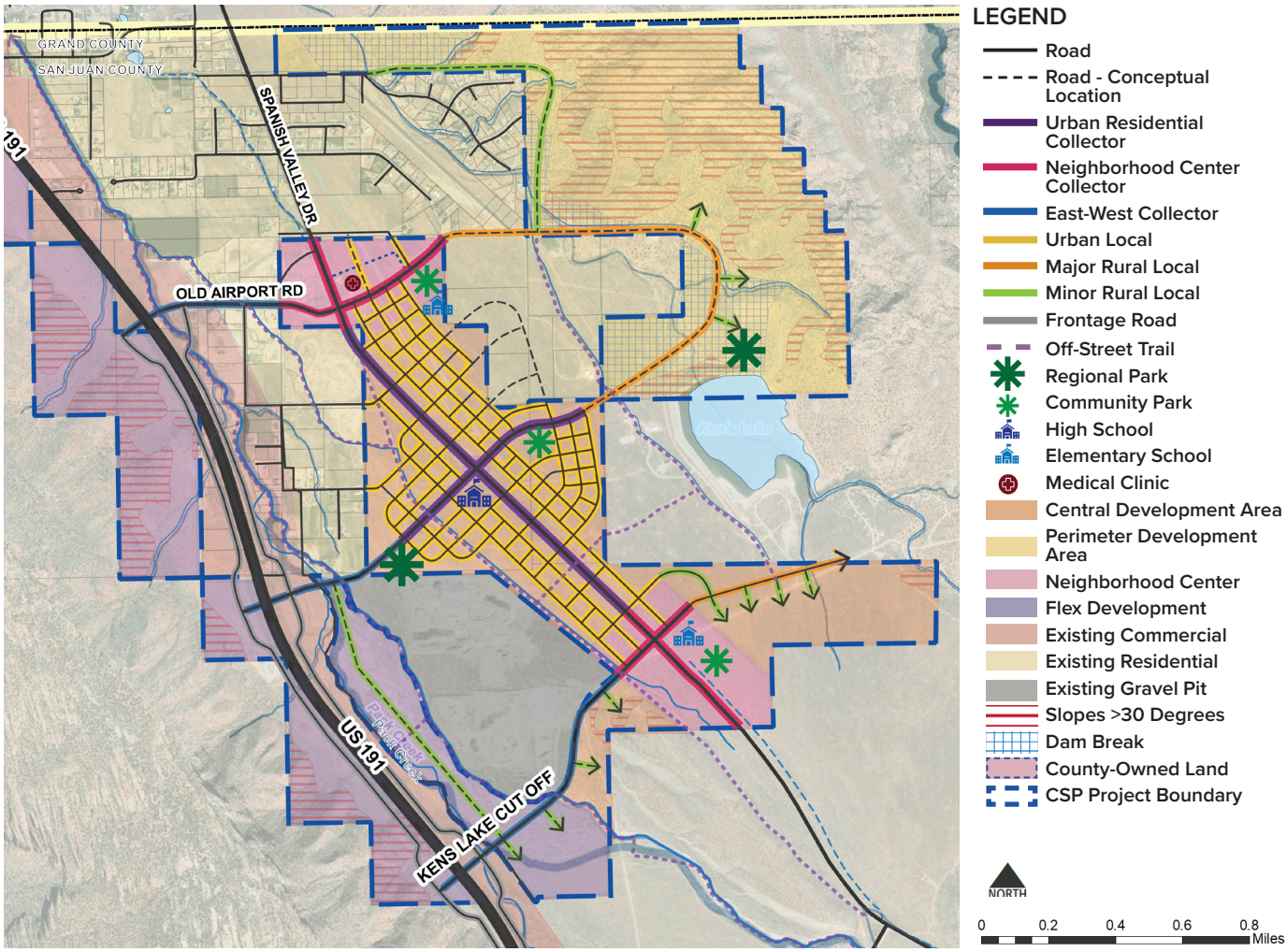
Map 3 illustrates the proposed street network within the CSP boundary. The system builds upon the existing road structure and site topography, creating a well-connected and efficient roadway system that can successfully accommodate the proposed land uses. Each road color indicates a different road type, beginning with the local street network (represented by the thinnest lines) that then link to the collector and regional road system (represented by thicker lines). The dashed streets represent the location of conceptual roadways that are likely to vary in configuration and form as they are implemented.

A new east-west roadway is proposed between Old Airport Road and Kens Lake Cutoff Road to connect US-191 and Spanish Valley Drive. This key roadway joins three other existing collector roadways (Old Airport Road, Kens Lake Cutoff Road, and La Sal Loop Cutoff Road), which together create an efficient traffic management system to serve the area.

This system is further enhanced by the realignment of Spanish Valley Drive in the heart of the area, forming a "Main Street" for the new community over time. Access along "Main Street" will be limited to roadway intersections. Adjacent east-west collector roadways will help "Main Street" become a central feature of the local circulation system. The Urban Local street network (shown in yellow) is composed

of 350-foot blocks, which are intended to help establish a urban core and a residential atmosphere that is safe, easy to navigate and efficient for vehicles, bicycle riders and pedestrians. In contrast, Rural Local Roads (shown in orange and green in Map 3) are more conceptual and organic, responding to the natural topography and lay of the land, supporting a more rural feeling than in the core.

Map 3 – Future Roadways



In order to determine the long-term capacities and configurations for roadways within the application area, future traffic volumes were projected in 2019. Specific land uses were assigned to each planned area within Spanish Valley, and traffic volumes within and from these land uses was estimated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. The daily trip generation for the beginning phases of the Area Plan is illustrated in **Table 3**. As indicated, it is anticipated that land uses generally north of Kens Lake Cutoff Road will generate approximately 78,827 daily trips.

The trip generation data was then assigned to a roadway network suited for the type of trips, the proximity of planned access points to major streets, projected population densities, and regional trip attractions. Existing travel patterns were also observed during this assessment period, which helped guide the establishment of proper distribution percentages. As illustrated in **Map 4**, 55-percent of

the daily trips were assigned to/from the north, 12-percent were assigned to/from the south, and 33-percent were assigned completely within the internal Spanish Valley road network.
The assigned daily trip generation was added to the existing ADT volumes. The resulting projected volumes are shown in the **Map 4**. Based on the projected full build-out volumes in the Area Plan, it was recommended that US-191 be planned with a 5-lane cross-section, Spanish Valley Drive and the east-west collectors as 3-lane cross-sections, and local roadways with 2-lane cross-sections.

Figures 1-8 illustrate proposed cross-sections for each road designation. Each road type, particularly the roads within the Central Development Area and Neighborhood Centers, are designed to safely and efficiently accommodate motorists, cyclists and pedestrians, which included widening road rights-of-way when appropriate. For example, the East-West Collectors and Frontage Roads are designed to accommodate freight and heavier traffic while still providing dedicated pathways, trails, and lanes that support safe and comfortable travel by pedestrians and bikers.

Map 4 – Preliminary Average Daily Traffic (ADT)

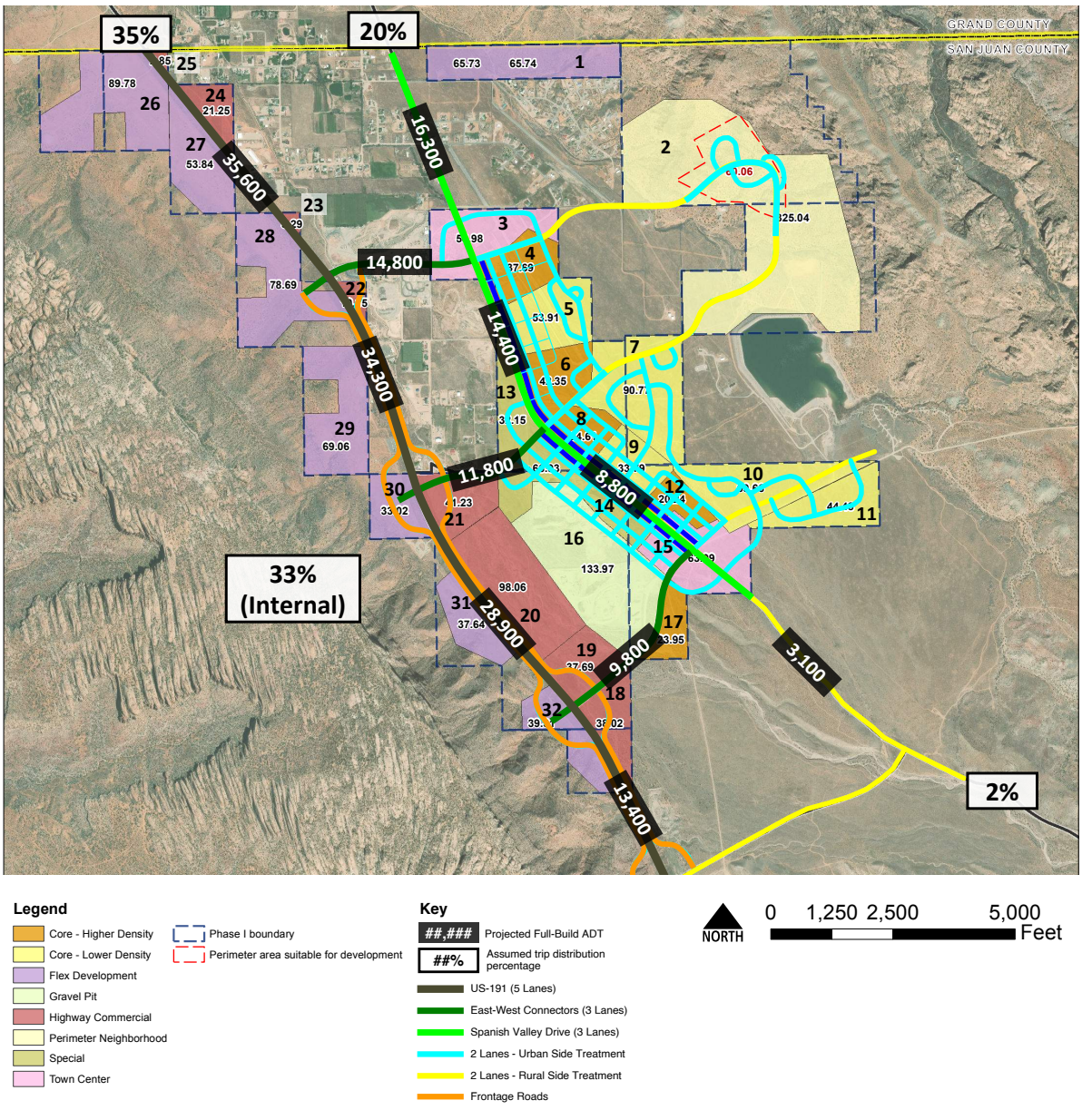


Table 3 – Preliminary Trip Generation by Land Use and Anticipated Phasing

San Juan County - Spanish Valley TS Trip Generation											
Weekday Daily Pod	Land Use[1]	Acres	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Pass-by Reduction	Net Trips Entering	Net Trips Exiting	**Total Daily Trips**
1	Recreational Homes (260)	65.74	164	Dwelling Units	570	50%	50%	0%	285	285	**570**
2	Recreational Homes (260)	60.06	240	Dwelling Units	834	50%	50%	0%	417	417	**834**
3	General Office Building (710) [fitted curve equation]	58.98	206	1,000 Sq. Ft. GFA	2,140	50%	50%	0%	1,070	1,070	**2,140**
	Multifamily Housing (Low-Rise) (220)		246	Dwelling Units	1,820	50%	50%	0%	910	910	**1,820**
	Supermarket (850)		26	1,000 Sq. Ft. GFA	2,778	50%	50%	25%	1,042	1,042	**2,084**
	Elementary School (520)		500	Students	946	50%	50%	0%	473	473	**946**
4	Multifamily Housing (Low-Rise) (220)	37.69	264	Dwelling Units	1,956	50%	50%	0%	978	978	**1,956**
5	Single-Family Detached Housing (210)	53.91	216	Dwelling Units	2,112	50%	50%	0%	1,056	1,056	**2,112**
6	Multifamily Housing (Low-Rise) (220)	42.35	296	Dwelling Units	2,198	50%	50%	0%	1,099	1,099	**2,198**
7	Single-Family Detached Housing (210)	90.77	363	Dwelling Units	3,406	50%	50%	0%	1,703	1,703	**3,406**
8	Multifamily Housing (Low-Rise) (220)	24.61	172	Dwelling Units	1,260	50%	50%	0%	630	630	**1,260**
9	Single-Family Detached Housing (210)	33.79	135	Dwelling Units	1,372	50%	50%	0%	686	686	**1,372**
10	Single-Family Detached Housing (210)	69.66	279	Dwelling Units	2,674	50%	50%	0%	1,337	1,337	**2,674**
11	Single-Family Detached Housing (210)	44.48	178	Dwelling Units	1,768	50%	50%	0%	884	884	**1,768**
12	Multifamily Housing (Low-Rise) (220)	20.24	142	Dwelling Units	1,034	50%	50%	0%	517	517	**1,034**
13	Single-Family Detached Housing (210)	32.15	129	Dwelling Units	1,316	50%	50%	0%	658	658	**1,316**
14	Single-Family Detached Housing (210)	66.93	268	Dwelling Units	2,576	50%	50%	0%	1,288	1,288	**2,576**
15	High-Turnover (Sit-Down) Restaurant (932)	63.99	6	1,000 Sq. Ft. GFA	674	50%	50%	25%	253	253	**506**
	Multifamily Housing (Low-Rise) (220)		246	Dwelling Units	1,820	50%	50%	0%	910	910	**1,820**
	Elementary School (520)		500	Students	946	50%	50%	0%	473	473	**946**
	General Office Building (710) [fitted curve equation]		223	1,000 Sq. Ft. GFA	2,310	50%	50%	0%	1,155	1,155	**2,310**
16	General Light Industrial (110)	133.97	233	1,000 Sq. Ft. GFA	1,156	50%	50%	0%	578	578	**1,156**
	Public Park (411)		90	Acres	72	50%	50%	0%	36	36	**72**
17	Multifamily Housing (Low-Rise) (220)	23.95	168	Dwelling Units	1,230	50%	50%	0%	615	615	**1,230**
18	Shopping Center (820) [fitted curve equation]	38.02	17	1,000 Sq. Ft. GLA	1,802	50%	50%	25%	676	676	**1,352**
	General Light Industrial (110)		149	1,000 Sq. Ft. GFA	740	50%	50%	0%	370	370	**740**
	High-Turnover (Sit-Down) Restaurant (932)		5	1,000 Sq. Ft. GFA	50	55%	45%	25%	21	17	**38**
19	Shopping Center (820) [fitted curve equation]	37.69	16	1,000 Sq. Ft. GLA	1,730	50%	50%	25%	649	649	**1,298**
	General Light Industrial (110)		148	1,000 Sq. Ft. GFA	736	50%	50%	0%	368	368	**736**
	High-Turnover (Sit-Down) Restaurant (932)		4	1,000 Sq. Ft. GFA	40	55%	45%	25%	17	14	**31**
20	General Light Industrial (110)	98.06	342	1,000 Sq. Ft. GFA	1,698	50%	50%	0%	849	849	**1,698**
	Shopping Center (820) [fitted curve equation]		85	1,000 Sq. Ft. GLA	5,384	50%	50%	25%	2,019	2,019	**4,038**
21	Supermarket (850)	41.23	36	1,000 Sq. Ft. GFA	3,846	50%	50%	25%	1,442	1,442	**2,884**
	Shopping Center (820) [fitted curve equation]		72	1,000 Sq. Ft. GLA	4,810	50%	50%	25%	1,804	1,804	**3,608**
	General Light Industrial (110)		72	1,000 Sq. Ft. GFA	358	50%	50%	0%	179	179	**358**
	Gasoline/Service Station with Convenience Market (945)		8	Fueling Positions	1,644	50%	50%	50%	411	411	**822**
22	Shopping Center (820) [fitted curve equation]	10.15	13	1,000 Sq. Ft. GLA	1,502	50%	50%	25%	563	563	**1,126**
	General Light Industrial (110)		31	1,000 Sq. Ft. GFA	154	50%	50%	0%	77	77	**154**
23	Shopping Center (820) [fitted curve equation]	3.29	10	1,000 Sq. Ft. GLA	1,258	50%	50%	25%	472	472	**944**
	Fast-Food Restaurant with Drive-Through Window (934)		4	1,000 Sq. Ft. GFA	1,884	50%	50%	50%	471	471	**942**
24	Gasoline/Service Station with Convenience Market (945)	21.25	8	Fueling Positions	1,644	50%	50%	50%	411	411	**822**
	Warehousing (150)		83	1,000 Sq. Ft. GFA	126	50%	50%	0%	63	63	**126**
25	Shopping Center (820) [fitted curve equation]	2.85	9	1,000 Sq. Ft. GLA	1,170	50%	50%	25%	439	439	**878**
	Fast-Food Restaurant with Drive-Through Window (934)		4	1,000 Sq. Ft. GFA	1,884	50%	50%	50%	471	471	**942**
26	Business Park (770)	89.78	338	1,000 Sq. Ft. GFA	4,306	50%	50%	0%	2,153	2,153	**4,306**
	Recreational Homes (260)		180	Dwelling Units	626	50%	50%	0%	313	313	**626**
	Hotel (310)		100	Rooms	704	50%	50%	0%	352	352	**704**
27	Warehousing (150)	53.84	211	1,000 Sq. Ft. GFA	380	50%	50%	0%	190	190	**380**
	Recreational Homes (260)		119	Dwelling Units	414	50%	50%	0%	207	207	**414**
	Automobile Parts Sales (843)		15	1,000 Sq. Ft. GFA	832	50%	50%	0%	416	416	**832**
28	Business Park (770)	78.69	69	1,000 Sq. Ft. GFA	1,450	50%	50%	0%	725	725	**1,450**
	Recreational Homes (260)		157	Dwelling Units	546	50%	50%	0%	273	273	**546**
	General Light Industrial (110)		206	1,000 Sq. Ft. GFA	1,022	50%	50%	0%	511	511	**1,022**
	Warehousing (150)		69	1,000 Sq. Ft. GFA	156	50%	50%	0%	78	78	**156**
29	Business Park (770)	69.06	60	1,000 Sq. Ft. GFA	1,354	50%	50%	0%	677	677	**1,354**
	Recreational Homes (260)		138	Dwelling Units	480	50%	50%	0%	240	240	**480**
	Warehousing (150)		241	1,000 Sq. Ft. GFA	428	50%	50%	0%	214	214	**428**
30	General Light Industrial (110)	33.02	129	1,000 Sq. Ft. GFA	640	50%	50%	0%	320	320	**640**
	Hotel (310)		100	Rooms	704	50%	50%	0%	352	352	**704**
31	Warehousing (150)	37.64	131	1,000 Sq. Ft. GFA	254	50%	50%	0%	127	127	**254**
	General Office Building (710) [fitted curve equation]		33	1,000 Sq. Ft. GFA	362	50%	50%	0%	181	181	**362**
32	Business Park (770)	39.31	51	1,000 Sq. Ft. GFA	1,258	50%	50%	0%	629	629	**1,258**
	General Office Building (710) [fitted curve equation]		120	1,000 Sq. Ft. GFA	1,268	50%	50%	0%	634	634	**1,268**
	Total	1577.2			88,612				**39,417**	**39,410**	**78,827**

Note: Total based on the area indicated in Map 4.

Source: Spanish Valley PC Zone Application (2019)

As discussed in *Section 7: Water Sources, Flood Control, and Major Utilities and Easements*, Low Impact Development (LID) is a technique proposed to minimize stormwater runoff and is a high priority within this community. LID incorporates rain gardens and swale systems within the road right-of-ways to capture stormwater runoff from the street. This method increases on-site stormwater infiltration, improves water quality, and reduces erosion before the stormwater reaches Pack Creek and other terminal water bodies. Rain gardens and swales are two key LID features within the community, as shown in **Figures 2-8**.

Figure 1 – Proposed Neighborhood Center Collector Cross-Section

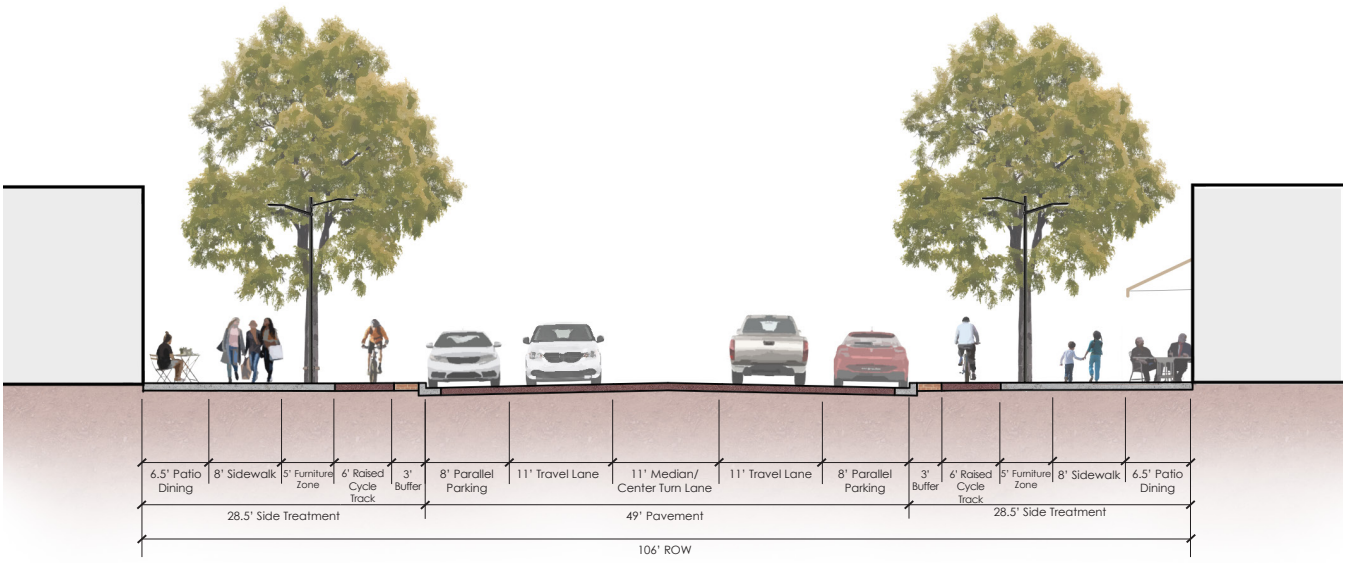


Figure 2 – Proposed Urban Residential Collector Cross-Section

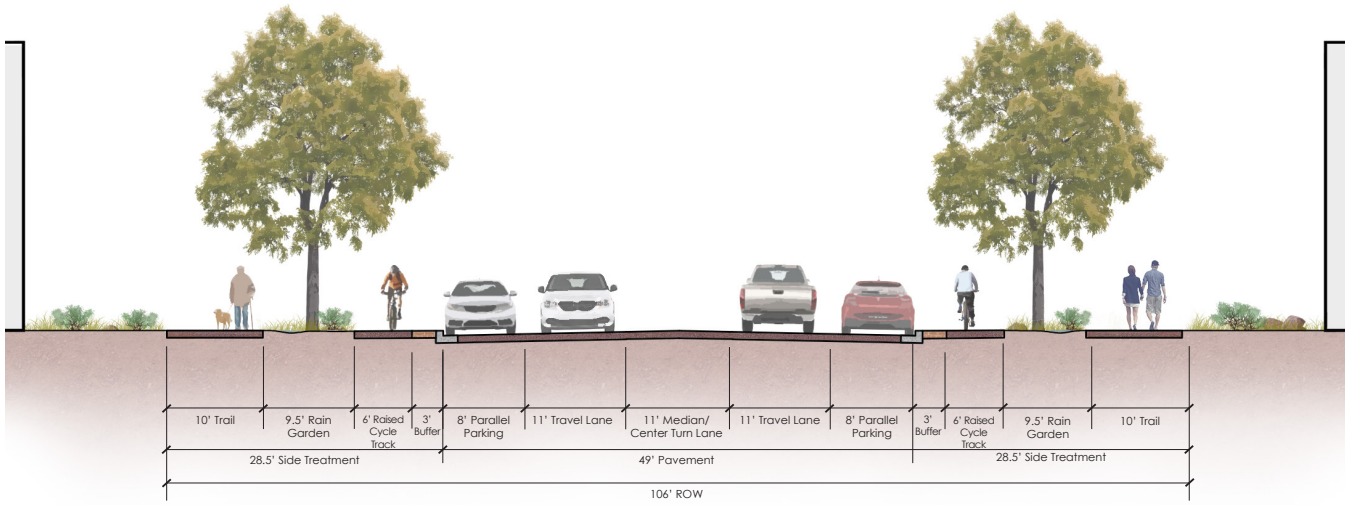


Figure 3 – Proposed East-West Collector Cross-Section

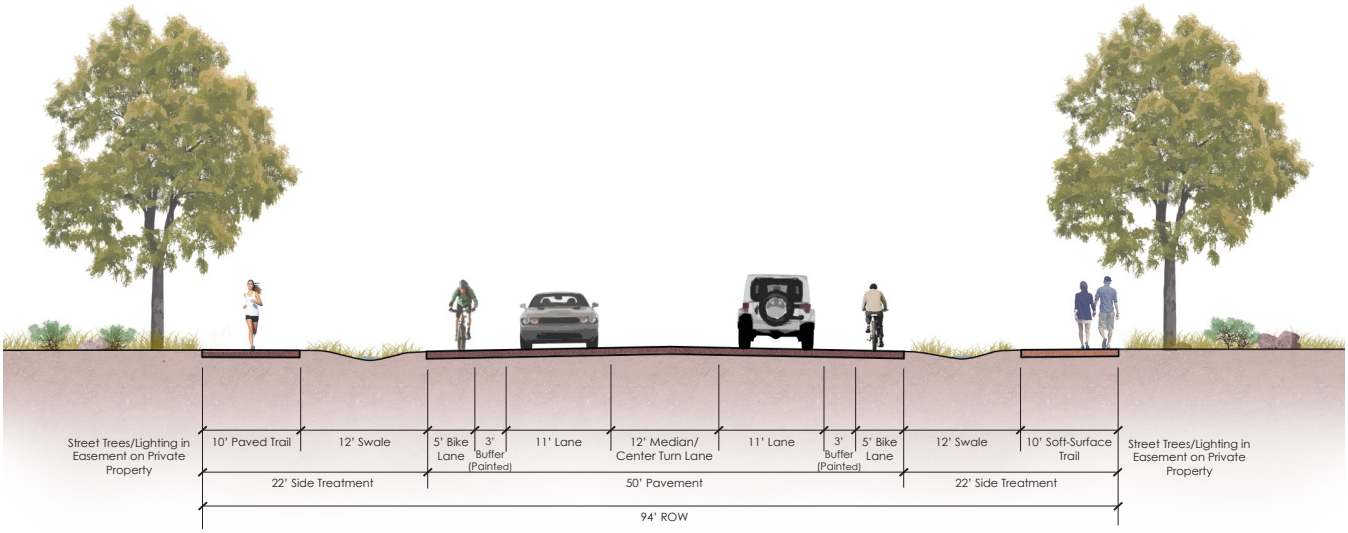
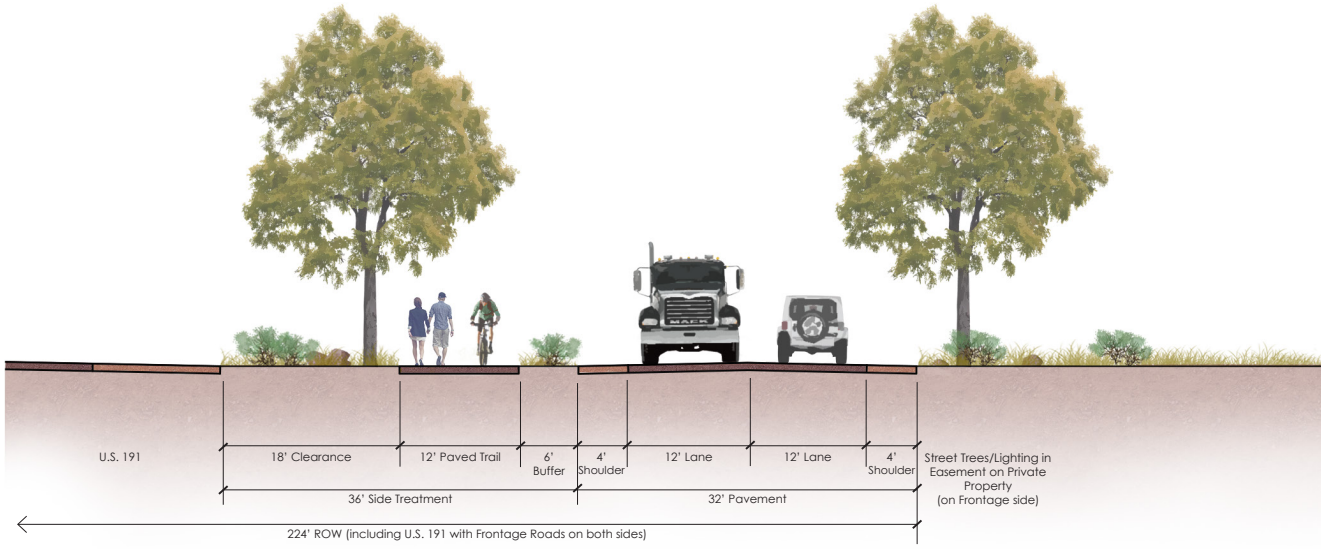


Figure 4 – Proposed Frontage Road Cross-Section



* Design to be finalized with UDOT

Figure 5 – Proposed Urban Local Cross-Section (with Parking on Both Sides)

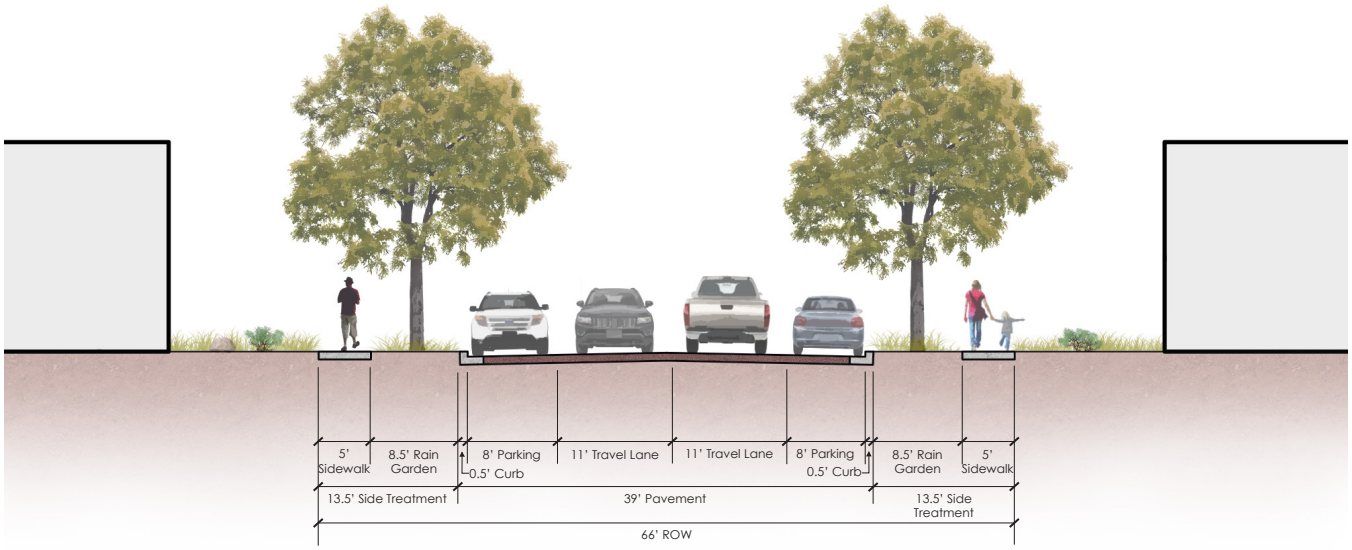


Figure 6 – Proposed Urban Local Cross-Section (with Parking on One Side)

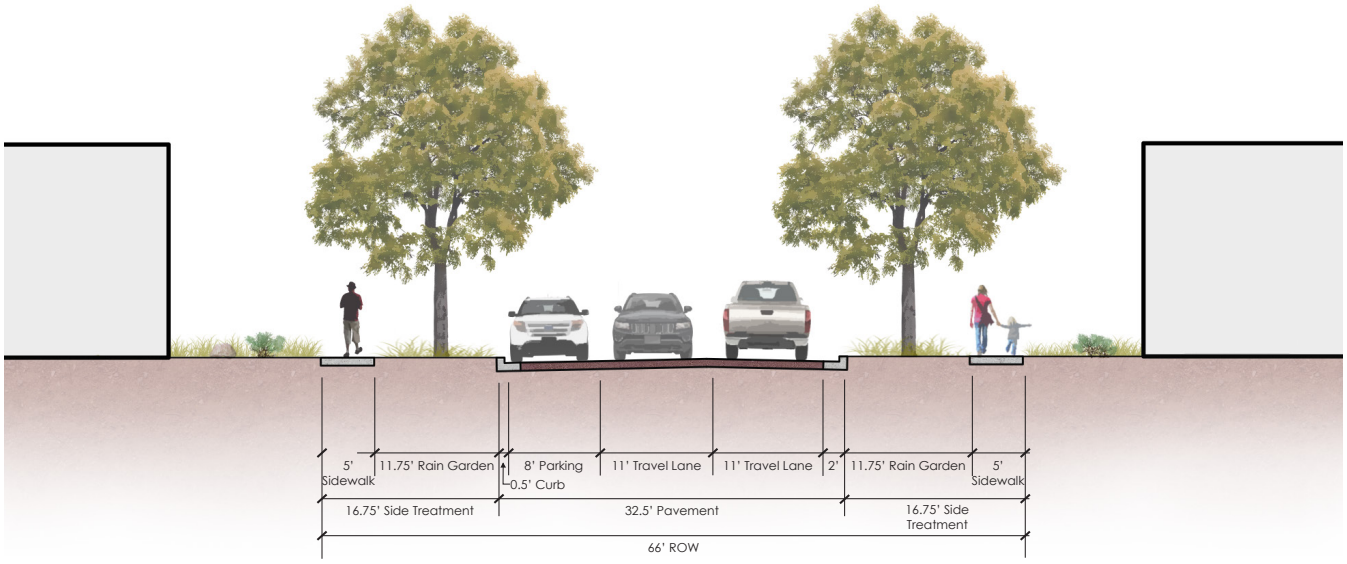
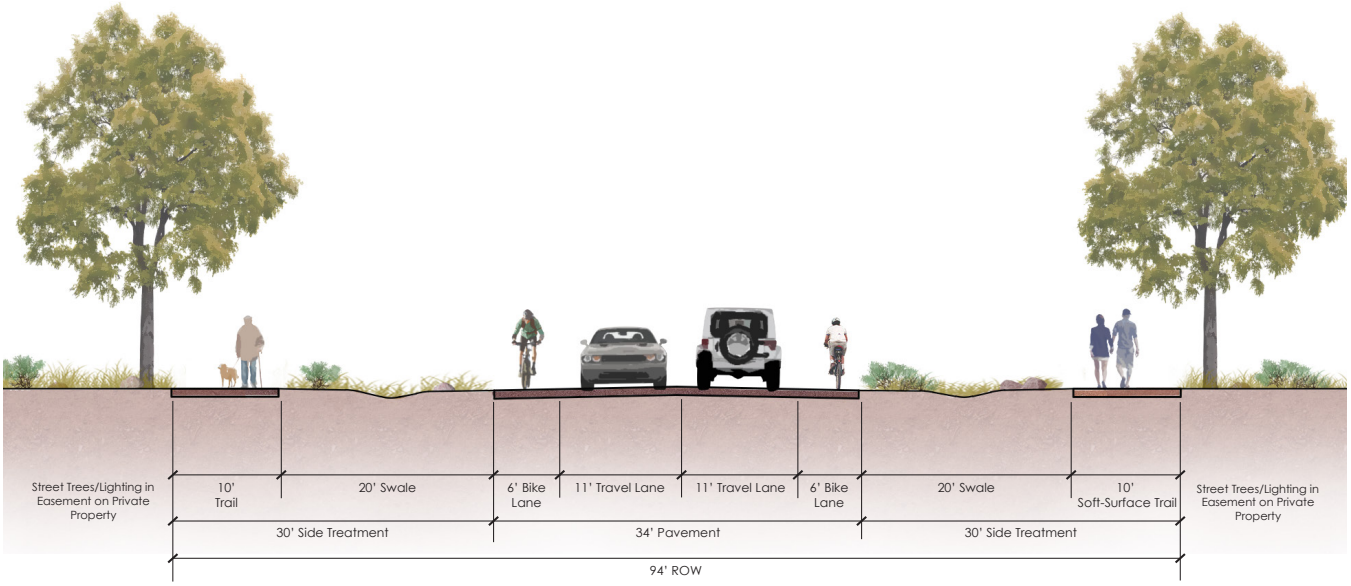
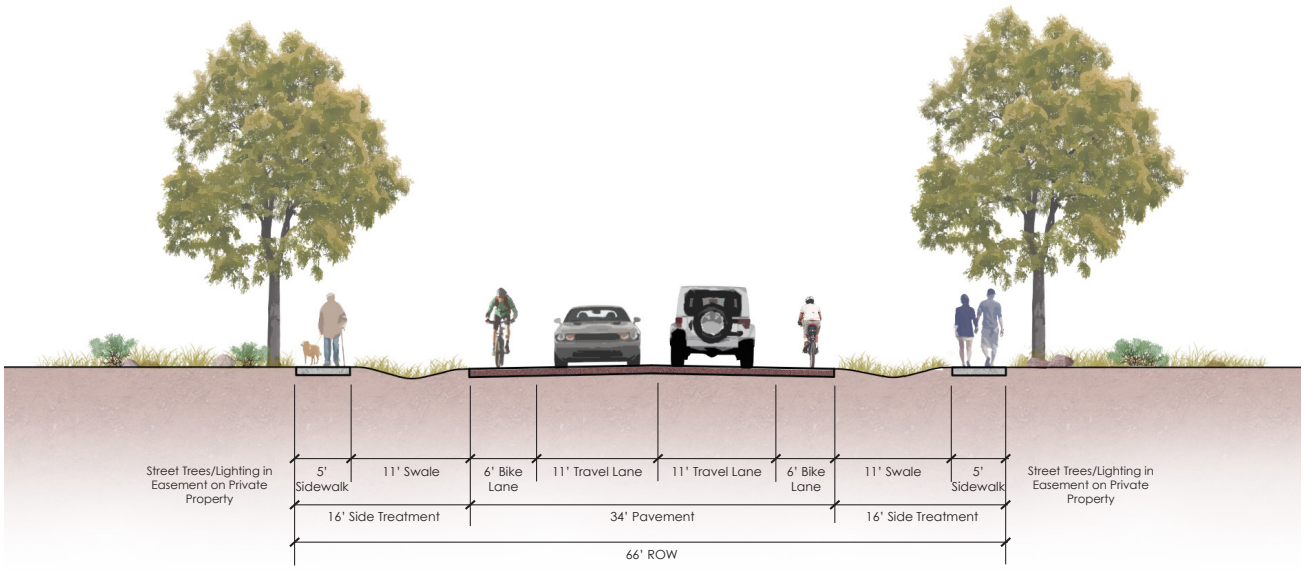


Figure 7 – Proposed Major Rural Local Cross-Section



* Expanded ROW for a potential future conversion to "East-West Collector" to accommodate increased traffic demands

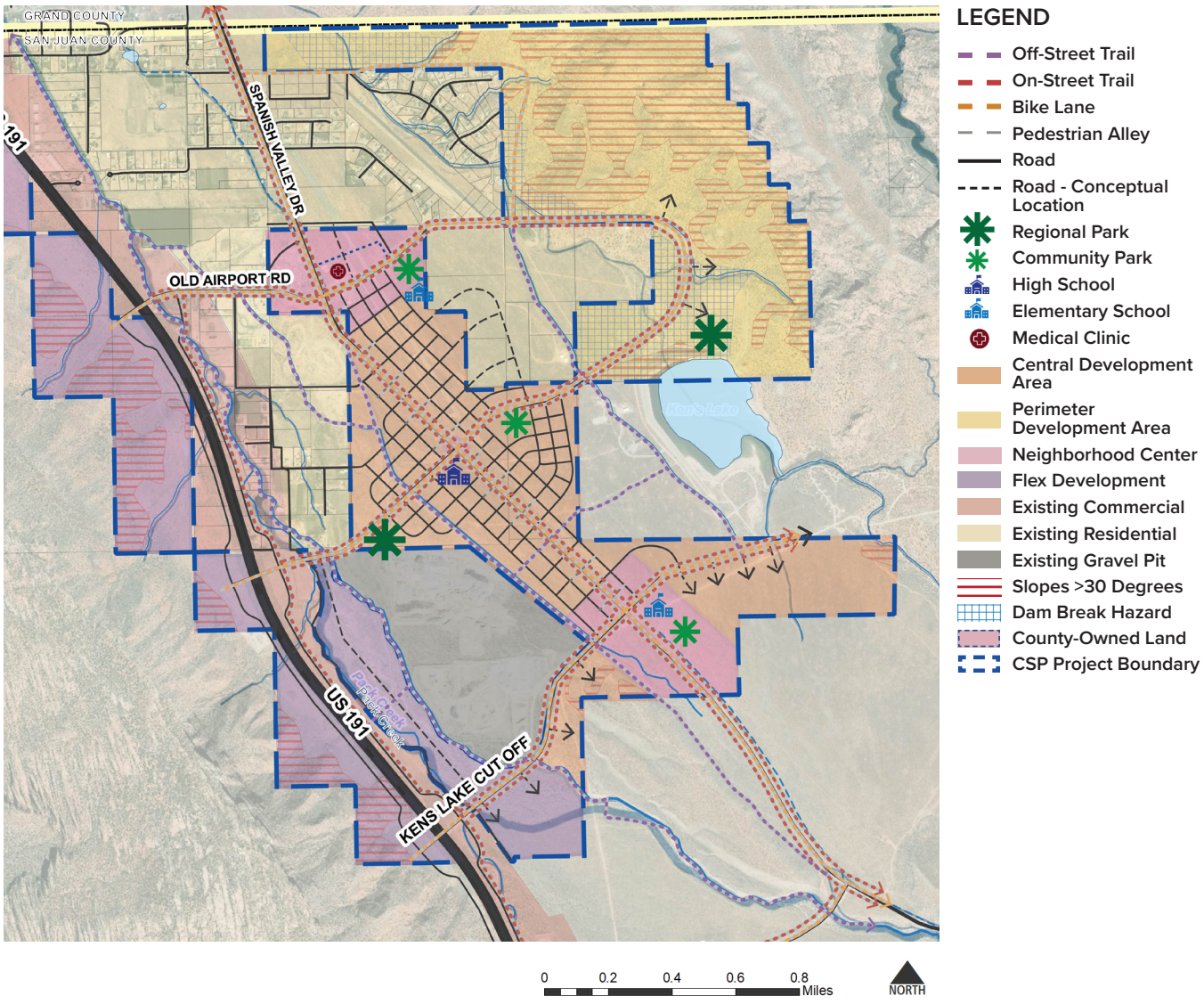
Figure 8 – Proposed Minor Rural Local Cross-Section



6.3 Future Pedestrian and Bicycle Trail System

Map 5 illustrates the layout of the primary pedestrian and bicycle trail system, which connects neighborhoods, schools, parks, open spaces and other destinations as part of an interconnected circulation system. **Map 5** also illustrates how trails and bike lanes link to other existing and future trail systems in the Spanish Valley and beyond. Pedestrian alleyways are proposed along the "Main Street" portion of Spanish Valley Drive to provide better connectivity for pedestrians and cyclists. The different types of trails and features that form the pedestrian and bicycle trail system are illustrated in ***Figures 1-8*** and described in greater detail in *Section 12: Public Infrastructure Standards*.

Map 5 – Pedestrian and Bicycle Trail System



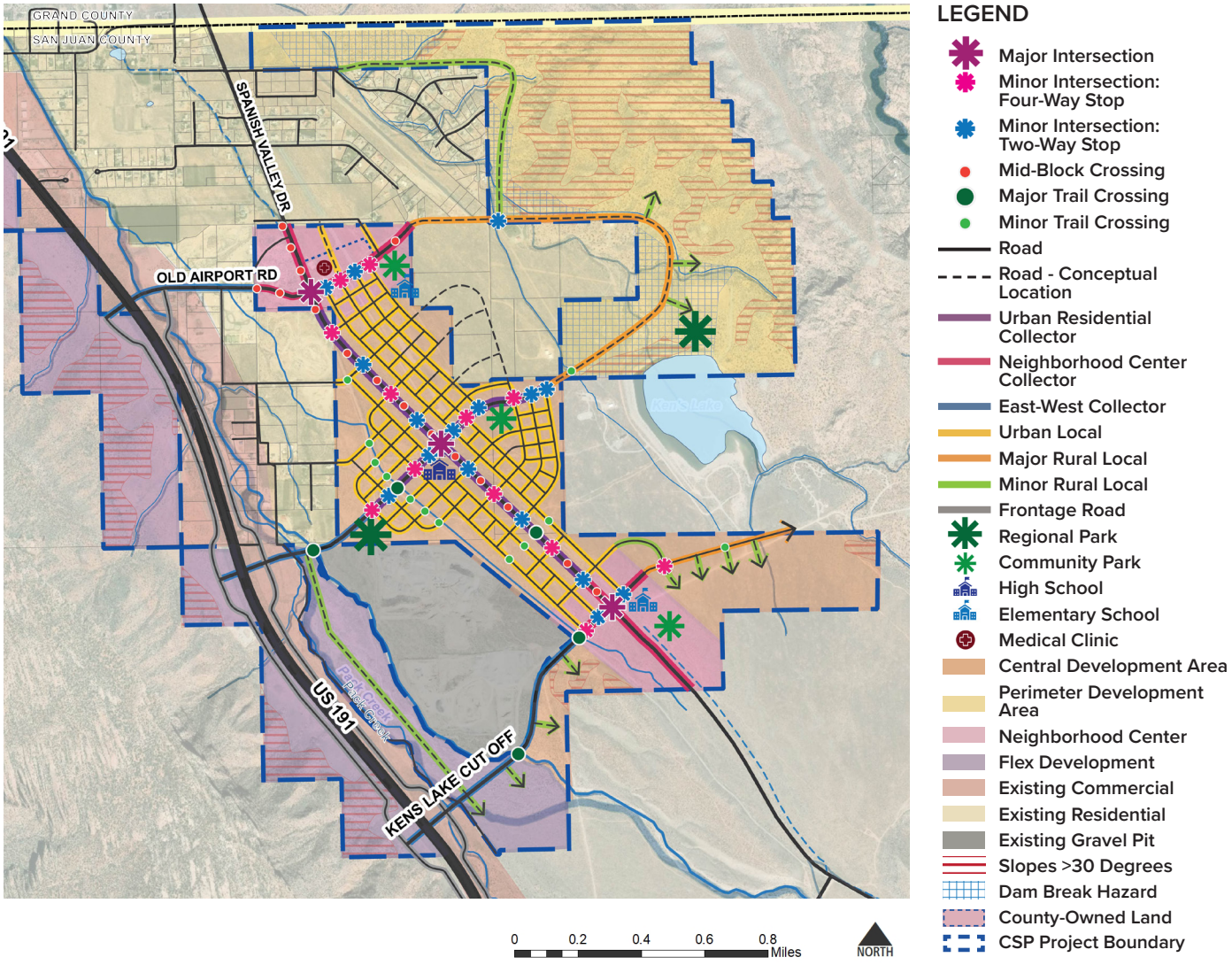
6.4 Intersection and Pedestrian Crossing Design

Safe and efficient pedestrian and bicycle crossings are essential components of a successful transportation system. The location and design of key intersections and pedestrian crossings are detailed in **Map 6** and **Figures 9-14**. **Major intersections** are located where collector roads intersect within the Central Development Area or Neighborhood Centers and are intended to be controlled by traffic signals once warranted. **Minor intersections** are found where local streets intersect collectors and will be controlled by four-way or two-way stop signs, depending on traffic flow and function of the road system. For purposes of this CSP, four-way stops are located at alternating street intersections approximately 1,400 feet apart.

Mid-block crossings are provided to facilitate safe pedestrian crossings between the minor intersections. They are aligned with the "pedestrian alleys" that lead from Main Street into the adjacent neighborhoods, east and west, providing safe passage across Spanish Valley Drive every 350 feet.

Detailed design ideas for each type of intersection and crossing are presented in **Figures 9-14**.

Map 6 – Key Intersections and Pedestrian Crossings

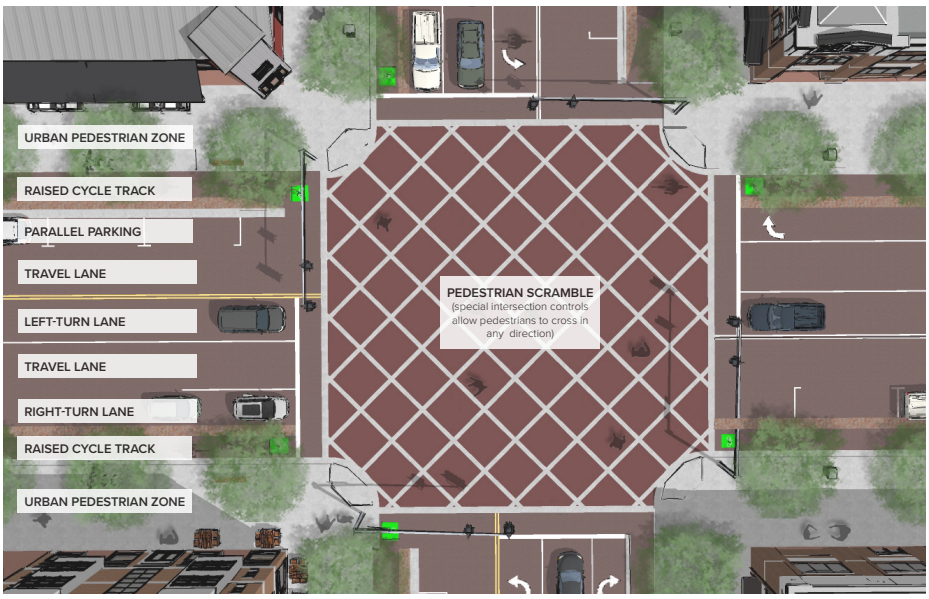


MAJOR INTERSECTION

Major intersections occur at three locations along Spanish Valley Drive where collector streets intersect (see **Map 6**). As shown in **Figure 9**, the design emphasizes the importance of each intersection through the application of special paving materials that help slow vehicular traffic and alert drivers to the presence of pedestrians and cyclists. These intersections include a unique "pedestrian scramble" signaling system, which allows pedestrians and cyclists to cross in all directions at the same time. All vehicular traffic is required to stop while the "scramble" is activated, reducing the potential for pedestrian-vehicular conflicts. The signal timing will be designed to minimize wait times for all modes of transportation. Pedestrian scrambles are not only safer than traditional intersection crossings, they are also efficient and a good solution for areas with heavy pedestrian activity such as these three major intersections in South Valley Community.

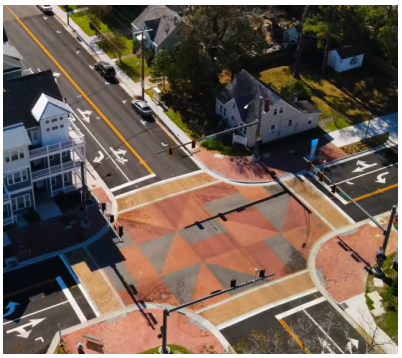
Figure 9 – Major Intersection Design

Plan View



Perspective View

Comparable Examples

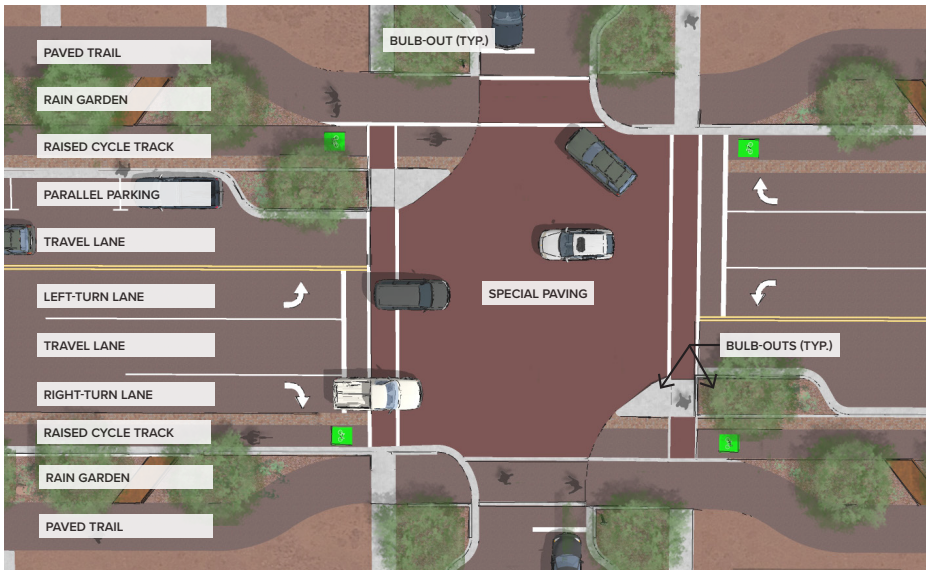


MINOR INTERSECTION

Figure 10 illustrates the typical layout for minor intersections, which are located where local and collector streets intersect (see **Map 6** for specific locations). The design of these intersections features bulb-out treatments that extend the curb near the travel lane as vehicles approach the intersection. This increases pedestrian safety through enhanced visibility, shortened crossing distances, and reduced driving speeds due to the perceived reduction of roadway width by drivers. Bulb-outs also prevent right-turning vehicles from cutting corners, further slowing traffic and improving pedestrian safety. Similar to major intersections, minor intersections utilize special paving and streetscape design to alert users, slow traffic, and establish a unified and comfortable street.

Figure 10 – Minor Intersection Design

Plan View



Perspective View

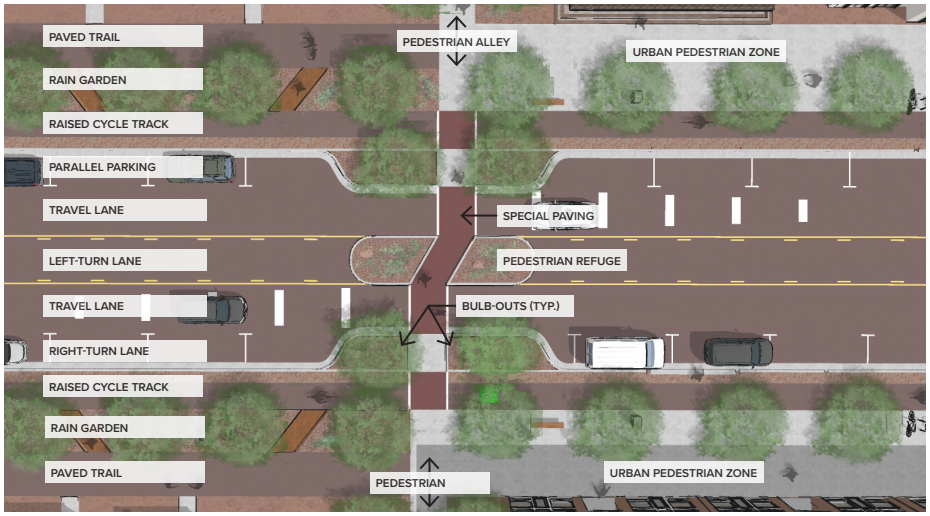
Comparable Examples

MID-BLOCK CROSSINGS

Mid-block crossings promote safe pedestrian crossings in between intersections. Mid-block crossings are aligned with the system of pedestrian alleys along the "Main Street" portion of Spanish Valley Drive, which are located approximately 700 feet apart. The crossings are safe, efficient, and part of a unified multi-modal street system. As indicated in **Figure 11**, mid-block crossings incorporate curb bulb-outs and mid-street pedestrian refuges, which help slow vehicular traffic, increase pedestrian visibility to oncoming traffic, and decrease the unprotected crossing distance for pedestrians and cyclists. The diagonal layout of the pedestrian refuge orients pedestrians toward oncoming traffic, making it easier for them to see approaching vehicles.

Figure 11 – Mid-Block Crossing Design

Plan View



Perspective View

Comparable Examples

MAJOR TRAIL CROSSING

Major trail crossings occur where off-street trails cross collector streets. As illustrated in **Map 6**, there are four major trail crossings proposed in the South Valley Community. Major trail crossings should be grade-separated with a tunnel or a bridge as terrain, site conditions, and budgets permit. Tunnels are generally preferable to overhead crossing structures, as they usually require less grade-change for trail users. **Figure 12** illustrates various examples of grade-separated trail crossings.

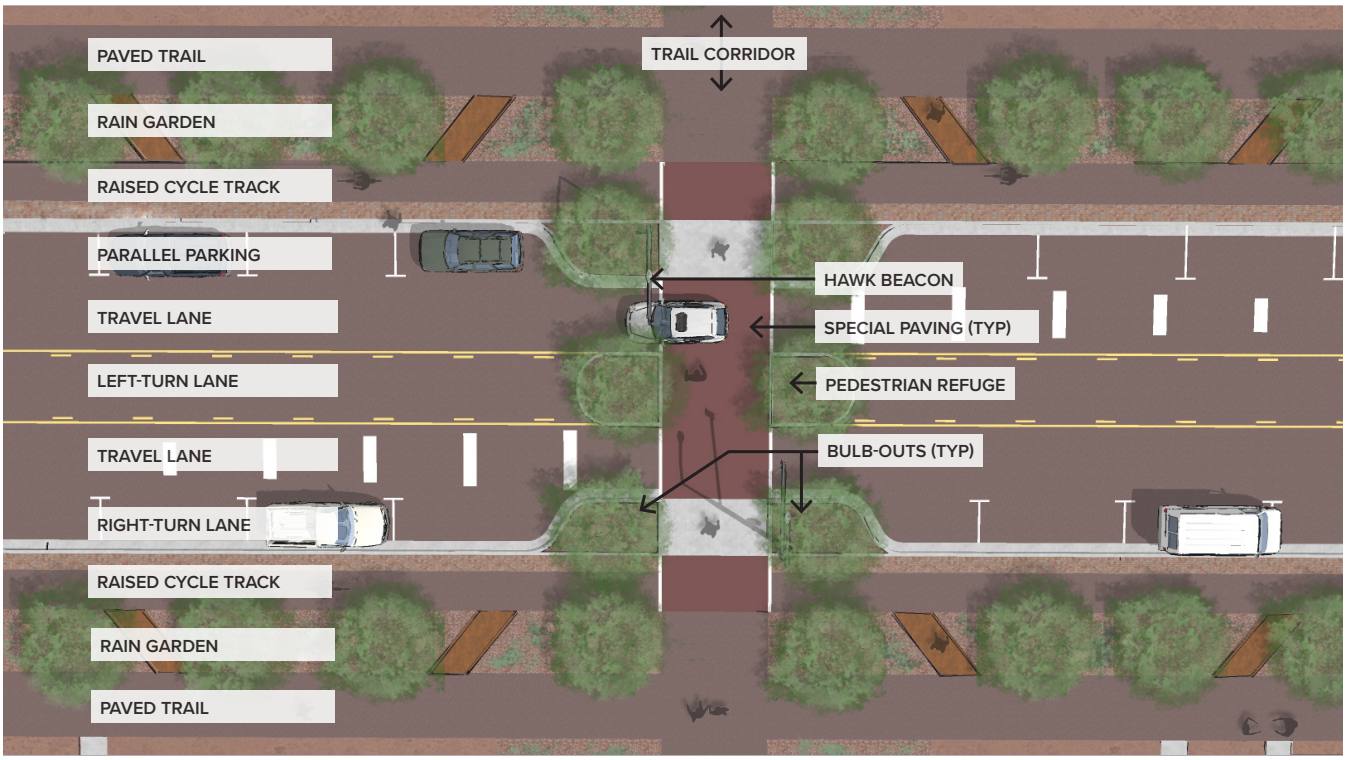
Figure 12 – Major Trail Crossing Design: Grade-Separated (Preferred Option)

Comparable Examples

When a grade-separated crossing is not possible, at-grade crossings should be utilized instead. **Figure 13** illustrates the typical design of an at-grade major trail crossing. Similar to mid-block crossings, they incorporate bulb-outs and pedestrian refuges to decrease crossing distances, increase pedestrian visibility, and slow traffic. If traffic is particularly fast or heavy, a HAWK (High-Intensity Activated Crosswalk) beacon may be installed, allowing pedestrians to activate traffic stops to facilitate safe crossings.

Figure 13 – Major Trail Crossing Design: At-Grade (Alternative Option)

Plan View



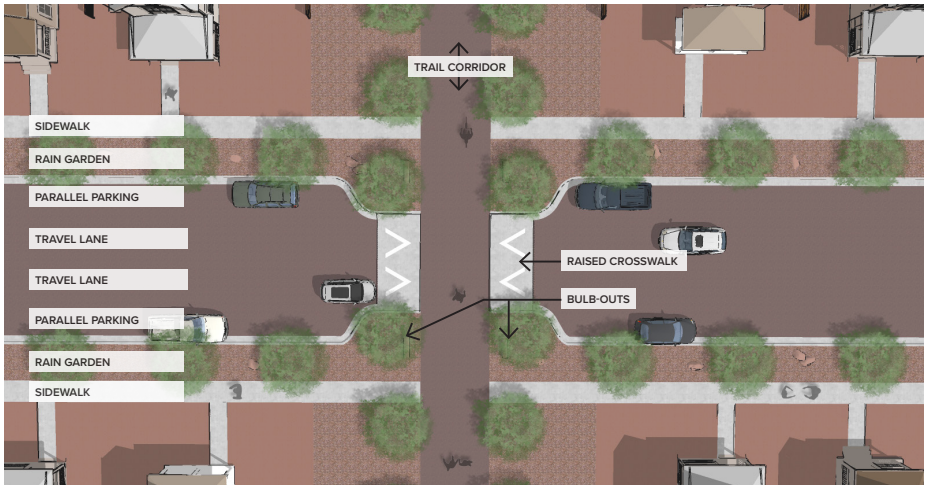
Perspective View

MINOR TRAIL CROSSING

Minor trail crossings are located where off-street trails cross local streets. As illustrated in **Figure 14**, minor trail crossings feature bulb-outs and a raised crosswalk, which together extend the trail across the street at a consistent grade. The resulting raised crosswalk requires vehicles to slow down and gently join the raised elevation of the crossing platform, which facilitates uninterrupted pedestrian and cyclist crossings. Similar to the other crossing types, the use of bulb-outs helps reduce pedestrian crossing distances, increase pedestrian and cyclist visibility, and reduce vehicular traffic speed.

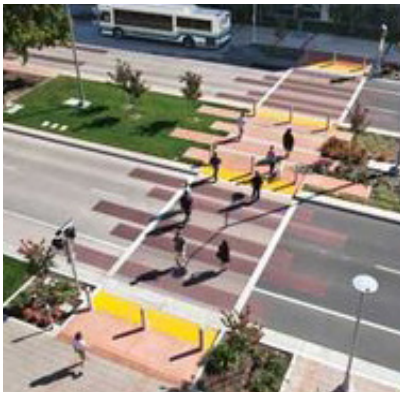
Figure 14 – Minor Trail Crossing Design

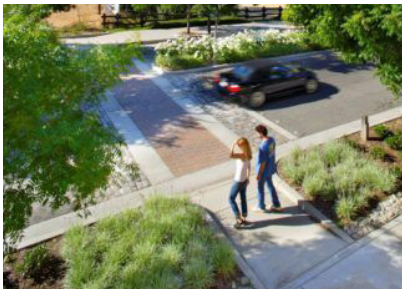
Plan View



Perspective View

Comparable Examples



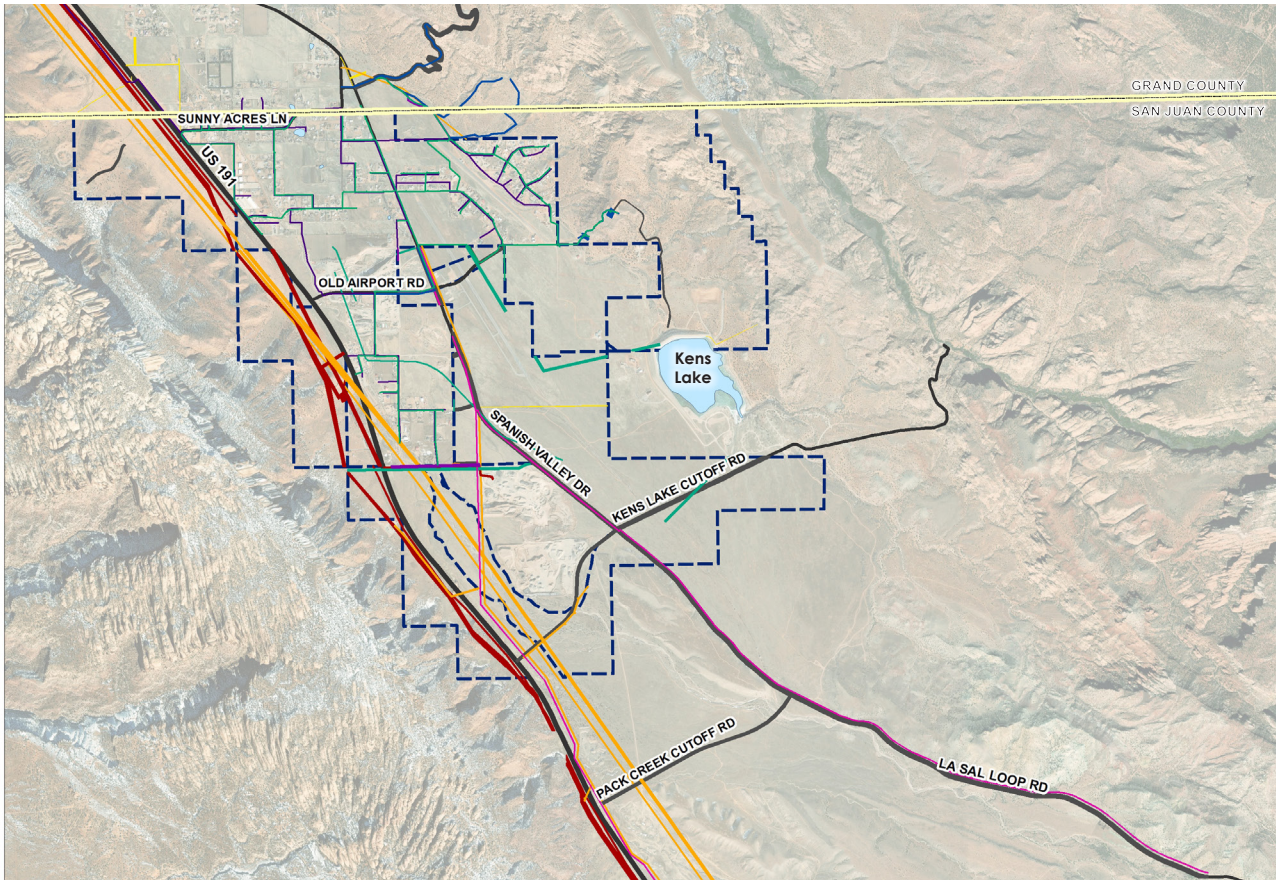


7. Water Sources, Flood Control, and Major Utilities and Easements

7.1 Existing and Proposed Utilities and Infrastructure

The existing utilities, easements and public roads located within the CSP area are illustrated in **Map 7**. Existing utility easements include recently installed culinary water and sanitary sewer lines (San Juan Spanish Valley Special Service District), local distribution and transmission electrical power lines (Rocky Mountain Power), natural gas service lines (Dominion Energy), interstate transmission gas lines (Northwest Pipeline, Mid-America Pipeline, and Dominion Energy), fiber optic lines (Emery Telcom and Frontier Communications), and private irrigation water lines and ditches.

Map 7 – Existing Utilities, Easements and Roads



Legend

- Powerline
- Pipeline - Natural Gas
- Pipeline - Culinary Water (most lines belong to San Juan Spanish Valley Special Service district)
- Pipeline - Irrigation Water
- Pipeline - Sewer System (San Juan Spanish Valley Special Service District)
- Fiber Optic Line
- Roads
- CSP Boundary

Source: Utah Automated Geographic Reference Center (AGRC), San Juan Spanish Valley Special Service District and SITLA

San Juan Spanish Valley Special Service District (District) oversees public culinary water and sanitary sewer for its service area in the San Juan County (County) portion of the Spanish Valley. The County also oversees storm drainage and flood control in the Spanish Valley. Transportation systems in the area are overseen by the County. The County commissioned a utility and infrastructure report (Jones and Demille, 2017), which projected that the South Valley area is generally expected to create approximately 9,640 Equivalent Residential Connections (ERCs) in commercial, mixed use, attached-unit residential and single family detached residential development. It is understood that the existing utility infrastructure will have to be expanded and construction of new infrastructure will be required to serve the CSP project. This summary provides a qualitative overview of existing utilities and the applicant's need to provide services to the South Valley project area. Each utility is discussed on the following pages.

Sanitary Sewer Infrastructure

The District has installed a new sanitary sewer collection system to service existing residents in the area. The sewer system has capacity for 747 ERCs. The sewer system consists of 8" sewer collection lines that flow into a 10" trunk line, which is owned and maintained by Grand Water and Sewer Service Agency (GWSSA). Sewer outflow is collected and handled by Moab City's new sewage treatment plant.

The District does not currently have capacity to serve all of the South Valley project and it is anticipated that existing infrastructure will need to be expanded to accommodate additional development in the CSP area. The applicant will work with the District to determine the long-term needs and impacts of the system and the best course for increasing capacity and meeting future needs. Anticipated improvements include but are not limited to the construction of additional sewer collection and transmission lines.

Power, Gas and Communications Infrastructure

The applicant will work with Rocky Mountain Power, Dominion Energy, Frontier Communications and Emery Telcom to supply services to the CSP area.

Culinary Water Infrastructure

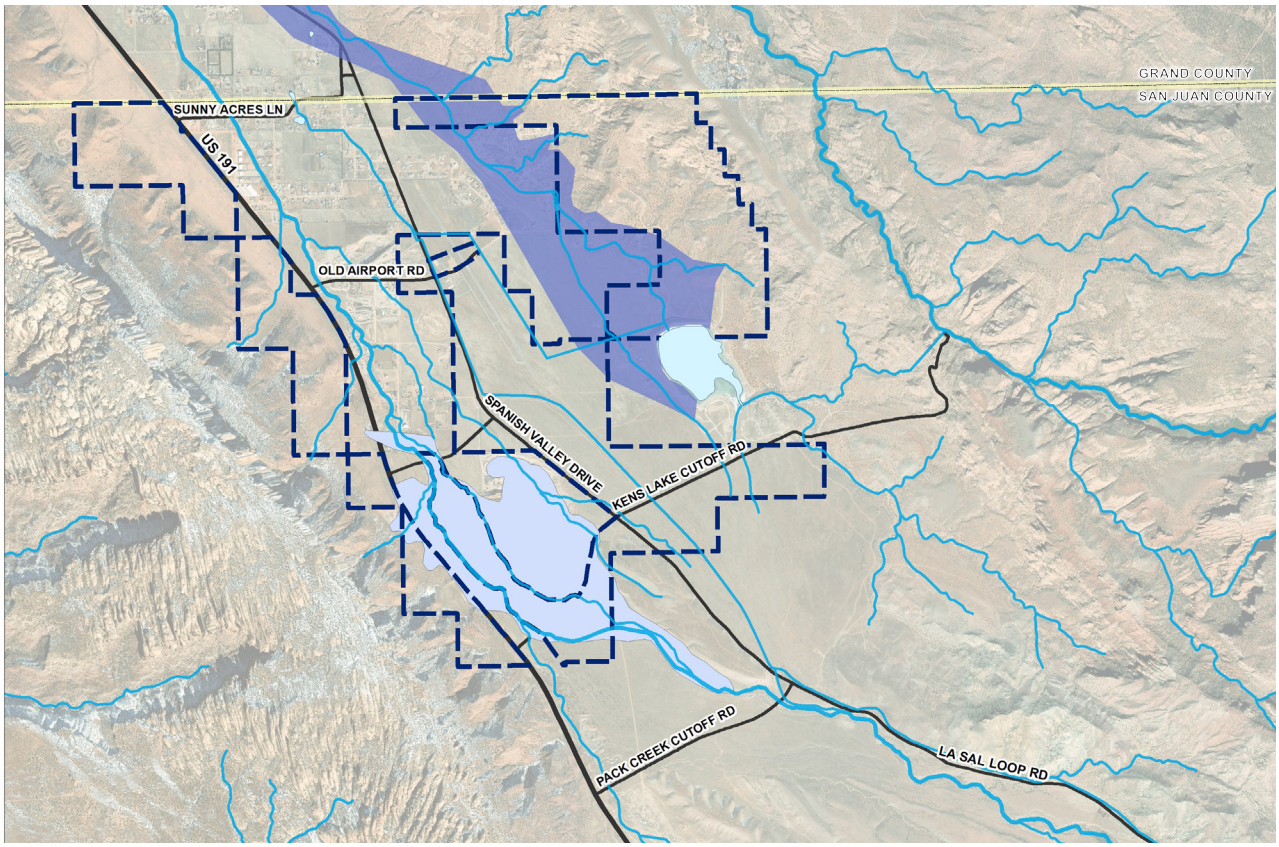
The District has developed a source, distribution and storage system to supply culinary water to its service area, which includes 1) a well facility with capacity for 576 ERCs, 2) a distribution system with 8", 10" and 12" lines, and 3) a 500,000 gallon storage tank near the well facility with a capacity of 800 ERCs.

The applicant understands that the District does not currently have capacity to serve all of the CSP area and anticipates that existing culinary water infrastructure will need to be expanded significantly to serve the additional ERCs in the project. The applicant will work with the District to determine the long-term impacts to the culinary water system and the best course of action for improvements. Improvements are likely to include, but are not limited to, construction of new source, distribution and storage facilities.

7.2 Existing Waterways, Stormwater Conveyances, and Flood Boundaries

Map 8 indicates the primary surface water system in Spanish Valley, including the existing Pack Creek channel and stormwater conveyance area and the flood zone associated with Kens Lake Dam. Pack Creek is the dominant waterway draining the CSP area. Most of Spanish Valley's drainages are ephemeral, conveying water primarily following summer thunderstorms, which are localized, intense and short-lived. Pack Creek also carries water runoff from the spring melt of the La Sal Mountains snowpack located several miles to the southeast.

Map 8 – Existing Waterways, Stormwater Conveyances and Flood Boundaries



Note: Pack Creek Stormwater Conveyance Area shown for areas within the CSP area only.
Source: Utah Automated Geographic Reference Center (AGRC), Hansen, Allen and Luce (HAL), Utah Division of Water Resources and SITLA

7.3 Proposed Storm Drainage Facilities

Pack Creek is a critical resource for the CSP area, providing a natural storm drainage outlet for Spanish Valley and also representing a flood hazard for portions of Spanish Valley. Careful planning is needed to assure that Pack Creek is not adversely impacted by development and that new developments are adequately protected from potential flood hazards related to Pack Creek.

Flood Hazard Mitigation

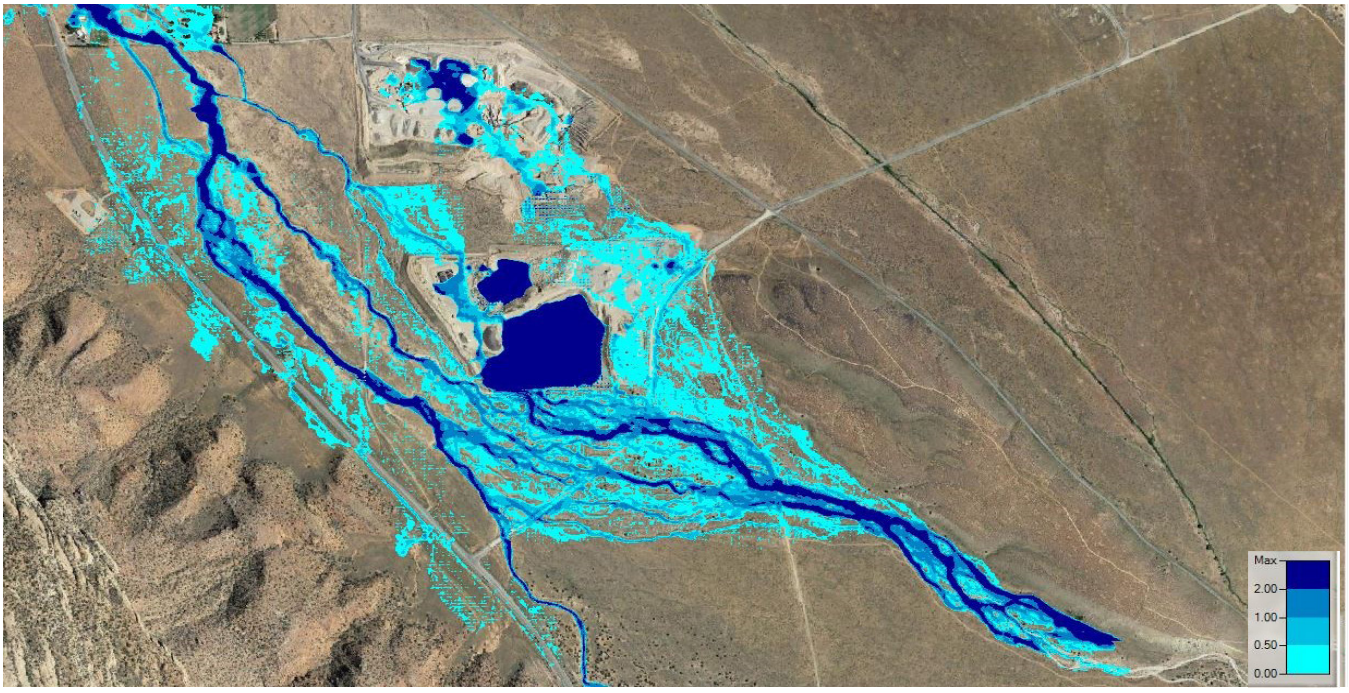
A large portion of the southern area of Spanish Valley is affected by an alluvial fan associated with Pack Creek (**Map 9**). Two strategies are often used to protect developments from flood hazards on alluvial fans. These systems are normally designed to provide protection for floods up to the 1% chance flood event.

- **Debris Basin and Channelization.** A debris basin is placed above the alluvial fan to slow the flow out of the canyon mouth sufficiently to remove debris, bed load and suspended sediments. The downstream conveyance system is enhanced to provide for the conveyance of the 1% chance flood event.
- **Protection of Individual Developments.** Specific areas on the alluvial fan can be protected through use of levees with sufficient height and armoring to protect the development from debris flows.

Low Impact Development

Low Impact Development (LID) is to be used for long term storm water management in the South Valley Community. LID techniques minimize the directly connected impervious area and infiltrate runoff from impervious areas near the source of the runoff, emphasizing conservation and use of on-site natural features and constructed swales to protect water quality. LID practices are especially helpful in areas of high soils permeability and low slopes such as most of the South Valley project area.

Map 9 – Pack Creek Alluvial Fan (increasing depth shown in darker blue colors)



Source: *Hansen, Allen and Luce (HAL)*

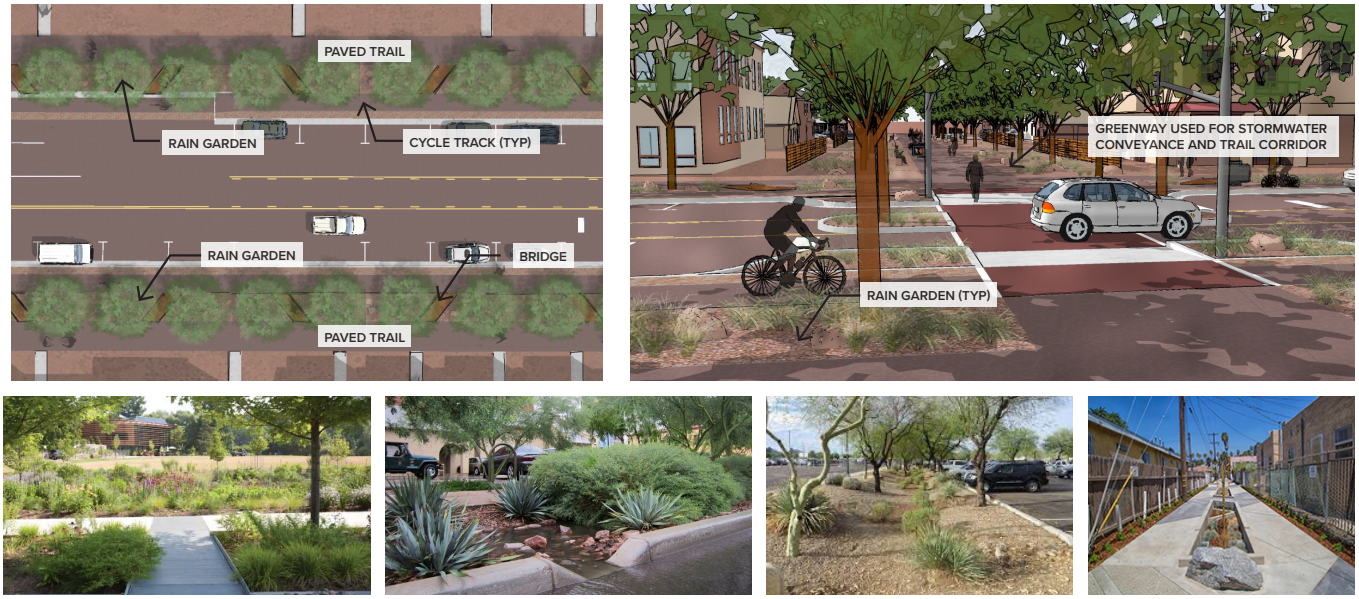
Inherent in development is the increase of impervious surfaces as roads, driveways, sidewalks, parking lots and buildings are constructed. Storm runoff from impervious areas can exceed ten times the runoff from natural areas. LID practices can help mitigate the effects of increased impervious areas by providing opportunities for infiltration into the ground near the source of the runoff. For example, in areas of suitable soils, the runoff from sidewalks and homes can be infiltrated prior to running off into the storm drain collection system. Stormwater detention basins are an effective means of reducing downstream runoff peak flow effects.

The Utah Department of Environmental Quality's Division of Water Quality (DWQ) has prepared "A Guide to Low Impact Development within Utah" (Utah LID Guide, Michael Baker International and Environmental Planning Group, revised August 2020). This document describes alternate means of implementing LID practices. According to this guide, a key to LID is providing, to the extent practical, the infiltration of storm water near the source. Starting in 2019, municipalities that are permitted under the DWQ to discharge storm water, are required to develop an LID approach for new development and redevelopment projects. A key objective is the retention and infiltration on-site of the runoff from the 90th percentile storm event. The 90th percentile storm event for Spanish Valley is about 0.53 inches of rain.

Most of the soils in Spanish Valley are highly permeable and are conducive to the application of LID practices. In particular, the use of dry wells (sumps) to infiltrate runoff from roads and developments could be used to reduce the volume of runoff. Long term infiltration performance of dry wells requires pretreatment devices to remove organic material (leaves, loose bark, etc.) and sediments from flows prior to entering the dry well.

One key technique for LID is to utilize rain gardens and other green infrastructure technique to manage stormwater runoff from roads and sidewalks. **Figure 15** illustrates how rain gardens are planned to be incorporated into the public right-of-way. It also includes several comparable examples of successful rain gardens located within public rights-of-way.

Figure 15 – Conceptual Plans and Comparable Examples for LID Implementation



Storm Drainage System

The major storm drainage system in newly developing residential areas or business districts should generally be designed for the 100-year event (flood event with a 1% chance of being equaled or exceeded in any given year) with the objective of preventing major damage and loss of life. This does not mean that storm drainpipe systems should be designed for the 100-year event. Instead, it represents an opportunity to utilize a combination of storm sewers and channelized surface flow to provide adequate flood protection to homes.

A key objective of the drainage plan is to mitigate development impacts to Pack Creek through providing infiltration near the source of runoff and reducing peak storm runoff flowrates to less than or equal to the pre-development peak flows. Three infrastructure types are planned: 1) rain gardens, 2) sumps, and 3) detention basins. Analysis of existing storm runoff conditions defines a 100-year storm runoff peak flowrate of about 0.01 cfs per acre for pre-development conditions. Rain gardens and sumps are planned to capture and infiltrate the runoff from a 10-year storm event. Detention basins are planned to detain the runoff from a 100-year storm event with maximum peak release rate to Pack Creek of 0.01 cfs per acre.

The proposed street cross sections (see **Figures 2-8**) and the proposed Community Structure Plan Land Use (see **Table 2**) were used to define typical storm drainage runoff characteristics. A key characteristic is the impervious portion of the tributary area which is directly connected to the drainage system. Unconnected impervious areas are areas in which runoff does not flow to pervious areas near the source of the runoff. The US Army Corps of Engineers Hydrologic Modeling System (HEC-HMS) was used to create a storm water runoff model of the proposed typical streets and land use types. The storm water runoff model was used to define the typical needed spacing for rain gardens and dry wells (sumps).

The dimensions of the typical rain garden were assumed to be a maximum of 1-foot water depth with 3 horizontal to 1 vertical side slopes. The longitudinal slope of the rain garden was assumed to be flat with a maximum individual rain garden length dictated by the slope of the street and the width of the rain garden (for example the proposed rain garden width for an Urban Residential Collector is 9.5 feet, see **Figure 2**). The downstream edge of the rain garden is terminated with a check structure. Rain garden design infiltration rates were based on hydrologic soil type using the Utah City Engineers Association recommended safety factor (2.5). Design infiltration rates: Hydrologic Soil Type A = 1.6 inches per hour, Hydrologic Soil Type B = 0.6 inches per hour, and Hydrologic Soil Type C = 0.15 inches per hour.

Slopes of 1, 3, and 6 percent were tested in the model. The findings are shown in **Table 4** with the numerator indicating the maximum length of an individual rain garden for the given street slope and width and the denominator indicating the spacing needed to capture the 10-year storm runoff event.

Table 4 – Rain Garden Spacing (garden length/spacing between gardens)

HYDROLOGIC SOIL TYPE	A			B		
STREET SLOPE	1%	3%	6%	1%	3%	6%
Urban Residential Collector	59/58	20/20	10/10	59/33	20/11	10/6
Urban Local (Parking one side)	92/235	31/79	16/40	92/123	31/42	16/21
Urban Local (Parking both sides)	42/66	14/21	7/11	42/37	14/12	7/6

Where the needed rain garden spacing (denominator) is equal to or smaller than the rain garden length (numerator), then the street slope is too steep to allow the capture of the 10-year storm runoff using rain gardens alone and will require the use of sumps in addition to the rain gardens.

As shown in **Table 4**, rain gardens in the Urban Residential Collector street will need to be augmented with sumps for all street slopes, rain gardens in the Urban Local (Parking one side) streets will not need to be augmented with sumps, rain gardens in the Urban Local (Parking both sides) streets will need to be augmented with sumps for Hydrologic Soil Type B soils.

Dry wells (sumps) were assumed to have the following geometry:

- 5-foot diameter manhole,
- 10-foot total diameter sump including the gravel,
- and 10-foot manhole depth on a two-foot layer of gravel.

This geometry yields approximately 500 cubic feet of void volume per sump. The computed typical maximum sump spacing by street type to retain the 10-year storm runoff event assuming one sump for each side of the road) is indicated in **Table 5**.

Table 5 – Typical Sump Spacing (in feet, assuming a sump on each side of the street)

STREET TYPE	TOTAL R.O.W WIDTH (FEET)	% OF R.O.W DIRECTLY CONNECTED TO IMPERVIOUS AREA	HYDROLOGIC SOIL TYPE A	HYDROLOGIC SOIL TYPE B	HYDROLOGIC SOIL TYPE C
Neighborhood Center Collector	106	100%	122’	86’	70’
Urban Residential Collector	106	63%	168’	108’	80’
Frontage Road	78	54%	276’	168’	120’
East West Collector	94	53%	238’	142’	102’
Urban Local (Parking both sides)	66	59%	300’	186’	138’
Urban Local (Parking one side)	66	49%	360’	210’	148’
Major Rural Local	94	36%	338’	178’	118’
Minor Rural Local	66	52%	340’	202’	144’

The typical directly connected impervious area was estimated with reference to TR-55, MHFD’s Urban Storm Drainage Criteria Manual, and previous studies completed by HAL. The typical design directly connected impervious by development type is found below in **Table 6**. The typical detention per acre will vary based on the soil type. Assumptions for **Table 6** include the following:

- Maximum allowable release rate in a 100-year 24-hour storm event (2.8 inches) of 0.01 cfs/acre.
- A pervious composite (unconnected impervious and pervious) CN of 75.
- Detention basin side slopes of 3H:1V and max water depth of 3.0 feet.
- Design infiltration rate at the detention basin of 1.6 inches per hour.

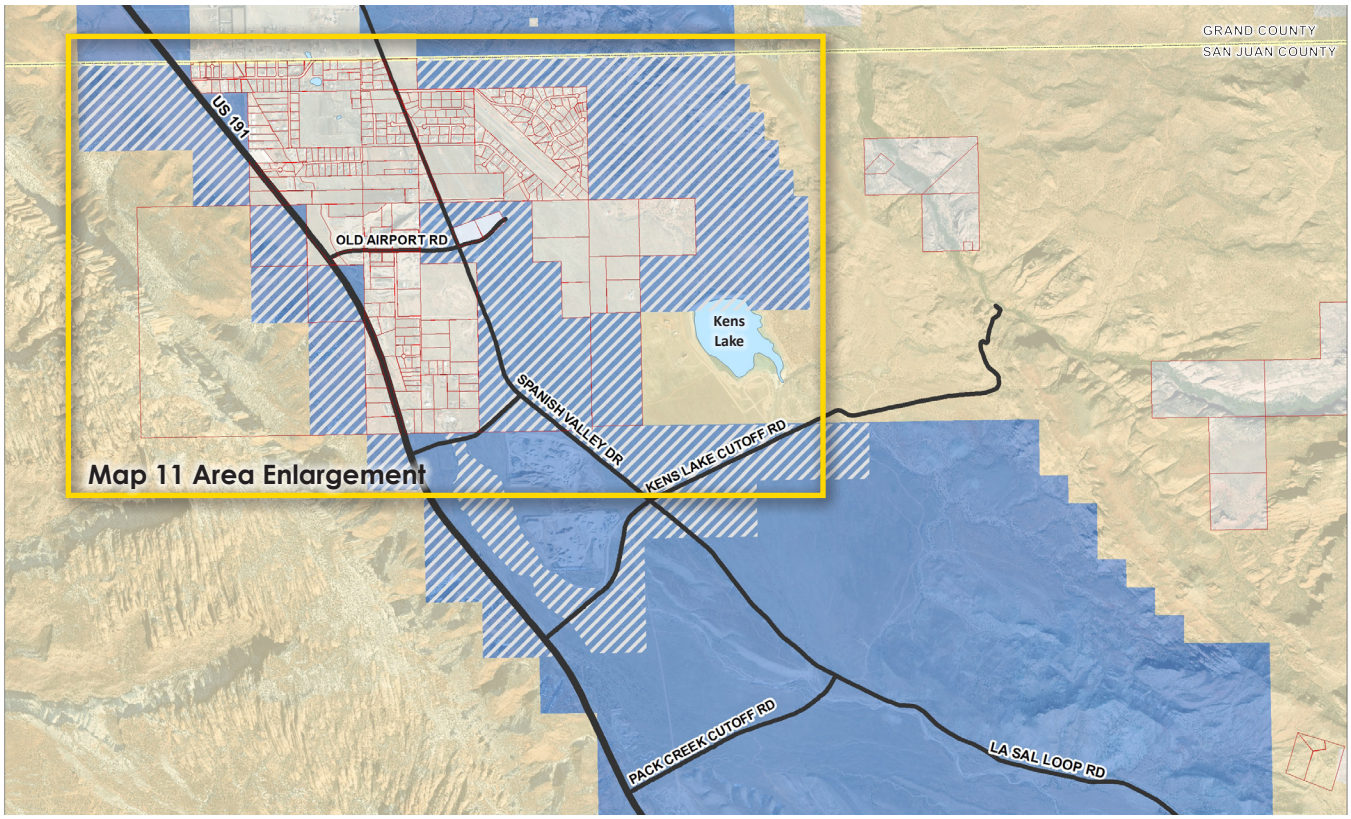
Table 6 – Typical Percent Directly Connected Impervious Area and Detention per Acre

DEVELOPMENT TYPE	AVERAGE DENSITY (UNITS/ACRE)	% DIRECTLY CONNECTED IMPERVIOUS AREA	TYPICAL DETENTION (CUBIC FT PER ACRE)
Neighborhood Centers	8	70	5,000
Central Development Areas	4.5	35	3,300
Perimeter Development Areas	1.5	15	2,400
Flex Development Areas	4.5	35	3,300

8. Adjacent Parcels

With the exception of a ten-acre parcel owned by San Juan County in the north edge of the CSP area, the CSP area is wholly-owned by SITLA. Parcels under other ownership are located adjacent to the CSP boundary. **Map 10** shows the location and owner(s) of each adjacent parcel. The land uses of the adjacent parcels are primarily residential, with some industrial (primarily gravel extraction operations) and highway commercial activity. **Map 11** is an enlargement of the smaller adjacent properties located on the northern extents of the CSP area. **Table 7** provides detailed identification of adjacent ownership by parcel. **Map 12** indicates the current zoning within the CSP area and beyond.

Map 10 – Existing Ownership Map Illustrating Adjacent Parcels



Map 11 – Enlargement of Existing Ownership Map

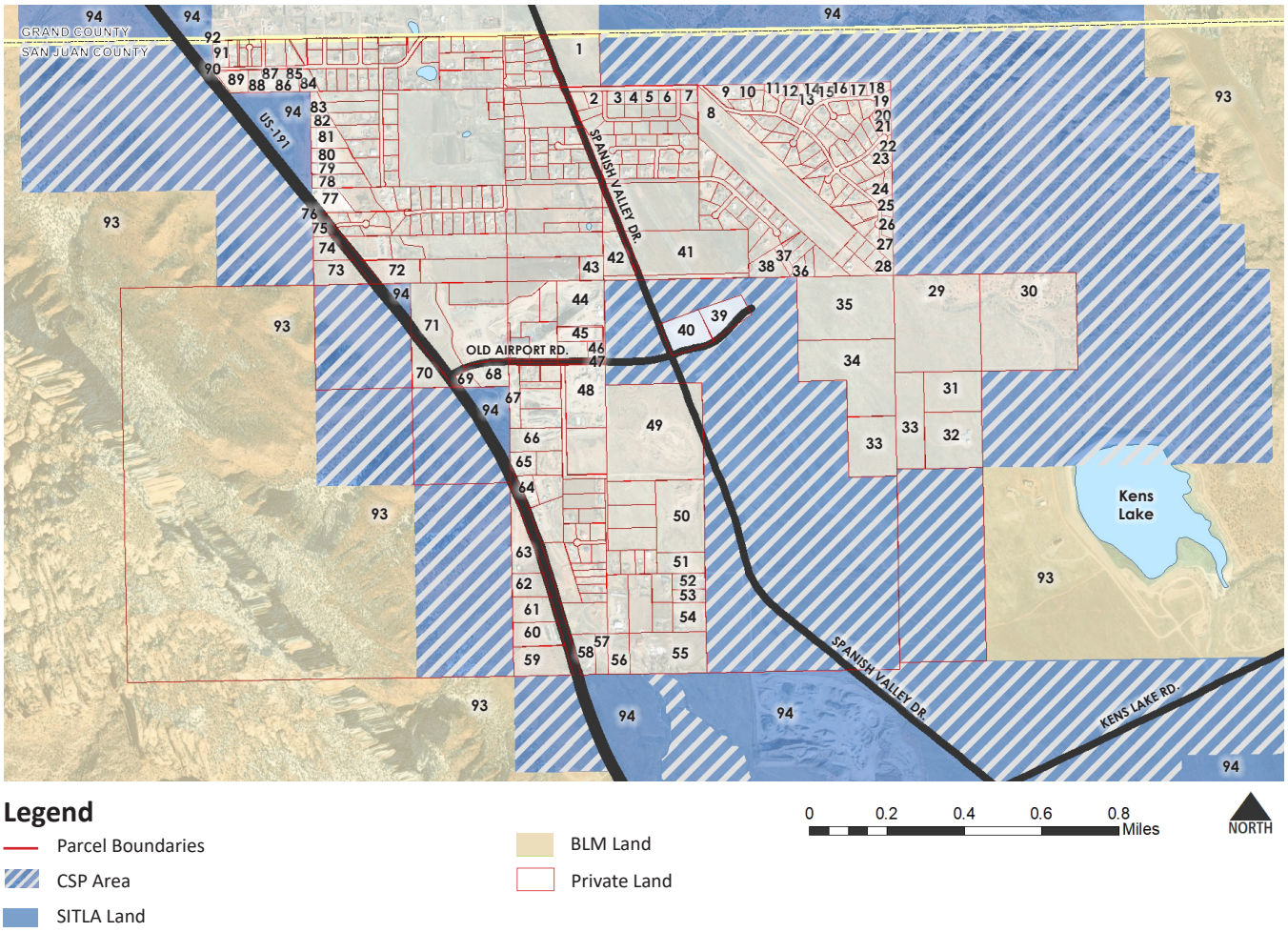


Table 7 – Adjacent Ownership by Parcel (as of April 5, 2021) - 1 of 4

NUMBER ON MAP	PARCEL NUMBER	OWNER
1	26S22E363600	Kenneth E. Bates, Julia Bates, Harley Edward Bates and Dorothy Lorraine Bates
2	000990000020	Business Resolutions, LLC, Trustee of the Moab Development Trust dated September 26, 2014
3	000990000180	Business Resolutions, LLC, Trustee of the Moab Development Trust dated September 26, 2014
4	000990000190	Business Resolutions, LLC, Trustee of the Moab Development Trust dated September 26, 2014
5	000990000200	Business Resolutions, LLC, Trustee of the Moab Development Trust dated September 26, 2014
6	000990000130	Business Resolutions, LLC, Trustee of the Moab Development Trust dated September 26, 2014

Table 7 – Adjacent Ownership by Parcel (as of April 5, 2021) - 2 of 4

NUMBER ON MAP	PARCEL NUMBER	OWNER
7	000990000120	Business Resolutions, LLC, Trustee of the Moab Development Trust dated September 26, 2014
8	26S22E367801	Business Resolutions, LLC, Trustee of the Moab Development Trust dated September 26, 2014
9	000820000010	Lester Zufelt and Laura Zufelt, Trustees of The Lester and Laura Zufelt Family Living Trust dated July 29, 2005
10	000820000030	Lester Zufelt and Laura Zufelt, Trustees of The Lester and Laura Zufelt Family Living Trust dated July 29, 2005
11	000620010030	Kevin L. Irvine and Tina M. Irvine
12	000620010040	Samuel Adam Mealey
13	000620000070	Stanley Jay Madsen and Evyonne Lynn Madsen
14	000620000080	Pamela J. Sewell
15	000620000090	Philip D. Atkins and Linda Duran McKelvey-Atkins
16	000620000100	Brandon Melvin Williams and Courtney Richens, and Raymond A. Richens
17	000620000110	Kristine M. Rogers and Lane C. Wille
18	000620000120	James FW, Trustee of the FW James Revocable Living Trust dated May 20, 2016
19	000620000130	Maxine D. Starr
20	00062000033F	North Moab Holdings 48 Vista View Lane, LLC
21	00062000033B	North Moab Holdings 16 Vista Lane, LLC
22	000620000340	Ronald G. Hacker and Paula C. Hacker
23	000620000350	Alfred M. Cymbaluk and Jennifer L. Anderson-Cymbaluk
24	00062000049A	Daniel George McPherson
25	000620000500	Philip A. Snyder
26	000620000510	Dominic Lee
27	000620000520	Dominic Lee
28	0006400A1010	Business Resolutions, LLC, Trustee of the Moab Development Trust dated September 26, 2014
29	27S23E063001	Melinda G. Elkin and Karl K. Spielman, Trustees of the Spielman and Elkin Revocable Trust dated June 14, 1999
30	27S23E062400	Stephen P. Johnston and Kathleen M. Johnston, Trustees of the Stephen P. Johnston and Kathleen M. Johnston Pre-Death Revocable Living Trust under agreement effective June 30, 2011
31	27S23E063000	Melinda G. Elkin and Karl K. Spielman, Trustees of the Spielman and Elkin Revocable Trust dated June 14, 1999
32	27S23E063600	Timothy O'Niell and Beverly B. O'Neill
33	27S22E011800	Betty E. Thomas and William Thomas, Trustees of the Betty E. and William Thomas Family Trust dated October 26, 1999
34	27S22E010002	William Thomas, Trustee of the William Thomas Family Trust dated October 26, 1999
35	27S22E010001	Melinda G. Elkin and Karl K. Spielman, Trustees of the Spielman and Elkin Revocable Trust dated June 14, 1999

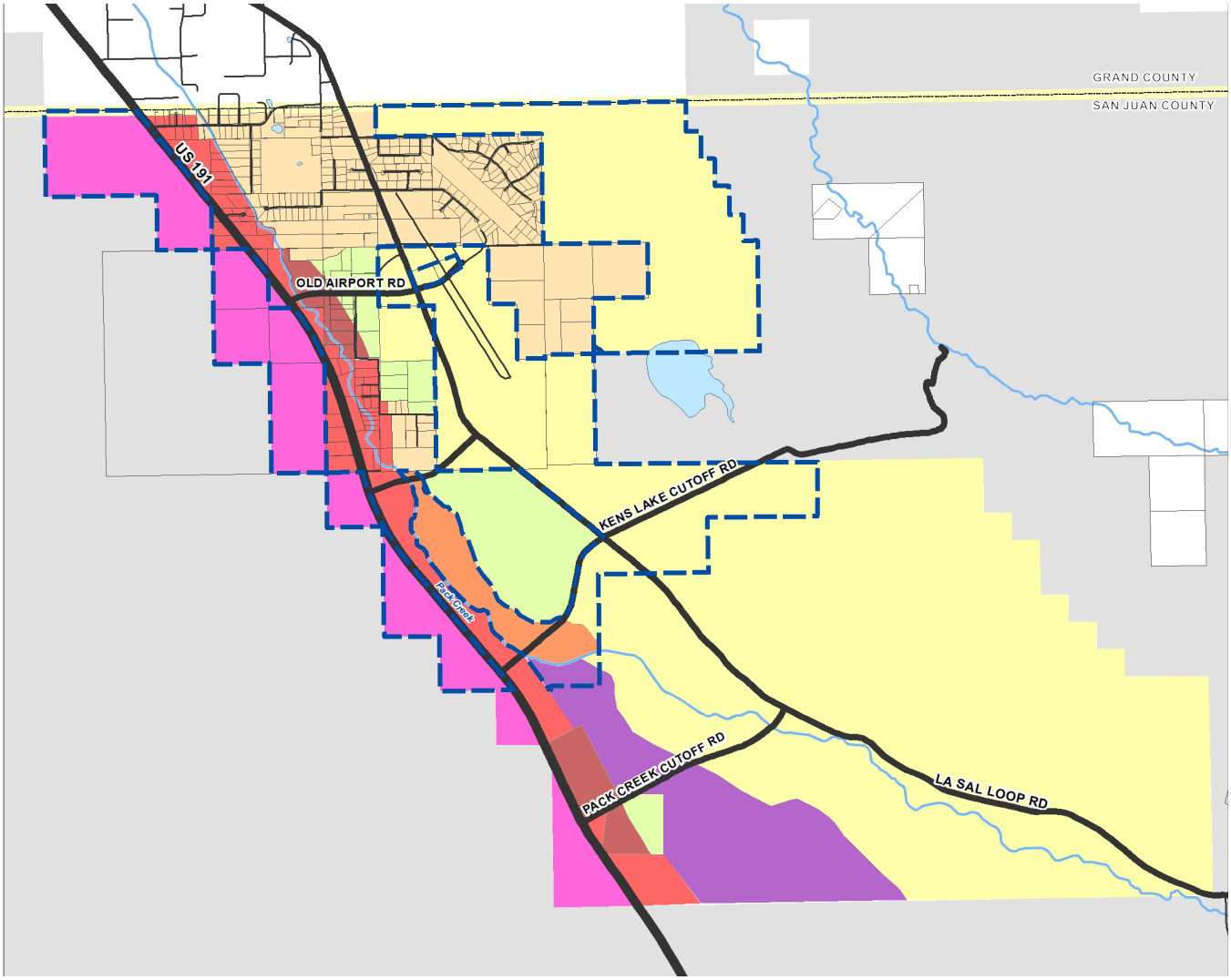
Table 7 – Adjacent Ownership by Parcel (as of April 5, 2021) - 3 of 4

NUMBER ON MAP	PARCEL NUMBER	OWNER
36	000450000030	Ronald Tazz Robinson and Kellie Warden
37	00045000006B	Mitch K. Kelling
38	000450000070	Mitch K. Kelling
39	27S22E010700	San Juan County
40	27S22E012400	Local Building Authority of San Juan Health Service District
41	0003900000D0	Grand County
42	26S22E366602	Red Rock Partners LLC
43	26S22E366006	Brian C. Backus and Kelsie P. Backus
44	27S22E013000	LeGrand Johnson Construction Company
45	27S22E013008	LeGrand Johnson Construction Company
46	27S22E013007	Aron Ryan and Richard A. Ryan
47	27S22E013013	San Juan County
48	27S22E013606	LeGrand Johnson Construction Company
49	27S22E014200	Grand County
50	27S22E014800	LeGrand Johnson Construction Company
51	27S22E014802	LeGrand Johnson Construction Company
52	00056000004A	Gregory S. Williams
53	00056000004B	Gregory J. Mefret and Michelle L. Mefret
54	000560000050	Edward K. Tangren, Trustee of The Tangren Family Trust dated November 6, 1996
55	000560000060	Michael H. Bynum and Gina Giffin
56	000560000070	Michael H. Bynum and Gina Giffin
57	000800000010	Karl G. Tangren and Joylyn Johnson
58	000800000020	Karl G. Tangren and Joylyn Johnson
59	27S22E016001	IUC Properties LLC
60	27S22E016002	Rim View LLC
61	27S22E016003	Rim View LLC
62	27S22E015402	David Ivan Hawks
63	27S22E015405	David Ivan Hawks
64	27S22E013603	WCR Holdings, LLC
65	27S22E013602	Kane Creek LLC
66	27S22E013601	LeGrand Johnson Construction Company
67	27S22E013600	LeGrand Johnson Construction Company
68	27S22E020003	LeGrand Johnson Construction Company
69	27S22E020005	John Benjamin Gunn
70	27S22E020004	Shocker Holdings LLC
71	27S22E020002	(1/2 int) Ferrie Arthur Mathie, surviving Co-trustee of the Catherine LuPreal Summerhays Mathie Inter Vivos Trust and (1/2 int) Ferrie A. Mathie, surviving Co-trustee of the Catherine LuPreal Summerhays Mathie Family Trust

Table 7 – Adjacent Ownership by Parcel (as of April 5, 2021) - 4 of 4

NUMBER ON MAP	PARCEL NUMBER	OWNER
72	26S22E359004	Ronald J. Holyoak and Katherine F. Holyoak, Trustees of the Holyoak Family Trust dated April 30, 2003
73	26S22E358400	R and K Holyoak Properties, LLC
74	26S22E358401	Grand County
75	26S22E358402	Grand County
76	26S22E359000	Roberta H. Knuston and Wynona Dalton, Trustees of the Holyoak Family Trust
77	000850010010 000850010020 000850010030 000850010040 000850010050 000850010060 000850010070 000850010080 000850010090	Tactical Lighting Solutions, LLC James S. Pate Dale Reynolds Donald Gerard Bellio and Barbara Bellio, Trustees of the Donald Gerard Bellio Living Trust dated March 9, 2001 Doran J. Michaels Dustin Frandsen Jeffrey P. Peterson and Sarah D. Peterson David R. Stuab and Elizabeth R. Stuab David R. Stuab and Elizabeth R. Stuab NOTE: These 9 parcels are in a subdivision adjacent to SITLA land. The subdivision contains a "common area" which directly borders SITLA land and each lot owner receives a 1/9 interest in the "common area".
78	26S22E357805	Carroll Drilling LLC
79	26S22E357806	630 North, LLC
80	26S22E357820	Wada Thompson Properties
81	26S22E357810	Thomas Howard Balsley
82	26S22E357830	Star Point LLC
83	26S22E357840	RREM Holdings, LLC
84	26S22E354207	Aletha Butcher
85	26S22E354206	Marlene R. Huckabay, Trustee of the Marlene Rumel Huckabay Living Trust dated August 28, 1997
86	26S22E354205	Corina Lynn Santos
87	26S22E354211	Earl Dwight Johnston and Dorothy Sue Johnston
88	26S22E354204	Sean G. McArthur
89	26S22E354203	John R. Krist
90	26S22E354214	San Juan County
91	26S22E354209	Matt R. Zunich and Kelly J. Zunich
92	26S22E354210	Chris Williams and Thippaphonh Williams
93	n/a	USA (Bureau of Land Management)
94	n/a	SITLA

Map 12 – Current Spanish Valley Zoning Map Indicating Adjacent Land Uses to the Community Structure Plan Area



Legend

- Planned Community (PC)
- Spanish Valley Residential (SVR)
- Residential Flex (RF)
- Agricultural (A1)
- Business Flex (BF)
- Highway Flex (HF)
- Highway Commercial (HC)
- Controlled District - Highway (Cd-h)
- CSP Boundary
- County Boundary
- BLM Land (Unzoned Federal Property)

NORTH 2,000 1,000 0 2,000 Feet

Note: This map is based on the San Juan County Spanish Valley Zoning Map adopted by the San Juan County Board of Commissioners on Feb 16, 2021

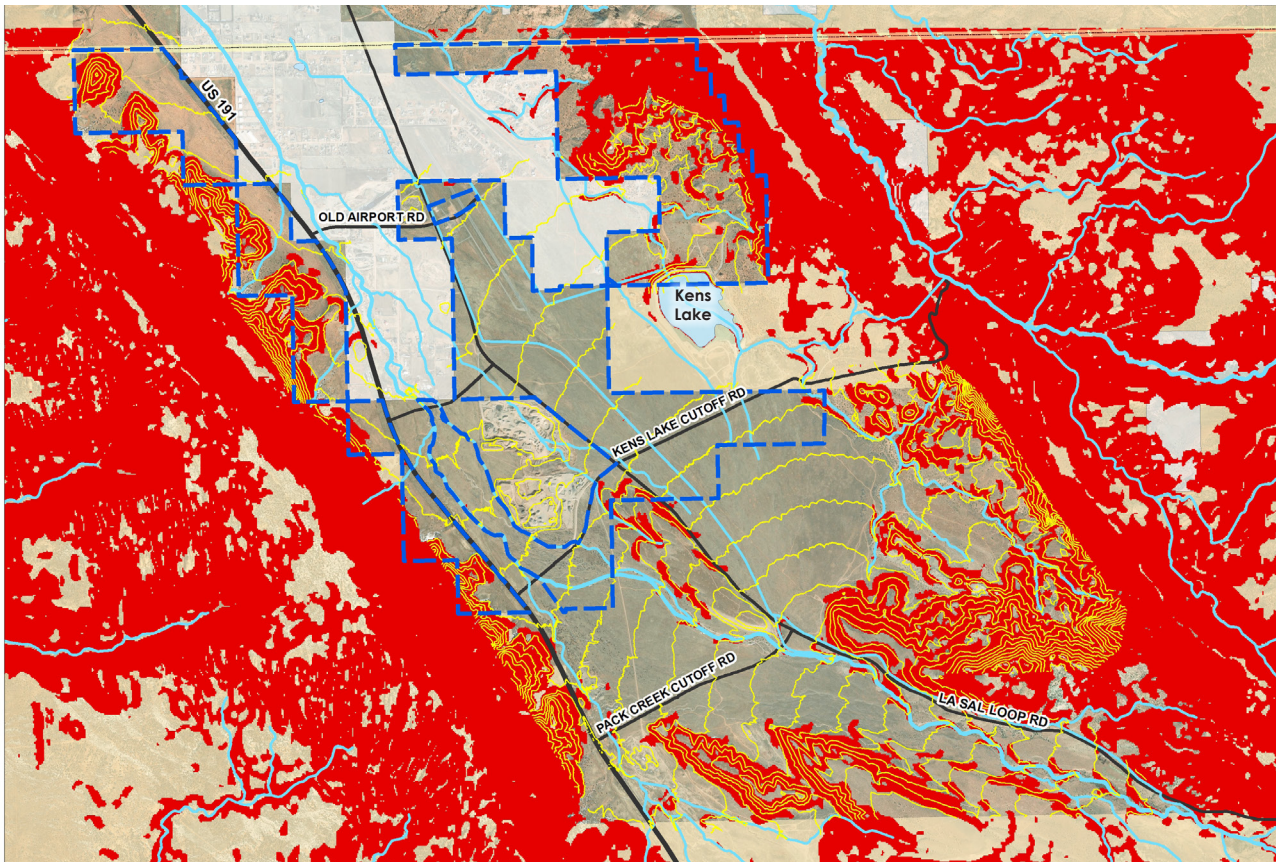
9. Topography and Form

The Spanish Valley is a southeast-northwest trending valley that merges with the Colorado River north of Moab. The main geologic features in the area are the Glen Canyon Group sandstones and the La Sal Mountains. The Glen Canyon Group rocks form the steep walls on both sides of the Spanish Valley, as well as the mesas and dendritic canyons for which the area is famous. **Map 13** illustrates the site topography at 40-foot contours and also indicates slopes greater than 30-percent that generally should be avoided for development purposes according to existing San Juan County design requirements.

Most of the CSP area within Spanish Valley is flat to moderately sloped, with areas of steep slopes located on the edges of the valley. Small drainage channels tend to be moderately eroded into the valley floor while larger streams including Pack Creek are more deeply incised into the valley floor. The steep cliffs that define the edges of the Spanish Valley are primarily located outside the CSP area.

The large areas of steep cliffs and open land contribute to the broad views and unique vistas found in Spanish Valley. These landforms also provide wildlife habitat and places to engage in outdoor and recreation activities. Kens Lake is a reservoir located just east of the South Valley project area that is managed by the Bureau of Land Management (BLM). The reservoir is a significant recreation draw as well as an important secondary water resource. Kens Lake includes a campground with more than three miles of hiking trails. Fishing and swimming in the reservoir are popular activities, while boating is limited to non-motorized craft. Beyond the CSP area, public land in Spanish Valley is managed by the BLM.

Map 13 – Existing Topography Including 40 Foot Contours and Significant Topographic Features



Source: Utah Automated Geographic Reference Center (AGRC), Hansen, Allen and Luce (HAL), Utah Division of Water Resources and SITLA

10. Existing and Proposed Secondary Water Rights, Shares and Usage

Table 8 shows existing secondary (irrigation)water rights within the CSP Boundary.

Table 8 – Secondary/Irrigation Water Rights and Usage

STATUS	WATER RIGHT	USAGE
Existing	05-2307	200 Equivalent Livestock Units (ELUs)

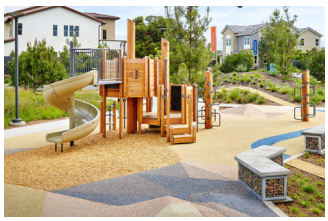
11. Open Space Plan

Map 14 illustrates the primary open space system for the CSP area. These areas will be coordinated with the pedestrian and bicycle trail system illustrated in **Map 5**, linking neighborhoods, schools, service nodes, recreation sites and similar destinations together as a coordinated open space system. A full range of park and open space types and sizes is proposed to meet the long-term needs of the community. Typical size and functional requirements of the primary open space system is described below, with the largest parks (Regional and Community) to be distributed as illustrated in **Map 14**.

Regional Parks (15+ acres minimum) provide amenities that serve the region, including restrooms, sports fields, open play areas, playgrounds and specialty draws such as sports parks, rodeo grounds and similar facilities. These should be coordinated with nearby school fields and school recreation facilities to avoid duplication of services and amenities.

Community Parks (10+ acres) include open play and sports fields as basic features to meet the needs of the community.

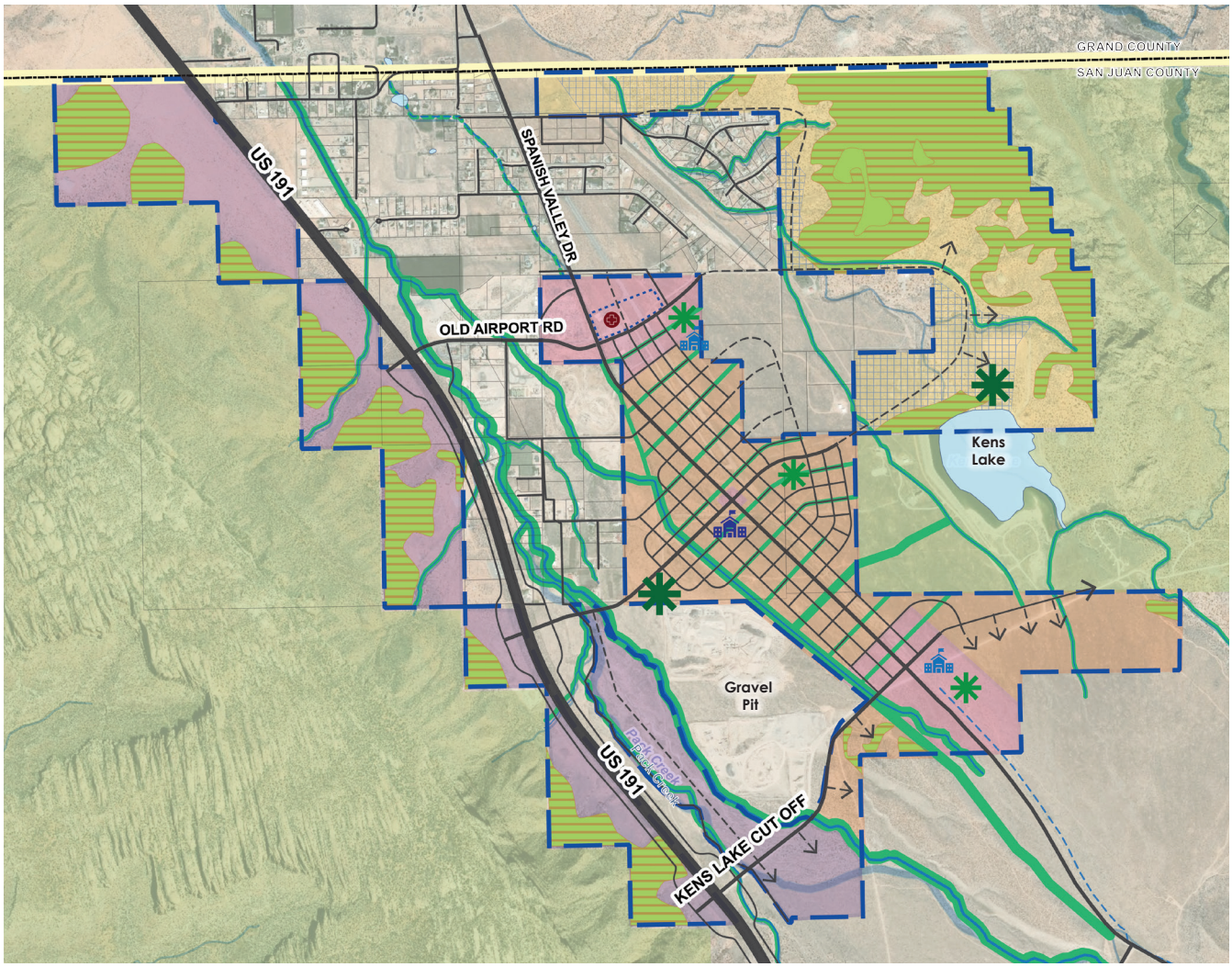
Neighborhood Parks (2 to 5 acres) are focused on open play areas, playgrounds and similar amenities that meet the needs of the surrounding neighborhood. Typical amenities include a restroom, pavilions, playgrounds, sports fields and un-programmed open space.



Local Parks (1 to 2 acres) meet the need of adjacent and nearby residents. Typical amenities include a small shelter, a playground and a focal play feature.

Natural Open Spaces, Drainage Corridors, Green Corridors and Off-street Trail Corridors provide an interconnected open space system, linking the various neighborhoods with trails, parks, schools and recreation sites.

Map 14 – Proposed Parks and Major Open Spaces



Legend

- Regional Park
- Community Park
- Green Corridor
- Major Open Space
- BLM Land
- High School
- Elementary School
- Medical Clinic
- Central Development Area
- Perimeter Development Area
- Neighborhood Center
- Flex Development
- Slopes >30 Degrees
- Dam Break Hazard
- County-Owned Land
- CSP Project Boundary

0 0.2 0.4 0.6 0.8 Miles

NORTH

12. Major Public Infrastructure Standards

This section describes the design and maintenance requirements of streets and associated elements that compose the public infrastructure realm in the community. Descriptions and concepts build upon the information presented in *Section 6: Master Circulation System Plan*.

12.1 Streets and Streetscape Design Principles

The manner in which streets are designed and installed will have significant impact on the establishment of a consistent and unified community function and appearance. The edges of the streets will include a unified system of street lights, furnishings, and hardscape treatments and be carefully landscaped with appropriate trees, vegetation and special landmark treatments at entrances and gateways. In recognition of the differences that exist along the length of a roadway, minor variations in the design, materials, colors and plant species used in the street right-of-ways are encouraged to emphasize those distinctions. For example, rows of street trees will be planted within park strips where possible, along both edges of the street and in medians. This will create a unified "allee" appearance from near and far.

Trees and plants will be selected that are well-suited to the local hot and arid climate. They should be unified with the landscape treatments of surrounding private developments and incorporate water-conserving design concepts detailed in this document and as required by San Juan County Spanish Valley Development Ordinances.

Additional design detailing is necessary to determine the final configuration of specific street edge treatments. Nevertheless, sidewalks and walkways along the street edge should be "urban" in the core of the city and at community nodes, transitioning to less formal and more relaxed configurations in the more rural areas.

Streets located in the central areas, alongside major roads (such as Spanish Valley Drive/"Main Street") and adjacent to neighborhood centers should be unified while reflecting the specific character of each neighborhood and district. The sidewalk and walkway system should be well-coordinated, generally constructed of concrete, concrete unit pavers and similar durable materials in accordance to specific design needs and functional requirements. Pavement colors should be carefully considered to ensure sidewalks and plazas fit with the surrounding desert setting and climate while helping to reduce urban heat island impacts produced by dark materials.

All new or retrofitted streets in the CSP Area should be carefully designed to accommodate safe and comfortable movement of pedestrians, cyclists, and vehicles. Where appropriate, streets should also accommodate transit.

The following are elements of major roads and roads in the core areas of the community:

- A comprehensive pedestrian realm: streets should include a generous pedestrian and cycling environment, as Illustrated in **Figure 16**, including:
  - A furnishings zone, for street trees, street furniture, pedestrian-scale lighting. This zone is also used as a buffer for pedestrians from moving traffic;
  - A through zone where people walk; and
  - A frontage zone, where the land uses can "spill out" onto the street with outdoor dining, display, seating, plantings or other uses.
- A roadway designed for low vehicle speeds of 25 mph.
- The awareness of cyclists through on-street markings and signage, especially in high-conflict areas. For smaller local-level streets, dedicated bike lanes will likely not be necessary if the traffic speeds are kept low.
- An on-street parking lane, with bulb-outs and other uses where appropriate, such as at pedestrian crossings on "Main Street."

Figure 16 – Comprehensive Pedestrian Realm

FURNISHING ZONE:

Space acting as a pedestrian buffer from moving traffic and space for amenities such as benches and other street furniture, lighting and utility poles.

THROUGH ZONE:

Space for people to walk. The Through Zone should be able to accommodate wheelchairs passing and, depending on the environment and amount of pedestrians, people or pairs of people walking past one another.

FRONTAGE ZONE:

Space for features associated with the adjacent land use such as plantings, dining, seating or displays.

12.2 Trees and Vegetation

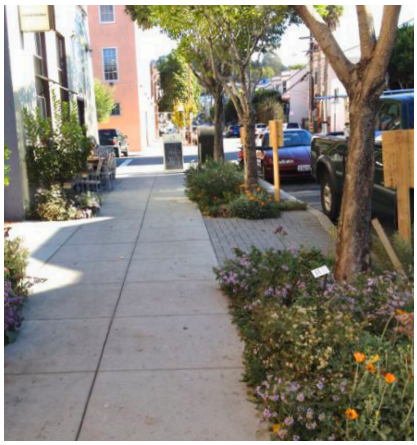
A variety of shade trees should be used to transform the South Valley area into a shaded and inviting place that is aligned with the realities of the local harsh and arid climate. In general, shade and street trees that are large at maturity should be selected, creating a streetscape that is shady, pleasant, and unified in character. Trees and other vegetation should be selected to meet the specific design and environmental needs of the area, reflecting regionally-appropriate water-conservation and implementation concepts.

12.3 Street Furniture

In the central areas of the community, streetlights and furnishings should be coordinated while encouraging individuality and local appeal in specific zones and neighborhoods. Furnishings in Perimeter Development Areas should be simpler – limited to basic features such as lighting and signage. In the more highly-developed "core" or urban areas around "Main Street," furnishings should be more expansive, including a range of benches and seating areas, bollards, bike racks, trash receptacles and similar elements that are appropriate for a more active setting. In other words, each street and streetscape should reflect the specific setting, use, character and nature of the surrounding neighborhood or district within the context of a uniform design strategy.

12.4 Street Lighting

Street lights should complement the look and feel of each neighborhood, with a distinct focus on the needs of pedestrians and cyclists. Specific light fixtures should be selected from a single model-line or style, utilizing poles, bollards and fixtures that complement the feel of each specific district and the community as a whole. All lighting and furnishing elements should be high quality, "Dark Sky" compliant and meet the requirements of Development Ordinances. Light poles and lighting housings should be constructed of powder-coated steel, aluminum and similar durable materials. The color of lighting should be 3,000 Kelvin or less in order to establish a warm and inviting night-time hue.



12.5 Street Signage

Street signage is critical for orienting drivers, cyclists and pedestrians, particularly in the more "urban" areas of the community. Businesses need visibility and ease of customer access. The locations and design of signage should help establish a sense of place and reflect the unique character and visual characteristics of the surrounding setting. Street level signage plays a critical role for pedestrians, helping to establish the personality of a particular area and encouraging people to linger and hopefully return another time. Pedestrian-focused signage should be scaled to reflect pedestrian travel speeds of approximately three miles per hour. The lighting of street signage should be "Dark Sky" compliant as regulated in applicable Development Ordinances.

12.6 Parking, Loading and Service Areas

Parking lots and service areas are essential features of a well-designed community, particularly in the more urban, "Main Street," and core development areas, at community nodes and along major streets where development is concentrated. The design of these places should be treated with the same care as the adjacent streets, encompassing a well-conceived loading and unloading strategy that helps transform the streets, parking areas and service zones into clearly articulated, safe, comfortable and visually interesting spaces.

Wherever possible, parking lots and service areas should include rain gardens and be landscaped with a mix of shade trees with heavy canopies to help provide shade and filter dust and pollutants. The trees and vegetation used in parking areas should be water conserving and adaptive to the harsh desert environment. Species with root systems that are likely to heave paving or are otherwise difficult to maintain should be avoided. Parking lot vegetation should typically be planted in rows within barrier islands, although clustered groupings of trees may be preferable under certain conditions.

Lighting should be provided in all parking lots, utilizing poles and fixtures that complement the surroundings while being "Dark Sky" compliant (see *Appendix A: South Valley Community Architectural Design Guidelines, Section 4.0: Parking* for additional details and guidelines). In areas where parking is visible from the street and adjacent pedestrian areas, barrier walls and fences should be provided that are aligned with the architecture of the associated buildings they serve. Trees and shrubs can also be used to help buffer the visual impact of the parking lots.

12.7 Trail Design Principles

The South Valley Community trail system has been designed to provide a robust and connected system of regional and local trails that facilitate pedestrian and bicycle travel and movements throughout the community and beyond (see **Map 5**). As illustrated in **Figure 17** and described in the following pages, the South Valley Community trail system is highlighted by a range of fully-separated multi-purpose paved trails that provide easy connections between neighborhoods and destinations.



12.8 Trail Types

FULLY-SEPARATED, PAVED MULTI-USE TRAIL

Minimum Trail Width: 12 feet.
Minimum Right-of-Way Width: 15 feet.
Cross-Slope: 0-20%.
Preferred Materials: asphalt, concrete, natural, crushed stone.

FULLY-SEPARATED, UNPAVED SINGLE TRACK TRAIL

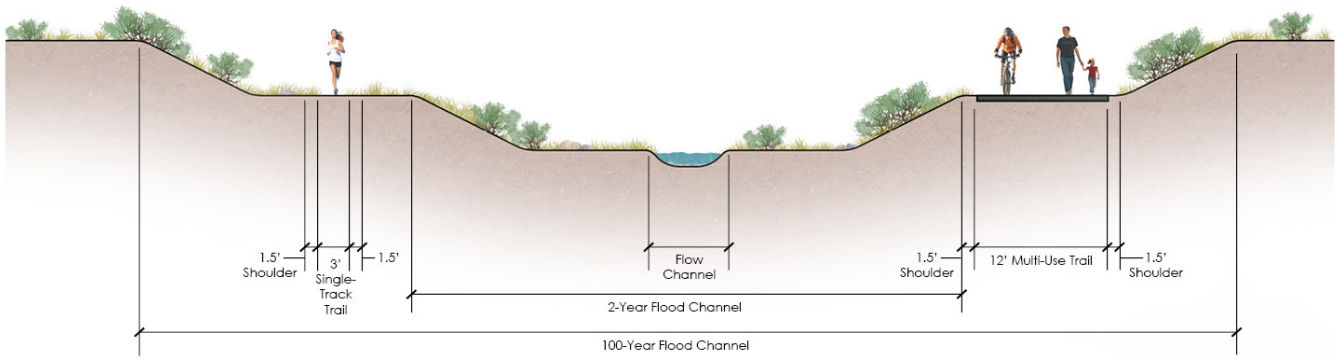
Minimum Trail Width: 3 feet.
Minimum Right-of-Way Width: 6 feet.
Cross-Slope: 0-20%.
Preferred Materials: natural, crushed stone.

ON-STREET BIKE LANES AND FACILITIES

See **Map 5** for trail and bike lane locations.

Preferred Materials: asphalt, concrete.

Figure 17 – Conceptual Section Illustrating Fully-separated Paved and Unpaved Trails



13. Building Standards

In order to create a diverse and economically viable community that fits into the natural environment and setting, the South Valley Community is divided into four distinct land use districts in accordance with the concepts adopted in *Spanish Valley Area Plan (2018). E*ach land use area is illustrated in **Map 2** and is described briefly below with more extensive character descriptions on the following pages.

Central Development Area

Located in the center of the valley, these are the flattest and easiest-to-build areas. They are suitable for a wide range of development and use types, including residential, civic, institutional, and parks and open space uses. They also support limited development of local commerce and community services.

Perimeter Development Area

Located on the east and south edges of the valley, these areas are removed from the Central Development Areas. Coordinated design strategies and a range of building types for lower-density development should be applied in these locations.

Neighborhood Centers

These low-density mixed-use centers serve the local retail and service needs of the valley. Development will emphasize smaller-scale retail, commercial and recreational uses as well as a broader mix of uses including limited residential (single and multi-family), public/semipublic uses, and parks and open space uses.

Flex Development Area

These areas provide unique opportunities to create an economic base for the valley, due in large part to their location near the highway yet buffered from nearby future neighborhoods and centers. A flexible development approach should be considered to allow market opportunities to be addressed.

13.1 Central Development Area

The Central Development Area includes the greatest range of housing types of all the development districts. Densities in the Central Development Area are anticipated to average 4-5 units per acre.

Examples of the residential types envisioned for this area follow:

- Single family and two-family homes;
- Mother-in-law units and accessory dwelling units (ADUs);
- Multi-family residential limited by height (3 to 4 stories maximum) and density (15 units/acre);
- Townhomes and row houses (3 stories maximum); and
- Upper-Story residences as part of mixed-use residential/commercial buildings

Additional residential uses and types should also be considered as specific needs and opportunities arise.

Typical Uses

Street level: Primarily residential and carefully aligned support uses, although limited low-intensity commercial may be permitted.

Upper stories: Primarily residential, with some office uses as part of mixed use projects.

Architectural Form

Desert Modern Mixed-use and Commercial. Buildings should generally be sited in relation to the streets and public spaces they front. Buildings located in proximity to Neighborhood Centers and along major streets should be designed with limited front yard setbacks while those in less prominent locations should include discernible yards and setbacks to elicit a more traditional small town feel (see Appendix A for specific architectural design guidelines).

Examples of Desert Modern Commercial, Residential and Mixed-use buildings that are appropriate for Central Development Area locations

13.2 Perimeter Development Area

Perimeter Development Areas focus on large lot and destination residential uses. These areas will accommodate single-family, large lot, specialty residential, resort and ranch-type uses that are suited for the steeper, more challenging terrain (1-2 units per acre on average). The use of clustered development and conservation subdivisions are supported in these areas to minimize the impact of development on natural lands and preserve the natural setting of the landscape.

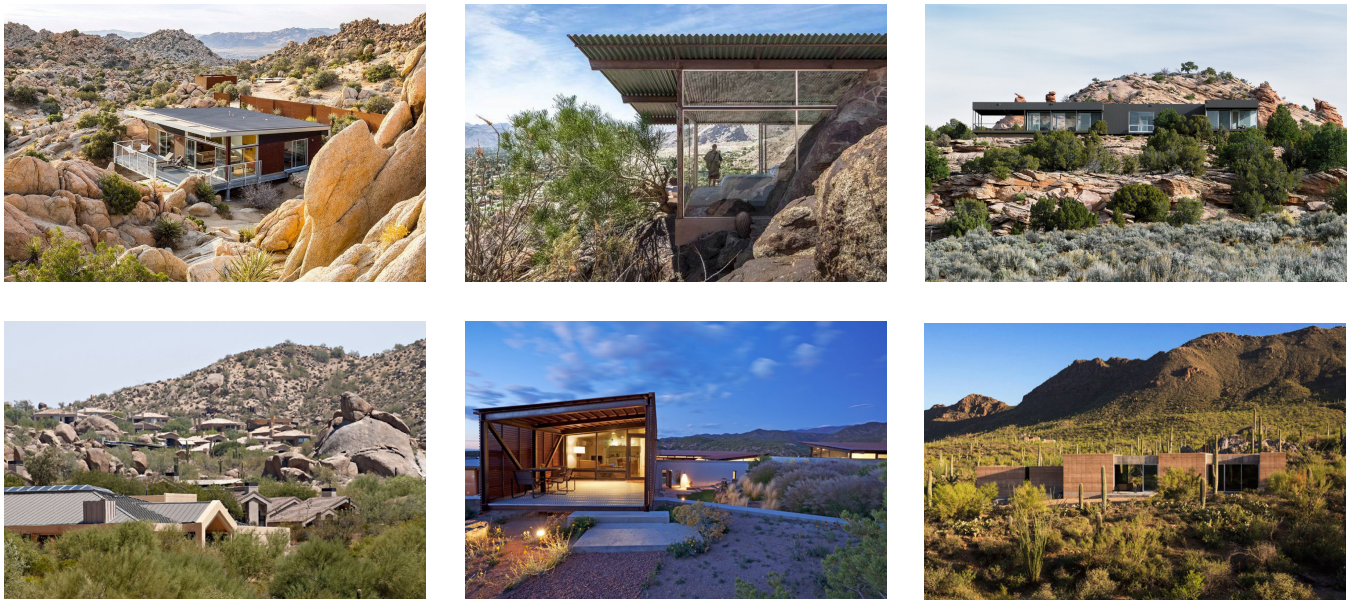
Typical Uses

Street level: Primarily residential and carefully aligned support uses.

Upper stories: Residential.

Architectural Form

Primarily large lot and destination residential uses. A wide-range of Desert Modern Residential and similar forms are appropriate. Buildings should generally be sited with large yards, incorporate the surrounding natural landscape, and include limited fencing and walls along property edges to respect and establish a strong connection with the natural landscape (see Appendix A for specific Architectural Design Guidelines).



Examples of Desert Modern Residential buildings appropriate for Perimeter Development Area locations

13.3 Neighborhood Centers

Neighborhood centers are designed to meet the commercial, institutional, civic, cultural and recreational needs of the community. These places will also function as key community destinations and as places to meet and engage in local events and activities.

Typical Uses

Street level: Limited to active uses including retail, restaurant, entertainment, recreation, professional service or civic.

Upper stories: Office, residential and all uses approved on street level.

Architectural Form

A wide-range of Desert Modern Commercial and Residential and similar forms are appropriate. (See Appendix A for specific Architectural Design Guidelines).

Facades shall step back at maximum intervals, creating pockets of publicly accessible plaza and open spaces. The minimum dimension of these pocket plazas shall be 15 feet by 15 feet and can be used as outdoor seating areas, fire pit seating, display and for general outdoor business activity (see Appendix A for specific architectural design guidelines).

Examples of buildings appropriate for Neighborhood Centers

13.4 Flex Development Area

Flex Development Areas provide locations for a range of commercial, light industrial, warehousing, commercial, institutional, civic, cultural and recreational needs of the community. These are places for specialty residential, craftsman, and mixed-use commercial/residential uses, as well as key community destinations and places to meet and engage in local events and activities.

Typical Uses

Active street level uses: Retail, restaurant, entertainment, lobby, recreation, professional service and civic uses are encouraged. Office, storage, industrial, residential, workshops, and other uses permitted depending on the type and location.

Upper stories: Office, residential and all uses approved on street-level.

Architectural Form

A wide range of large-format buildings and structures are supported (see Appendix A for specific architectural design guidelines).

Examples of buildings appropriate for Flex locations

13.5 Building, Site and Landscape Design Principles

Architectural Vision

The South Valley Community will be a new hub of local activity in the region. It is a balanced place that incorporates a range of residential, civic, commercial and flex uses. The community is purposefully located away from nearby US-191, providing space for the new community to grow and thrive without a heavily-trafficked highway dividing it. The spaces between the buildings are as important as the buildings, encompassing a range of quality parks, plazas, trail corridors, greenways, and pedestrian places. The following is a description of key architectural, site, landscape and public space design principles that should be applied when considering specific projects. Detailed architectural design guidelines are located in Appendix A.

Architectural Form and Design Principles

New development will address the form of the buildings, helping to establish a unified community structure. Successful architectural projects will be gauged by how they fit with the landscape, setting and adjacent buildings and sites.

Creative and high-quality architecture is expected, with the individual needs and desires of projects second to the needs of the South Valley Community. For example, buildings and walls that are visible from the street should be well-articulated through the use of offsets, recesses, changes in height, changes in vertical and horizontal planes and the use of window layouts and roof lines. Building elements such as windows, doors and soffits should be properly proportioned to the overall building facades, utilizing configurations that allow ample natural light to spill into interior building spaces while minimizing glare and heat gain.

Mixing of architectural styles should be avoided within a single project, although there should be a range of styles throughout the South Valley Community – all with a Desert Modern look and appearance. The massing and form of buildings should be appropriate to nearby pedestrian and vehicular scales, with public entrances well-defined through architectural forms and materials. Areas for walking and cycling should be specifically designed to accommodate such movement, incorporating pleasant scales and using high-quality materials and attractive site details.

Plumbing, maintenance and mechanical equipment should be located on the interior of buildings whenever possible. If it is necessary to locate such features outside of buildings or on roofs, they should be screened through the use of parapet walls, high-quality site walls, and other screening methods that match the quality and look of the building (see Appendix A for specific architectural design guidelines).

Architectural Materials/Colors

The use of appropriate materials should create a sense of permanence, with no more than four types of building materials utilized on a building exterior, excluding glass for windows and doors.

The use of composites, stucco (EIFS), and concrete masonry unit (CMU) blocks should be avoided or used sparingly as accent details on the primary facades. The use of such materials for additions and on secondary facades and frontages may be appropriate, depending on the specific context and setting. The use of metal should be applied in a manner that avoids the appearance of monotonous facades and industrial appearances.

Ground-level architecture will utilize a strong base material that is durable and substantial, including but not limited to quarried stone, brick, natural and cultured stone, and metal, with alternative materials considered on a case-by-case basis. Large expanses of a single material should be avoided. Window reflectivity should minimize the amount of glare reflected into surrounding buildings and vehicular corridors. Energy efficient glass that allows natural light into buildings is encouraged for windows and doors.

Building Orientation

Building design and siting will consider solar orientation, climatic conditions, wind patterns, shade and other environmental conditions. The exterior of buildings should include windows, openings and architectural features that are coordinated on all sides of the building in order to achieve harmony and continuity and to achieve high-level sustainability and resiliency targets.

Building Setbacks

Specific setbacks and build-to lines will be established for the various uses and districts of the community (see Appendix A for detailed architectural design guidelines). Front setbacks along public right-of-ways are particularly important, helping to establish consistent streetwalls and/or yards as envisioned.

Site Design

Sites will be designed in a clear and legible manner that provide a sense of unity and compatibility for all uses and users. New development will provide convenient pedestrian connections, not only to the street frontage and sidewalks, but between buildings, within parking lots, plazas and parks and to pathways and corridors. Recognition of and response to fronting streets should be a primary consideration.

Corridors/Street Networks

As the area develops, efforts will be focused on the establishment of a “Complete Streets” system to ensure streets and roadways meet the needs of all users and transportation modes, including pedestrians, cyclists and vehicular users. The needs of pedestrians and bicycle riders should be robust and well-accommodated throughout the community – on par with the design and effort applied to roads for vehicles.

Streetscape Design

The street and its edges are important elements for unifying the South Valley Community as a cohesive place. Special streetscape improvements should be provided along key entry roads, with unique street treatments developed for each as part of a unified streetscape system. Each street-type will incorporate specific street trees, landscape treatments, lighting, furnishing, and other enhancements that distinguish it as an attractive passageway. Streets will be designed to preserve and enhance views of the surrounding cliffs and open space features.

Parking

On-street parking should be developed in response to the typical street sections presented in *Section 6: Master Circulation System Plan*. On-street parking should generally be encouraged in high-intensity land use areas and neighborhoods and used judiciously in less intensely developed locations.

Off-street parking should be located between and to the rear of buildings whenever possible. Parking courts and shared parking lots are recommended to limit the negative impacts of such utilitarian places. Off-street parking areas should be screened from surrounding land uses with perimeter landscape buffers, cooled with shade trees and structures, and separated and softened through the careful design of fences, walls and landscaping. Safe circulation routes should be provided for pedestrians to navigate across parking lots to nearby buildings, plazas, sidewalks and trails. Effort should be made to utilize parking lots for other uses when peak parking capacity is not required – such as for farmer's markets, special cultural or recreational events and similar activities.

Key Intersection Enhancements

Special design treatments should be applied in the Central Development Areas and Neighborhood Centers to establish a unique identity, helping residents and visitors understand the function of each neighborhood, and enhancing the sense of arrival. Design should go beyond standard wayfinding and signage treatments, incorporating quality public spaces, beautiful and engaging landscape treatments and special design details that reinforce the unique characteristics of each location.

Maintaining Views and Viewsheds

First impressions often establish one's perception of a place. Special efforts should be made to maintain the extraordinary views that surround the area, particularly from roads, open spaces, trail corridors and neighborhood centers. Carefully controlled building heights, massing, form and setbacks should be coordinated in a manner that acknowledge and preserve key views and viewsheds

Under most circumstances the use of trees and vegetation will soften and buffer undesirable views and can also be used to strengthen long-distance views along continuous roadways and corridors. Since the traditional South Valley Community landscape is generally open and flat with steep cliffs defining the edges; the careful placement of regularly-spaced street trees can help define key view corridors.

Landscape Treatments

Landscape design should be regionally appropriate, incorporating water-conserving design principles that reduce water use while softening the transition between parking lots, street edges, and buildings. One of the primary functions of a well-designed landscape in this region is to mitigate the impacts of desert heat, dry winds and hot, sunny days. Water-wise design, as detailed in the *Water Efficient Landscape Requirements* of the Development Ordinances, will be required for all new development. Careful landscape design should be applied to help delineate space, establish legible sites, provide shade and assist with stormwater management. Landscape treatments should minimize the amount of maintenance, fertilizers and pesticides required. Plants should be selected that acknowledge the mature size of each species, minimize the need for pruning, and utilize water-conserving irrigation systems.

Landscape buffers are encouraged to provide visual and spatial transitions in a variety of settings. For example, they can be used to separate different land uses or to screen parking lots and large roadways from surrounding uses.

Street Trees

A range of street trees that are well-suited to the dry and harsh desert environment should be used to provide visual continuity and soften hot temperatures and harsh sunshine through the use of shade. The mature size of trees should vary depending on the space required for the canopy to reach mature dimensions. Selecting the correct tree is particularly important to ensure the size of the root zone matches the soil available for the tree to survive. The minimum caliper size at planting for all species should be no less than 2 inches for single stem deciduous trees, and 8' tall for multi-stem and evergreen trees.

Site Furnishings and Amenities

A unified system of benches, bike racks, bollards, trash receptacles and other public furnishings is critical for establishing a coordinated community appearance. Such features should be high-quality and complement the streetlights, tree grates and other furnishings to the greatest degree possible. Powder-coated steel and aluminum are generally appropriate and should be encouraged, although the use of wood and recycled plastics are also appropriate materials for the hot and sunny climate.

Street Lighting

High-quality, commercial-grade metal fixtures should be used throughout the community. Lights and poles should be spaced and sized to meet the specific needs of specific districts and neighborhoods, utilizing a limited system of poles and fixtures. Street lights should be energy efficient, full cut-off, and meet established "Dark Skies" requirements for the area. Powder-coated steel and aluminum are generally appropriate and should be encouraged, although the use of timber poles and armatures may also be appropriate for the setting, climate and community appearance.

Paving Types/Materials

The use of concrete and similar durable materials should be the primary paved walkway material, with asphalt the primary paved trail material. A detailed master plan establishing specific color and textural enhancements should be adopted for "Main Street," neighborhood centers and other special districts, addressing special conditions where embellished paving, specially-colored and scored concrete, concrete unit pavers, stone pavers and other special treatments may be applied. The use of lighter colored pavement is encouraged to minimize heat gain, and the use of permeable paving materials is encouraged where trees and plants are to be planted and to assist with groundwater recharge.

Gateway Treatments

The use of special gateway treatments can help people know they have arrived into the community. Gateways can be literal – utilizing signs and fixtures to indicate entrance. They can also be inferred through the use of special plantings, the incorporation of public art, or as part of a unified artistic expression or lighting features. Signs and gateways should be installed from the outset as the new community is established.

Signage and Wayfinding

Wayfinding refers to the process of navigating one's way through a place. It begins with the establishment of a clear and logical layout of site elements and the creation of hierarchical messaging, which helps visitors form a mental image of a site or area.

Circulation paths are an important component of a clear signage and wayfinding system. They should be understandable, with key nodes or landmarks provided to assist navigation through an area. The establishment of landmarks and other vertical features that can be seen from afar can also assist with wayfinding.

The use of specific wayfinding signage is a more direct form of guiding people to and through South Valley Community. Signage may be project specific or associated with the community wayfinding system. Project signage should be developed as part of the overall theme for the specific district or neighborhood where it is located. Specific types of wayfinding signage may include the following:

- Neighborhood Center Identification Signs
- Sub-District/Neighborhood Signs
- District/Neighborhood Directional Signs
- District/Neighborhood Parking Identification Signs
- Information Kiosks
- Interpretive Destination/District Information Signs
- Special Area Entry Signs

Wayfinding signs along state roadways should be designed and located according to UDOT/FHWA standards. In general, wayfinding signs should be located far enough apart from other vertical elements such as trees, light poles and other signage to be legible from the adjacent road. The signs should be

located at a sufficient distance from the intersection so that drivers and bicyclists have adequate time to read the sign and make decisions.

Creating a Sustainable and Resilient Community

With growing populations and increasing pressure on limited resources, sustainable and resilient development has become a critical function of new development. For the South Valley Community, sustainable development is a central tenet, addressing the dynamic processes that enable people to realize their potential and improve their quality of life while simultaneously protecting and enhancing natural and human systems. Implementing a sustainable and resilient development approach is not only achievable, it is essential to ensure the community is positioned to meet future needs and changes in a responsive manner. Preservation of the environment and the responsible use of natural resources are essential functions of a resilient South Valley Community.

Community Structure Plan: Appendix A

Architectural Design Guidelines

South Valley Community

San Juan County, Utah

August 2, 2022

Table of Contents

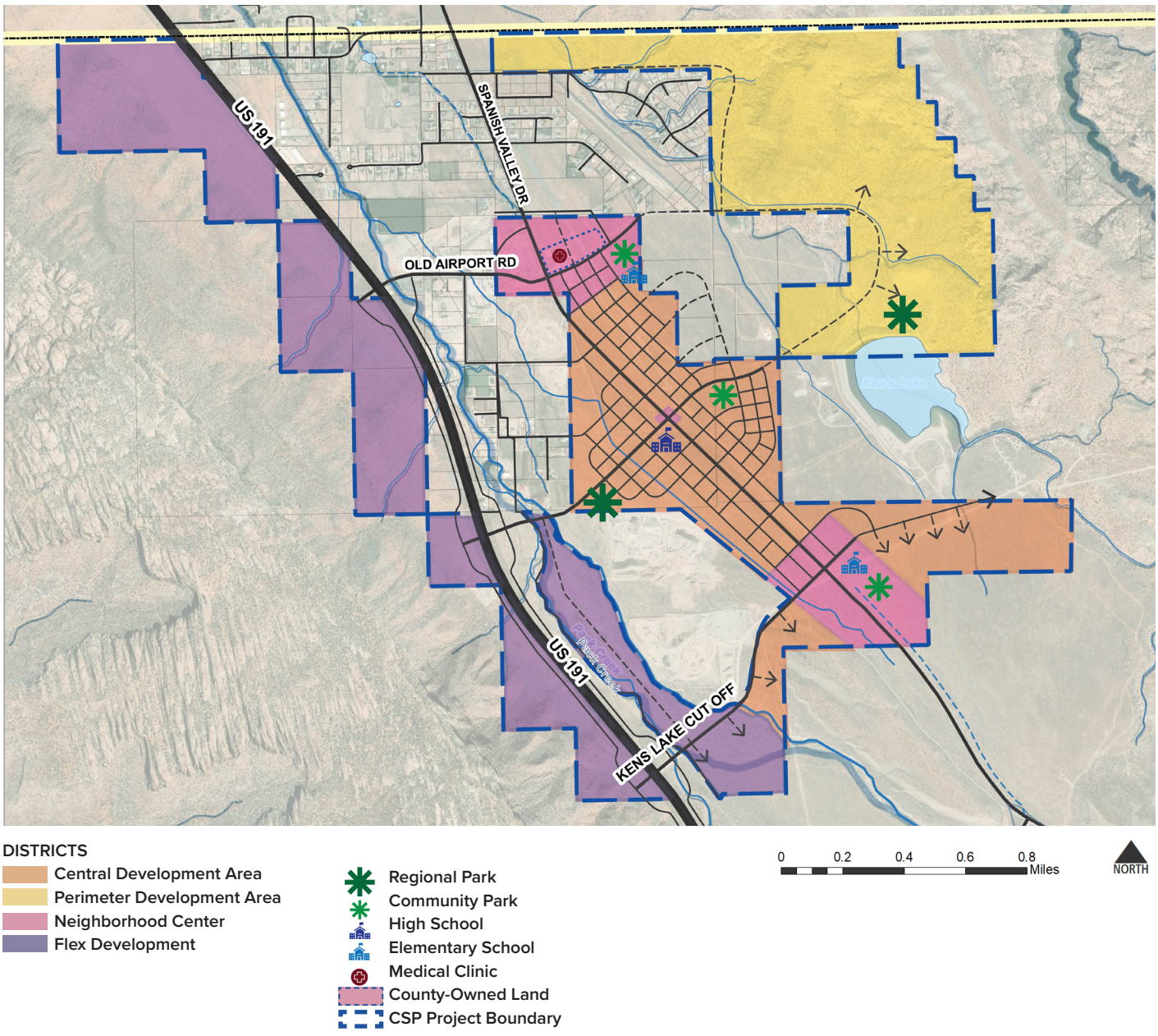
1.0 Introduction

The following Guidelines apply to lands subject to the San Juan County Spanish Valley Development Ordinances (Development Ordinances). As described in the Planning and Approval Process section of the Spanish Valley Planned Community (PC) District zoning ordinance (Chapter 2), the first step in establishing a Large Planned Community (greater than 200 acres) is to prepare a Community Structure Plan (CSP). These Architectural Design Guidelines (Guidelines) address requirement thirteen of the CSP: "Standards that govern general building placement, massing, and other key design criteria."

The Guidelines have been crafted to create a community with integrated commercial centers and quality neighborhoods that have a variety of housing choices and are accessible by a variety of transportation modes. The Guidelines establish a set of building standards as determined by siting, height, facade and roof requirements, in addition to specific direction related to building design, materials, parking and signage.

As illustrated in Map 1-1 and discussed in Section 2.0, the Guidelines reflect the special requirements and needs of the Community Structure Plan Districts (Flex, Neighborhood Centers, Central Development Area, and Perimeter Development Area), establishing the building types permitted in each district. Section 3.0 details the requirements for each building type followed by additional general building requirements. Sections 4.0 and 5.0 detail parking and sign requirements, respectively.

Map 1-1: Community Structure Plan Districts

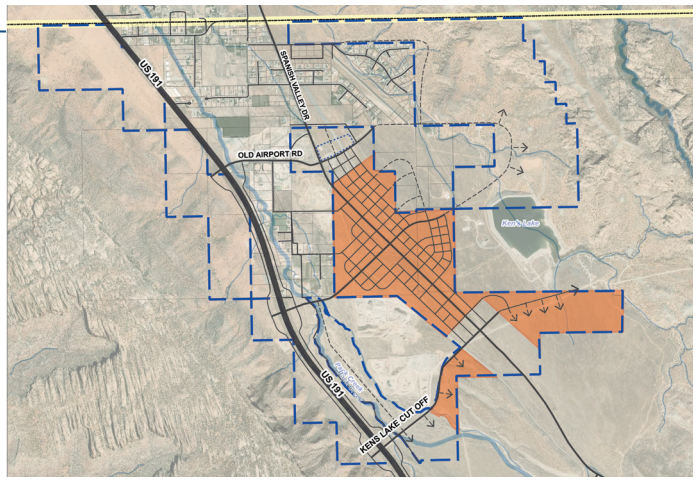


2.0 District Overview

2.1 Central Development Area

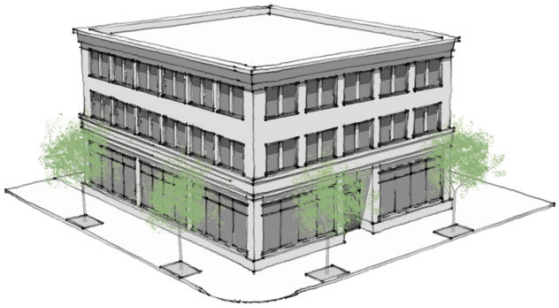
Central Development Areas are the flattest, least sensitive and easiest-to-develop sites in the South Valley Community, which make them suitable for a wide range of residential, small-scale business and park/open space uses. Uses should be aligned with Spanish Valley Drive along a grid block and road system (see Map 2-1). These are the preferred areas for a range of higher residential densities and mixed-uses, where a mix of residential, locally-scaled commercial and civic services are to be developed. See Development Ordinances for additional information.

Map 2-1: Central Development Areas

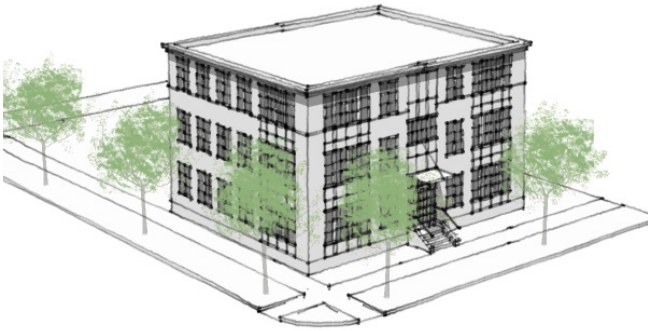


Allowed Building Forms

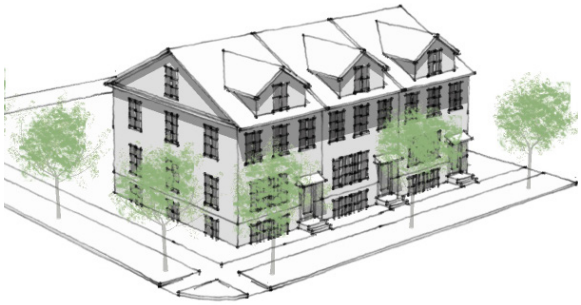
Storefront



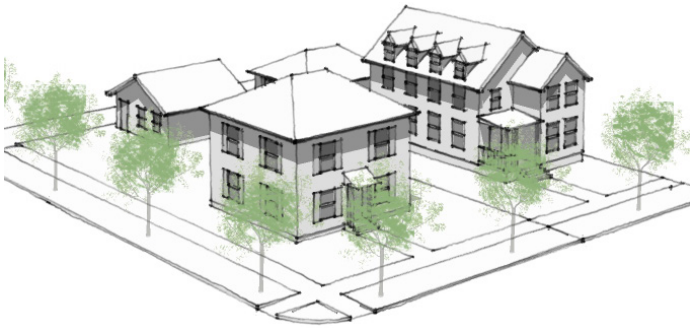
Stoop



Row Building

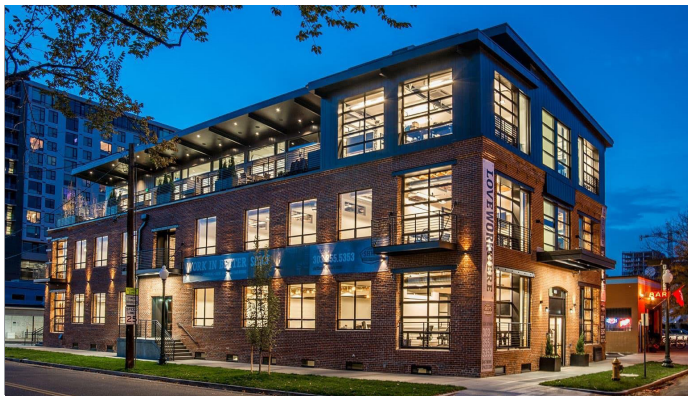


Yard Building



Civic

Building Form and Use Examples for Central Development Areas



Storefront Building - Office

Storefront Building - Live-Work

Stoop Building - Small-Scale Neighborhood Commercial

Stoop Building - Fourplex

Stoop Buildings - Multiplex

Stoop Building - Multiplex

Row Buildings - Live Work

Row Building - Townhomes

Building Form and Use Examples for Central Development Areas (Continued)

Row Building - Residential

Yard Building - Triplex

Yard Building - Mansion Apartments

Yard Building - Duplex

Yard Buildings - Garden Court

Yard Building - Single-Family

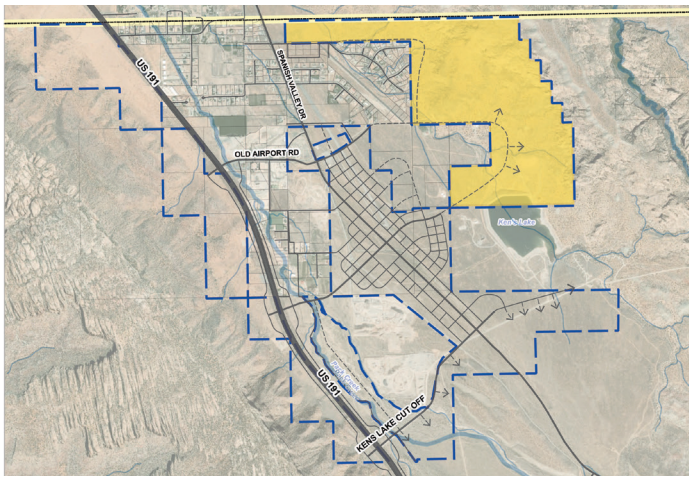
Row, Yard, and Stoop Buildings - a Mixture of Building Types

Civic Building - Small-scale Library

2.2 Perimeter Development Area

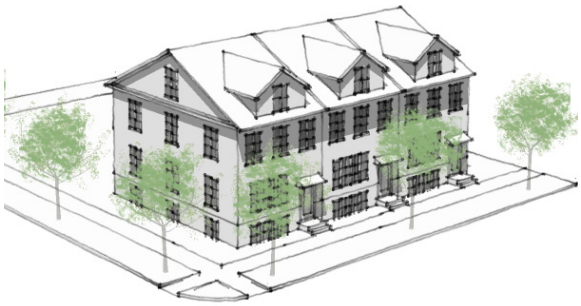
Perimeter Development Areas are relatively isolated, located in the foothills and in topographically challenged edges of the Spanish Valley (see Map 2-2). They are proposed for lower-density residential uses. Cluster development, conservation subdivisions, large lot single-family and recreational/resort residential uses are appropriate in these areas. See Development Ordinances for additional information.

Map 2-2: Perimeter Development Area

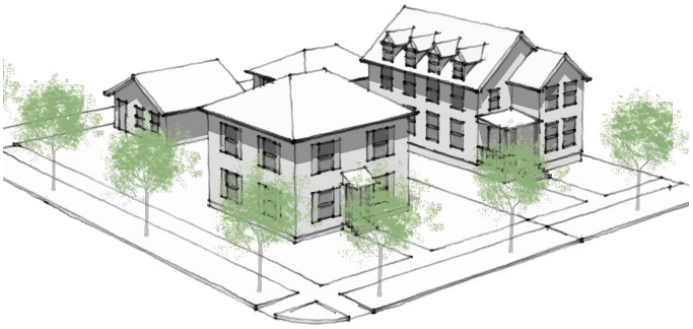


Allowed Building Forms

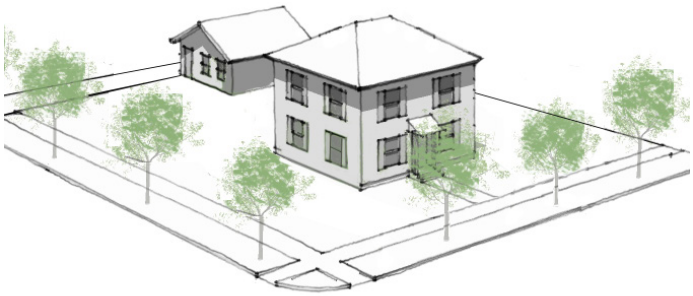
Row Building



Yard Building



Yard Building - Large Lot



Civic

Building Form and Use Examples for Perimeter Development Areas

Row Buildings - Attached Single-Family

Row Building - Townhomes

Yard Building - Single-Family with Accessory Dwelling Unit (ADU) on left

Yard Building - Single-Family with Accessory Dwelling Unit (ADU) on right

Yard Building - Cottage Home

Yard Building - Large-Lot Single Family

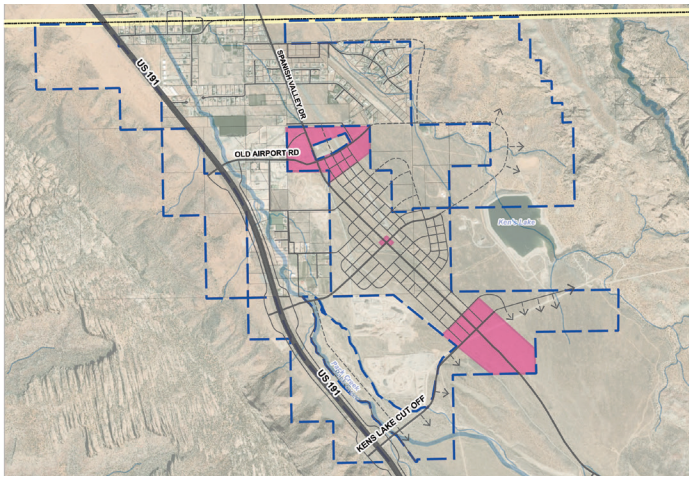
Yard Building - Large-Lot Single-Family

Civic Building - Fire Station

2.3 Neighborhood Centers

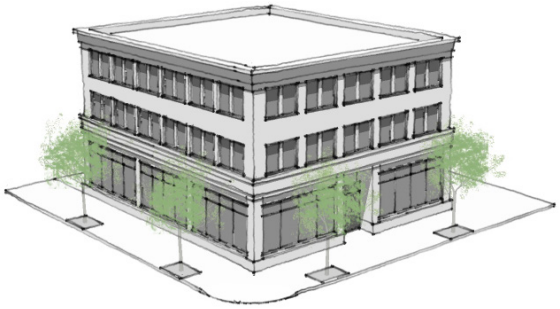
Two Neighborhood Centers are envisioned at the intersection of Spanish Valley Drive and Old Airport Road, and the intersection of Spanish Valley Drive and Ken's Lake Road (see Map 2-3). These districts are envisioned to become mixed-use centers that serve the local retail, service and higher-density housing needs of the South Valley Community. Development should emphasize small-scale retail, commercial and recreational uses, in addition to higher-density, multi-family residential, public and semi-public uses, and open space uses. See Development Ordinances for additional information and requirements.

Map 2-3: Neighborhood Centers

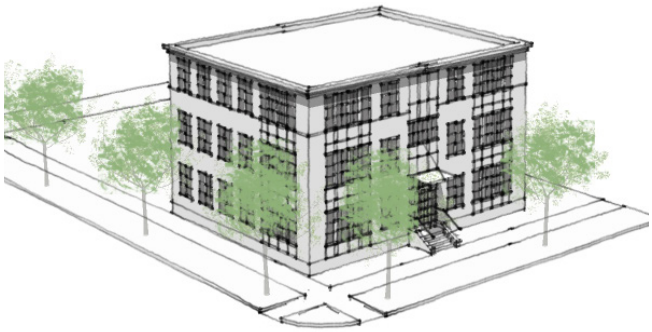


Allowed Building Forms

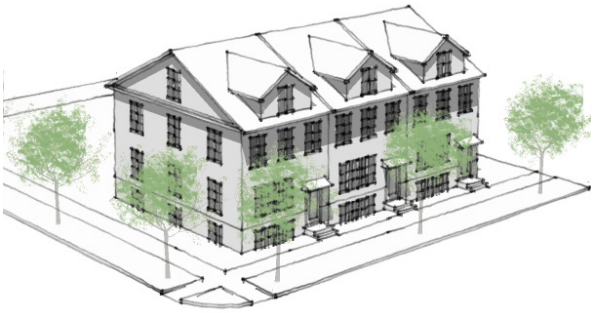
Storefront



Stoop



Row Building



Civic

Building Form and Use Examples for Neighborhood Centers

Storefront Building - Residential over Commercial

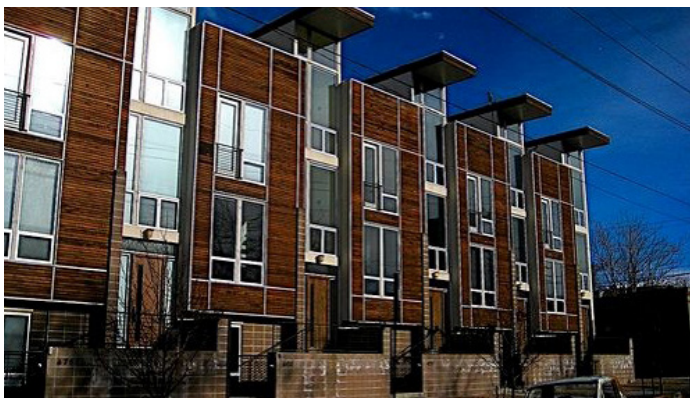
Storefront Building - Residential over Commercial

Storefront Building - Office over Commercial

Stoop Buildings - Residential

Stoop Building - Residential over Office

Row Building - Residential



Row Building - Residential

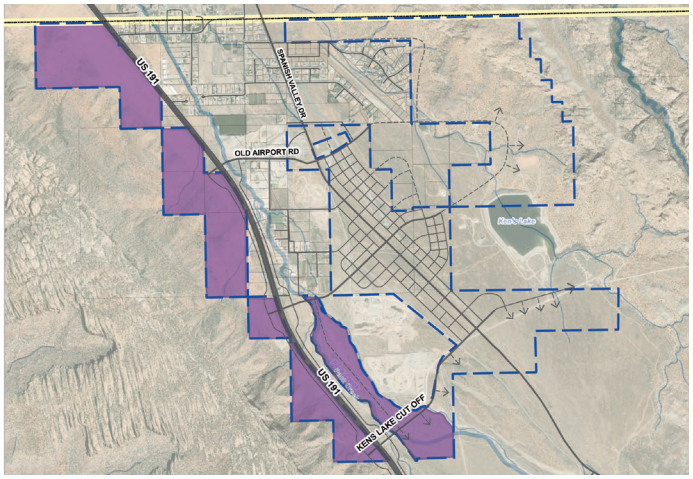
Civic Building - Performance Space

2.4 Flex Development Areas

Flex areas are generally located in close proximity to U.S. Highway 191 (see Map 2-4) and are intended to accommodate a range of uses that establish an economic base for the Spanish Valley and San Juan County. Flex uses should generally be designed and developed according to the requirements established in this portion of the Architectural Design Guidelines, although it should be noted that there are specific ordinances for each type of flex development. The range of uses accommodated within the three flex development types should be professionally designed as coordinated projects. Buffers and transitions should be provided between distinctly different uses (such as residential neighborhoods, business uses, distribution uses, specialty residential uses and campuses).

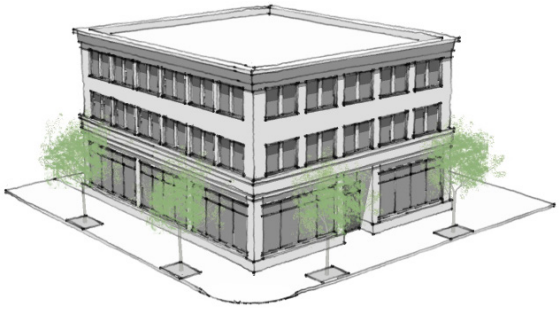
Flex Development Areas are divided into three specific types of Flex Development (Highway Flex, Business Flex and Residential Flex) as indicated in the Development Ordinances, which should be referred to and understood as specific projects are considered and applications submitted for review.

Map 2-4: Flex Development Areas

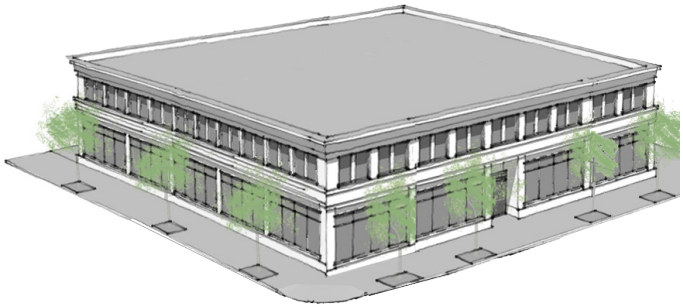


Allowed Building Forms

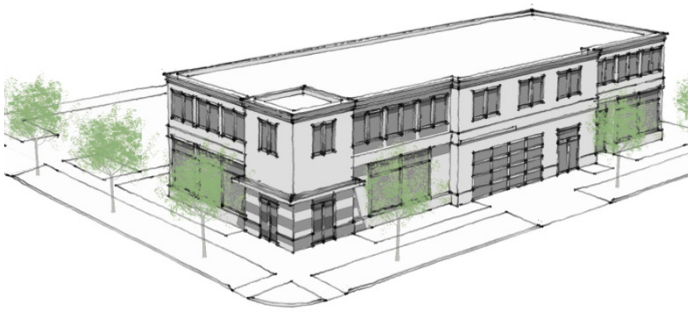
Storefront



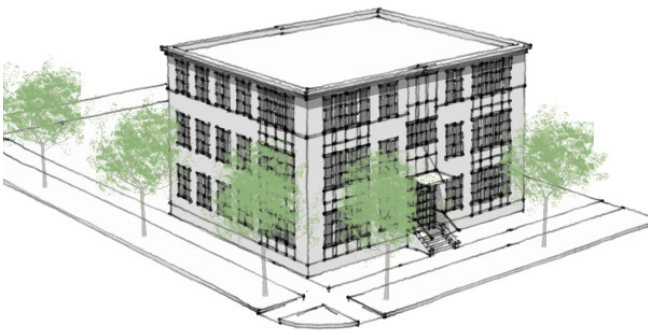
"Big Box"



Limited Bay

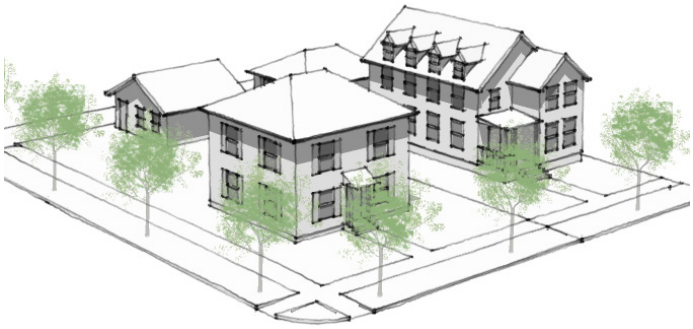


Stoop

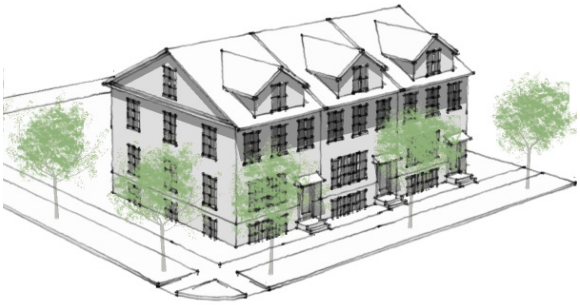


Allowed Building Forms (continued)

Yard Building



Row Building



Civic

Building Form and Use Examples for Flex Development Areas

Storefront Building - Commercial and Office

Storefront Building - Commercial

Storefront Building - Commercial and Office

"Big Box" Building - Commercial

Building Form and Use Examples for Flex Development Areas (continued)

Limited-Bay - Commercial/Civic

Limited Bay Building - Commercial

Stoop Building - Mid-rise Multi-family Residential

Row Building - Townhomes

Row Building - Townhomes

Yard Building - Single-Family

Yard Building - Tiny Homes

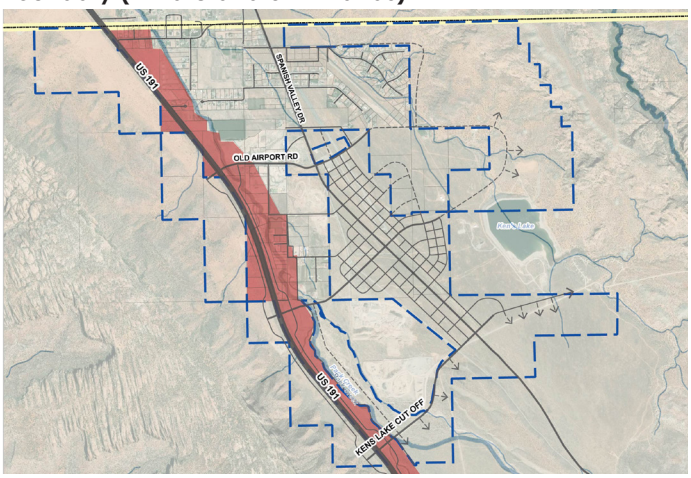
Civic Building - Library

2.5 Highway Commercial Areas

Highway Commercial Areas are integral to the South Valley Community but are not part of this Community Structure Plan. Therefore, architectural design standards for Highway Commercial Areas are included in these Architectural Design Guidelines to provide consistent standards for all land uses in the South Valley Community.

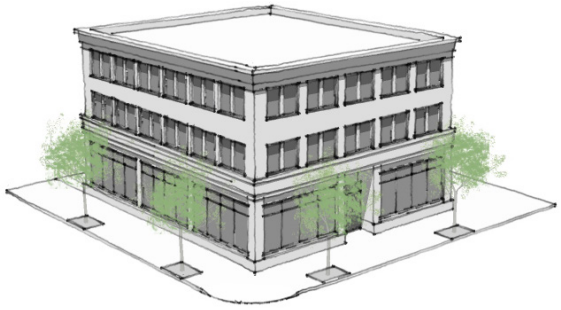
Highway Commercial Areas (see Map 2-5) support commercial uses along U.S. Highway 191. Specific uses include a range of establishments offering goods and services to motorists, with a focus on automotive-oriented retail, wholesale, service and repair activities which help create an attractive, and an easily-accessible highway system by providing access primarily from driveways from east/west arterial roads and frontage roads parallel to and linked with U.S. Highway 191, See Development Ordinances for additional information.

Map 2-5: Highway Commercial Zoned Areas near CSP Boundary (Private and SITLA lands)

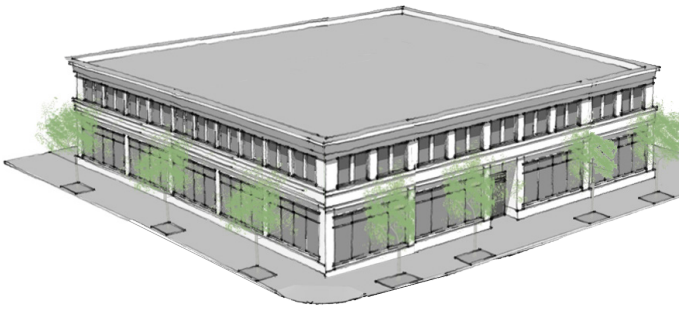


Allowed Building Types

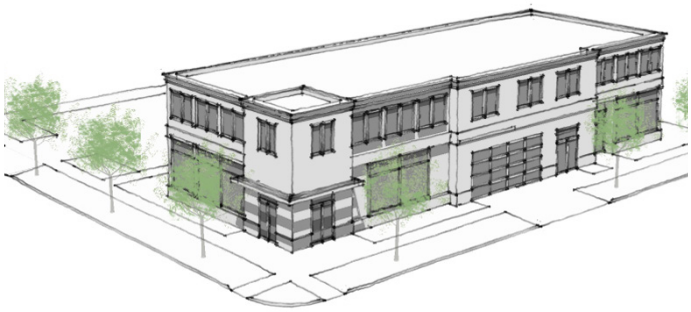
Storefront



"Big Box"



Limited Bay



While Highway Commercial is not part of the Community Structure Plan, it is presented as part of the Architectural Design Guidelines to achieve consistent design standards in the South Valley Community.

Building Form Examples for Highway Commercial

Storefront Building

Storefront Building

Building Form Examples for Highway Commercial (Continued)

Storefront Building

"Big Box" Building

"Big Box" Building

"Big Box" Building

"Big Box" Building

"Big Box" Building

Limited Bay Building

Limited Bay Building

3.0 Building Types

3.1 Introduction to Building Type Standards

A. Introduction

The Building Types detailed here outline the required building forms for new construction and renovated structures within the four District types of this CSP.

B. General Requirements

(1) **Zoning Districts:** Each Building Type shall be constructed only within its designated districts. Refer to Table 3-1 Permitted building types by district.

(2) **Uses**: Each Building Type can house a variety of uses depending on the district in which it is located. Refer to the applicable section of the Development Ordinances for uses permitted in each district. Some Building Types have additional limitations on permitted uses.

(3) **No Other Building Types**: All buildings constructed must meet the requirements of one of the Building Types permitted within the zoning district of the lot.

(4) **Permanent Structures**: All buildings constructed shall be permanent construction without a chassis, hitch, or wheels, or other features that would make the structure mobile, unless otherwise noted.

(5) **Accessory Structures**:

(a) Attached accessory structures are considered part of the principal structure.

(b) Detached accessory structures are permitted per each Building Type and shall comply with all setbacks except the following:

(i) Detached accessory structures are not permitted in the front yard.

(ii) Detached accessory structures shall be located behind the principal structure in the rear yard.

(iii) Detached accessory structures shall not exceed the height of the principal structure.

Table 3-1: Permitted Building Types by Area Type

Building Types by Districts						
		Central Development Area	Perimeter Development Area	Neighborhood Centers	Flex	Highway Commercial*
Building Types	**Storefront**	X		X	X	X
	Stoop	X		X	X	
	Limited Bay				X	X
	Row Building	X	X	X	X	
	Yard Building	X	X		X	
	Civic Building	X	X	X	X	
	"Big Box"				X	X

X = Permitted

**While Highway Commercial is not part of the Community Structure Plan, it is presented as part of the Architectural Design Guidelines to achieve consistent design standards in the South Valley Community*

3.2 Explanation of Building Type Tables

The following elements explain the line item requirements for each building type in Tables 3-2 through 3-7.

A. Building Siting.

The following describes the line item requirements for each Building Type Table within the first section entitled "Building Siting".

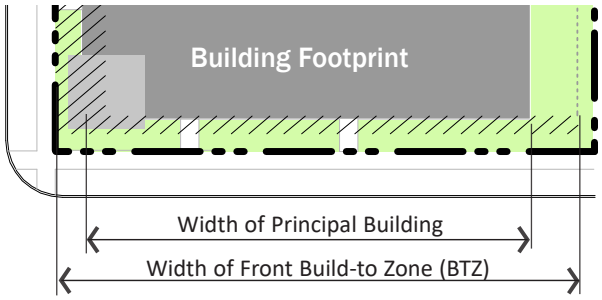
(1) **Multiple Principal Structures:** The allowance of more than one principal structure on a lot.

(2) **Front Sidewalk Coverage**: Refer to Figure 3-1. Measurement defining the minimum percentage of street wall or building facade required along the street. The width of the principal structure(s) (as measured within the front build-to zone) shall be divided by the maximum width of the front build-to zone (BTZ).

(a) Certain buildings have this number set to also allow the development of a courtyard along the front property line.

(b) Some frontage types allow side yard parking to be exempted from the front lot line coverage calculation. If such an exemption is permitted, the width of up to one double loaded aisle of parking, located with the

Figure 3-1: Measuring Front Property Line Coverage



drive perpendicular to the street and including adjacent sidewalks and landscaping, may be exempted, to a maximum of 72 feet.

(3) **Occupation of Corner**: Occupying the intersection of the front and corner build-to zones with a principal structure.

(4) **Front Build-to Zone**: The build-to zone or setback parallel to the front property line. Building components, such as awnings or signage, are permitted to encroach into the build-to zone.

(a) All build-to zone and setback areas not covered by building must contain either landscape, patio space, or sidewalk space.

(5) **Corner Build-to Zone:** The build-to zone or setback parallel to the corner property line.

(a) All build-to zone and setback areas not covered by building must contain either landscape, patio space, or sidewalk space.

(6) **Minimum Side Yard Setback:** The minimum required setback along a side property line.

(7) **Minimum Rear Yard Setback:** The minimum required setback along a rear property line.

(8) **Minimum and Maximum Lot or Building Width**: Depending on the Building Type, either the minimum or maximum building or unit width or the minimum and maximum width of a lot, all measured at or parallel to the front property line.

(9) **Parking and Loading Location**: The yard in which a surface parking lot, detached garage, attached garage door access, loading and unloading, and associated drive is permitted.

(10) **Vehicular Access:** The permitted means of vehicular ingress and egress to the lot.

(a) Alleys, when present, shall always be the primary means of access.

(b) When alleys are not present, a driveway may be permitted per Building Type and, if an alternative is available, shall not be located off a fronting street.

B. Height

The following explains the line item requirements for each Building Type Table within the second section entitled "Height."

(1) **Minimum Overall Height**: The minimum overall height for the building shall be located within the build-to zone; stories above the required minimum height may be stepped back from the facade.

(2) **Maximum Overall Height:** The sum of a building's total number of stories.

(a) Half stories are located either completely within the roof structure with street-facing windows or in a visible basement exposed a maximum of one half story above grade.

(b) A building incorporating both a half story within the roof and a visible basement shall count the height of the two half stories as one full story.

(c) Some Building Types require a building facade to step back as its height increases. If required, the upper stories of any building facade with street frontage shall be setback a designated amount beyond the building facade of the lower stories.

(3) **Ground Story and Upper Story, Minimum and Maximum Height**: (Refer to Figure 3-2). Each frontage type includes a permitted range of height in feet for each story. Additional information is as follows:

(a) Floor height is measured in feet between the floor of a story to the floor of the story above it.

(b) Floor height requirements apply only to street facing facades.

(c) For single story buildings and the uppermost story of a multiple story building, floor to floor height shall be measured from the floor of the story to the tallest point of the ceiling.

C. Uses

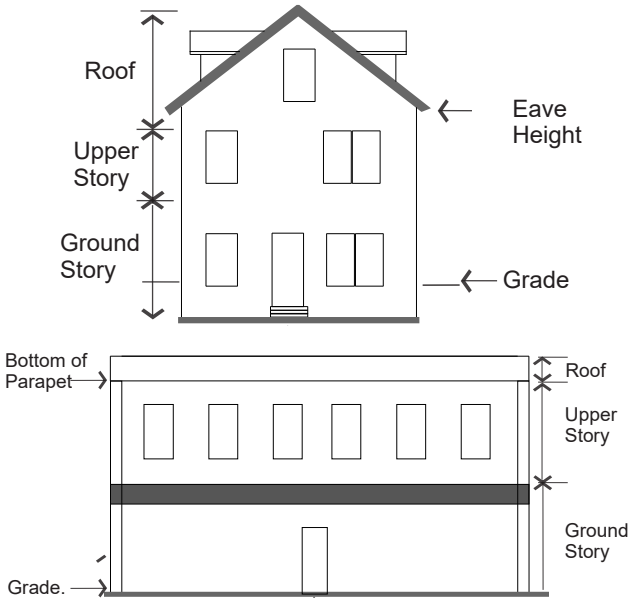
The following explains the line item requirements for each Building Type for uses permitted within each district. The requirements in this section of the Building Type Tables may limit those uses within a specific Building Type.

(1) **Ground and Upper Story:** The uses or category of uses which may occupy the ground and/or upper story of a building.

(2) **Parking Within Building:** The area(s) of a building in which parking is permitted within the structure.

(3) **Required Occupied Space:** The area(s) of a building that shall be

Figure 3-2: Measuring Height



designed as occupied space, defined as interior building space regularly occupied by the building users. It does not include storage areas, utility space, lobbies, or parking.

D. Street Facade Requirements

The following explains the line item requirements for each Building Type within the portion of each Building Type Table entitled "Street Facade Requirements". Street Facade Requirements apply only to facades facing a public or private right-of-way. The rear or interior side yard facades are not required to meet these standards unless otherwise stated.

(1) **Minimum Ground Story and Upper Floor Transparency**: Refer to Figure 3-3. The minimum amount of transparency required on street facades with street frontage.

(a) Transparency is any glass in windows and/or doors, including any mullions, that is highly transparent with low reflectance.

(i) Ground Story Transparency, when defined separately from the overall minimum transparency, shall be measured between two feet and eight feet from the average grade at the base of the front facade.

(ii) A general Minimum Transparency requirement shall be measured from floor to floor of each story.

(2) **Blank Wall Limitations**: A restriction of the amount of windowless area permitted on a facade with street frontage. If required, the following shall both be met for each story:

(a) No rectangular area greater than 30% of a story's facade, as measured from floor to floor, may be windowless; and

(b) No horizontal segment of a story's facade greater than 15 feet in width may be windowless, unless approved by the Community Design Official (CDO).

(3) **Entrance Type:** The Entrance Type(s) permitted for the entrance(s) of a given Building Type. A mix of permitted Entrance Types may be utilized. Refer to Section 3.10 for detailed descriptions and illustrations.

(4) **Principal Entrance Location**: The facade on which the primary building entrance is to be located.

(5) **Required Number of Street Entrances**: The minimum number of and maximum spacing between entrances on the ground floor building facade with street frontage.

(6) **Vertical Facade Divisions**: The use of a vertically oriented expression line or form to divide the facade into increments no greater than the dimension shown, as measured along the base of the facade. Elements may include a column, pilaster, or other continuous vertical ornamentation a minimum of one and a half inch depth.

(7) **Horizontal Facade Divisions**: The use of a horizontally oriented expression line or form to divide portions of the facade into horizontal divisions. Elements may include a cornice, belt course, molding, string courses, or other continuous horizontal ornamentation a minimum of one and a half inch depth.

E. Roof Type

The following explains the line item requirements for each Building Type Table within the fifth section entitled "Roof Types".

(1) **Permitted Roof Type**: The roof type(s) permitted for a given Building Type. Refer to Section 3.11 of these Guidelines for detailed descriptions and illustrations.

(2) **Tower:** A vertical building extension that may be permitted in conjunction with another roof type on certain Building Types.

Figure 3-4: Transitions from Single Family Homes

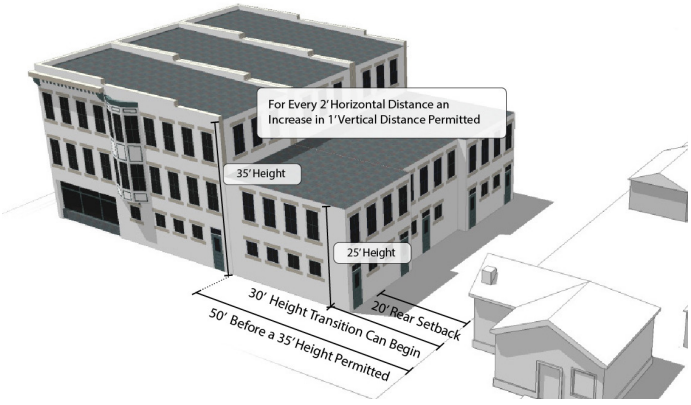
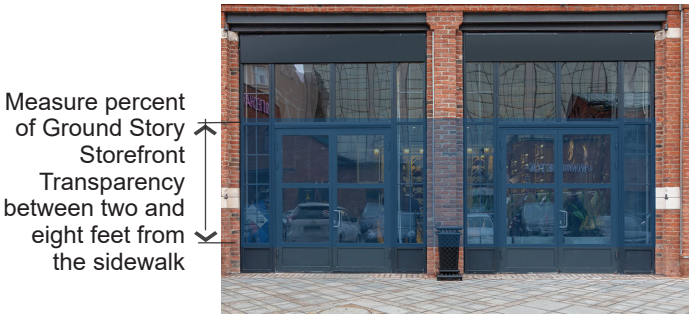
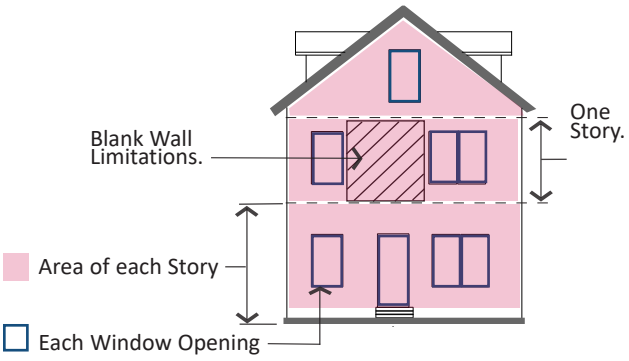


Figure 3-3: Measuring Transparency

Measuring Ground Floor Transparency on a Storefront base.



Measuring Transparency on Each Story.



3.3 Storefront Building

A. Description and Intent

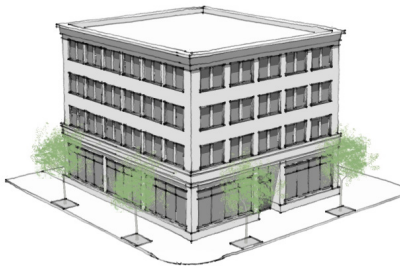
The Storefront Building is intended for use as a mixed-use building located close to the front property line with parking typically in the rear or side of the lot.

The key facade element of this Building Type is the storefront required on the ground floor front facade, with large amounts of glass and regularly spaced entrances.

This building is available in a variety of heights, depending on the district within which it is located.

B. Regulations

Regulations for the Storefront Building Type are defined in the adjacent table.



Notes

[1] Lots wider than 140 feet are permitted one double-loaded aisle of surface parking (maximum width of 72 feet), located perpendicular to the front property line, which is exempt from front property line coverage.

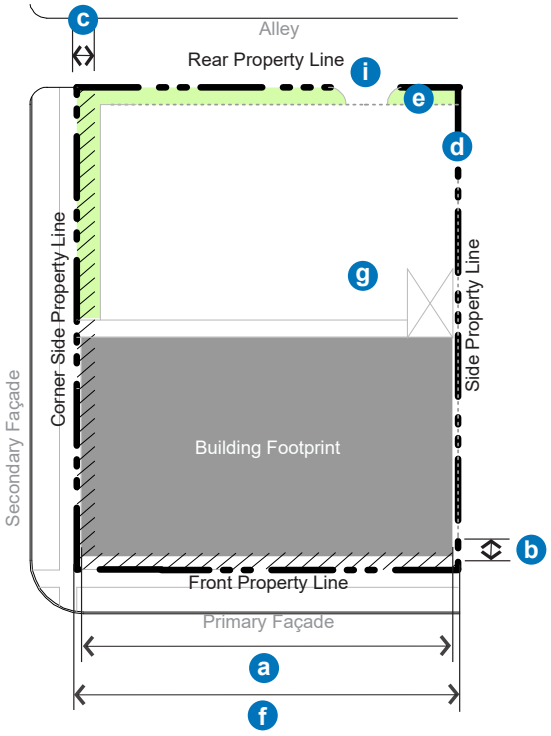
**While Highway Commercial is not part of the Community Structure Plan, it is presented as part of the Architectural Design Guidelines to achieve consistent design standards in the South Valley Community.*

Table 3-2: Stoop Building Requirements

		Permitted Districts			
		Central Develop. Area	Neighborhood Centers	Flex	Highway Commercial*
	(1) Building Siting Refer to Figure 3-5.				
	Multiple Principal Buildings	permitted	permitted	permitted	permitted
a	Front Sidewalk Coverage	80%	80%	85%	80%
	Occupation of Corner	required	required	required	required
b	Front Build-to Zone	0' to 10'	0' to 10'	0' to 5'	0' to 5'
c	Corner Build-to Zone	0' to 10'	0' to 10'	0' to 5'	0' to 5'
d	Minimum Side Yard Setback	0'	0'	0'	0'
e	Minimum Rear Yard Setback	10'	10'	10'	10'
f	Minimum Lot Width Maximum Lot Width	none none	none none	none none	none none
g	Parking and Loading Location	rear yard	rear yard	rear yard	rear yard
i	Vehicular Access	Alley; if no alley exists, 1 driveway is permitted per non-Primary Façade, or as approved by the CDO or designee	Alley; if no alley exists, 1 driveway is permitted per non-Primary Façade, or as approved by the CDO or designee	Alley only; if no alley exists, 1 driveway is permitted per non-Primary Façade, or as approved by the CDO or designee	Alley; if no alley exists, 1 driveway is permitted per non-Primary Façade, or as approved by the CDO or designee
	(2) Height Refer to Figure 3-6.				
j	Minimum Overall Height	1 story	1 story	2 story	1 story
k	Maximum Overall Height	3 stories	3 stories	3 stories	3 stories
l	Ground Story: Minimum Height Maximum Height	14' 20'	14' 20'	14' 20'	14' 20'
m	Upper Stories: Minimum Height Maximum Height	9' 14'	9' 14'	9' 14'	9' 14'
	(3) Uses Refer to Development Ordinances for Permitted Uses.				
n	Ground Story	retail, service, office	retail, service, office	retail, service, office	retail, service, office
o	Upper Story	any permitted use			
p	Parking within Building	permitted fully in any basement and in rear of upper floors			
q	Required Occupied Space	30' deep on all full floors measured from the front facade			
	(4) Street Facade Requirements Refer to Figure 3-7.				
r	Minimum Ground Story Transparency Measured between 2' and 8' above grade	65%	65%	75%	65%
s	Minimum Transparency per each Story	15%	15%	15%	15%
	Blank Wall Limitations	required. See Section 3.2			
t	Front Facade Entrance Type	storefront, arcade	storefront, arcade	storefront, arcade	storefront, arcade
u	Principal Entrance Location	front facade	front facade	front facade	front facade
	Required Number of Street Entrances	1 per each 75' of front facade	1 per each 75' of front facade	1 per each 75' of front facade	1 per each 75' of front facade
	Vertical Facade Divisions	every 50' of facade width	every 50' of facade width	every 50' of facade width	every 30' of facade width
	Horizontal Facade Divisions	required within 3' of the top of the ground story, and every fifth floor above the first floor			
	(5) Roof Type Requirements Refer to Figures 3-30 through 3-34.				
v	Permitted Roof Types	parapet, pitched, flat	parapet, pitched, flat	parapet, pitched, flat	parapet, flat
	Tower	permitted	permitted	permitted	permitted

Figure 3-5: Storefront Building: Building Siting

Typical Site Plan



Site Plan with Side Yard Parking

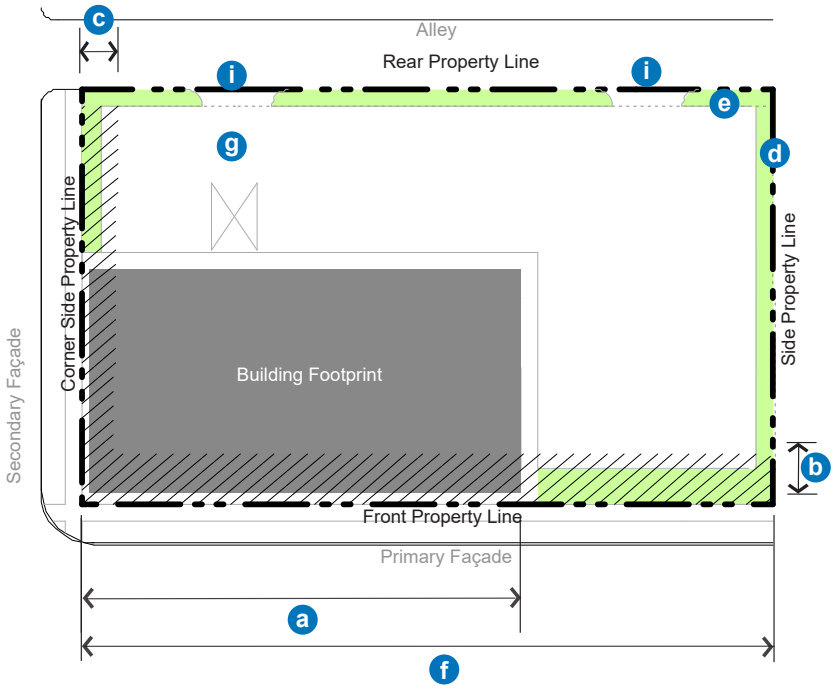


Figure 3-6: Storefront Building: Height and Use Requirements

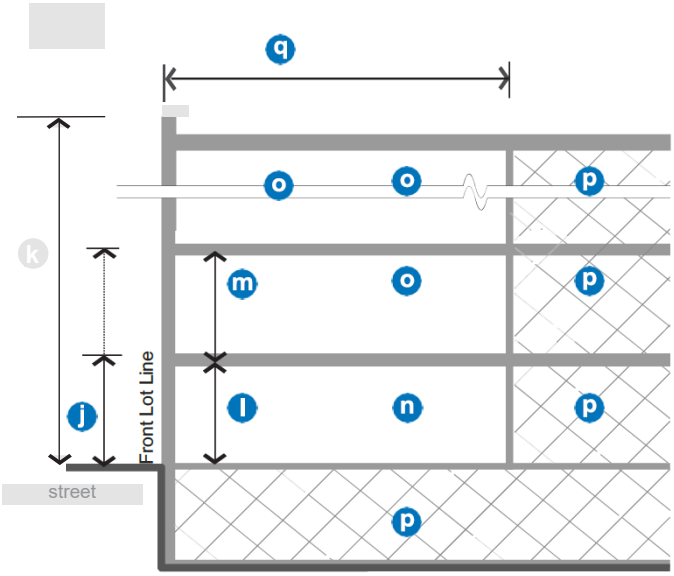


Figure 3-7: Storefront Building: Street Facade Requirements

3.4 "Big Box"

A. Description and Intent

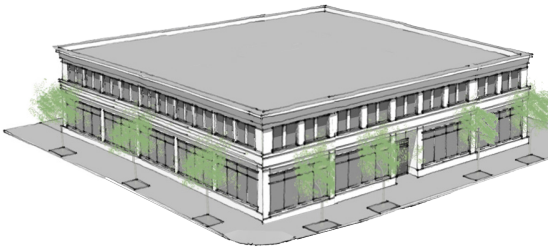
The "Big Box" Building Type permits a large building footprint with a ground floor storefront facade. The minimum sized building footprint of the "Big Box" Building Type is 35,000 total square feet. If a building is to have a smaller footprint than the minimum 35,000 sf requirement then it will not be considered or approved as a "Big Box" Building.

This building type is usually provided only a single certificate of occupancy, and is commonly referred to as a "big-box" or "mid-box" structure.

This Building Type is intended to be built close to the front and corner property lines allowing easy access to passing pedestrians and transit riders, and continuing the fabric of the Storefront Building Type. Parking may be provided in the rear of the lot, internally in the building, and/or one double loaded aisle of parking is permitted in the interior or the side yard at the front property line.

B. Regulations

Regulations for the "Big Box" Building Type are defined in the adjacent table.



Notes

One double-loaded aisle of parking (maximum width of 72 feet), located perpendicular to the front property line, which is exempt from front property line coverage, is permitted.

If building is 18 feet or more in height, ground story shall count as two stories towards maximum building height.

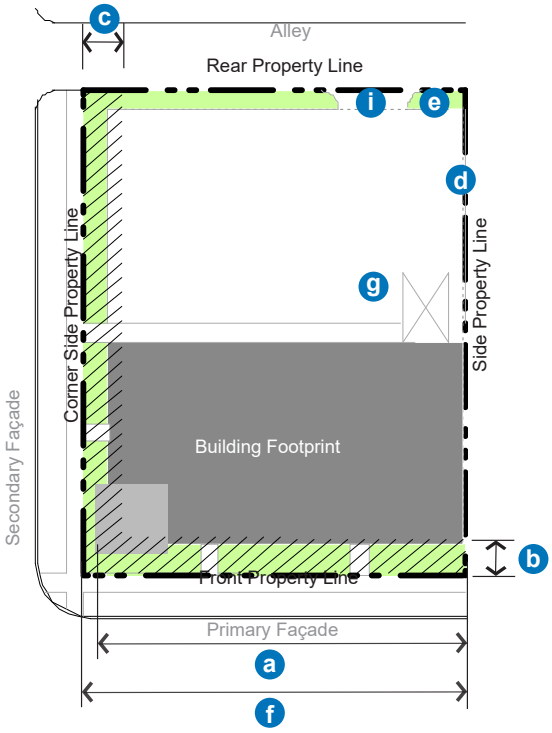
**While Highway Commercial is not part of the Community Structure Plan, it is presented as part of the Architectural Design Guidelines to achieve consistent design standards in the South Valley Community.*

Table 3-3: "Big Box" Building Requirements

		Permitted Districts	
		Flex	Highway Commercial*
	(1) Building Siting Refer to Figure 3-8.		
	Multiple Principal Buildings	not permitted	not permitted
a	Front Sidewalk Coverage	75%	75%
	Occupation of Corner	required	required
b	Front Build to Zone	0' to 15'	0' to 15'
c	Corner Build to Zone	0' to 10'	0' to 10'
d	Minimum Side Yard Setback	5'	5'
e	Minimum Rear Yard Setback	10'	10'
f	Minimum Lot Width Maximum Lot Width	50' none	50' none
g	Parking and Loading	rear and side yard	rear and side yard
h	Street Facade Service Bay Entrance	limited to one per street facade, maximum width 18'	limited to one per street facade, maximum width 18'
i	Vehicular Access	From alley; if no alley exists, maximum 1 driveway per street frontage	From alley; if no alley exists, maximum 1 driveway per street frontage
	(2) Height Refer to Figure 3-9.		
j	Minimum Overall Height	1 story	1 story
k	Maximum Overall Height	3 stories	4 stories
l	Ground Story: Minimum Height Maximum Height	14' 24'	14' 24'
m	Upper Stories: Minimum Height Maximum Height	9' 14'	9' 14'
	(3) Uses Refer to Development Ordinances for permitted uses.		
n	Ground Story	retail, service, office, craftsman industrial	retail, service, office, craftsman industrial
o	Upper Story	any permitted use	any permitted use
p	Parking within Building	permitted fully in basement and in rear of upper floors plus one service bay width at ground floor	permitted fully in basement and in rear of upper floors plus one service bay width at ground floor
q	Required Occupied Space	30' deep on all full floors from the front facade	30' deep on all full floors from the front facade
	(4) Street Facade Requirements Refer to Figure 3-10.		
r	Minimum Ground Story Transparency Measured between 2' and 8' above grade	50%	50%
s	Minimum Transparency per each Story	15%	15%
	Blank Wall Limitations	required. See Section 3.2	
t	Front Facade Entrance Type	storefront, stoop	storefront, stoop
u	Principal Entrance Location	front or corner facade	front or corner facade
	Required Number of Street Entrances	1 per 100' of facade; service bay door not included; 1 per 150' of facade	1 per 100' of facade; service bay door not included; 1 per 150' of facade
	Vertical Facade Divisions	every 60' of facade width	every 60' of facade width
	Horizontal Facade Divisions	required within 3' of the top of the ground story for all buildings over 2 stories	required within 3' of the top of the ground story for all buildings over 2 stories
	(5) Roof Type Requirements Refer to Figures 3-30 through 3-34.		
v	Permitted Roof Types	parapet, pitched, flat	parapet, pitched, flat
	Tower	permitted	permitted

Figure 3-8: "Big Box" Building: Building Siting

Typical Site Plan



Site Plan with Side Yard Parking "General"

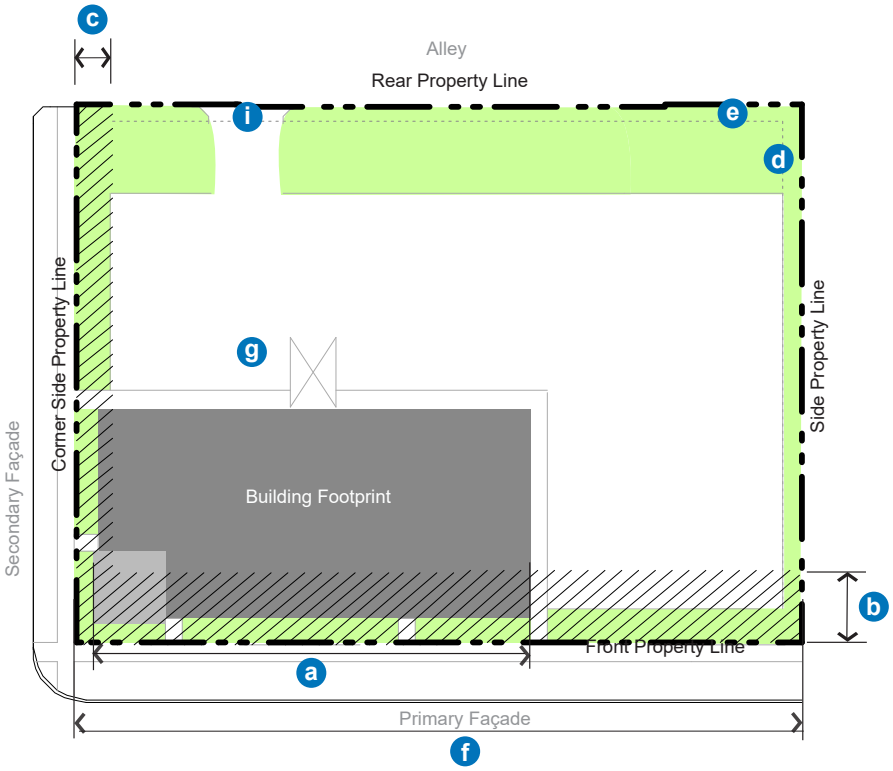
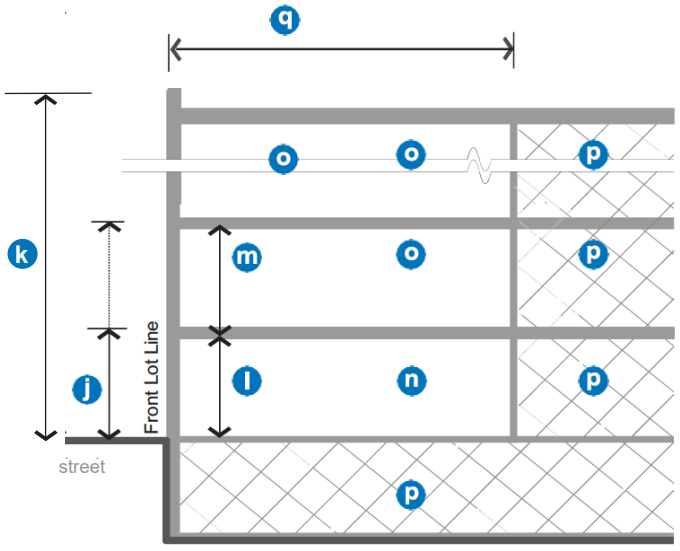


Figure 3-9: "Big Box" Building Height and Use Requirements.

Figure 3-10: "Big Box" Building Street Facade Requirements



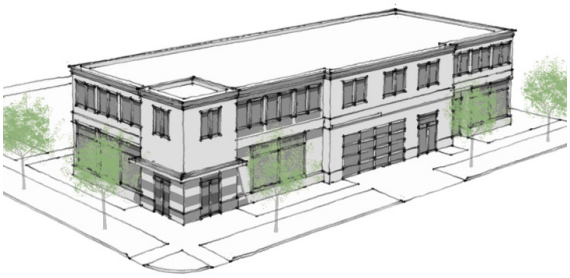
3.5 Limited Bay

A. Description and Intent

The Limited Bay Building Type permits a lower level of ground floor storefront facade and a single vehicle bay with garage door access on the Primary Street. A wider range of uses can also be accommodated within this Building Type, including craftsman industrial uses. This Building Type is still intended to be built close to the front and corner property lines allowing easy access to passing pedestrians and transit riders, and continuing the fabric of the Storefront Building Type. Parking may be provided in the rear of the lot, internally in the building, and/or one double loaded aisle of parking is permitted in the interior or the side yard at the front property line. The minimum and maximum heights of this Building Type depend on the district within which it is located.

B. Regulations

Regulations for the Limited Bay Building Type are defined in the adjacent table.



Notes

**While Highway Commercial is not part of the Community Structure Plan, it is presented as part of the Architectural Design Guidelines to achieve consistent design standards in the South Valley Community.*

Table 3-4: Limited Bay Building Requirements

		Permitted Districts	
		Flex	Highway Commercial*
	(1) Building Siting Refer to Figure 3-11.		
	Multiple Principal Buildings	not permitted	not permitted
a	Front Sidewalk Coverage	75%	75%
	Occupation of Corner	required	required
b	Front Build to Zone	0' to 15'	0' to 15'
c	Corner Build to Zone	0' to 10'	0' to 10'
d	Minimum Side Yard Setback	5'	5'
e	Minimum Rear Yard Setback	10'	10'
f	Minimum Lot Width Maximum Lot Width	50' none	50' none
g	Parking and Loading	rear and side yard	rear and side yard
h	Street Facade Service Bay Entrance	limited to one per street facade, maximum width 18'	limited to one per street facade, maximum width 18'
i	Vehicular Access	From alley; if no alley exists, maximum 1 driveway per street frontage	From alley; if no alley exists, maximum 1 driveway per street frontage
	(2) Height Refer to Figure 3-12.		
j	Minimum Overall Height	1 story	1 story
k	Maximum Overall Height	3 stories	3 stories
l	Ground Story: Minimum Height Maximum Height	14' 24'	14' 24'
m	Upper Stories: Minimum Height Maximum Height	9' 14'	9' 14'
	(3) Uses See Development Ordinances for Permitted Uses.		
n	Ground Story	retail, service, office, craftsman industrial	retail, service, office, craftsman industrial
o	Upper Story	any permitted use	any permitted use
p	Parking within Building	permitted fully in basement and in rear of upper floors plus one service bay width at ground floor	permitted fully in basement and in rear of upper floors plus one service bay width at ground floor
q	Required Occupied Space	30' deep on all full floors from the front facade	30' deep on all full floors from the front facade
	(4) Street Facade Requirements Refer to Figure 3-13.		
r	Minimum Ground Story Transparency Measured between 2' and 8' above grade	50% , Service Bay door shall be transparent	50% , Service Bay door shall be transparent
s	Minimum Transparency per each Story	15%	15%
	Blank Wall Limitations	required, see Section 3.2	
t	Front Facade Entrance Type	storefront, stoop	storefront, stoop
u	Principal Entrance Location	front or corner facade	front or corner facade
	Required Number of Street Entrances	1 per 100' of facade; service bay door not included; 1 per 150' of facade	1 per 100' of facade; service bay door not included; 1 per 150' of facade
	Vertical Facade Divisions	every 60' of facade width	every 60' of facade width
	Horizontal Facade Divisions	required within 3' of the top of the ground story for all buildings over 2 stories	required within 3' of the top of the ground story for all buildings over 2 stories
	(5) Roof Type Requirements Refer to Figures 3-30 through 3-34.		
v	Permitted Roof Types	parapet, pitched, flat	parapet, flat
	Tower	permitted	permitted

Figure 3-11: Limited Bay Building: Building Siting.

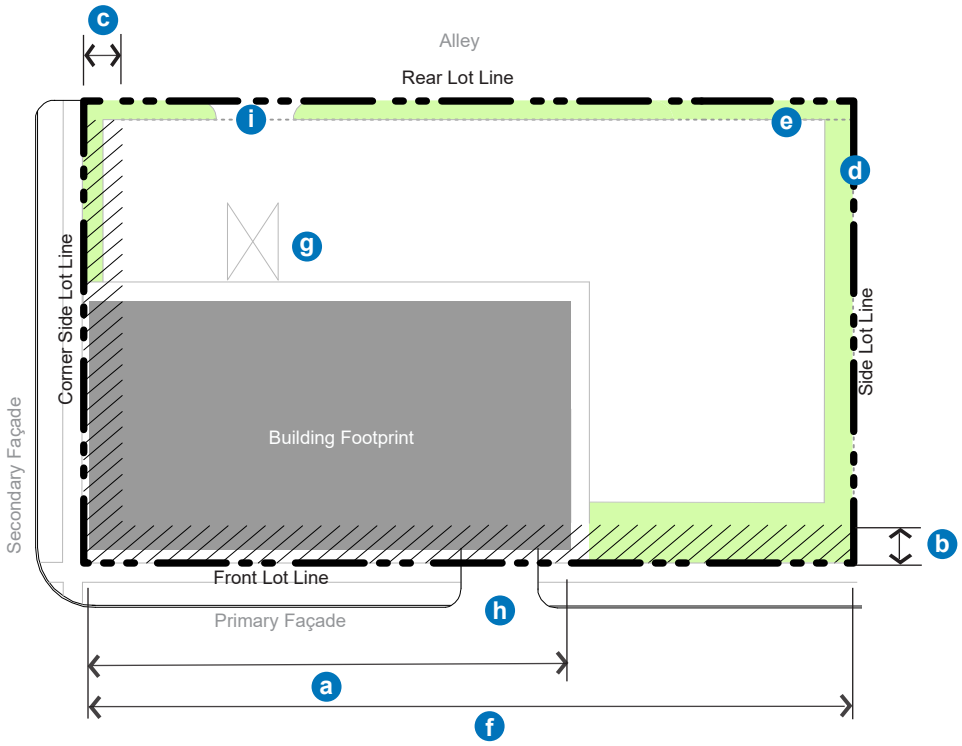


Figure 3-12: Limited Bay Building: Height and Use Requirements

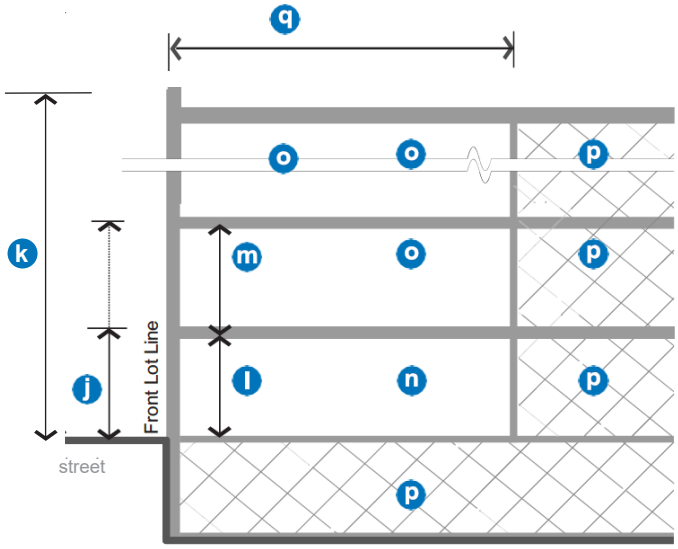


Figure 3-13: Limited Bay Building: Street Facade Requirements

3.6 Stoop Building

A. Description and Intent

The Stoop Building Type is limited in terms of uses by the district within which it is located, generally housing office and/or residential uses. The Stoop building is intended to be built close to the front and corner property lines allowing easy access to passing pedestrians and transit riders. Parking may be provided in the rear of the lot, internally in the building, or, in some cases, one double loaded aisle of parking is permitted in the side yard at the front property line. The minimum and maximum heights of this Building Type depend on the district within which it is located.

B. Regulations

Regulations for the Stoop Building Type are defined in the adjacent table.

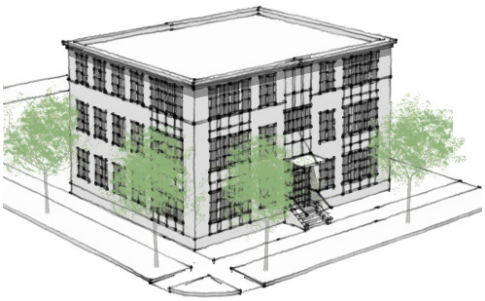


Table 3-5: Stoop Building Requirements

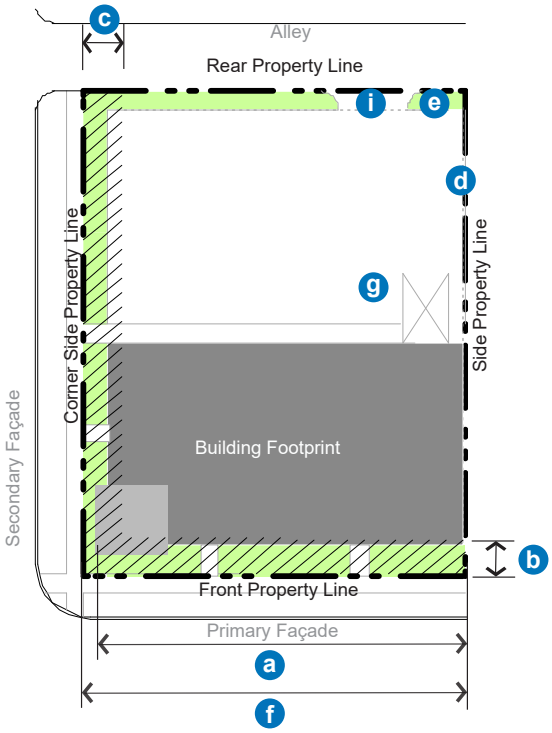
		Permitted Districts		
		Central Development Area	Neighborhood Center	Flex
	(1) Building Siting Refer to Figure 3-14.			
a	**Multiple Principal Buildings**	permitted	not permitted	not permitted
	Front Sidewalk Coverage	80%	80% [1]	80% [1]
b	**Occupation of Corner**	required	required	required
c	**Front Build to Zone**	0' to 10'	0' to 10'	0' to 10'
d	**Corner Build to Zone**	0' to 10'	0' to 10'	0' to 10'
e	**Minimum Side Yard Setback**	10'	10'	10'
f	**Minimum Rear Yard Setback**	5'	5'	5'
	Minimum Lot Width **Maximum Lot Width**	100' none	none none	none none
g	**Parking and Loading Location**	rear and side yard	rear yard	rear yard
i	**Vehicular Access**	Alley; if no alley exists, 1 driveway is permitted per non-Primary Façade, or as approved by the CDO or designee	Alley; if no alley exists, 1 driveway is permitted per non-Primary Façade, or as approved by the CDO or designee	Alley; if no alley exists, 1 driveway is permitted per non-Primary Façade, or as approved by the CDO or designee
	(2) Height Refer to Figure 3-15.			
j	**Minimum Overall Height**	1 story	1 story	1 story
k	**Maximum Overall Height**	3 stories	3 stories [3]	3 stories
l	**All Stories: Minimum Height** **Maximum Height**	9' 14'	9' 14'	9' 14'
	(3) Uses Refer to Development Ordinances for Permitted Uses.			
n	**All Stories**	**any permitted use**		
p	**Parking within Building**	**permitted fully in basement and in rear of upper floors**		
q	**Required Occupied Space**	**30' deep on all full floors from the front facade**		
	(4) Street Facade Requirements Refer to Figure 3-16.			
r	**Minimum Transparency** per each Story	35%	35%	35%
	Blank Wall Limitations	required, see Section 3.2		
t	**Front Facade Entrance Type**	stoop, porch, storefron	stoop, porch, storefront	stoop, porch, storefront
u	**Principal Entrance Location**	front or corner facade	front facade	front facad
	Required Number of Street Entrances	1 per each 150' of front facade	1 per each 100' of front facade	1 per each 100' of front facade
	Vertical Facade Divisions	every 50' of facade width	every 50' of facade width	every 25' of facade width
	Horizontal Facade Divisions	**required within 3' of the top of any visible basement and of the ground story, and at the fifth floor above the ground floor**		
	(5) Roof Type Requirements Refer to Figures 3-30 through 3-34.			
v	**Permitted Roof Types**	parapet, pitched, flat	parapet, pitched, flat	parapet, pitched, flat
W	**Tower**	permitted	permitted	permitted

Notes

[1] A courtyard covering up to 35% of the front facade is permitted and may contribute to the Front Lot Line Coverage requirement.

Figure 3-14: Stoop Building: Building Siting.

Typical Site Plan



Site Plan with Side Yard Parking

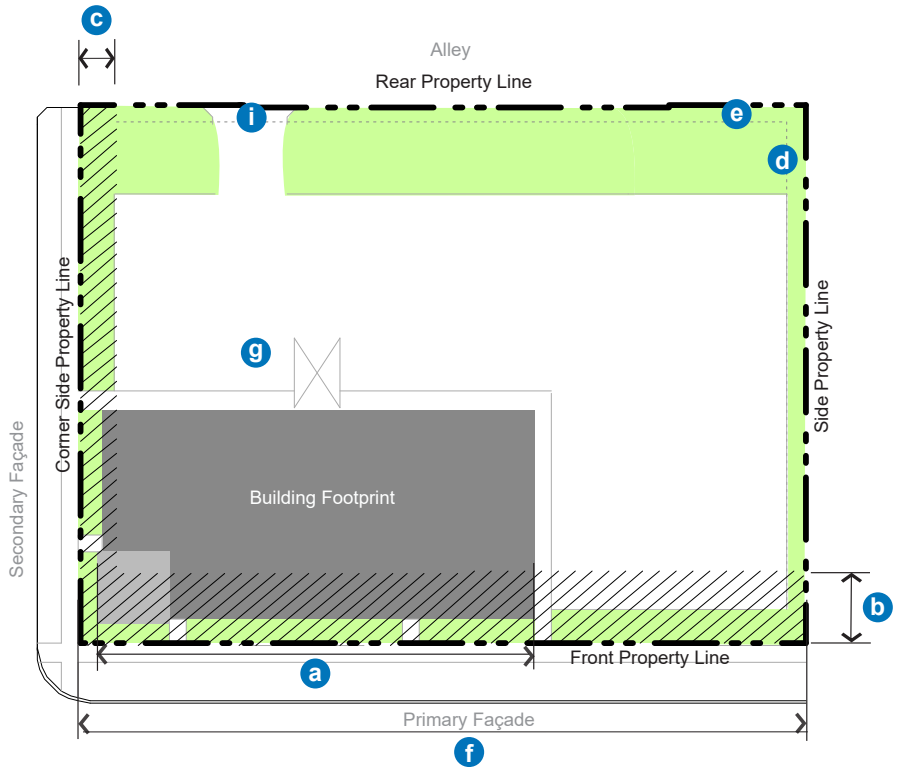


Figure 3-15: Stoop Building: Height and Use Requirements

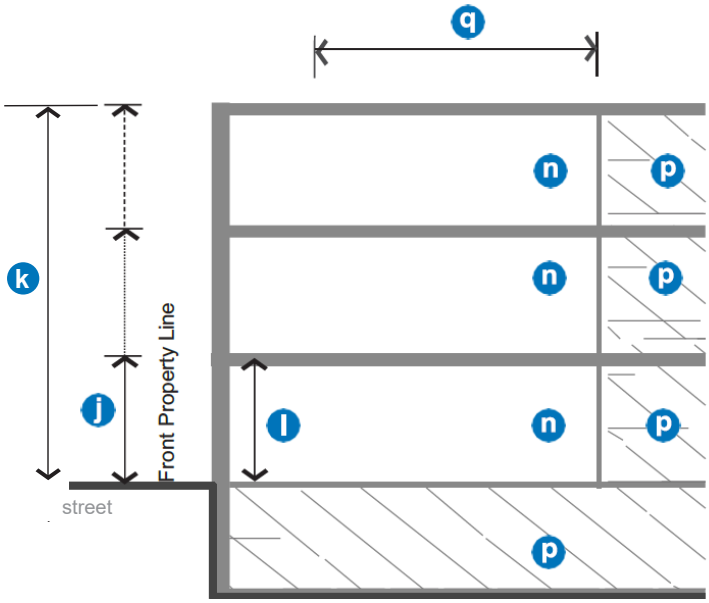
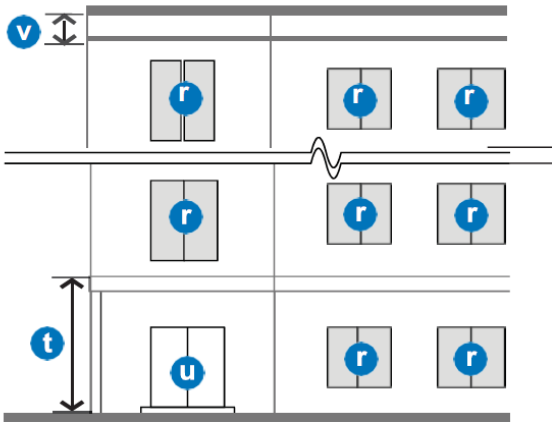


Figure 3-16: Stoop Building: Street Facade Requirements



3.7 Row Building

A. Description and Intent

The Row Building is a building typically comprised of multiple vertical units, each with its own entrance to the street. This Building Type may be organized as townhouses or rowhouses, or it could also incorporate live/work units where such uses are permitted.

Parking is required to be located in the rear yard and may be incorporated either into a detached garage or in an attached garaged accessed from the rear of the building. However, when the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is active.

B. Regulations

Regulations for the Row Building type are defined in the adjacent table.

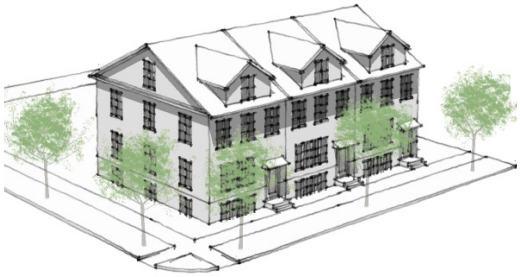


Table 3-6: Row Building Requirements

		Permitted Districts			
		Central Develop. Area	Perimeter Develop Area	Neighborhood Centers	Flex
	(1) Building Siting Refer to Figure 3-17				
	Multiple Principal Buildings	permitted	permitted	permitted	permitted
a	Front Sidewalk Coverage	65%[2]	65%[2]	65%[2]	65% [2]
	Occupation of Corner	required	required	required	required
b	Front Build to Zone	10' to 20'	10' to 20'	5' to 15'	0' to 10'
c	Corner Build to Zone	5' to 10'	5' to 10'	5' to 10'	0' to 10'
d	Minimum Side Yard Setback	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 10' between buildings
e	Minimum Rear Yard Setback	15' [3]	15' [3]	10' [3]	10'
f	Minimum Unit Width Maximum Building Width	22' per unit maximum of 6 units per building	22' per unit maximum of 6 units per building	20' per unit maximum of 8 units per building	18' per unit maximum of 10 units per building
g	Parking	rear yard/ facade	rear yard/ facade	rear yard/facade	rear yard/ facade
i	Vehicular Access	From alley; if no alley exists, 1 driveway per building per street frontage.			
	(2) Height Refer to Figure 3-18.				
j	Minimum Overall Height	2 story	2 story	2 story	2 story
k	Maximum Overall Height	3 stories	2 stories	3 stories	3 stories
l	All Stories: Minimum Height Maximum Height	9' 14'	9' 14'	9' 14'	9' 14'
	(3) Uses Development Ordinances for Permitted Uses.				
n	Ground Story	residential only	residential only	residential, service, office	residential, service, office
o	Upper Story	any permitted use			
p	Parking within Building	permitted fully in basement and in rear of all floors			
q	Required Occupied Space	30' deep on all full floors from the front facade			
	(4) Street Facade Requirements Refer to Figure 3-19.				
r	Minimum Transparency per each Story	15% [4]	15%	15% [4]	15%
	Blank Wall Limitations	required, see Section 3.2			
t	Front Facade Permitted Entrance Type	stoop, porch	stoop, porch	stoop, porch, limited storefront [5]	stoop, porch, limited storefront [5]
u	Principal Entrance Location per Unit	front or corner side facade			
	Vertical Facade Divisions	not required			
	Horizontal Facade Divisions	for buildings over 3 stories, required within 3' of the top of any visible basement or ground story			
	(5) Roof Type Requirements Refer to Figures 3-30 through 3-34.				
v	Permitted Roof Types	parapet, pitched, flat	parapet, pitched, flat	parapet, pitched, flat	parapet, pitched, flat
	Tower	permitted	permitted	permitted	permitted

Notes:

[1] *For the purposes of the Row Building, a building consists of a series of units. When permitted, multiple buildings may be located on a lot with the minimum required space between them. However, each building shall meet all requirements of the Building Type unless otherwise noted.*

[2] *Each building shall meet the front property line coverage requirement, except one of every five units may front a courtyard with a minimum width of 30 feet. The courtyard shall be defined on three sides by units.*

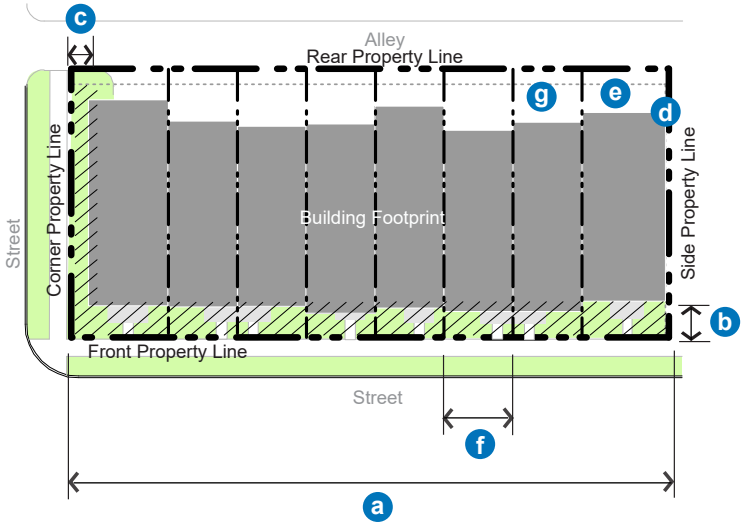
[3] *Rear yard setback on alleys is five feet.*

[4] *When the storefront entrance type is utilized, the maximum ground story transparency for the unit is 55% as measured between two feet and eight feet above grade.*

[5] *The storefront entrance type is permitted only on corners or buildings that are designated for live/work units.*

Figure 3-17: Row Building: Building Siting

Site Plan with Rear Access Attached Garage



Site Plan with Rear Yard and Detached Garage

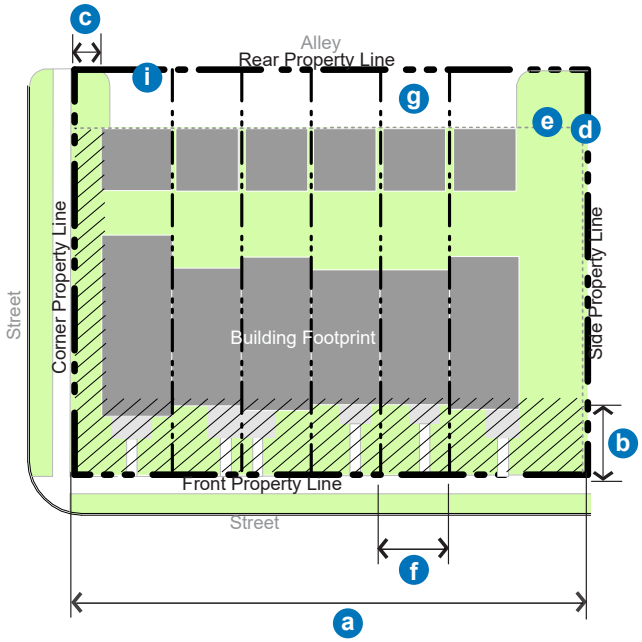


Figure 3-18: Row Building: Height and Use Requirements

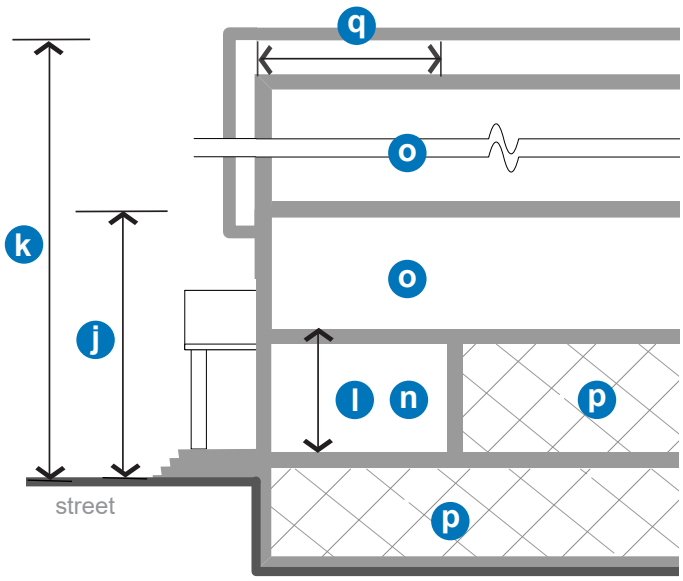
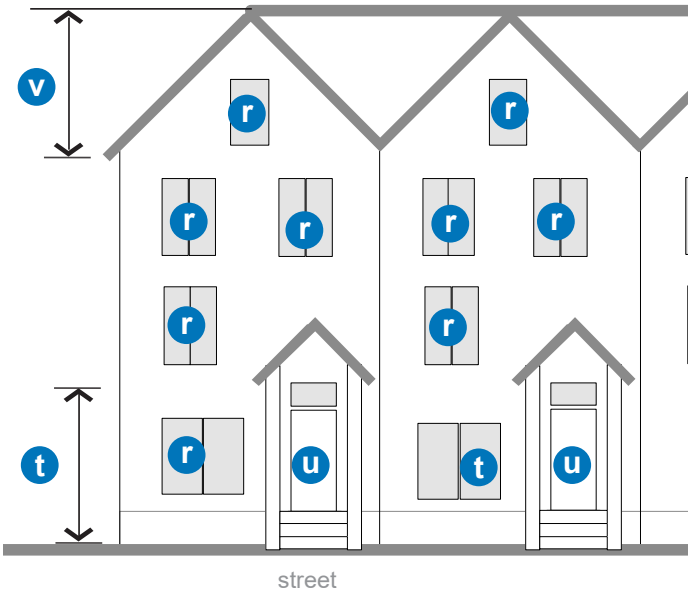


Figure 3-19: Row Building: Street Facade Requirements



3.8 Yard Building

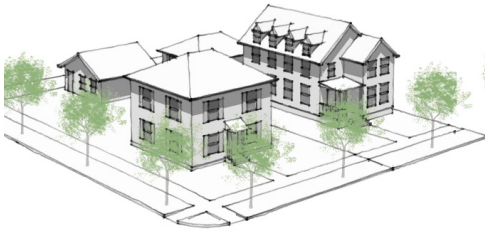
A. Description and Intent

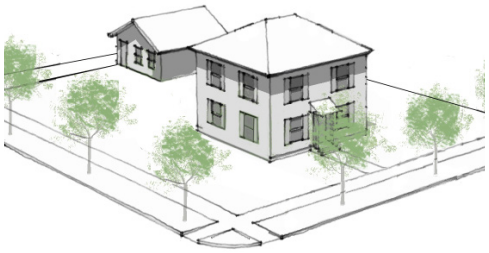
The Yard Building is a mainly residential building, incorporating a landscaped yard surrounding all sides of the building. Parking and garages are limited to the rear only with preferred access from an alley.

The Yard Building can be utilized in newly developing locations to create somewhat denser traditional neighborhoods, or as a buffer to existing neighborhoods.

B. Regulations

Regulations for the Yard Building Type are defined in the adjacent table.





Notes

[1] Each building shall meet all requirements of the Building Type.

[2] When multiple buildings are located on a single lot, each building shall meet the front property line coverage requirement, except one of every three buildings may front a courtyard with a minimum width of 30 feet. The courtyard shall be defined on three sides by units.

[3] Rear yard setback for detached garages on alleys is five feet.

Table 3-7: Yard Building Requirements

		Permitted Districts		
		Central Development Area	Perimeter Development Area	Flex
	(1) Building Siting Refer to Figure 3-20.			
	Multiple Principal Buildings	permitted [1]	permitted [1]	permitted [1]
a	Front Sidewalk Coverage	65% [2]	65% [2]	65% [2]
	Occupation of Corner	required	required	required
b	Front Setback	15’	15’	15’
c	Corner Setback	7.5’	7.5’	7.5’
d	Minimum Side Yard Setback	5’	5’	5’
e	Minimum Rear Yard Setback	15’ [3]	15’ [3]	15’ [3]
f	Minimum Lot Width Maximum Lot Width	30’ 60’	30’ 60’	30’ 60’
g	Parking	rear yard/facade	rear yard/facade	rear yard/facade
i	Vehicular Access	From alley; if no alley exists, 1 driveway per street frontage	From alley; if no alley exists, 1 driveway per street frontage	From alley; if no alley exists, 1 driveway per street frontage
	(2) Height Refer to Figure 3-21.			
j	Minimum Overall Height	1.5 story	1.5 story	1.5 story
k	Maximum Overall Height	3 stories	2 stories	3 stories
l	All Stories: Minimum Height Maximum Height	 9’ 14’	 9’ 14’	 9’ 14’
	(3) Uses Development Ordinances for Permitted Uses.			
n	All Stories	residential	residential	residential
p	Parking within Building	permitted fully in basement and in rear of all floors	permitted fully in basement and in rear of all floors	permitted fully in basement and in rear of all floors
q	Required Occupied Space	25’ deep on all full floors from the front facade	25’ deep on all full floors from the front facade	25’ deep on all full floors from the front facade
	(4) Street Facade Requirements Refer to Figure 3-22.			
r	Minimum Transparency per each Story	15%	15%	15%
	Blank Wall Limitations	required, see Section 3.2		
t	Front Facade Entrance Type	stoop, porch	stoop, porch	stoop, porch
u	Principal Entrance Location per Unit	front, corner, or corner side facade	front, corner, or corner side facade	front, corner, or corner side facade
	Required Number of Street Entrances	not required	not required	not required
	Vertical Facade Divisions	not required	not required	not required
	Horizontal Facade Divisions	not required	not required	not required
	(5) Roof Type Requirements Refer to Figures 3-30 through 3-34.			
v	Permitted Roof Types	parapet, pitched, flat	parapet, pitched, flat	parapet, pitched, flat
	Tower	not permitted	not permitted	not permitted

Figure 3-20: Yard Building: Building Siting

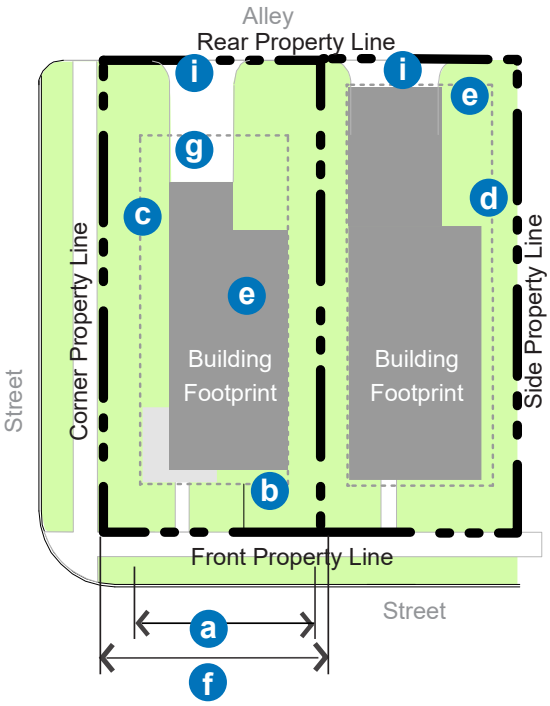


Figure 3-21: Yard Building: Height and Use Requirements

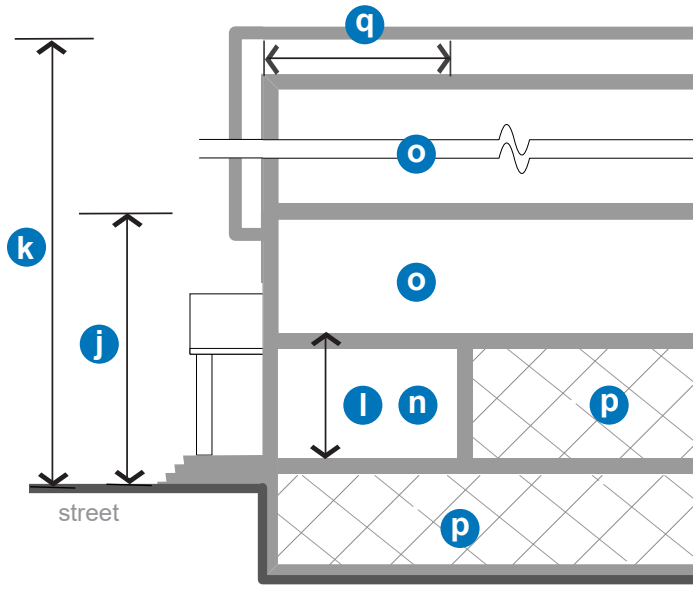
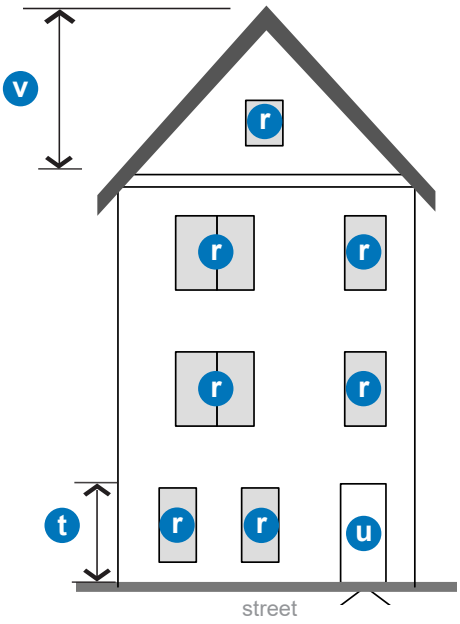


Figure 3-22: Yard Building: Street Facade Requirements



3.9 Civic Building

A. Description and Intent

The Civic Building is the most flexible Building Type intended only for civic and institutional types of uses. These buildings are distinctive within the urban fabric created by the other Building Types and could be designed as iconic structures. In contrast to most of the other Building Types, a minimum setback line is required instead of a build to zone, though this setback is required to be landscaped. Parking is limited to the rear in most cases.

The minimum and maximum heights of this Building Type depend on the district within which it is located.

B. Regulations

Regulations for the Civic Building type are defined in the adjacent table.

Notes

[1] Lots wider than 140 feet are permitted one double-loaded aisle of parking (maximum width of 72 feet), located perpendicular to the front property line, which is exempt from front property line coverage.

[2] If 18 feet or more in height, ground story shall count as two stories towards maximum building height.

Table 3-7: Civic Building Requirements

		Permitted Districts			
		Central Develop. Area	Perimeter Develop. Area	Neighborhood Center	Flex
	(1) Building Siting Refer to Figure 3-23.				
	Multiple Principal Buildings	permitted			
	Front Sidewalk Coverage	not required			
	Occupation of Corner	not required			
b	Front Setback	5’	10’	5’	5’
c	Corner Setback	0’	5’	0’	0’
d	Minimum Side Yard Setback	5’	5’	5’	5’
e	Minimum Rear Yard Setback	10’	10’	10’	10’
f	Minimum Lot Width Maximum Lot Width	50’ none	50’ none	50’ none	50’ none
g	Parking and Loading	rear	rear	rear	rear
i	Vehicular Access	From alley; if no alley exists, 1 driveway per street frontage			
	(2) Height Refer to Figure 3-24.				
j	Minimum Overall Height	1 story	1 story	1 story	1 story
k	Maximum Overall Height	3 stories	2 stories	3 stories	3 stories
l	All Stories: Minimum Height Maximum Height	9’ 20’ [2]	9’ 20’ [2]	9’ 20’ [2]	9’ 20’ [2]
	(3) Uses Refer to Development Ordinances for permitted uses.				
n	All Stories	limited to civic and institutional uses only			
p	Parking within Building	permitted fully in basement and in rear of upper floors			
q	Required Occupied Space	30’ deep on all full floors from the front facade			
	(4) Street Facade Requirements Refer to Figure 3-25.				
r	Minimum Transparency per each Story	10%			
	Blank Wall Limitations	not required			
t	Front Facade Permitted Entrance Type	arcade, stoop			
u	Principal Entrance Location	front or corner facade	front or corner facade	front or corner facade	front or corner facade
	Required Number of Primary Street Entrances	1 per 100’ of facade	1 per 150’ of facade	1 per 100’ of facade	1 per 100’ of facade
	Vertical Facade Divisions	not required			
	Horizontal Facade Divisions	not required			
	(5) Roof Type Requirements Refer to Figures 3-30 through 3-34.				
v	Permitted Roof Types	parapet, pitched, flat; other roof types are permitted by Conditional Use			
w	Tower	permitted			

Additional Examples of Civic Buildings

Figure 3-23: Civic Building: Building Siting

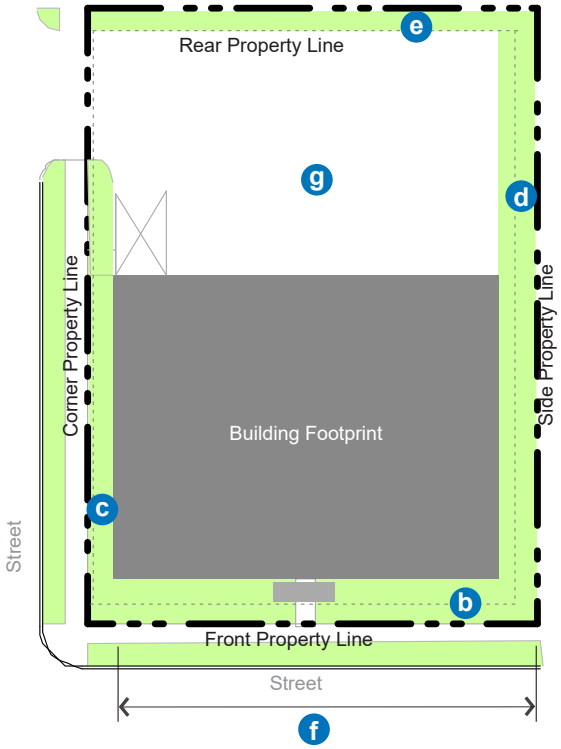


Figure 3-24: Civic Building: Height and Use Requirements

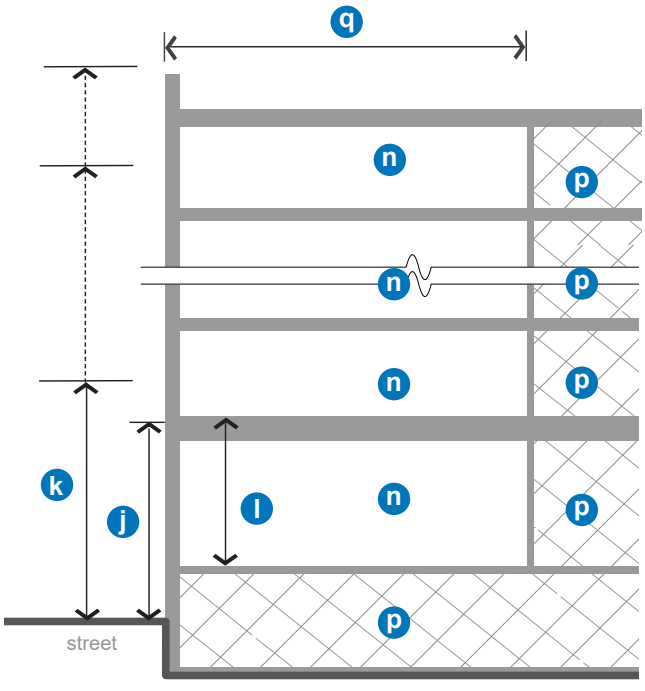
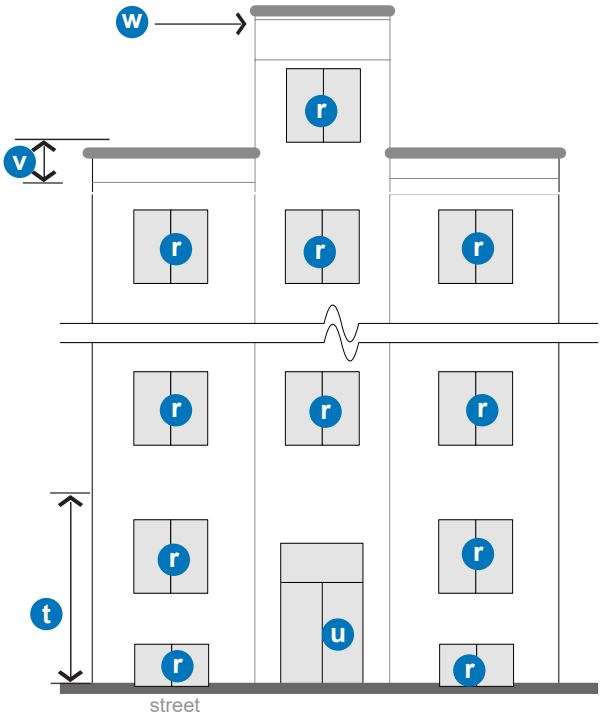


Figure 3-25: Civic Building: Street Facade Requirements



3.10 Entrance Types

Entrance type standards apply to the ground story and visible basement of front facades of all Building Types as defined in this Section. Refer to the Building Type Table Requirements, in the preceding pages for specific Building Type details.

A. General

The following provisions apply to all entrance types.

(1) **Intent:** To guide the design of the ground story of all buildings to relate appropriately to pedestrians on the street. Treatment of other portions of the building facades is detailed in each Building Type standard described and illustrated in the preceding pages.

(2) **Applicability:** The entire ground story street-facing facade(s) of all buildings shall meet the requirements of at least one of the permitted entrance types, unless otherwise stated.

(3) **Measuring Transparency:** Refer to Section 3.2.D (Explanation of Building Type Table Standards) for information on measuring building transparency.

(4) **Visible Basements:** Visible basements, permitted by entrance type, are optional. The visible basement shall be a maximum of one-half the height of the tallest story.

B. Storefront Entrance Type

The Storefront entrance type is a highly transparent ground story treatment designed to serve primarily as the display area and primary entrance for retail or service uses (refer to Figure 3-26).

(1) **Transparency:** Minimum transparency is required per Building Type.

(2) **Elevation:** Storefront elevation shall be between zero and two feet above sidewalk.

(3) **Visible Basement:** A visible basement is not permitted.

(4) **Horizontal Facade Division:** Horizontally define the ground story facade from the upper stories.

(5) **Entrance:** All entries shall be recessed from the front facade closest to the street.

(a) Recess shall be a minimum of three feet and a maximum of eight feet deep, measured from the portion of the front facade closest to the street.

(b) When the recess falls behind the front build-to zone, the recess shall be no wider than eight feet.

C. Arcade Entrance Type

An Arcade entrance type is a covered pedestrian walkway within the recess of a ground story (Refer to Figure 3-27).

(1) **Arcade:** An open-air public walkway is required to be recessed into the building, from the face of the building, a minimum of eight and a maximum of 15 feet.

(2) **Build-to Zone:** When the Arcade is utilized, the outside face of the Arcade shall be considered the front facade, located within the required build-to zone.

(3) **Recessed or Interior Facade:** Storefront entrance type is required on the recessed ground story facade.

(4) **Column Spacing:** Columns shall be spaced between ten feet and 18 feet on center.

(5) **Column Width:** Columns shall be a minimum of 1’-8” and a maximum 2’-4” in width.

(6) **Arcade Opening:** Opening shall not be flush with interior arcade ceiling and may be arched or straight.

(7) **Horizontal Facade Division:** Horizontally define the ground story facade from the upper stories.

(8) **Visible Basement:** A visible basement is not permitted.

Figure 3-26: Storefront Entrance Type

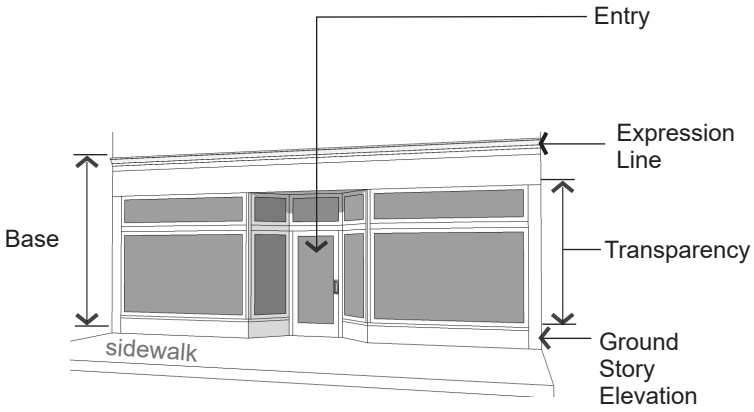
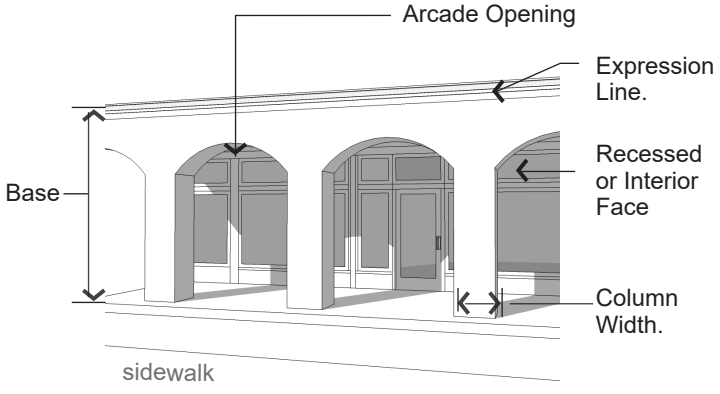


Figure 3-27: Arcade Entrance Type



D. Stoop Entrance Type

A stoop is an unroofed, open platform (refer to Figure 3-28).

(1) **Transparency:** Minimum transparency is required per Building Type.

(2) **Stoop Size:** Stoops shall be a minimum of three feet deep and six feet wide.

(3) **Elevation:** Stoop elevation shall be located a maximum of 2'-6" above the sidewalk without visible basement and a maximum of 4'-6" above the sidewalk with a visible basement.

(4) **Visible Basement:** A visible basement is permitted and shall be separated from the ground story by an expression line.

(5) **Entrance:** All entries shall be located off a stoop.

E. Porch Entrance Type

A porch is a raised, roofed platform that may or may not be enclosed on all sides. If enclosed, the space shall not be climate controlled (Refer to Figure 3-29).

(1) **Transparency**: Minimum transparency per Building Type is required.

  (a) If enclosed, a minimum of 40% of the enclosed porch shall be comprised of highly transparent, low reflectance windows.

(2) **Porch Size:** The porch shall be a minimum of five feet deep and eight feet wide.

(3) **Elevation:** Porch elevation shall be located a maximum of 2'-6" above the sidewalk without a visible basement and a maximum of 4'-6" above the sidewalk with a visible basement.

(4) **Visible Basement:** A visible basement is permitted.

(5) **Height:** Porch may be two stories to provide a balcony on the second floor.

(6) **Entrance:** All entries shall be located off a porch.

Figure 3-28: Stoop Entrance Type

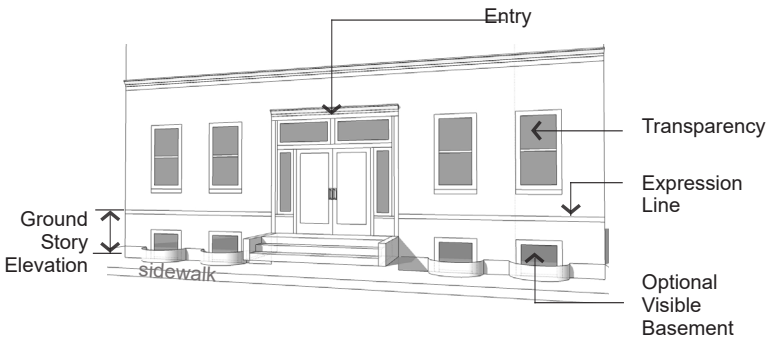
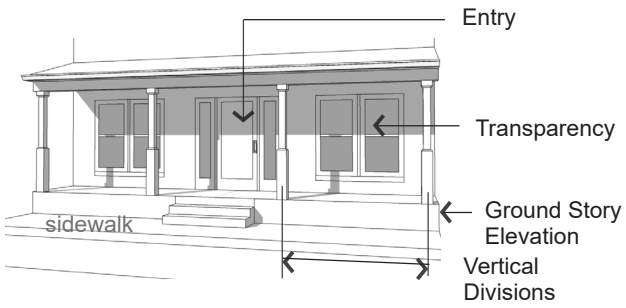


Figure 3-29: Porch Entrance Type



3.11 Roof Types

Roof type standards apply to the roof and cap of all Building Types. Refer to the Building Type Table Requirements for specific Building Type details.

A. General Provisions

The following provisions apply to all roof types.

(1) **Intent:** To guide the design of the cap of all buildings.

(2) **Applicability:** All buildings shall meet the requirements of one of the roof types permitted for the Building Type.

(3) **Measuring Height:** Refer to Figure 3-2 for information on measuring building height.

(4) **Other Roof Types:** Other building caps not listed as a specific type may be made by a request to the CDO with the following requirements:

(a) The roof type shall not create additional occupiable space beyond that permitted by the Building Type.

(b) The shape of the Roof Type shall be significantly different from those defined in this section, i.e. a dome, spire, vault.

(c) The building shall warrant a separate status within the community from the fabric of surrounding buildings, with a correspondence between the form of the roof type and the meaning of the building use.

B. Parapet Roof Type

A parapet is a low wall projecting above a building's roof along the perimeter of the building. It can be utilized with a flat or low pitched roof and also serves to limit the view of roof-top mechanical systems from the street (Refer to Figure 3-30, Parapet Roof Type).

(1) **Parapet Height:** Height is measured from the top of the upper story to the top of the parapet.

(a) Minimum height is two feet with a maximum height of six feet.

(b) The parapet shall be high enough to screen the roof and any roof appurtenances from view of the street(s).

(2) **Horizontal Expression Lines:** An expression line shall define the parapet from the upper stories of the building and shall also define the top of the cap.

(3) **Occupied Space**: Occupied space shall not be incorporated behind this roof type.

Figure 3-30. Parapet Roof Type

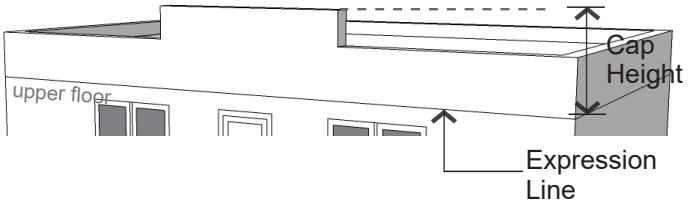
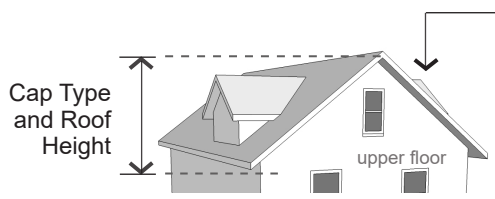
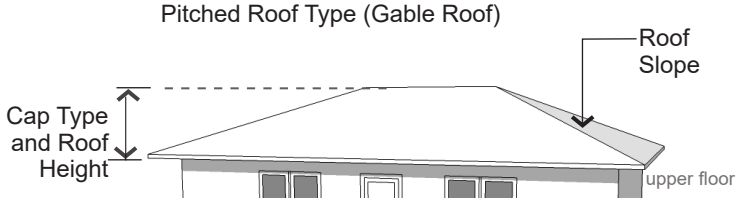


Figure 3-31. Pitched Roof Type



Pitched Roof Type (Gable Roof)



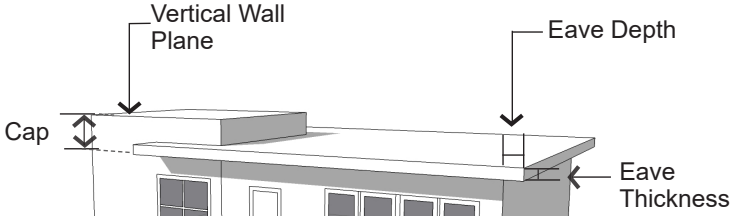
Low Pitched Roof Roof Type (Hip Roof)

No Pitched Roofs on "Big Box" buildings

Figure 3-32. Parallel Ridge Line

Parallel Ridge Line with Gable

Figure 3-33. Flat Roof Type



C. Pitched Roof Type

This roof type has a sloped or pitched roof. Slope is measured with the vertical rise divided by the horizontal span or run (Refer to Figure 3-30).

(1) **Pitch Measure:** The roof may not be sloped less than a 4:12 (rise:run) or more than 16:12.

  (a) Slopes less than 4:12 are permitted to occur on second story or higher roofs. (Refer to Figure 3-31).

(2) **Configurations:**

  (a) Hipped, gabled, and combination of hips and gables with or without dormers are permitted.

  (b) Butterfly roofs (inverted gable roof) are permitted with a maximum height of eight feet, inclusive of overhang.

  (c) Gambrel and mansard roofs are not permitted.

(3) **Parallel Ridge Line:** A gabled end or perpendicular ridge line shall occur at least every 100 feet of roof when the ridge line runs parallel to the front lot line. (Refer to Figure 3-32).

(4) **Roof Height:** Roofs without occupied space and/or dormers shall have a maximum height on street-facing facades equal to the maximum floor height permitted for the Building Type.

(5) **Occupied Space:** Occupied space may be incorporated behind this roof type.

D. Flat Roof Type

This roof type has a flat roof with overhanging eaves (Refer to Figure 3-33).

(1) **Configuration:** Roofs with no visible slope are acceptable. Eaves are required on all street facing facades.

(2) **Eave Depth:** Eave depth is measured from the building facade to the outside edge of the eave. Eaves shall have a depth of at least 14 inches.

(3) **Eave Thickness:** Eave thickness is measured at the outside edge of the eave, from the bottom of the eave to the top of the eave. Eaves shall be a minimum of eight inches thick.

(4) **Interrupting Vertical Walls:** Vertical walls may interrupt the eave and extend above the top of the eave with no discernible cap.

  (a) No more than one-half of the front facade can consist of an interrupting vertical wall.

  (b) Vertical walls shall extend no more than four feet above the top of the eave.

(5) **Occupied Space:** Occupied space shall not be incorporated behind this roof type.

E. Towers

A tower is a rectilinear or cylindrical, vertical element, that must be used with other roof types (Refer to Figure 3-34).

(1) **Quantity:** All Building Types, with the exception of the Civic Building, are limited to one tower per building.

(2) **Tower Height:** Maximum height, measured from the top of the parapet or eave to the top of the tower, is the equivalent of the height of one upper floor of the building to which the tower is applied.

(3) **Tower Width**: Maximum width along all facades is one-third the width of the front facade or 30 feet, whichever is less.

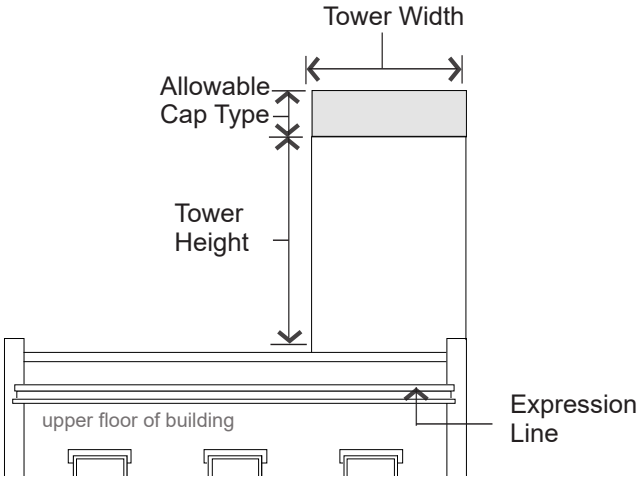
(4) **Horizontal Expression Lines:** An expression line shall define the tower from the upper stories, except on single family or attached house residential Building Types.

(5) **Occupied Space:** Towers may be occupied by the same uses allowed in upper stories of the Building Type to which it is applied.

(6) **Application:** May be combined with all other roof types.

(7) **Tower Cap:** The tower may be capped by the parapet, pitched, low pitched, or flat roof roof types, or the spire may cap the tower.

Figure 3-34: Tower



3.12 Additional Design Requirements

The following outlines the Guidelines that affect a building's appearance and district cohesiveness. They improve the physical quality of buildings, enhance the pedestrian experience, and protect the character of the neighborhood.

A. Materials and Color

(1) **Primary Facade Materials:** 80% of each facade shall be constructed of primary materials. For facades over 100 square feet, more than one material shall be used to meet the 80% requirement.

(a) Permitted primary building materials include high quality, durable, natural materials, such as stone, brick; wood lap siding; fiber cement board lapped, shingled, or panel siding; glass; steel. Other high quality synthetic materials may be approved during the site plan process with an approved sample and examples of successful, high quality local installations. Refer to Figure 3-35.

(2) Secondary Facade Materials. Secondary materials are limited to details and accents and include gypsum reinforced fiber concrete for trim and cornice elements; metal for beams, lintels, trim, and ornamentation, and exterior architectural metal panels and cladding.

(a) Exterior Insulation and Finishing Systems (EIFS) is permitted for trim only or on upper floor facades only.

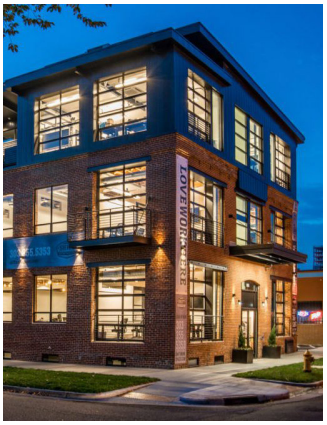
(3) **Roof Materials:** Acceptable roof materials include 300 pound or better, dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate, and ceramic tile. "Engineered" wood or slate may be approved during the site plan process with an approved sample and examples of successful, high quality local installations. Refer to Figure 3-36.

(4) **Color:** Main building colors shall be complementary to existing building stock.

(5) **Appropriate Grade of Materials:** Commercial quality doors, windows, and hardware shall be used on all Building Types with the exception of the Row Building and the Yard Building. Refer to Figure 3-37.

Figure 3-35: Primary Materials

Primary Materials: Brick



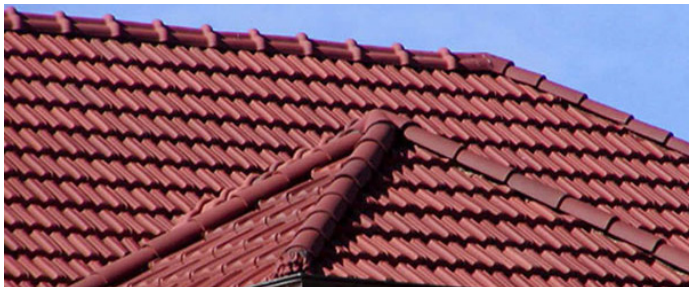
Primary Materials: Stone/Glass

Primary Materials: Wood, Glass

Figure 3-36: Roof Materials

Roof Materials: Asphalt Composite Shingles

Roof Materials: Ceramic Tile



Roof Materials: Metal Standing Seam

B. Windows, Awnings, and Shutters

(1) **Windows:** All upper story windows on all historic, residential, and mixed-use buildings shall be recessed, double hung. Percent of transparency is required per Building Type.

(2) **Awnings:** All awnings shall be canvas or metal. Plastic awnings are not permitted. Awning types and colors for each building face shall be coordinated. Refer to Figure 3-38.

(3) **Shutters:** If installed, shutters, whether functional or not, shall be sized for the windows. If closed, the shutters shall not be too small for complete coverage of the window. Shutters shall be wood. "Engineered" wood may be approved by CDO during the site plan process with an approved sample and examples of successful, high quality local installations.

Figure 3-37: Commercial Grade Doors and Windows

Permitted: Commercial Grade Doors and Windows on Commercial Buildings.

Prohibited: Residential Grade Doors on Commercial Buildings.

Figure 3-38: Awnings

Permitted Awnings: Metal

Permitted Awnings: Canvas

Prohibited Awnings: Plastic

C. Balconies

The following applies in all locations where balconies are incorporated into the facade design facing any street or parking lot. Refer to Figure 3-39.

(1) **Size:** Balconies shall be a minimum of six feet deep and five feet wide.

(2) **Connection to Building:** Balconies that are not integral to the facade shall be independently secured and unconnected to other balconies.

(3) **Facade Coverage:** A maximum of 40% of the front and corner side facades, as calculated separately, may be covered with balconies, including street-facing railing and balcony structure.

D. Treatments at Terminal Vistas

When a street terminates at a parcel, the parcel shall be occupied by one of the following:

(1) If the parcel is open space, any Open Space Type with the exception of the Pocket Park shall be utilized and a vertical element shall be terminate the view. Acceptable vertical elements include a stand or grid of trees, a sculpture, or a fountain.

(2) If the parcel is not utilized as an Open Space Type, the front or corner side of a building, whether fronting a Primary Street or not, shall terminate the view.

Figure 3-39. Balconies

Figure 3-40. Building Variety

E. Building Variety

Building design shall vary between vertical facade divisions, where required per the Building Types, and from adjacent buildings by the type of dominant material or color, scale, or orientation of that material and at least two of the following. Refer to Figure 3-40 for one illustration of this requirement.

(1) The proportion of recesses and projections.

(2) The location of the entrance and window placement, unless storefronts are utilized.

(3) Roof type, plane, or material, unless otherwise stated in the Building Type requirements.

F. Drive-through Structures

Refer to Figure 3-41 for one illustration of the following requirements.

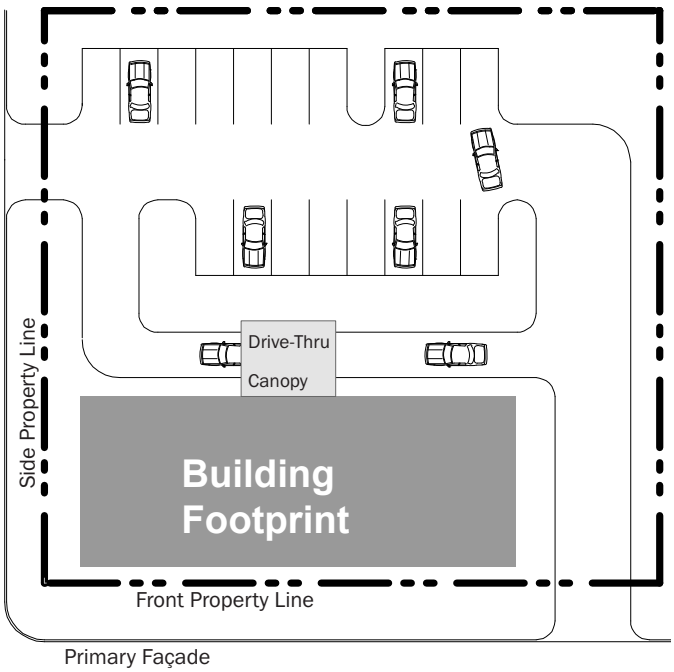
(1) **Application:** Drive-through structures are only permitted for commercial uses located at least one-half mile from Spanish Valley Drive

(2) **Structure/Canopy:** Drive-through structures or canopies shall be located on the rear facade of the building or in the rear of the lot behind the building, where permitted by use. The structure shall not be visible from any Primary Street.

(3) **Stacking Lanes:** Stacking lanes shall be located on the parcel perpendicular to the Primary Façade or behind the building.

(4) The canopy and structure shall be constructed of the same materials utilized on the building.

Figure 3-41: Recommended Drive-Through Facility Layout



4.0 Parking

4.1 General Requirements.

A. Intent.

The following provisions are established to accomplish the following:

(1) Ensure an appropriate level of vehicle parking, loading, and storage to support a variety of land uses.

(2) Provide appropriate site design standards to mitigate the impacts of parking lots on adjacent land uses and zoning districts.

(3) Provide specifications for vehicular site access.

B. Applicability.

This section shall apply to all new development and changes in use or intensity of use for existing development, in any district.

(1) **Compliance**: Compliance with the standards outlined shall be attained in the following circumstances:

  (a) Development of all new parking facilities, loading facilities, and driveways.

  (b) Improvements to existing parking facilities, loading facilities, and driveways, including reconfiguration, enlargement, or the addition of curbs, walkways, fencing, or landscape installation.

  (c) Change in use requiring a change in the amount of parking.

(2) **Damage or Destruction**: When a use that has been damaged or destroyed by fire, collapse, explosion, or other cause is reestablished, any associated off-street parking spaces or loading facilities must be reestablished based on the requirements of this section.

(3) **Site Plan Approval Required**: Parking quantities and parking design and layout shall be approved through the Site Plan Approval process.

4.2 Parking Requirements.

General Requirements for Parking.

Off-street parking spaces shall be provided in conformance with Tables 4-1 and 4-2.

(1) **Required Accessible Parking:** Parking facilities accessible for persons with disabilities shall be in compliance with or better than the standards detailed in the Utah Accessibility Code, including quantity, size, location, and accessibility.

(2) **Requirements for Unlisted Uses:** Upon receiving a site plan approval, occupancy certificate, or other permit application for a use not specifically addressed in this section, the CDO is authorized to apply off-street parking standards specified for the Use deemed most similar to the proposed Use. In instances where an equivalent may not be clearly determined, the CDO may require the applicant to submit a parking study or other evidence that will help determine the appropriate requirements.

(3) **Private Off-Premises Parking:** Where private off-site parking facilities are approved, such facilities shall be in the same possession as the lot occupied by the building or as the use to which the parking facilities are accessory.

  (a) Such possession may be either by deed or lease, guaranteeing availability of the parking commensurate with the use served by the parking.

  (b) The agreement providing for the use of off-site parking, executed by the parties involved, shall be in a form approved by the CDO.

  (c) The deed or lease shall require the owner to maintain the required number of parking facilities for the duration of the use served or of the deed or lease, whichever shall terminate sooner.

  (d) Location Parking. Any off-premise parking must be within 1,300 feet from the entrance of the use to the closest parking space measured along a dedicated pedestrian path.

(4) **Tandem Parking:** Tandem parking is permitted with approval of the CDO through the site plan review process.

A. Required Vehicular and Bicycle Parking.

Tables 4-1 and 4-2 outline the required vehicular and bicycle parking requirements.

(1) **Organized by Use:** The parking requirements are organized by use.

  (a) Parking rates are provided for general use categories; these numbers are applicable for all of the uses within these categories.

  (b) If a specific use requires a different parking rate than its use category, it is also listed in Tables 4-1 and 4-2.

  (2) **Vehicular Spaces Required:** The vehicular spaces required column indicates the required off-street parking ratio, which may be subject to credits and other reductions and a maximum number, as are detailed in this section.

(3) **Maximum Allowable Vehicular Spaces:** When a use requires more than 20 spaces, it is not permitted to provide greater than 10% over the minimum parking requirement.

  (a) For those uses with no requirements, the maximum number of spaces required should be no more than the next level up of that use. For example, for Neighborhood

Table 4-1: Required Off-Street Vehicular Parking

Use	Central Development Area	Perimeter Development Area	Neighborhood Center	Flex	Highway Commercial*
Residential					
Single Family, all sizes, or Multifamily, 1 Bedroom	1 / Dwelling Unit	1.5 / Dwelling Unit	none [or .5/ Dwelling Unit]	1 / Dwelling Unit	N/A
Multifamily, 2 Bedrooms	1.5 / Dwelling Unit	2 / Dwelling Unit	1 / Dwelling Unit	1.5 / Dwelling Unit	N/A
Multifamily, 3 or 3+ Bedrooms	2 / Dwelling Unit	2 / Dwelling Unit	1.25 / Dwelling Unit	2 / Dwelling Unit	N/A
Residential Care	.33 / Unit and .66 / Employee	.33 / Unit and .66 / Employee	0 / Unit and .66 / Employee	.33 / Unit and .66 / Employee	N/A
Civic/Institutional					
Assembly	N/A	N/A	1 / 6 Seats	1 / 5 Seats	N/A
Hospital	N/A	N/A	.10 / Bed and .50 / Employee	.20 / Bed and .66 / Employee	N/A
Library / Museum / Post Office	1 / 600 sq. ft.	1 / 400 sq. ft.	1 / 600 sq. ft.	1 / 600 sq. ft.	N/A
Police and Fire	Per CDO	Per CDO	Per CDO	Per CDO	N/A
Post Office (distribution)	1 / 400 sq. ft.	1 / 400 sq. ft.	1 / 600 sq. ft.	1 / 400 sq. ft.	N/A
School: Pre K to Jr. High	1 / Classroom and 1 / 200 sq. ft Office	1 / Classroom and 1 / 200 sq. ft Office	1 / Classroom and 1 / 300 sq. ft Office	1 / Classroom and 1 / 200 sq. ft Office	N/A
School: High School, Higher Education	1 / Classroom, 1 / 200 sq. ft Office, and .17 / Student	1 / Classroom, 1 / 200 sq. ft Office, and .17 / Student	1 / Classroom, 1 / 300 sq. ft Office, and .10 / Student	1 / Classroom, 1 / 200 sq. ft Office, and .17 / Student	N/A
Retail					
Neighborhood Retail	1 / 300 sf	N/A	none	1 / 300 sf	N/A
General Retail	N/A	N/A	1 / 1000 sf	1/ 300 sf	1/ 500 sf
Outdoor Sales Lot	N/A	N/A	N/A	1 / 250 sq. ft. of Sales Area, with 1 / 10 Vehicle Display	1 / 250 sq. ft. of Sales Area, with 1 / 10 Vehicle Display
Service					
Neighborhood Service	1/ 250 sf	N/A	none	1/ 250 sf	N/A
General Service	N/A	N/A	1 / 500 sf	1/ 250 sf	1/ 250 sf
Eating and Drinking Establishments	1.0 / 3 seats + 1/3 employees	N/A	1.0 / 4 seats + 1/3 employees	1.0 / 3 seats + 1/3 f employees	1.0 / 3 seats + 1/3 employees
Vehicle Services	N/A	N/A	N/A	2 / Service Bay and 1 / 200 sq.ft of retail	2 / Service Bay and 1 / 200 sq.ft of retail
Office and Industrial					
General Office	1 / 1000 sf	N/A	1 / 1000 sf	1 / 500 sf	1/ 300 sf
Craftsman Industrial	N/A	N/A	N/A	1 / 1,000 sq. ft. of Production Space and 1 / 500 sq. ft. of Retail Space	1 / 1,000 sq. ft. of Production Space and 1 / 500 sq. ft. of Retail Space
Open Space and Recreation					
Open Space and Recreation	Per CDO	Per CDO	Per CDO	Per CDO	Per CDO

** While Highway Commercial is not part of the Community Structure Plan, it is presented as part of the Architectural Design Guidelines to achieve consistent design standards in the South Valley Community.*

Retail, the number of spaces should be no more than the requirements for General Retail.

(4) **Required Bicycle Parking**: Table 4-2 indicates the minimum bicycle parking ratio for a given use.

(5) **Computation**: Off-street parking spaces shall be calculated using the following information.

(a) Area Measurements. The following units of measurements shall be utilized to calculate parking requirements.

(i) **Dwelling Unit:** Parking standards for residential buildings shall be computed using dwelling unit as the unit of measure, unless otherwise stated.

(ii) **Gross Square Footage:** Unless otherwise expressly stated, parking standards for non-residential Uses shall be computed on the basis of gross floor area in square feet.

(iii) **Occupancy- or Capacity-Based Measurements:** Parking spaces required per available seat or per employee, student, or occupant shall be based on the greatest number of persons on the largest shift, the maximum number of students enrolled, or the maximum fire-rated capacity, whichever measurement is applicable.

(iv) **Bench Seating:** For uses in which users occupy benches, pews, or other similar seating facilities, each 24 inches of such seating shall be counted as one seat.

(b) **Fractions:** When computation of the number of required off-street parking spaces results in a fractional number, any result of 0.5 or more shall be rounded up to the next consecutive whole number. Any fractional result of less than 0.5 may be rounded down to the previous consecutive whole number.

(c) **Multiple Uses on a Lot:** When there are multiple uses on a lot, required spaces shall be calculated as an amount equal to the total requirements for all uses on the lot, unless the uses qualify for shared, cooperative, or other credits to reduce parking.

Table 4-2: Required Bicycle Parking.

Use	Bicycle Spaces
Multifamily	Minimum 2 spaces or .05 spaces / bedroom, whichever is greater
Civic/Institutional	Minimum 2 spaces, 1 / additional 10,000 sf
Retail	Minimum 2 spaces, 1 / additional 5,000 sf
Services	Minimum 2 spaces, 1 / additional 5,000 sf
Office	Minimum 2 spaces, 1 / additional 10,000 sf
Open Space	Per CDO

B. Multiple Use Reductions

The following reductions may be taken for multiple non-residential uses.

(1) **Shared Vehicular Parking:** An arrangement in which two or more non-residential uses with different peak parking demands use the same off-street parking spaces to meet their off-street parking requirements.

(a) **General Provisions:** Through review of the site plan the CDO may permit up to 100% of the parking required for a daytime use to be supplied by the off-street parking spaces provided for a nighttime or Sunday use and vice versa.

(b) **Approval:** In order to approve a shared parking arrangement, the CDO must find, based on competent evidence provided by the applicant, that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed.

(c) **Description of Uses with Weekday, Nighttime, and Sunday Peak Parking:**

(i) The following uses are considered predominantly weekday uses: office and industrial uses and other similar uses as authorized by the CDO or designee.

(ii) The following uses are typically considered predominantly nighttime or Sunday uses: eating and drinking establishments, assembly uses, and other similar uses with peak activity at night or on Sundays, as authorized by the CDO or designee.

(2) **Cooperative Vehicular Parking:** When two or more categories of non-single family residential uses share a parking lot and are located on the same lot or adjacent lots, the following applies:

(a) **General Provisions:** Cooperative parking will be approved in accordance with the following. Refer to Table 4-3.

(i) For each applicable land use category, calculate the number of spaces required as if it were the only use. Refer to Table 4-3.

(ii) Use the figures for each individual land use to calculate the number of spaces required for that use for each time period specified in Table 4-3. This table establishes six time periods per use.

(iii) For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for each of the six time periods.

(iv) Select the time period with the highest total parking requirement and use that as the total number of parking spaces required and use that as the total number of parking spaces required for the site on a share parking basis.

(b) **Uses in Different Buildings:** Through review of the site plan the CDO may approve the cooperative agreement if any of the uses are not located in the same structure or building.

(c) **Location of Cooperative Parking**: Any cooperative parking must be within 660 feet from the entrance of the use to the closest parking space within the cooperative parking lot,

measured along a dedicated pedestrian path.

(d) **Off-Site Cooperative Parking Agreement**: An agreement approved by the County Attorney providing for cooperative use of off-site parking spaces, executed by the parties involved, shall be reviewed by the CDO during review of the site plan.

(i) Off-site cooperative parking arrangements shall continue in effect only as long as the agreement remains in force.

(ii) If the agreement is no longer in force, then parking must be provided as otherwise required in this section.

C. Parking Credits

Vehicular parking standards in Table 4-4 may be reduced by achieving one or all of the following credits.

(1) **On-Street Parking Credit:** For all non-residential uses, on-street parking spaces that meet the following shall be credited one for one against the parking requirement.

(a) Spaces shall be designated on-street parking available 24 hours of every day.

(b) On-street space must be located a minimum of 50% adjacent to the property line of the lot.

(2) **Public Parking Credit** For all non-residential uses, public parking spaces located within 660 feet of any property line may be credited against the parking requirement at a rate of one credit for every three public parking spaces.

(3) **Transit Credit:** For all uses, vehicular parking requirements may be reduced with proximity to any commuter rail station or transit line with up to 15 minutes headways. Proximity is measured along a walking path from any point along the property line to the platform or transit stop.

(a) Within 400 feet. A reduction of 15% of the required off-street parking.

(b) Within 800 feet. A reduction of 10% of the required off-street parking.

(4) **Car-Share Parking Credit:** The vehicular parking requirements can be reduced with the inclusion of car-share parking spaces as follows.

(a) Per each car-share parking space provided, required parking spaces shall be reduced by four spaces.

(b) Required parking spaces may be reduced up to 40%.

(c) Approval. Applicant must provide documentation of an agreement with a car-share company. If this agreement should terminate at any point, applicant shall be required to provide parking as otherwise required herein.

(5) **Other Parking Reductions:** Additional reductions may be approved by the CDO with the submittal of a parking study illustrating the reduction.

Table 4-4: Cooperative or Shared Vehicular Parking Spaces

Use Category	Weekdays			Weekends		
	Midnight-7:00 am	7:00 am-6:00 pm	6:00 pm-Midnight	Midnight-7:00 am	7:00 am-6:00 pm	6:00 pm-Midnight
Residential	100%	50%	80%	100%	80%	80%
Retail and Service	5%	100%	80%	5%	100%	60%
Hotel and Inn	100%	65%	100%	100%	65%	100%
Place of Worship	0%	30%	50%	0%	100%	75%
Eating and Drinking Establishment	50%	70%	100%	70%	60%	100%
Office	5%	100%	5%	5%	5%	5%
Theater / Entertainment	5%	30%	100%	5%	80%	100%

4.3 Parking Design Standards.

A. Vehicular Off-Street Parking Lots.

The design or redesign of all off-street parking facilities shall be subject to the site plan approval procedure.

(1) **Vehicular Parking Space Dimensions**: The appropriate dimensions for parking spaces are outlined in Table 4-5 and Figure 4-1.

(a) The width of a parking space shall be measured from the center of a stripe.

(b) Each space shall have a vertical clearance of at least seven feet.

(2) **Wheel Stops:** Install wheel stops or bumper guards when parking is adjacent to a pedestrian pathway to limit vehicle overhang that reduces the sidewalk width. Such stops or guards shall be properly anchored or secured.

(3) **Location of Parking:** Refer to Building Type Standards for information on the location of parking facilities.

(4) **Access**: All off-street parking and loading facilities shall open directly onto an aisle, alley, or driveway designed to provide safe access to such facilities. Exceptions include:

(a) **Tandem Parking:** No more than two spaces may be included in a tandem parking spot, and the rear space must meet the access requirement.

(b) **Parking Lifts:** The lift exit shall meet the access requirement.

(5) **Edge of Lot and Drives:** All curb and gutter shall be located a minimum of 3 feet from any adjacent property line or right-of-way.

(6) **Slopes:** All parking and driveway or sidewalk access shall meet the requirements of the Utah Accessibility Code.

(7) **Landscape Screening:** All parking areas shall meet the Landscape requirements detailed in the applicable Development Ordinance.

(8) **Landscape Areas**: Areas not used specifically for sidewalks, parking spaces, driving aisles, loading, or refuse shall not be paved. Areas striped with diagonal striped islands are not permitted.

Figure 4-1: Parking Lot Layout

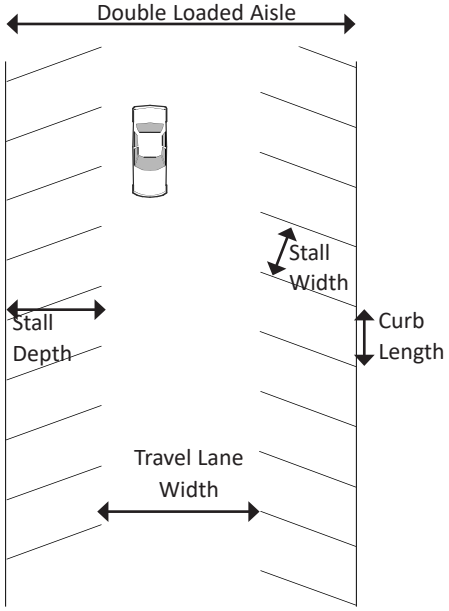


Figure 4-2: Parking Lot Pedestrian Walkway

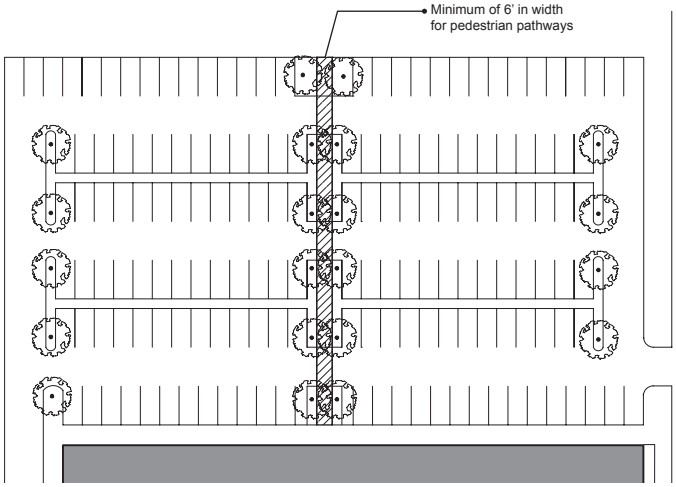


Table 4-5: Parking Space Dimensions.

Angle (degrees)	Curb Length (feet)	Stall Width (feet)	Stall Depth (feet)	Travel Lane Width: One-Way (feet)	Travel Lane Width: Two-Way (feet)
0	20	7	-	12	20
45	12	8.5	17	12	20
60	10	8.5	18	18	20
90	9	8.5	181	22	22

Note

[1] Stall depth may be reduced 2' when stall directly abuts an interior parking lot median that includes an additional area beyond the minimum width outlined in 6.14.3, permitting the overhang of the adjacent parked vehicle's front bumper.

(9) **Pavement Construction:** All parking and driveways shall be constructed using asphalt, concrete, pavers, or other semi-pervious material approved by the CDO. One of the following shall be met:

(a) Paving materials with a solar reflectance index (SRI) of at least 29.

(b) Pervious pavement material, such as permeable asphalt, permeable concrete, or permeable pavers.

(c) Recycled content of 15% or more.

(10) **Illumination:** All off-street parking lots or parking structures shall provide a level of illumination at any point in the parking lot or structure not less than one foot-candle measured at the pavement. All lighting shall be shielded or otherwise optically controlled to provide glare-less illumination and limit trespass on adjacent properties. All parking areas shall meet the Outdoor Lighting requirements detailed in the applicable San Juan County Spanish Valley Zoning Ordinance.

B. Bicycle Parking Design

Bicycle parking (refer to Table 3-43 for quantity required) shall be designed and located as follows.

(1) **Dimensions:**

(a) Required bicycle parking spaces shall have minimum dimensions of two feet in width and six feet in length.

(b) An aisle a minimum of five feet wide shall be provided behind bicycle parking facilities to allow for maneuvering.

(c) A minimum of two feet shall be provided beside each parked bicycle to allows access. This access may be shared by adjacent bicycles.

(d) Racks shall be installed a minimum of two feet from any wall or other obstruction.

(2) **Location:** Bicycle parking should be located within 50 feet of the entrance of the use.

(a) Indoor or outdoor spaces are permitted, provided they are located on the lot with which they are associated.

(b) Spaces located within individual dwelling units may not be counted toward bicycle parking requirements.

(c) Bicycle parking facilities shall be separated from vehicular parking areas to protect parked bicycles from damage. The separation may be accomplished through grade separation, distance or physical barrier, such as curbs, wheel stops, poles or other similar features.

(3) **Racks and Structures:** Racks and structures shall be provided for each unprotected parking space, and shall be designed to accommodate both chain and U-shaped locking devices supporting the bicycle frame at two points.

(4) **Bicycle Storage:** In multifamily or office uses, bicycle storage shall be lockable and enclosed.

(5) **Surface:** The parking surface shall be designed and maintained to be mud and dust free. The use of rock or gravel areas for bicycle parking is permitted provided that edging materials are in place, so that the bicycle parking area is clearly demarcated and the rock material is contained.

(6) **Signage**: If required bicycle parking for public use is not visible from the street, signs must be posted indicating their location.

(7) **Maintenance and Lighting**: Areas used for required bicycle parking must be well-lit with acceptable drainage to be reasonably free of mud and standing water. Accessory off-street parking for bicycles shall include provision for secure storage of bicycles. Such facilities shall provide lockable enclosed lockers or racks or equivalent structures in or upon which a bicycle may be locked by the user.

(8) **Shower Facilities**: Office and manufacturing uses with more than 50 employees shall provide shower and changing room facilities.

(9) **Long Term Parking**: For multifamily residential uses, half of the bicycle parking spaces should be provided as long term parking, safe and secure from vandalism and theft, and protected from the elements.

4.4 Loading Requirements

A. General Requirements

All loading facilities shall adhere to the following requirements, unless otherwise approved during Site Plan Approval.

(1) **Use of Off-Street Loading Area**s: Space allocated to any off-street loading use shall not be used to satisfy the space requirements for any off-street parking facilities or portions thereof.

(2) **Location:** Unless otherwise specified, all required loading facilities shall be located on the same lot as the use to be served. No loading space shall block or project into a street, alley, access drive, or parking area.

(3) **Building Frontage**: Loading facilities shall be located per 5.0 Building Type requirements.

(4) **Access**: Loading facilities shall have clear access onto an alley or be connected to an alley or street via a driveway.

  (a) Direct access to a public way, other than an alley, is prohibited.

  (b) Each required off-street loading space shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement.

B. Loading Requirements

All uses except in the residential and lodging, open space, and civic and institutional categories shall provide off-street loading spaces in compliance with Table 4-6.

C. Computation

Loading facilities shall be calculated using the following information.

(1) **Gross Square Footage:** Unless otherwise expressly stated, loading standards for non-residential buildings shall be computed on the basis of gross floor area in square feet.

(2) **Fractions**: When computation of the number of required off-street loading spaces results in a fractional number, any result of 0.5 or more shall be rounded up to the next consecutive whole number. Any fractional result of less than 0.5 may be rounded down to the previous consecutive whole number.

(3) **Shared or Central Loading Facilities**: Shared or central loading facilities are permitted if the following conditions are met.

  (a) Each zoning lot served shall have direct access to the central loading area without crossing streets or alleys.

  (b) Total off-street loading spaces provided shall meet the minimum requirements herein specified, based on the sum of the several types of uses served unless reviewed and approved by the CDO through site plan review.

  (c) No zoning lot served shall be more than 500 feet from the central loading area.

Table 4-6: Required Loading Facilities

Gross Floor Area (sq. ft.)	Loading Spaces Required
Under 5,000	0
5,000 to 20,000	1
20,001 to 40,000	2
40,001 to 70,000	3
70,001 to 100,000	4
100,001+	4 + 1 for each 100,000 over 100,001

D. Pavement Materials

Refer to in the Development Ordinances for details. In addition, one of the following shall be met.

(1) Paving materials with a solar reflectance index (SRI) of at least 29.

(2) Pervious pavement.

(3) Recycled content of 15% or more.

4.5 Site Access and Driveways

A. General Requirements.

These standards shall supplement the provisions for access provided in each specific Building Type Standard. Each driveway providing site access from a street, alley, or other vehicular right-of-way shall be designed, constructed, and permanently maintained as follows.

B. Quantity of Driveways.

The number of driveways permitted for each Building Type is located in Building Type Standards.

C. Dimensions and Design.

(1) **Driveway Width at Property Line**: All driveways shall have a maximum width of 22 feet as measured at the property line (Figure 4-3) except as stated below.

(a) Driveways constructed in residential districts shall have a maximum width of 11 feet when crossing the front or corner property line.

(b) Maximum width for one-way driveways is 12 feet at the property line.

(2) **Maximum Width:** When a garage door is located on the front facade of the structure, the driveway shall be no more than two feet wider than the garage door at any location.

(3) **Shared Access:** When possible, adjacent developments should share points of access to minimize impervious surface.

(a) **Shared Driveway Width:** When access is shared between three or more non-residential users, a dedicated turn lane may be constructed, allowing an increase in the maximum driveway width from 22 feet to 32 feet provided that:

(i) A traffic impact study states its necessity.

(4) **Sidewalk Pavement:** Sidewalk pavement elevation, width, design, scoring, material, and design shall extend continuously over the driveway pavement with the intent of prioritizing the sidewalk path over the driveway. If the driveway and sidewalk are of the same material, the sidewalk path shall be scored or designated linearly over the driveway.

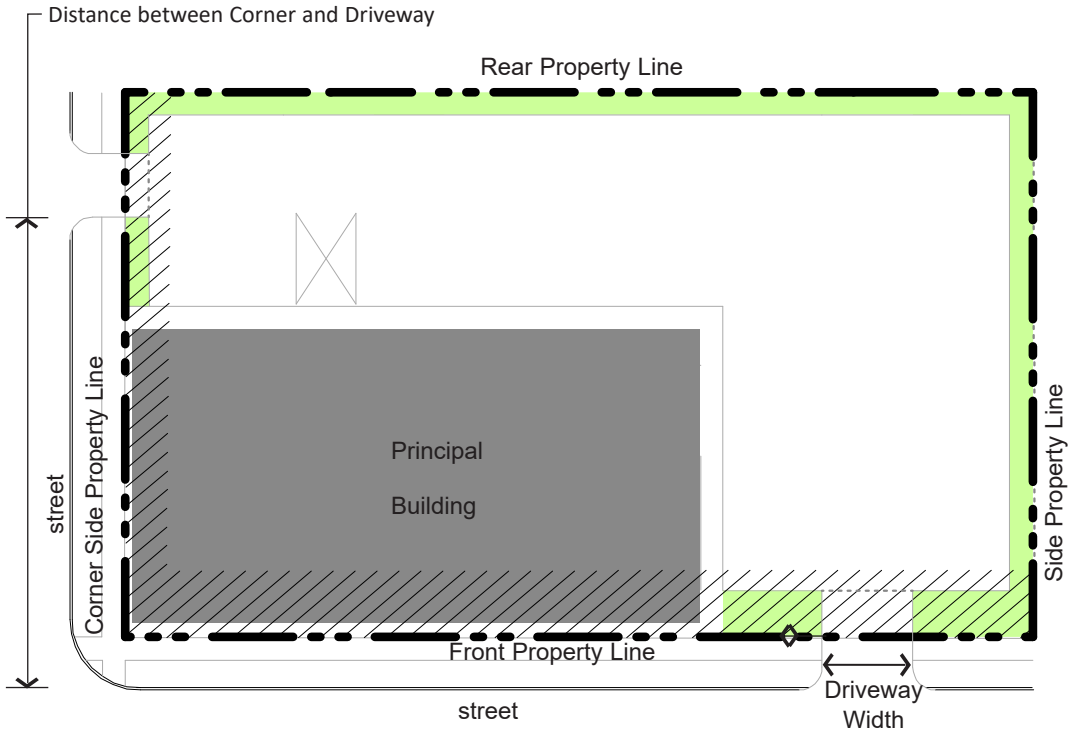
D. Location.

Specific location information can be found in the Building Type Standards.

(1) Driveways accessing rear yard garages are permitted within the side or rear yard setback, no closer than two feet from a side or rear property line, unless the driveway is shared.

(2) Driveways shall not be closer than 25 feet from the intersection of two streets (corner), unless otherwise stated in Building Type Standards.

Figure 4-3: Driveway Width and Location



5.0 Sign Types

5.1 General Requirements

A. Intent.

This section seeks to enhance the economic and aesthetic appeal in each District through the reasonable, orderly, safe, and effective display of signage.

B. Applicability.

These standards shall apply to all Districts for non-residential uses only. Unless otherwise stated in this chapter, all requirements of the Development Ordinances pertaining to sign requirements shall apply

C. General Compliance.

Compliance with the regulations outlined shall be attained under the following situations.

(1) **Newly Constructed or Reconstructed Signage.** All new signs and structural improvements to existing signs.

(2) **Change in Use for Single Business Signage.** For signage serving one business, whenever the existing Use is changed to a new use resulting in a change in signage, including rewording.

(3) **Multiple-Business Signage.** For signage serving multiple businesses, whenever 50% or more of the existing uses are changed to new uses resulting in a change in signage, including rewording.

(4) **Damage or Destruction**. When a sign has been damaged or destroyed by fire, collapse, explosion or other cause and the cost of restoration is greater than 50% of the replacement value at the time of the destruction or damage, the replacement sign shall comply with the standards in this article.

D. Prohibited, Temporary, Exempt Signage

Refer to the San Juan County Spanish Valley Zoning Ordinance for information on Prohibited, Temporary, and Exempt Signs.

E. Sign Location.

Unless otherwise specified, signs shall only be located within the boundaries of the lot and not in the right-of-way or on public property.

(1) Certain Sign types may extend beyond a property line into the right-of-way or public property with permission from the City and in accordance with the regulations outlined in this section.

(2) No sign shall be attached to a utility pole, tree, standpipe, gutter, or drain.

(3) Signs shall be erected so as to permit free ingress to or egress from any door, window, the roof, or any other exit-way required by the building code or by fire department regulations.

(4) No Sign shall be erected or maintained in such a manner as to obstruct free and clear vision of, interfere with, or be confused with any authorized traffic sign, signal, or device.

F. Illumination.

All signs shall be illuminated according to the following provisions unless otherwise stated.

(1) Signs shall be illuminated only by steady, stationary light sources directed solely at the Sign or internal to it, except as permitted for Electronic Message Boards.

(2) Individual letters or logos may be internally illuminated as permitted per each sign type; no other portion of the sign shall be internally illuminated, except as permitted for Electronic Message Boards or unless otherwise stated.

(3) When an external artificial light source is used to illuminate a sign, the lamp (or bulb) shall be located, shielded, and directed so as to not be visible from any public street or privatve residence.

  (a) No receptacle or device housing a permitted light source which is attached to the sign itself shall extend more than 18 inches from the face of the Sign.

  (b) If ground lighting is used to illuminate a sign, the receptacle or device should not extend more than 12 inches above ground and must be fully screened and housed.

(4) The illumination of any sign, resulting from any internal or external artificial light source, shall not exceed 250 nits at the sign face during the day and 125 nits at the sign face after sunset, with no light trespass onto adjacent property.

G. Computation.

The following standards generally apply to computing the area of signs by type and by building lot. Exempt and temporary signs are not included in the maximum signage area calculations, unless otherwise specified.

(1) Height for freestanding signs is measured from the average grade at the front property line to the top of the sign, sign cabinet, or cap, whichever is highest.

(3) For the purposes of determining area, lot width or frontage is measured along the front property line.

(a) If the lot is a corner lot, the width shall be measured along the front yard.

(b) Building frontage is the width of the front facade of a building.

5.2 Sign Types

A. Sign Type Requirements

The following pertain to specific sign types detailed in this section.

(1) **Permitted Quantity of Signage by District:** Table 5-1 details the maximum permitted amount of signage on a lot within each district.

(b) **Window Signs**: Window Signs shall not count towards a lot's maximum permitted amount of signage. Refer to Section 5.8.

(c) **Signs Located on Parking Lots**: One sign is permitted in addition to the maximum Signage quantities detailed in Table 5-1 provided the following.

(1) Permitted Sign Types are a wall, projecting, or awning sign.

(2) Maximum sign area is 30 square feet.

(3) Permitted location is either the side or rear facade along a parking lot;

(d) **Through Lots**: In addition to the maximum amount of signage permitted per lot, through lots may incorporate an additional 30 square feet of signage permitted for the Lot located in either the rear yard or along the rear facade.

(2) **Exempt/Temporary Signs:** Table 5-1 does not apply to exempt or temporary signs unless otherwise specified.

(3) **Iconic Sign Elements:** Iconic Sign Elements of three dimensional symbols or logos are permitted under the following conditions.

(a) **Symbol or Logo Size:** The symbol may not be larger than four feet in any direction, included in overall sign area and the surface area counts towards the Maximum Permitted Quantity of Signage per Lot.

(b) No moving parts or external illumination of the symbol may be provided.

(c) **Text**: The text component of the sign may not be more than 30% of the overall area of the sign.

Table 5-1: Permitted Quantity of Signage by District

Maximum Permitted Quantity of Signage Per Lot				
Flex	**Highway Commercial***	**Neighborhood Center**	**Central Development Area**	**Perimeter Development Area**
2 square feet per 1 linear foot of lot width with a maximum of 200 square feet. An additional 40 square feet per additional tenant over 3 tenants permitted	2 square feet per 1 linear foot of lot width with a maximum of 200 square feet. An additional 40 square feet per additional tenant over 3 tenants permitted	1.5 square feet per 1 linear foot of lot width with a maximum of 200 square feet	1.5 square feet per 1 linear foot of lot width with a maximum of 200 square feet	No signage permitted

**While Highway Commercial is not part of the Community Structure Plan, it is presented as part of the Architectural Design Guidelines to achieve consistent design standards in the South Valley Community.*

5.3 Wall Sign

A. Description.

Wall Signs, also known as flat or band signs, are mounted directly to the building face to which the sign is parallel. Refer to Figures 5-1 and 5-2.

B. General Requirements.

Wall Signs shall be developed according to the standards in Table 5-2.

(1) **Building Openings**. Wall Signs shall not cover windows or other building openings.

(2) **Architectural Features**. Wall Signs shall not cover architectural building features.

(3) **Murals**. Murals, a type of Wall Sign painted onto the building face displaying the business name or activity, are prohibited on front facades.

C. Computation.

The area of a Wall Sign is calculated using the following information.

(1) **Wall Signs**. Area is calculated by drawing the smallest possible square or rectangle around the largest letters and/or elements, as is illustrated in Figure 5-2.

(a) **Area Credit**. All areas that utilize individual alphanumeric characters or logos (including only those using wood, wood substitute, metal, or masonry) may use a total area of 90% of the calculation as outlined above.

(2) **Mural Sign**. Area is calculated by measuring the area of the smallest square or rectangle that can be drawn around all of the sign elements, including any painted background.

Table 5-2: Wall Sign Requirements

Wall Sign Requirements	
Permitted Districts	All Districts
Sign Area	No maximum areaor sign type; Refer to Table 5-1 for maximum per lot
Height	2' maximum letter or element height
Location on the Building or Site	Permitted on all facades
Placement on the Building or Site	1' maximum projection from building face
Quantity	1 per tenant per public ROW frontage; 1 per tenant per side or rear facade on a parking lot
Internal Illumination	Permitted for individual letters and logos
Materials	Solid wood, metal, masonry and neon glass; Plastic and synthetics permitted only as separate alphanumeric characters or logos

Figure 5-1: Wall Sign

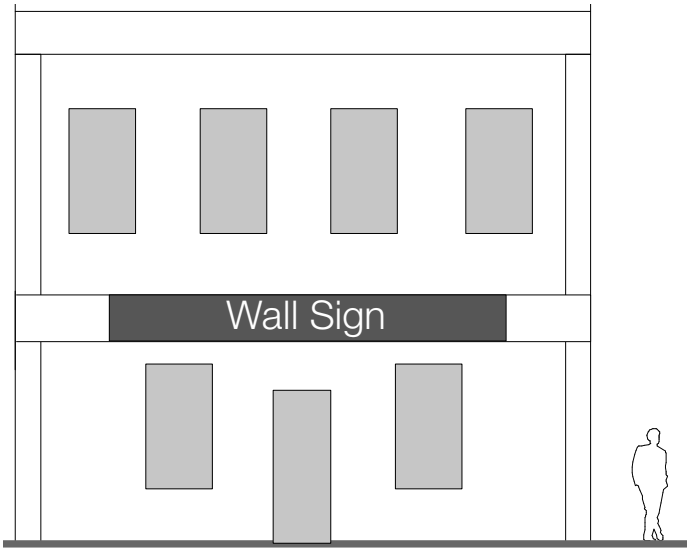


Figure 5-2: Measuring Wall Signs

5.4 Projecting Sign

A. Description.

A Projecting Sign is attached to and projects from a building face or hangs from a support structure attached to the building face. Sign faces are typically perpendicular to the building face, but may be at an angle greater than 45 degrees from the facade. The sign may be vertically or horizontally oriented. Refer to Figure 5-3.

B. General Requirements.

Projecting Signs shall be developed according to the standards in Table 5-3.

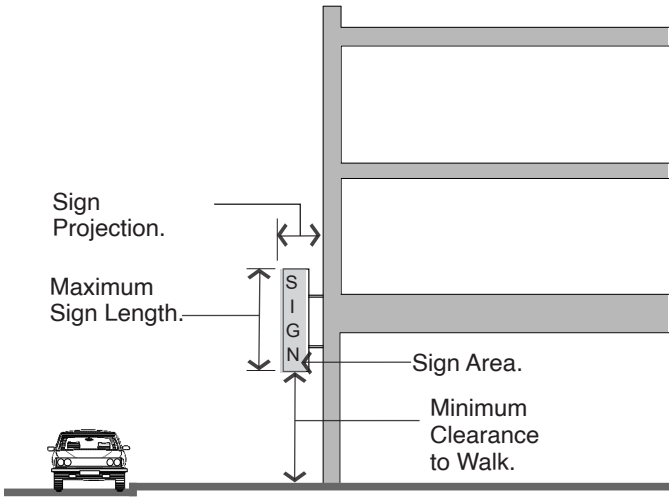
C. Computation.

The area of a Projecting Sign is equal to the area of one of the sign's faces.

Table 5-3: Projecting Sign Requirements

Projecting Sign Requirements	
Permitted Districts	Non-residential uses in all districts
Sign Area	No maximum area for sign type; Refer to Table 5-1 for maximum per lot
Height	8' maximum sign length, 8' minimum clearance to walk required
Location on the Building or Site	Permitted on all facades; Sign and structural supports shall not extend above the eave or parapet
Placement on the Building or Site	Shall not project closer than 3' from back of curb
Quantity	1 per tenant per public ROW frontage; 1 per tenant per side or rear facade on a parking lot
Internal Illumination	Permitted for individual letters and logos
Materials	Solid wood, metal, masonry and neon glass; Plastic and synthetics permitted only as separate alphanumeric characters or logos

Figure 5-3: Projecting Sign



5.5 Projecting Marquee Sign

A. Description.

A Projecting Marquee Sign is a projecting sign designed to have manually changeable copy and two to three sign faces. Refer to Figures 5-4 and 5-5..

B. General Requirements.

Projecting Marquee Signs shall be developed according to the standards in this section and Table 5-4.

(1) **Manually Changeable Copy Boards**. Manually Changeable Copy Boards are permitted on Projecting Marquee Signs in the Core Districts by right, provided the following conditions are met:

(a) The area of the boards cannot equal greater than 30% of the area of the sign face on which it is located or 32 square feet, whichever is less.

(b) One sign of any type containing a Manually Changeable Copy Board is permitted per lot.

C. Computation.

The sign area is calculated by combining the area of all exposed sign faces and the cabinet or structure surrounding them.

Figure 5-4: Projecting Marquee Sign

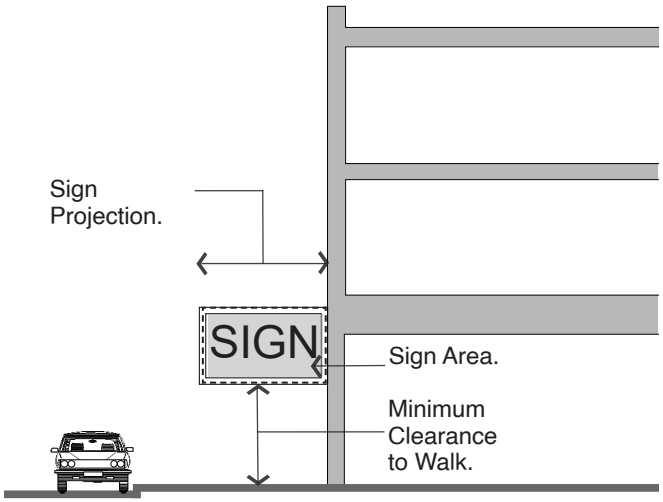
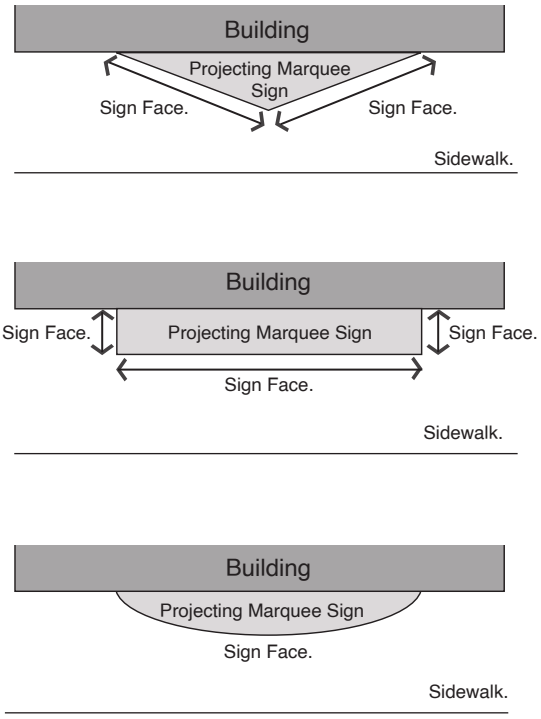


Table 5-4: Projecting Marquee Sign Requirements.

Projecting Marquee Sign Requirements	
Permitted Districts	All non-residential uses in Central Development Area and Neighborhood Center Areas
Sign Area	No maximum area for sign type; minimum two faces per sign. Refer to Table 5-1 for maximum per lot
Height	10' minimum clearance to walk required
Location on the Building or Site	Front and corner side facades only
Placement on the Building or Site	Maximum projection from building is 6'; Shall not project closer than 1' from back of curb
Quantity	1 per lot
Internal Illumination	Permitted for individual letters and logos
Materials	Solid wood, metal, masonry and neon glass; Plastic and synthetics permitted only on Sign face; Manually Changeable Copy Boards permitted with approval of CDO.

Figure 5-5: Projecting Marquee Sign Plan



5.6 Awning Sign

A. Description.

A sign that is mounted, painted, or otherwise applied on or attached to an awning or canopy. Refer to Figures 5-6 and 5-7.

B. General Requirements.

Awning Signs shall be developed according to the standards in Table 5-5.

C. Computation.

The area of an Awning Sign is calculated by drawing the smallest possible square or rectangle around the largest letters and/or elements of the sign portion of the awning, as is illustrated in Figure 5-7.

Table 5-5: Awning Sign Requirements

Awning Sign Requirements	
Permitted Districts	All Districts
Sign Area	Up to 50% of the awning may be used for Signage; Refer to Table 5-1 for maximum per lot
Height	8' minimum clearance to walk required
Location on the Building or Site	Permitted on all facades
Placement on the Building or Site	Maximum projection from building is 6'; Shall not project closer than 2' from back of curb; Shall not block any window, door, or the building roof.
Quantity	1 per tenant per street frontage; 1 per tenant per side or rear facade on a parking lot
Internal Illumination	Not permitted
Materials	Cloth, canvas, metal, or wood; All supports shall be made of metal or wood

Figure 5-6: Awning Sign

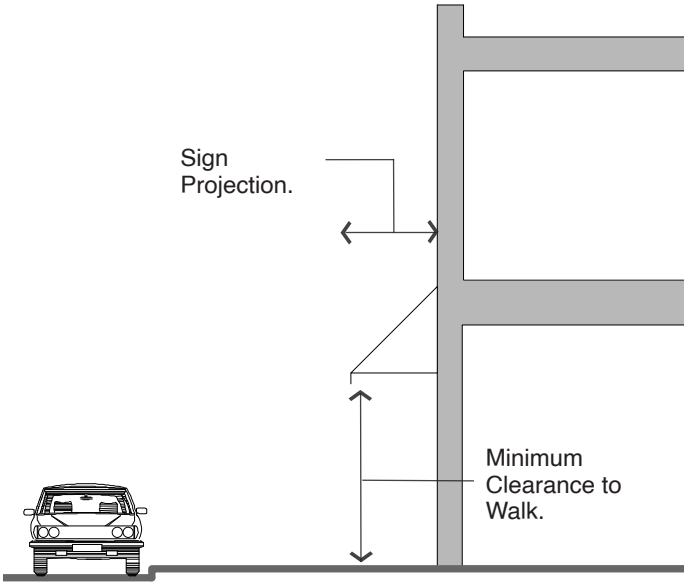
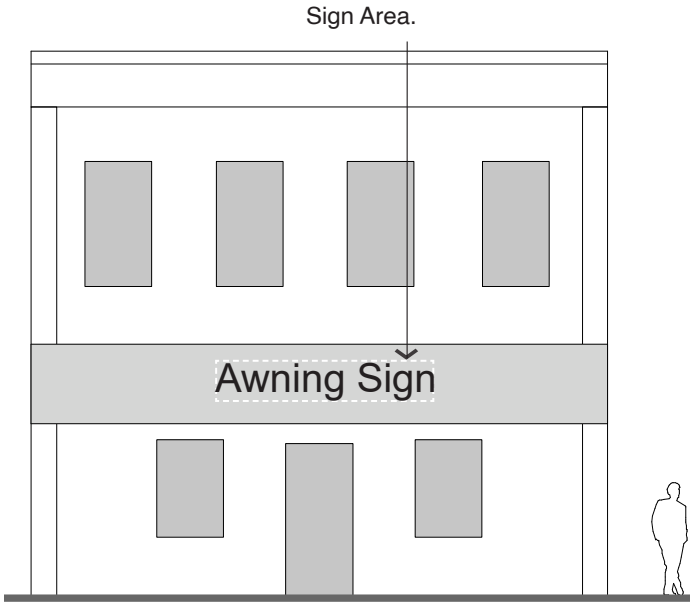


Figure 5-7. Measuring Awning Signs



5.7 Canopy-Mounted Sign

A. Description.

A sign with individual alphanumeric characters and/or logos that is mounted on top of a permanent canopy. Refer to Figures 5-8 and 5-9.

B. General Requirements.

Canopy-Mounted Signs shall be developed according to the standards in Table 5-6.

C. Computation.

The area of a Canopy-Mounted Sign is calculated by drawing the smallest possible square or rectangle around the largest letters and/or elements of the sign portion of the Canopy-Mounted Roof Sign, as is illustrated in Figure 5-9.

Table 5-6: Canopy-Mounted Sign Requirements

Canopy-Mounted Sign Requirements	
Permitted Districts	All Districts
Sign Area	No maximum area for sign type; Refer to Table 5-1 for maximum per lot
Height	2' maximum letter or element height; Cannot project more than 2' above roof line of canopy
Location on the Building or Site	Permitted on all facades; not intended for the principal roof of the building
Placement on the Building or Site	Shall not project beyond the front edge of the canopy; Shall not block any window, door, or the building roof.
Quantity	1 per tenant per public ROW frontage; 1 per tenant per side or rear facade on a parking lot
Internal Illumination	Permitted for individual letters and logos
Materials	Solid wood, metal, and neon glass; Plastic and synthetics permitted only as separate alphanumeric characters or logos

Figure 5-8: Canopy-Mounted Sign

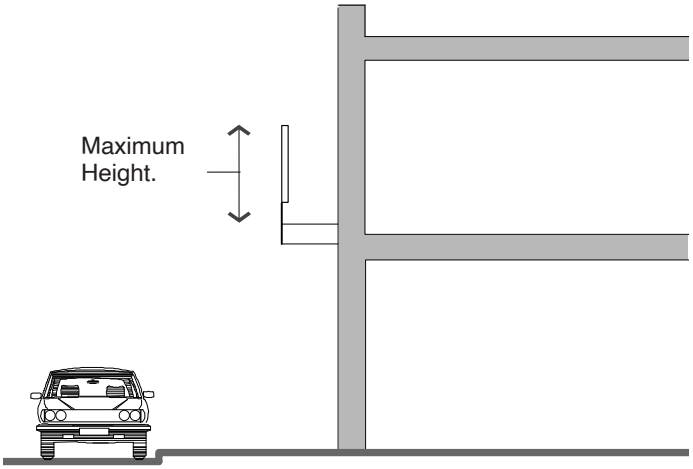
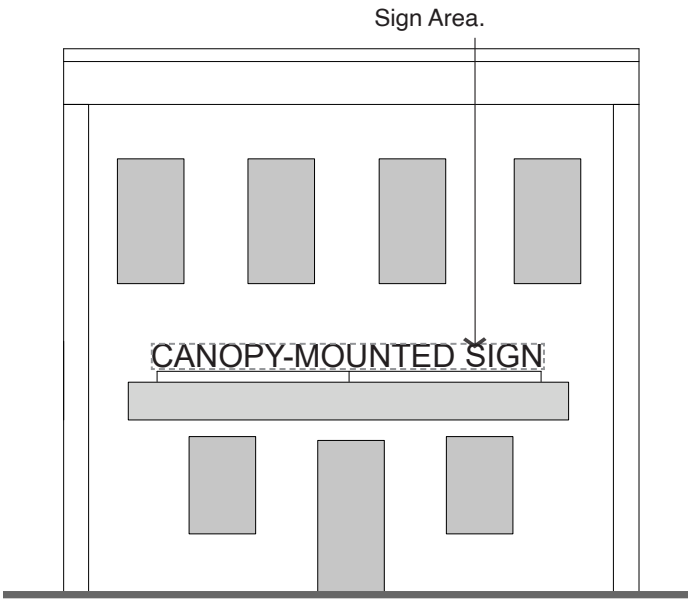


Figure 5-9: Measuring Canopy-Mounted Signs



5.8 Window Sign

A. Description.

A Window Sign is posted, painted, placed, or affixed in or on a window exposed for public view or is a sign hung inside the building facing the window for public view. Refer to Figure 5-10.

B. General Requirements.

Window Signs shall be developed according to the standards in Table 5-7.

C. Computation.

A series of windows that are separated by frames or supporting material of less than six inches in width shall be considered a single window for the purposes of computation.

(1) **Measurement**: To measure sign area percentage, divide the total sign area by the total window area, as illustrated in Figure 5-10.

(2) Maximum Allowance: Window Signs are not counted toward a site's maximum signage allowance.

(3) Exempt Signs: Address and hours of operation are considered exempt Signs and are not counted in the Window Sign area calculation.

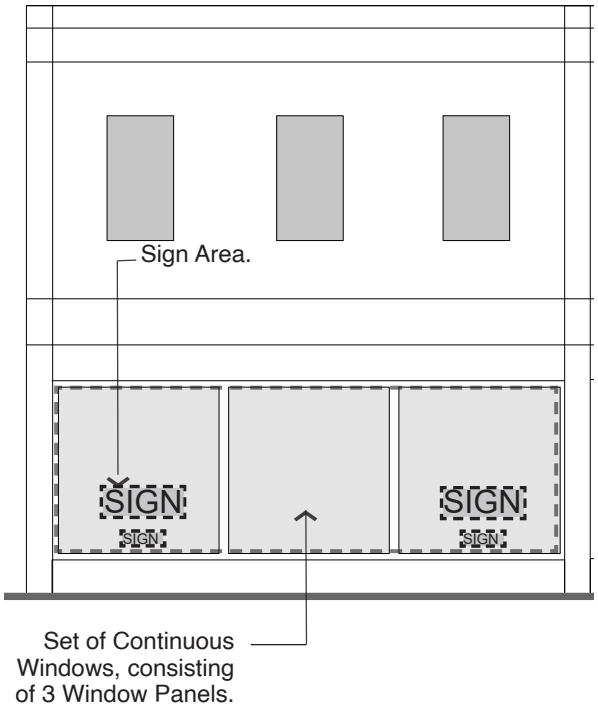
(4) **Temporary Window Signs**: Temporary Window Signs must be included in the total percentage of signage per window calculation.

(5) Window Signs may not be internally illuminated except for neon or similar illuminated window signs.

Table 5-7: Window Sign Requirements

Window Sign Requirements	
Permitted Districts	Non-residential uses in all districts
Sign Area	Up to 30% of a set of continuous windows may be covered with signage; No more than 50% of any one window panel may be covered with signage
Height	No maximum
Location on the Building or Site	Permitted on all facades
Placement on the Building or Site	Ground or upper story windows; May be affixed to window or hung/mounted behind glass
Quantity	No maximum quantity, based on window Sign area for ground story; 1 per tenant per floor for upper stories
Internal Illumination	Not permitted, except on neon or similarly illuminated window signs
Materials	Drawn, painted, or affixed on the glass; Wood, metal, neon glass, plastic, or other similar materials also permitted

Figure 5-10: Measuring Window Signs



5.9 Monument Sign

A. Description.

A Monument Sign is freestanding; it is located in a front or side yard of a lot. Refer to Figure 5-11.

B. General Requirements.

Monument Signs shall be developed according to the standards in Table 5-8.

(1) Multiple Tenants. Multiple tenant buildings on a lot with a width of greater than 300 feet, measured across the front property line, may have signage with the following parameters:

  (a) Up to two Monument Signs on one frontage.

  (b) Signs shall be at least 150 feet apart.

(2) Pole-Mounted Signs. Monument Signs may not be pole-mounted.

(3) Manually Changeable Copy. The area of any Manually Changeable Copy cannot equal greater than 50% of the area of the sign face on which it is located or 20 square feet, whichever is less.

C. Computation.

The area of a two-sided Monument Sign is equal to the area of one Sign face. The area of a three- or four-sided Monument Sign is equal to the total area of each sign face. This measurement includes the sign, any cabinet in which it is enclosed and the electronic message center, but excludes the base of the sign.

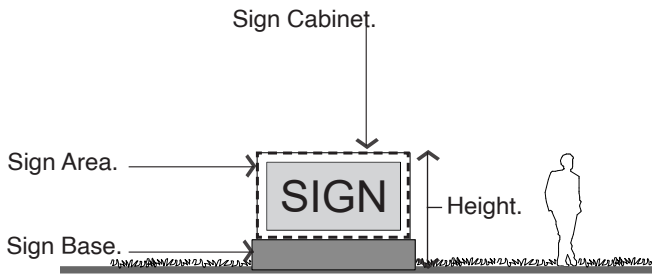
(1) Measuring Height. Height shall include the sign face, base, cabinet, and ornamental cap.

Table 5-8: Monument Sign Requirements

Monument Sign Requirements	
Permitted Districts	Non-residential uses in all districts
Sign Area	Maximum 70 sq ft per Sign face
Height	Maximum height 6’
Location on the Building or Site	Front or Corner Yards
Placement on the Building or Site	10’ Setback from driveways and side property line; 3’ Setback[1] from front and corner property lines
Quantity	1 per public ROW frontage
Internal Illumination	Permitted for individual letters and logos
Materials	Solid wood, metal and masonry; Plastic and synthetics permitted on Sign face

[1] If placed closer than five feet from the front and corner side property lines, sign must not be located in a sight triangle extending 10 feet from either side of an intersection of a driveway and a vehicular right-of-way or two vehicular rights-of-way.

Figure 5-11: Monument Sign



5.10 Ped-Scale Pole-Mounted Sign

A. Description

A Ped-Scale Pole-Mounted Sign is freestanding and may be mounted on one or two poles. Three configurations are permitted. Refer to Figure 5-12.

(1) A sign mounted onto a double set of poles.

(2) A sign mounted on a single pole.

(3) A sign hanging from a single pole.

B. General Requirements

Ped-Scale Pole-Mounted Signs shall be developed according to the standards in Table 5-9.

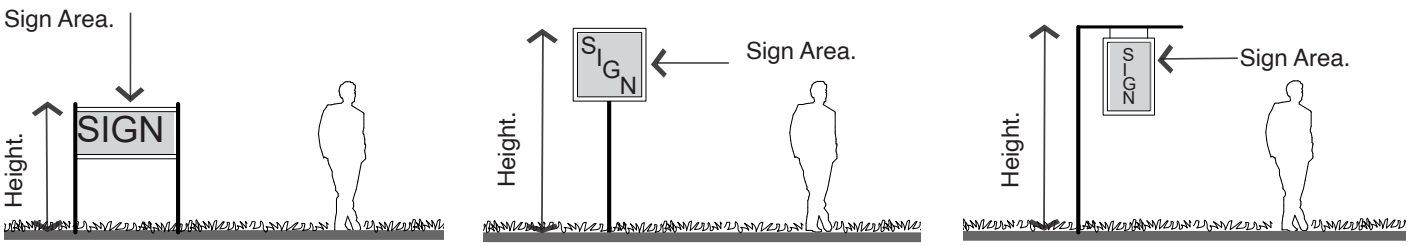
C. Computation

The area of a Pole-Mounted Sign is equal to the area of one sign face, including the Electronic Message Board.

Table 5-9: Ped-Scale Pole-Mounted Sign Requirements

Ped-Scale Pole-Mounted Sign Requirements	
Permitted Districts	Non-residential uses in all districts
Sign Area	8 sq ft maximum area per sign face
Height	8' maximum height for sign mounted or hanging on a single pole; 5' for sign mounted on double set of poles; Each pole shall have a maximum size of 3.5" by 3.5"
Location on the Building or Site	Front or Corner Yards
Placement on the Building or Site	2' setback from front and corner property lines; Cannot overhang property lines
Quantity	1 per lot
Internal Illumination	Permitted for individual letters and logos
Materials	Solid wood, metal and masonry; Plastic and synthetics permitted on Sign face

Figure 5-12: Three Types of Ped-Scale Pole-Mounted Signs



1. Sign mounted onto a double set of poles.

2. Sign mounted on a single pole.

3. Sign hanging from a single pole.

6.0 Administration

6.1 General Provisions

A. Purpose

It is the intent of these guidelines to promote public health, safety, and general welfare of the community, reflecting the goals established in the San Juan County Spanish Valley Area Plan, the San Juan County General Plan and the South Valley Community: Community Structure Plan. It includes but is not limited to the specific purposes below:

(1) To achieve creation of a planned community containing distinct locations for commercial, flex, residential, neighborhood centers and mixed-use development that is appropriate in scale and intensity for the community as a whole.

(2) To establish a relationship between buildings, streets, and open spaces in a manner that meets the needs of pedestrians, bicycles, and vehicles in a balanced and nuanced manner.

(3) To preserve and enhance the natural, geologic, water, energy, and open space resources within and surrounding the area while promoting innovative, resilient and sustainable development that manages the impacts and opportunities of stormwater runoff, urban heat island effect and resource preservation in a balanced manner.

(4) To ensure that a variety of housing types and sizes can be developed to meet the needs of the community.

(5) To provide transportation options for residents and visitors.

B. Scope of Regulations

(1) **New Development**: All development, construction, and uses within the limits of these guidelines shall be subject to all applicable regulations of these guidelines.

(2) **Renovated Structures**: All building renovations affecting greater than 50% gross square footage of an existing structure within the limits of these guidelines shall be subject to all applicable regulations of these guidelines.

(3) **Coordination with San Juan County Zoning Regulations**: These guidelines are purposefully aligned with local zoning and development regulations. Applicants shall contact the appropriate local officials to ensure the application of these Guidelines and applicable county codes are coordinated as a single process.

(4) **In-Process Development**: Where a building permit for a development has been applied for in accordance with the applicable laws in advance of the Guidelines' effective date, said development may comply with the plans from which the permit was approved and, upon completion, receive a certificate of occupancy or zoning certificate (provided all conditions are met) provided the following:

(a) Work or construction is begun within one year of the effective date of these guidelines.

(b) Work or construction continues diligently toward completion.

(5) **Nonconformance**: After the effective date of these guidelines, existing buildings and uses that do not comply with the regulations of these guidelines shall be considered nonconforming and are subject to the standards of nonconformance.

(6) All roads, alleys, parking lots, service areas and similar facilities proposed for development and not specifically designated as public shall be assumed to be privately owned, developed and maintained. San Juan County will not be responsible for constructing, managing, operating or maintaining any private roads, alleys, parking lots, service areas, utilities or infrastructure proposed to be controlled by these guidelines.

C. Administration and Enforcement

The provisions of these guidelines shall be administered and enforced by the Community Development Office (CDO) or designee, unless otherwise specifically stated. For the purposes of these guidelines, the term CDO shall be inclusive of the Community Development Officer and his or her designees.

Where provisions of these guidelines differ from the development code, the requirements of these guidelines shall apply.

D. Development Application

The following applications shall be filed with the CDO or designee:

(1) **Application Form**: Application forms are available from the CDO.

(2) **Fees**: Fee amounts are available from the CDO and are due at the time the application is submitted; the application will be considered incomplete if fees are not paid.

(3) **Plan Set Requirements**: Number of copies and minimum scale of drawings shall be noted on the application form. All plans shall be submitted in both paper and approved digital format using NAD1983 state plane coordinates.

(4) **Filing Deadline**: Filing deadlines are established by the CDO.

(5) **Withdrawal of Application**: Applicant may withdraw application in whole or in part at any point in the process prior to being acted or ruled upon; new application form, fees, and plan sets are required for reapplication.

(6) **Records on File**: Applications and the resulting recommendations and rulings shall be kept on file by the CDO or designee and shall be considered public record.

(7) Public notice requirements for each process are detailed in the local city code.

E. Zoning Map and Community Structure Plan Map

Areas and zone boundaries are hereby illustrated in the *San Juan County Spanish Valley Zoning Map*, referred to herein as "Zoning Map," and are detailed in other pertinent maps contained in the *South Valley Community: Community Structure Plan (2022).*

F. Process

All development shall be administered in accordance with the procedures in the Development Ordinances, as indicated in these guidelines and as contained in the *South Valley Community: Community Structure Plan*.

(1) The application shall include the following processes

(a) Pre-Application Meeting.

(b) Site Plan Approval, including planning, building, site, and engineering input.

(2) Approvals by Community Design Officer (CDO)

The CDO shall approve, deny, or approve with conditions all submittals for all Site Plans, Building Plans, Engineering Plans and all other approvals required. The CDO shall coordinate with San Juan County to ensure all development, zoning, building and engineering requirements contained in the San Juan County Code or as otherwise applicable are coordinated, aligned and met as part of the approval process.

The CDO shall be assisted by a Design Review Committee (DRC) consisting of experts capable of reviewing and approving planning, urban design, architecture, engineering and other specialties as required. Establishment and selection of the members of this committee shall be determined by the CDO.

The decision regarding approval or denial of an application shall state in writing the reasons for approval or denial. If an application is denied by the CDO or designee, the applicant may appeal the decision to the Planning Commission.

6.2 Development Review Procedures

A. General Requirements

The processes included in this section are required for approval of new development in the South Valley Community.

(1) **Expiration of Approval**: Approval of any application submitted to the CDO shall expire 12 months from the date of approval, if permits for development have not been submitted for review or construction has not begun.

a. Applicant can request an extension if done so in writing to the CDO or designee at least 30 days prior to the end of the 12 month period.

b. Failure to act within the 12 month period shall require a new application, including all forms, fees, and plan sets.

(2) **Review Criteria**: All Regulating Plan, Site Plan, and Exception applications shall be reviewed using the following criteria:

(a) Plan complies with the standards within the intent of the *San Juan County Spanish Valley Area Plan, the San Juan County General Plan*, and the Development Ordinances.

(b) Plan design is consistent with the intent, character, and planning criteria of any plan in place.

(c) Plan design meets all of the requirements of these guidelines.

(d) Proposed development is sufficiently served by or provides essential public facilities, such as access and open space, and services, such as utilities and emergency services.

(e) Plan is designed with regard to preserving the natural features and topography of the lot(s).

B. Pre-Application Meeting

(1) **Intent:** To afford the applicant an opportunity to receive the advice and assistance of the CDO and DRC before preparing formal plans and making an official application to the local jurisdicition.

(2) **Eligible Applicant:** Applicant must apply for a pre-Application meeting prior to submitting an application for Rezoning, Preliminary Plat Approval, or Exception. The pre-Application meeting is encouraged for Site Plan Approval processes.

(3) **Application:** Applicant shall submit the following according to the pre-application meeting process illustrated in Figure 6.1:

(a) Application, Form, and Applicable Fees.

(b) **Sketch Plan**: A sketch plan or plans shall detail the proposal, including the following.

(i) General layout of block, and lots, with types of streets and Open Space Type noted.

(ii) Existing conditions such as topography, water bodies, aerial photograph, and flood plains.

(iii) Approximate distribution and configuration of uses,

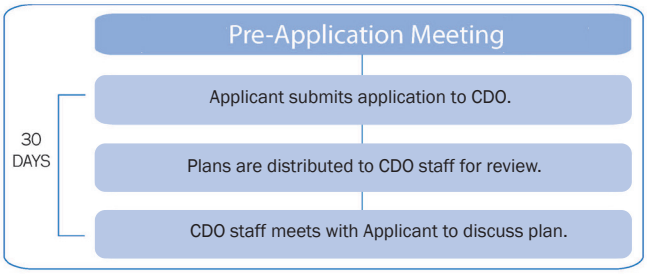
building types and project layout.

(iv) Anticipated method of achieving parking requirements.

(iv) Site survey.

(4) **Pre-Application Meeting**: CDO or designee shall meet with the Applicant to discuss the proposed plan within 30 days of receipt of the complete application.

Figure 6.1: Pre-Application Meeting Process



C. Rezoning Process

Refer to the Development Ordinances for information on the local rezoning process.

D. Subdivision Plat Approvals

Refer to the Development Ordinances for information on the subdivision plat approvals processes.

E. Site Plan Approval

(1) **Intent:** To establish a process that allows the CDO to administratively review development and redevelopment of sites and building types, uses, and other site requirements within all districts of the South Valley Community to ensure that the full standards and intents of these guidelines are met.

(2) **Eligible Applicant**: Applicant may include the project developer, registered owner or approved representative of either.

(3) **Application:** The following information shall constitute a complete application. Application shall be submitted in a form as determined by the CDO or designee. See Figure 6-2 for an illustration of the Site Plan Approval Process.

(a) **Complete Application, Form, and Applicable Fees:** Applicant shall submit the following in compliance with Architectural Design requirements. All maps and plans shall include date of preparation, north arrow, and scale.

(i) **Site Location Map:** Including Legal Description/Limits of Plan.

(ii) **Survey Plat:** Dimensions of property lines, easements, rights-of-way.

(iii) **Development Boundaries and Proposed Phasing** (if applicable).

(iv) **Existing Conditions Plan:** Existing on-site and adjacent off-site structures, streets, utilities, easements, pavement noted either on an aerial photograph or site survey.

(v) **Existing Natural Conditions Plan:** Existing topography, vegetation, drainageways, floodplain/way, or other unique features either on an aerial photograph or site survey.

(vi) **Site Plan:** A Site Plan delineating all proposed structures and surfaces, including parking, pavement, decks, patios, landscape, and retaining walls.

(vii) **Building Plan(s):** Floor plans for all buildings illustrating compliance with the requirements of the Building Types.

(viii) **Table of Uses:** A table of uses is required on the Building Plan delineating locations and gross square footages of categories of uses, and illustrating compliance with Uses indicated in the Development Ordinances.

(ix) **Building Elevations:** Building elevations of all facades, rendered to illustrate compliance with the requirements of each Building Type.

(x) **Landscape Plan:** Landscape Plan illustrating compliance with the requirements in the Development Ordinances. All ground plane vegetation shall be illustrated. For sites with less than ten percent landscape area, the Landscape Plan may be combined with the Site Plan.

(xi) **Parking Plan**: Parking layout plan with table of spaces keyed to plan, illustrating compliance with parking. Driveways, shared parking arrangements, cooperative parking, and any other parking reductions shall be included and noted for compliance with Parking requirements (see Section 4.0).

(xii) **Signage Plan** (if Signage is included): Signage Plan illustrating compliance with the requirements of Sign Types.

(xiii) **Open Space Plan** (if Open Space is included): Open Space Plan shall define all paving, structures, site furnishings, and landscape areas.

(xiv) **Traffic Study** (for projects larger than one-half acre): to verify impacts to surrounding roadways.

(4) **Application Process Timeline**: Upon submittal of a complete application to the CDO or designee, the application will be reviewed using the following process and timeline.

(a) The CDO or designee shall render a decision to approve or disapprove the application within 45 days of the submission of the complete application.

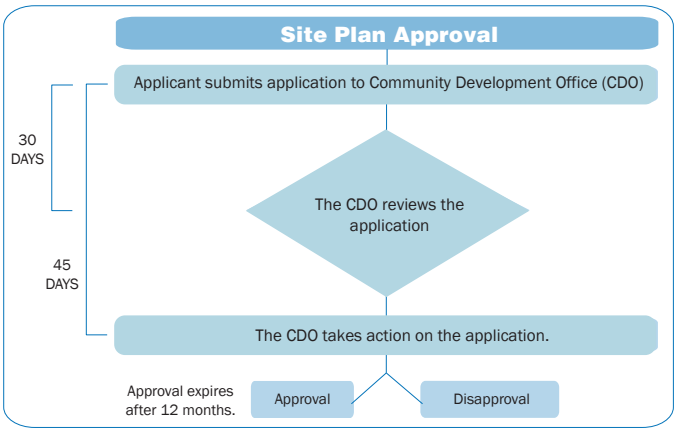
(i) 45 days may be extended with the applicant's written consent.

(ii) The CDO or designee may approve, approve with

conditions, or disapprove the application, providing they give reasons for disapproval or approval in writing.

(b) If Site Plan Approval and Conditional Use Permit are being sought for the same property, both applications should be submitted concurrently and the timelines shall match.

Figure 6-2: Site Plan Approval Process



(5) **Procedure for Site Plan Adjustments**: The CDO or designee may permit Minor Adjustments to an approved site plan, if the revisions are within the scope and intent of the original approval.

(a) **Process:** The process to review plan adjustments follows:

(i) Applicant shall submit a revised plan and letter of explanation detailing the change to the CDO or designee.

(ii) The CDO or designee shall review the request and notify the applicant of the decision.

(iii) If the CDO or designee deems the change to be a Major Adjustment to the plan, applicant must resubmit for Site Plan Review for approval of the new plan, including a new application (forms, fees, and plan sets).

(iv) If the CDO or designee deems the changes to be Minor Adjustments and approves them as within the scope and intent of the original approval, the Applicant shall revise the plan providing copies to the CDO or designee for filing prior to applying for building or construction permits.

(b) Minor Adjustments are limited to the following (all other adjustments are considered Major):

(i) Changes in dimensions or quantities less than ten percent of total amounts.

F. Conditional Use Permit

(1) Intent. To establish a process to review requests for the following.

(a) Development of Uses permitted within a Zoning District, but that may not be appropriate for development on every lot within that District because of potential negative impacts associated with the Use.

(2) Eligible Applicant. Applicant shall apply for a Conditional Use Permit prior to the development, installation, or opening of a use in any specific zone designated as a Conditional Use in the applicable zoning ordinance.

(3) **Application**: The following information shall constitute a complete application. Application shall be submitted in a form as determined by the CDO or designee.

(a) Complete Application, Form, and Applicable Fees.

(b) Applicant shall submit the following in compliance with the Use requirements.

(i) Site Location Map , Legal Description/Limits of Plan.

(ii) Survey Plat. Dimensions of property lines, easements, rights-of-way.

(iii) Development Boundaries and Proposed Phasing, if applicable.

(iv) Map of existing category of uses and use descriptions on parcel and all adjacent parcels within 600 feet of the proposed use.

(v) Statement of Intent. Statement describing existing and proposed use and district classification.

(4) **Application Process Timeline**: Upon submittal of a complete application, the application will be reviewed using the following process and timeline.

(a) The CDO or designee shall render a decision to approve or disapprove the application within 45 days of the submission of the complete application.

(i) 45 days may be extended with the applicant's written consent.

(ii) The CDO or designee may approve, approve with conditions, or disapprove the application, providing the reasons for disapproval or any conditions for approval in writing.

(iii) If Site Plan Approval and Conditional Use Permit are being sought for the same property, both applications should be submitted concurrently and the timelines shall match.

6.3 Exceptions and Variances

A. Exceptions

(1) **Intent:** To establish relief and flexibility in standards that may be administratively reviewed and approved, if certain criteria are met.

(2) **Eligible Applicant:** Applicant is eligible to apply for an exception to the Guidelines upon submittal of an application for Site Plan Approval in cases that involve such standards as the following:

(a) **Regulating Plan Requirements**:

(i) Distribution of permitted uses within 100' of mapped District boundaries. (Substitution of districts is not permitted.)

(ii) Block Size within 100' of required dimensions and with the provision of a Mid-Block Pedestrian way.

(iii) Street Type Requirements within one foot of required dimensions.

(iv) Open Space Requirement within 100' of required distance of mapped boundaries

(v) Building Type Requirements within one foot of required dimensions.

(b) **Site Plan Requirements**

(i) Landscape Requirements within one foot of required dimensions.

(ii) Sign Type Requirements within one foot of required dimensions.

(iii) Building Type Requirements within one foot of required dimensions.

(iv) Additional exceptions may be granted based on a formal request in writing by the applicant, stating specific reasons why the request does not impact the overall intent these guidelines, and is essential for success of the development.

(3) Application Process Timeline. Application for Exception shall be submitted concurrently with the process seeking exception from, either Regulating Plan Approval or Site Plan Approval.

(a) The CDO or designee shall render a decision to approve or disapprove the application within the same timeline as the applicable process Regulating Plan or Site Plan approval.

B. Variances

Refer to the Development Ordinances for information on the variance process and applicability.

6.4 Definitions

A. Defined Terms

For the purposes of these guidelines, the following terms shall have the following meanings:

(1) **Animal:** All non-human members of the animal kingdom, including domestic and livestock species.

(2) **Applicant:** The owner of a subject property or the authorized representative of the owner on which a land development application is being made.

(3) **Block:** The aggregate of lots, passages, lanes, and alleys bounded on all sides by streets.

(4) **Block Depth:** A block measurement that is the horizontal distance between the front property line on a block face and the front property line of the parallel or approximately parallel block face.

(5) **Block Ends:** The lots located on the end of a block; these lots are often larger than the lots in the interior of the block or those at the opposite end of the block and can be located on a more intense street type. They are typically more suitable for more intensive development, such as multiple family or mixed-use development.

(6) **Block Face:** The aggregate of all the building facades on one side of a block.

(7) **Block Length:** A block measurement that is the horizontal distance along the front property lines of the lots comprising the block.

(8) **Build-to Zone:** An area in which the front or corner side facade of a building shall be placed; it may or may not be located directly adjacent to a property line. The zone dictates the minimum and maximum distance a structure may be placed from a property line (see Figure 6-4 for comparison to Setback Zones)..

(9) **Building Type:** A structure defined by the combination of configuration, form, and function. Refer to Building Types for more information and the list of permitted Building Types.

(10) **Community Design Office (CDO):** The CDO is the entity allowed to make decisions regarding proposed project applications for the South Valley Community. All applications shall be coordinated by the CDO and applicant with the local jurisdiction to ensure these guidelines are aligned with local codes and requirements

(11) **Courtyard:** An outdoor area enclosed by a building on at least two sides and is open to the sky.

(12) **Coverage, Building:** The percentage of a lot developed with a principal or accessory structure.

(13) **Density:** The number of dwelling units located in an area of land, usually denoted as units per acre.

(14) **Dwelling Unit:** A room or group of rooms connected together that include facilities for living, sleeping, cooking, and eating that are arranged, designed, or intended to be used as living quarters for one family, whether owner occupied, rented, or leased.

15) **Desert Modern**: An architecture style drawing inspiration from modern, vernacular, bohemian and desert buildings and landscapes. Desert Modernism is characterized by features and elements that are suitable to the desert climate and lifestyle, including materials that showcase views of the natural landscape and open up to outdoor living spaces, and materials that hold up well in the harsh heat and insulate the interiors. Cornerstones of the style in this region include neutral colors, natural materials such as stone, and locally-sourced building materials.

(16) **Easement:** A legal interest in land, granted by the landowner to another person or entity, which allows for the use of all or a portion of the owner's land for such purposes as access or placement of utilities.

(17) **Eave:** The edge of a pitched roof; it typically overhangs beyond the side of a building.

(18) **Entrance Type:** The permitted treatment types of the ground floor Facade of a Building Type.

(19) **Expression Line:** An architectural feature. A decorative, three dimensional, linear element, horizontal or vertical, protruding or indented at least two inches from the exterior facade or a building typically utilized to delineate floors or stories of a building.

(20) **Facade:** The exterior face of a building, including but not limited to the wall, windows, windowsills, doorways, and design elements such as expression lines. The front facade is any building face adjacent to the front property line.

(21) **Family:** Family is defined as one of the following.

(a) Two or more persons, each related to the other by blood, marriage, or adoption together with usual domestic servants and not more than one bona fide guest, all living together as a common household unit.

(b) Up to three persons all of whom are not necessarily related to each other by blood, marriage, or adoption, and their children living together as a common household unit.

(c) For the purposes of these guidelines, an unrelated family shall not include persons living together in a residential care home or transitional treatment facility in accordance with the requirements of these guidelines.

(22) **Grade:** The average level of the finished surface of the ground story adjacent to the exterior walls of a building.

(23) **Gross Floor Area:** The sum of all areas of a building, including accessory storage areas or closets within sales spaces, working spaces, or living spaces and any basement floor area used for retailing activities, the production or processing or goods, or business offices. It shall not include attic space having headroom of seven feet or less and areas devoted primarily to storage, balconies, off-street parking and loading areas, enclosed porches, roof decks, roof gardens, or basement floor area other than specified above.

(24) **Impervious Surface.** Also referred to as impervious material. Any hard surface, man-made area that does not absorb water, including building roofs, sidewalks, parking, driveways, and other paved surfaces.

(25) **Landscape Area.** Area on a lot not dedicated to a structure, parking or loading facility, frontage buffer, side and rear buffer, or interior parking lot landscaping.

(26) **Lot:** Also referred to as parcel. A plot of land intended to be separately owned, developed, or otherwise used as a unit. Refer to Figure 6-3.

(27) **Lot, Corner:** A parcel of land abutting at least two vehicular rights-of-way, excluding an alley, at their intersection. Refer to Figure 6-3.

(28) **Lot, Flag:** A parcel of land having its only access to the adjacent vehicular right-of-way, excluding an alley, through a narrow strip of land. Refer to Figure 6-3.

(29) **Lot, Interior:** A parcel of land abutting a vehicular Right-of-Way, excluding an Alley, along one (1) Property Line; surrounded by Lots along the remaining Property Lines.

(30) **Lot, Through:** Also referred to as a double frontage lot. An interior lot having frontage on two approximately parallel vehicular rights-of-way, excluding an alley. Refer to Figure 6-3.

(31) **Lot Area:** The computed area contained within the property lines; it is typically denoted in square feet or acres.

(32) **Lot Depth:** The smallest horizontal distance between the Front and Rear Property Lines measured approximately parallel to the Corner and/or Side Property Line. Refer to Figure 6-3.

(33) **Lot Frontage:** The horizontal distance between the Side Property Lines, measured at the Front Property Lines. Refer to Figure 6-3.

(34) **Nonconformance:** A structure, use, lot, or site characteristic that was legally constructed or operated prior to the effective date of or Amendment to these guidelines, but that cannot be constructed, platted, or operated after the effective date of or Amendment to these guidelines.

(35) **Occupied Space:** Interior building space regularly occupied by the building users. It does not include storage areas, utility space, or parking.

(36) **Open Space Type:** The permitted and regulated types of open spaces these guidelines.

(37) **Open Water:** A pond, lake, reservoir, or other water feature with the water surface fully exposed.

(38) **Owner:** The legal or beneficial title-holder of land or holder of a written option or contract to purchase the land.

(39) **Pedestrianway:** A pathway designed for use by pedestrians;

it can be located mid-block allowing pedestrian movement from one street to another without traveling along the block's perimeter.

(40) **Pervious Surface:** Also referred to as pervious material. A material or surface that allows for the absorption of water into the ground or plant material, such as permeable pavers or a vegetated roof.

(41) **Plat:** A map or chart of a division and/or combination of lots.

(42) **Primary Façade:** The façade facing the street from which the building derives its street address.

(43) **Primary Street:** A major corridor that receives priority over other streets in terms of setting front property lines and locating building entrances.

(44) **Property Line:** Also referred to as lot line. A boundary line of a parcel of land or lot. Refer to Figure 6-3: Lots.

(45) **Property Line, Corner:** A boundary of a lot that is approximately perpendicular to the front property line and is directly adjacent to a public Right-of-Way, other than an alley or railroad. Refer to Figure 6-3: Lots.

(46) **Property Line, Front:** The boundary abutting a right-of-way, other than an Alley, from which the required setback or build-to zone is measured, with the following exceptions.

(a) Corner and Through Lots that abut a Primary Street shall have the front property line on that Primary Street.

(b) Corner and Through Lots that abut two Primary Streets or do not abut a Primary Street shall utilize the orientation of the two directly adjacent lots, or shall have the front property line determined by the CDO or designee.

(47) **Property Line, Rear:** The boundary of a lot that is approximately parallel to the front property line; this line separates lots from one another or separates a lot from an alley. Refer to Figure 6-3: Lots.

(48) **Property Line, Side:** The boundary of a lot that is approximately perpendicular to the front and rear property lines; it is not adjacent to the public right-of-way. Refer to Figure 6-3: Lots.

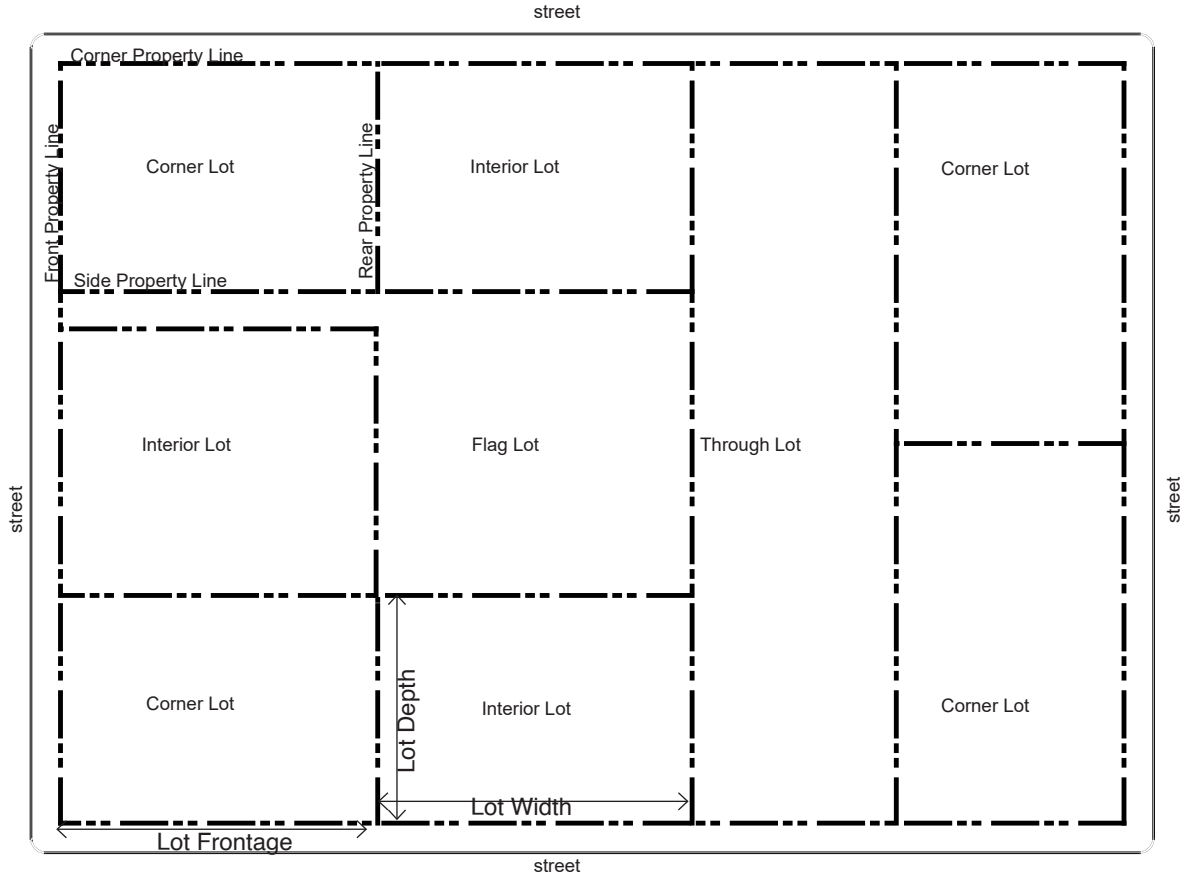
(49) **Right-of-Way:** Land dedicated or utilized for a Street Type, trail, pedestrianway, utility, railroad, or other similar purpose.

(50) **Roof Type:** The detail at the top of a building that finishes a Facade, including a pitch roof with various permitted slopes and a parapet.

(51) **Scale:** The relative size of a building, street, sign, or other element of the built environment.

(52) **Semi-Pervious Surface:** Also referred to as semi-pervious material. A material that allows for at least 40% absorption of water into the ground or plant material, such as pervious pavers,

Figure 6-3: Lots



permeable asphalt and concrete, or gravel.

(53) **Setback:** The horizontal distance from a property line inward, beyond which a structure may be placed. Structures or other impervious surfaces are not permitted within a setback, unless specifically permitted in these guidelines (see Figure 6-4 for comparison to Build-to Zones).

(54) **Sign:** An object, device, or structure used to advertise, identify, display, direct, or attract attention to an object, person, institution, organization, business, product, service, event, or location by such means as words, letters, figures, images, designs, symbols, or colors. Flags or emblems of any nation, state, city, or organization; works of art which in no way identify a product; and athletic field score boards are not considered signs.

(55) **Solar Reflectance Index (SRI):** A measure of a constructed surface's ability to reflect solar heat, as shown by a small temperature rise. The measure utilizes a scale from 0 to 100 and is defined so that a standard black surface is 0 and a standard white surface is 100. To calculate for a given material, obtain the reflectance value and emittance value for the material; calculate the SRI according to ASTM E 1980-01 or the latest version.

(56) **Story:** A habitable level within a building measured from finished floor to finished floor.

(57) **Story, Ground:** Also referred to as ground floor. The first floor of a building that is level to or elevated above the finished grade on the front and corner facades, excluding basements or cellars.

(58) **Story, Half:** A story either in the base of the building, partially below grade and partially above grade, or a story fully within the roof structure with transparency facing the street.

(59) **Story, Upper:** Also referred to as upper floor. The floors located above the ground story of a building.

(60) **Street Face:** The facade of a building that faces a public right-of-way.

(61) **Street Frontage**: Also refer to lot frontage. The portion of a building or lot directly adjacent to a vehicular right-of-way.

(62) **Streetwall:** The vertical plane created by building facades along a street. A continuous streetwall occurs when buildings are located in a row next to the sidewalk without vacant lots or significant setbacks.

(63) **Structure, Accessory:** The general term for a subordinate structure detached from, but located on the same Lot as the Principal Structure; it may or may not be inhabitable.

(64) **Structure, Principal:** Also referred to as the principal building. A building that contains the dominant Use of the Lot. It is typically located toward the front of the Lot in the front Build-to Zone or behind the Front Yard Setback.

(65) **Swale:** A low lying, naturally planted area with gradual slopes that facilitate the transport, absorption, and/or filtration of stormwater.

(66) **Tree Canopy:** The uppermost area of spreading branches and leaves of a tree.

(67) **Tree Canopy Coverage:** The area of ground covered or shaded by a tree's canopy, measured in square feet.

(68) **Use:** Also referred to as land use. A purpose or activity that may occur within a building or a lot.

(69) **Use, Accessory:** A use customarily, incidental, and subordinate to the principal use or structure and located on the same lot with such principal use or structure.

(70) **Use, Principal:** The specific, primary purpose for which a lot or building is utilized.

(71) **Use, Special:** A use that may not be appropriate in certain locations based on the potential negative impacts associated with the use and requires approval of a Special Use Permit.

(72) **Visible Basement:** A half story partially below grade and partially exposed above with required transparency on the street facade.

(73) **Water Body:** A body of water, such as a river, pond, or lake that may be man-made or naturally occurring.

(74) **Yard:** The space on a lot which is unoccupied and unobstructed from the ground to the sky by the principal structure. Lots without a structure do not have yard designations. Refer to Figure 6-5.

(75) **Yard, Corner Side:** A yard extending from the corner side building facade along a corner side property line between the front yard and rear property line. See Figure 6-5.

(76) **Yard, Front:** A yard extending from the front facade of the principal structure along the full length of the front property line, between the side property lines or side and corner side property lines. See Figure 6-5.

(77) **Yard, Rear:** A yard extending from the rear building facade along the rear property line between the side yards or, on a corner lot, the corner side and side yards. See Figure 6-5.

(78) **Yard, Side:** A yard extending from the side building facade along a side property line between the front yard and rear property line. See Figure 6-5.

(79) **Zoning District:** A designation given to each lot within the city that dictates the standards for development on that Lot.

Figure 6-4: Setback Line vs. Build-to Zone.

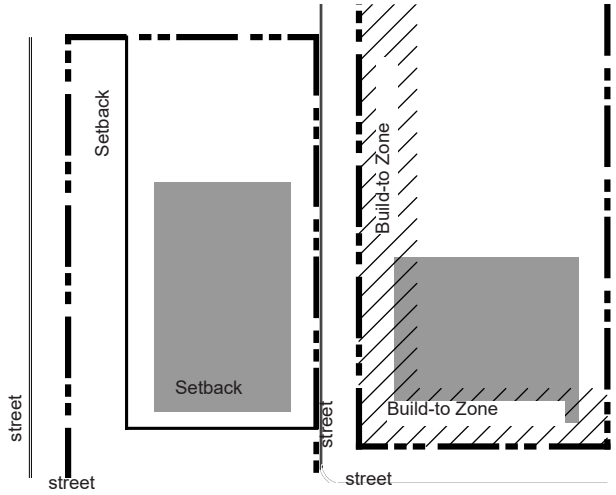


Figure 6-5: Yards