



JULY 11, 2019

**PLANNING COMMISSION MEETING 6:00 P.M.**

City Council Chambers  
217 East Center Street  
Moab, Utah 84532

1. 6:00 P.M. Call To Order
2. Citizens To Be Heard
3. Discussion Item
- 3.1. Discussion On Moving Forward With Zoning For Overnight Accommodations

Documents:

[MOAB AREA ORDINANCES - DRAFT 1 6.11-19 \(1\).PDF](#)

4. Future Agenda Items
5. Adjournment

# Exhibit 3: June 10<sup>th</sup> Draft of the OA Overlay Zones

MOAB AREA LAND USE  
ORDINANCE CHANGES  
**DRAFT 2**

## TABLE OF CONTENTS

	page
<b>1) Remove Overnight Accommodation (OA) uses from all zone districts in the City of Moab as a principal use</b>	<b>x</b>
<b>2) Overnight Accommodation Overlay (OA) Districts for two specific areas in the City of Moab</b>	<b>x</b>
• Moab North Gateway Overnight Accommodation (OA) Overlay District	x
• Downtown Moab Overnight Accommodation (OA) Overlay District	x

**1) Remove Overnight Accommodation (OA) uses from all zone districts in the City of Moab as a principal use**

**ACTION:**

Remove overnight accommodations in the Moab City Cods as permitted or conditional uses. This includes the following uses and all variations of the same:

- Hotels or Motels
- Bed & Breakfasts
- Residential Units as Overnight Accommodations/ Commercial Condominiums
- Recreational Vehicle Parks & Campgrounds

## 2) Overnight Accommodation Overlay (OA) Districts for two specific areas in the Moab Area

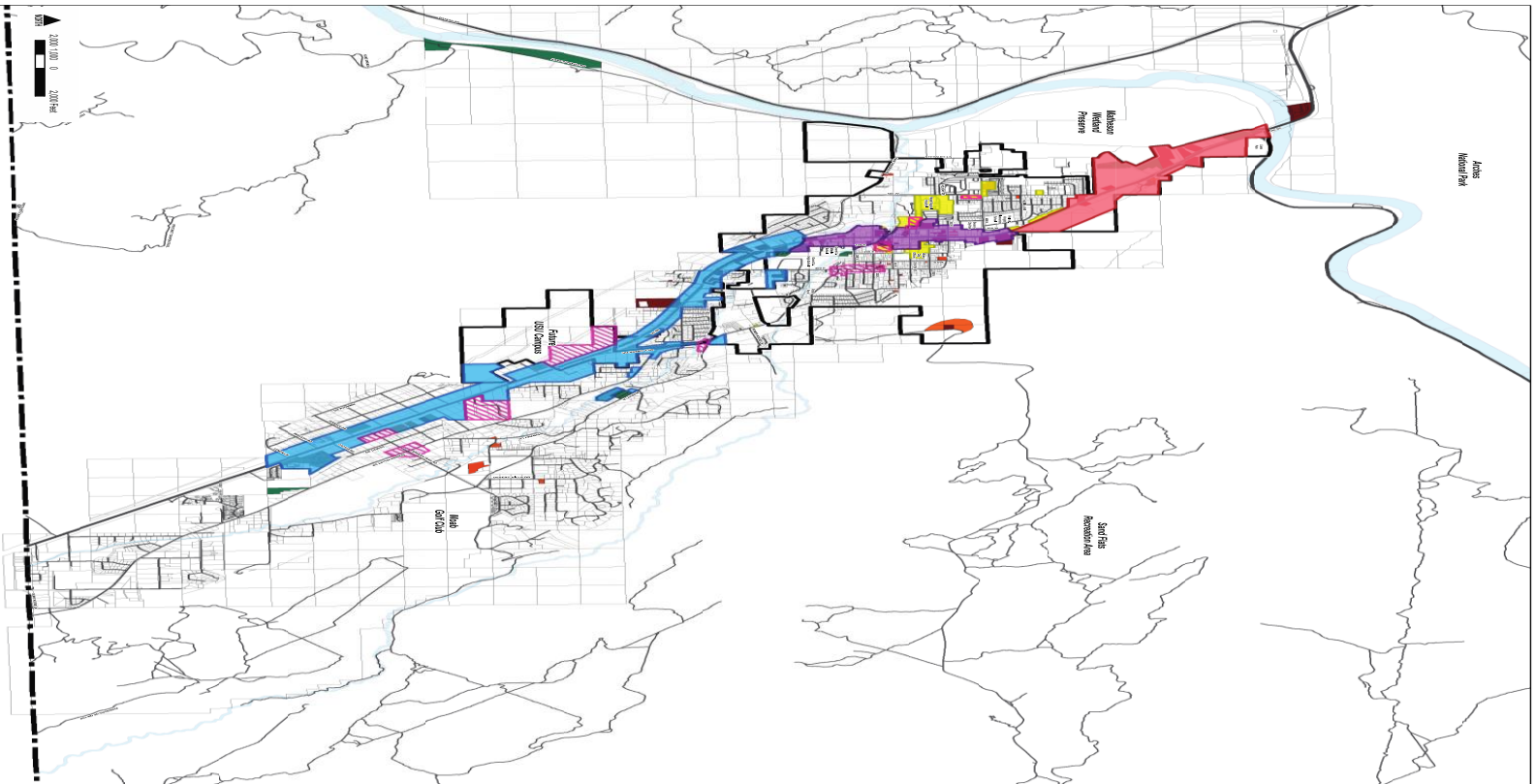
Consider the establishment of Overnight Accommodation Overlay Districts in specific areas where new overnight accommodations in the Moab Area may be considered according to specific conditions and requirements. Each overlay district should address the conditions, application process, uses and design standards that are required for consideration.

### ACTION:

Consider application of the following Overnight Accommodation (OA) Overlay Districts as illustrated in the attached map and described in the following pages:

- Moab North Gateway Overnight Accommodation (OA) Overlay District  
Applies to the area indicated as North of Downtown on the attached map:  
OVERNIGHT ACCOMMODATION PREFERRED ALTERNATIVE - DRAFT 05.03.19
- Downtown Moab Overnight Accommodation (OA) Overlay District  
Applies to the area indicated as Downtown Center, as indicated in the attached Map:  
OVERNIGHT ACCOMMODATION PREFERRED ALTERNATIVE - DRAFT 05.03.19

# OVERNIGHT ACCOMMODATION PREFERRED ALTERNATIVE - DRAFT 05.03.19



## LEGEND

<b>Existing &amp; Approved Overnight Accommodations</b>	<b>Planning Areas</b>
North of Downtown	North of Downtown
Downtown Center (C-3)	Downtown Center (C-3)
Downtown Edge (E-1/C-2)	Downtown Edge (E-1/C-2)
South of Downtown	South of Downtown
RV parks and campgrounds	Proposed Community Nodes
Hubs	
B&Bs and short-term rentals	

## DESCRIPTION

**INTENT:**  
Focus more intense overnight accommodations north of downtown, permit properly scaled overnight accommodations downtown, and eliminate overnight accommodation south of downtown.

**DETAILS:**  
**NORTH OF DOWNTOWN (to the Colorado River):** Eliminate overnight accommodations as a use-by-right. Utilize overlay zones to establish higher performance standards addressing issues such as scale, massing, form, water and energy efficiency, and mixed use.  
**DOWNTOWN AREA:** Eliminate overnight accommodations as a use-by-right in the Downtown Center. Existing use-by-rights to remain in the Downtown Edge areas. Utilize overlay zones to establish higher performance standards addressing issues such as scale, massing, form, water and energy efficiency, ground floor commercial gathering areas and mixed use.  
**SOUTH OF DOWNTOWN:** Eliminate overnight accommodations as a use-by-right.  
**NORTH OF THE COLORADO RIVER, KANE CREEK BOULEVARD & THE HWY 128 CORRIDOR:**  
 Eliminate overnight accommodations as a use-by-right anywhere they are currently allowed north of Colorado River to edge of Arches National Park at the intersection of Hwy 313 and US 91, along Kane Creek Boulevard and along the Hwy 128 Corridor.  
**COMMUNITY NODES:** Develop small area plans to determine the use, scale, massing and form of distinct community destinations. These should be distinct small-scale destinations that support community services and functions.

**REGULATORY TOOLS:**

- Traditional Zoning
- Overlay Zones

As follow-up efforts once initial ordinance changes have been adopted:

- Form-based Codes
- Mandatory Mixed-Use Development
- Performance Standards
- Development Caps

**Moab North Gateway Overnight Accommodation (OA) Overlay District**  
**DRAFT 2**

Table of Contents

- 1) Purpose of Overlay Districts**
- 2) Purpose and Intent of the Moab North Gateway Overnight Accommodation (OA) Overlay District**
- 3) Approval Procedures**
- 4) Identification on Zoning Maps**
- 5) Site Master Plan Required**
- 6) Development Standards**
  - Part 1 General Requirements
  - Part 2 Mixed Use Requirements
  - Part 3 Architecture, Density, Massing and Form
  - Part 4 Additional Design Requirements
  - Part 5 Open Space
  - Part 6 Landscape Standards
  - Part 7 Parking Requirements

### **1) Purpose of Overlay Districts**

Overlay Districts are established to provide standards that address unique circumstances or conditions affecting single sites where the development of such sites is of special public concern. They are established to provide for certain additional requirements for properties located in one or more base zoning districts.

Upon approval, the overlay district replaces the previous base zoning. In addition to the requirements of the underlying base zoning district, the provisions of the overlay district would also prevail in the areas so zoned. In certain areas two or more overlay districts may apply. In any such instance where there are conflicting provisions, the more stringent requirements shall apply.

### **2) Purpose and Intent of the Moab North Gateway Overnight Accommodation (OA) Overlay District**

The *Moab North Gateway Overnight Accommodation (OA) Overlay District* designates the areas where Overnight Accommodations (OA) may be permitted. While Overnight accommodations are an important element of the existing community and local economy, an imbalance between such uses and other desired community uses exists. In order to ensure that future overnight accommodations are sited and developed to benefit the local community and that other critical community uses are given a chance to establish, the *Moab North Gateway Overnight Accommodation (OA) Overlay District* may be applied to entire developments or portions of properties where the primary use is for Overnight Accommodation activities. In addition to the primary use, all new overnight developments are expected to provide features and systems that address the impacts and service needs generated by overnight accommodation developments, provide other tangible community benefits, and incorporate a mix of other uses that are deemed appropriate and compatible with the primary use, adjacent land uses, nearby neighborhoods and the community as a whole.

### **3) Approval Procedures**

A two-step planning and approval process is required as summarized in the following table:

APPLICATION	IMPLEMENTATION	WHAT IS ADDRESSED?	APPROVAL TYPE
<b>STEP ONE: Application for Attaching Overnight Accommodation (OA) Overlay to a Specific Site, Property or Development (Rezoning)</b>	As a modification to the official Zoning Map and Zoning Ordinance, indicating the specific location of the application site and the terms upon which it will be developed	Land area to be rezoned and general terms upon which it is approved, including but not limited to the following: <ul style="list-style-type: none"> <li>▪ The physical location and extents of the proposed overlay zone</li> <li>▪ Proposed primary uses</li> <li>▪ Number of rooms/units</li> <li>▪ Design and development conditions</li> <li>▪ Special conditions and requirements</li> <li>▪ Other uses and development requirements</li> </ul>	<b>Legislative</b> (Rezoning and Zoning Map Change) <ul style="list-style-type: none"> <li>• Planning Commission (recommendation to City Council)</li> <li>• City Council (adoption)</li> </ul>
<b>STEP TWO: Development Approval Project Plan and/or Subdivision Plat</b>	As specific submittals and approvals specified in the applicable overlay ordinance	Specific project development requirements for development approval.	<b>Administrative</b> Staff and/or Planning Commission approval according to the specific terms and ordinance obligations

#### 4) Identification on Zoning Maps

Approved Overnight Accommodation (OA) districts and developments shall be indicated on the official Zoning Map.

#### 5) Permitted Uses

Any use or combination of the following uses allowed by the underlying base district(s) are permitted, in addition to any combination of the following as approved for each specific Overnight Accommodation development:

- Hotels or Motels;
- Bed & Breakfast;
- Residential Units as Overnight Accommodations/ Commercial Condominiums; and
- Recreational Vehicle Parks & Campgrounds; and

#### 6) Site Master Plan Required

In approving an overnight accommodation development in accordance with this section, a site master plan shall be prepared and submitted for consideration by the council for approval. The master plan shall clearly indicate the purpose and details of the project, including technical facts and a clear description of how the proposed development is beneficial to the Moab region



as compared to development carried out in accordance with otherwise applicable zoning and development regulations. More specifically, the master plan shall include at a minimum the following:

- a) **A statement** by the applicant describing how the proposed development provides greater benefits to the City than would a development carried out in accordance with otherwise applicable zoning and development regulations.
- b) **A map and description of sensitive lands** within the or adjacent to the proposed development and how they will be addressed, including but not necessarily limited to the following:
  - Public drinking water supply watersheds (recharge areas for the aquifer in the Glen Canyon formation);
  - Floodplains and riparian habitats;
  - Slopes in excess of 30 percent; and
  - Significant geological, biological, and archeological sites.
- c) Identification of **site planning features and a description of how they will be addressed** to promote seamless transition between on-site uses and the surrounding site conditions.
- d) A description of the **beneficial public services and goods the project provides** to the community. This should include a community benefit concept description, and specific documentation of the proposed types, amounts, locations and relationships of compatible uses provided within the development that provide beneficial public services and goods to the community. Examples of such uses may include mixed uses, residential, office, commercial and civic uses, public open space, and indoor/outdoor gathering spaces.
- e) Documentation of the **specific utilities and infrastructure** that are designed and installed to conserve limited natural resources such as water. Examples include preparation of a water use master plan for the project, the incorporation of gray-water re-use systems, implementation of water conserving landscapes, installation of real-time water monitoring systems, the incorporation of water-efficient fixtures and the incorporation of state-of-the art dark-sky friendly lighting systems.
- f) **A narrative and graphic presentation of the development** documenting and presenting the proposed development and land uses by:
  - Gross acreage;
  - Total project density and/or square footage for all uses proposed for the project (including overnight accommodations) per gross acre;
  - Total number of overnight accommodation units;
  - Overnight accommodation unit density expressed as a per-acre ratio;
  - Total number and type of on-site employee and affordable housing units;
  - Common area and private open space acreage;
  - Total number of parking spaces required and provided, including bicycle parking;
  - Parking, service and loading area acreage/spaces;
  - Project Floor Area Ratio (FAR);
  - Public open space and similar publicly-accessible feature acreage;

- Descriptions and graphic representations suitable for conveying the overall development character and proposed architectural style of the proposed development; and
  - The relationship of the proposed development to existing development in the area, along the highway and to significant natural and built features in the area.
- g) A **Traffic Study** prepared by a licensed transportation planner or traffic engineer, documenting project traffic generation, impacts (including traffic noise) and proposed mitigations and modifications.
- h) A **Site Plan** prepared in accordance with the requirements of the City and the Development Standards specific to this section shall be approved and filed with the findings of fact as part of the approval. The site plan shall indicate at a minimum all major roads, site access roads, parking and service areas, trails and trail connections, major utilities, existing and proposed land uses, common area, open space, landscaping plan, a conceptual drainage plan and entrance locations on existing roads.
- i) A **statement of how the proposed development is consistent with the General Plan**, including specific reference to Overnight Accommodation (OA) policies; and
- j) **Other relevant information** that will support the application or as otherwise requested by City staff.

## 7) **Development Standards**

As detailed below, development standards are addressed according to seven specific parts.

### Part 1 **General Requirements**

#### 1. **Applicability**

The following are general development standards applicable in the North Gateway District. The general development requirements of the underlying zone shall apply unless otherwise indicated.

#### 2. **Density and Heights**

Maximum density and heights shall be no greater than that permitted in the underlying zone district.

#### 3. **Affordable Housing**

Required in accordance with the affordable housing requirements of the City.

#### 4. **Lots**

- **Typical Lot Dimensions.** All lots of record shall be developed to meet established standards.
- **Typical Lot Configuration.** All lots shall front a public streets unless otherwise approved.
- **Lot Shape.** To create regular, rectangular lots, side property lines shall be perpendicular to the vehicular right-of-way to the extent practical.

**5. Lot Configuration**

Primary uses should face the fronting roadway and configured in a fashion that responds to natural site conditions such as slope and topography. The intent is to respond to the lay of the land and existing developments in the vicinity of the development.

Developments fronting US-191 should contribute to a unified continuum of individual projects distributed along the highway.

**6. Lot Access**

US-191 is a State Highway, with traffic levels and vehicle speeds that present challenges for direct access to projects and for creating a roadway environment that is not only drivable but also safe to walk and bike along. Since existing development patterns are dominated by primary buildings and associated uses sited well-away from the highway with access provided by private access roadway, similar patterns are assumed.

**7. General Open Space Requirements**

The following are requirements for the provision of civic open space.

- Development of parcels over 5 acres are required to provide a minimum of 5% total lot size as publicly-accessible civic open space. Developer shall work with City to determine the appropriate location of proposed open spaces.
- For developments under 5 acres, impact fees and other funding will be used as mechanisms to ensure adequate open space is provided in the district.

**8. Streets and Access Roads**

General Requirements.

- Address all modes of travel, including pedestrian traffic, bicycle, transit and vehicular traffic.
- Address all features of the access road and public road right-of-way, including sidewalks, traffic lanes, bicycle lanes and medians.
- Provide adequate access to all developments for vehicles, pedestrians and cyclists pedestrians.
- Create access roads to individual development properties that are appropriate for their context and contribute to the formation of a mixed-use gateway district that encourages travel at appropriate volumes and speeds.
- Create streets and access roads that reduce storm water runoff and improve the quality of storm water runoff.
- Utilize street and private access standards defined by Moab Public Works.

**9. Road Design Standards**

Variations from applicable road design standards may be approved only when it can be demonstrated that such exceptions will not be detrimental to public health, safety and general welfare, and where private road maintenance is provided by the owner.

## 10. Bicycle Facilities

The following types of bicycle accommodations should be provided as determined by Moab Public Works:

- Cycle Track - a separate on-road bicycle facility that is typically adjacent to, but physically separated from vehicular traffic and parking by a barrier. Inclusion of bicycle tracks and other bicycle facility requirements to be determined by Moab Public Works.
- Dedicated Bicycle Lane - striped lanes accommodating cycle traffic within the paved road section. Required on all access roadways and primary entrances into specific developments. Inclusion of dedicated bicycle lanes and other bicycle facility requirements to be determined by Moab Public Works.

## 11. Storm Water Management

Incorporation of storm water management best practices, including Low-impact Development (LID) techniques within the access road/ driveway / parking lots are required. Examples include drainage swales, slotted curbs, sub-surface sumps and French drains, and the use of permeable paving in roadways and parking areas.

## Part 2 Mixed Use Requirements

### 1. General Conditions

All developments applying the *Moab North Gateway Overnight Accommodation (OA) Overlay District* must provide a significant mix of residential, commercial, retail, office, civic and similar uses to offset some of the impacts generated by overnight accommodation projects.

A minimum of 30% of the built space dedicated to the primary overnight accommodation floor area shall be dedicated to mixed uses. The required mixed use may be designed and developed on-site, provided off-site in the general vicinity of the proposed development, or be supported with contributions toward the development of other mixed use projects in the city.

### 2. Applicability

The following are general mixed-use requirements applicable in the *Moab North Gateway Overnight Accommodation Overlay District*. The specific amount, type and location of mixed-uses will be determined as part of the application and approval process.

### 3. Design and Evaluation Criteria

The following are general conditions that will be used to determine that a successful mixed-use development will result.

- A. Incorporates imaginative site and building design with a compatible mixture of land uses that encourage pedestrian, bicycle and other multi-modal access to the proposed development;
- B. Applies sensitive land use and site design;
- C. Avoids the creation of incompatible land uses within the site and in the vicinity of the development;
- D. Mitigates impacts created by the project with respect to transportation, traffic, noise, public utilities, open space, recreation, public facilities and services, site circulation, solid waste disposal and recycling, water, sewer, storm drain and similar systems;
- E. Protects and preserves the natural environment to the maximum extent possible, including but not limited to conserving water to the greatest degree possible, protecting the water quality of the regional watershed, meditating storm water and floods, and protecting sensitive and critical natural lands and viewsheds.
- F. Preserves and/or creates open space and outdoor meeting places for the enjoyment of the Moab residents, employees of businesses located within the valley, and the general public;
- G. Provides publicly-accessible plazas, commons, greens, parks, civic buildings or spaces for social activity and assembly by the community;
- H. Incorporates a mix of affordable housing types and ownership patterns;
- I. Includes uses that provide employment opportunities and under-provided goods and services;
- J. Provides a balanced mix of uses that minimize the necessity for utilization of personal automobiles on a daily basis;
- K. Provides high-quality architectural and site design that is harmonious with the local context and adjacent uses;
- L. Incorporates well-designed and laid-out access roads, parking lots, trails and pathways that are specifically designed for the convenience and safety of pedestrians and cyclists as well as for meeting the needs of vehicles; and
- M. Promotes the preservation of open space and critical viewsheds through the application of clustered development techniques while still achieving an appropriate overall density for region.

#### **4. Mixed Use Development Standards**

All development and design standards described in this chapter and elsewhere in the code shall apply, in addition to the following mixed-use specific standards:

- A. Generally-acceptable Mixed Uses: residential, commercial, recreational, retail, civic and open space
- B. Location of Uses: commercial shops, offices and civic uses shall be located on the ground floor adjacent to the street frontage, with hotel/motel and residential uses provided in all other locations; and
- C. Pedestrian-oriented Design Required: direct access to pedestrian-oriented services is required to promote pedestrian/bicycle uses in the development area.

### **Part 3 Architecture, Density, Massing and Form**

#### **1. General Conditions**

The following are general physical characteristics of overnight accommodations developments, including associated mixed uses, within the overlay district.

- Each building or structure can house a variety of uses depending on the design concept and functional requirements of each development.
- 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.
- Attached accessory structures are considered part of the principal structure.
- Detached accessory structures are permitted and shall comply with all setbacks except the following:
  - Detached accessory structures are not permitted in the front yard.
  - Detached accessory structures shall be located behind the principal structure in the rear yard.
  - Detached accessory structures shall not exceed the height of the principal structure.

#### **2. Building Siting**

- More than one principal structure may be permitted on a lot.
- All setback areas not covered by a building or parking must contain either landscape, patio space, public open space, or a sidewalk/trail.

#### **3. Building Height**

- See existing zone for minimum and maximum height limitations and requirements.
- Ground stories uses facing the primary street must have a minimum interior height of 12' and a maximum of 14' to facilitate mixed uses.

#### **4. Building Layout and Configuration**

- Ground stories facing the primary street must be occupied by uses other than overnight accommodations. Examples include retail, recreation, commercial, office and civic uses.
- Parking may be located within a building or as part of a well-landscaped and buffered parking lots.

#### **5. Street View Requirements**

- For uses located on the ground floor facing the primary fronting street, 60% Minimum Ground Story Transparency is required, measured floor to floor. Transparency is any glass in windows and/or doors, including any mullions, that is highly transparent with low reflectance.
- Since some development areas on the west side of US-191 are located significantly lower than the topography along US-191, the treatment of roofs should be thoughtful and consistent. Air conditioning units and similar mechanical requirements should be avoided on rooftop locations, and fully-screened from view when unavoidable.
- Blank Wall Limitations are required on all facades facing the primary street. No rectangular area greater than 30% of a story's facade, as measured from floor to floor may be windowless, and no horizontal segment of a story's facade greater than 15 feet in width may be windowless, unless otherwise approved.
- A mix of entrance types may be utilized, aligned with the overarching architectural theme or concept. All buildings must have an easily-discernable Principal Entrance located on the primary street side of the principal building or buildings.
- Street Entrances – the minimum number and maximum spacing between entrances on the ground floor building facade with street frontage to match a clear development design theme or concept are required.
- Vertical Facade Divisions - the use of a vertically oriented expression line or form to divide the facade into increments that enhance the design concept are required. Acceptable elements may include columns, pilasters, scoring lines and other continuous vertical features at least 1.5" in width.
- Horizontal Facade Divisions - the use of significant shifts in the façade every 45' at minimum to divide portions of the façade into horizontal divisions. Major dividing elements should be integral to the architectural layout and form of the structure, with minor delineations encouraged through the uses of expressions lines in the form of cornices, belt courses, string courses, or other continuous horizontal divisions.

### **Part 4 Additional Design Requirements**

The following describes district design 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.

#### **1. Materials and Color**

- 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.
- Permitted primary building materials will include high quality, durable, natural materials such as stone, brick and adobe-type materials; wood lap siding; fiber cement board lapped, shingled, or panel; metal siding; glass. Other high quality synthetic materials may be approved as part of a unified theme or design concept.
- Secondary Facade Materials are limited to details and accents. Examples include gypsum reinforced fiber concrete for trim and cornice elements; metal for beams, lintels, trim; and exterior architectural metal panels and cladding.
- Exterior Insulation and Finishing Systems (EIFS) is permitted for trim only or on upper floor facades only.
- Acceptable Roof Materials include 300 pound or better, dimensional asphalt composite shingles, metal tiles or standing seam, slate, and ceramic tile. Other roof materials may be considered for approval.
- Color. Main building colors shall be complementary to existing buildings in the area, the surrounding landscape and visual backdrops.
- Appropriate Grade of Materials. Commercial quality doors, windows, and hardware shall be used throughout the district.

#### **2. Windows, Awnings, and Shutters**

- Windows - all upper story windows of overnight accommodation, mixed use and associated buildings shall be recessed and double hung.
- Plastic awnings are not permitted. Awning types and colors for each building face shall be coordinated.
- 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.

#### **3. Balconies**

- Balconies shall be a minimum of six feet deep and five feet wide.
- Balconies that are not integral to the facade shall be independently secured and unconnected to other balconies.
- 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.

#### **4. Treatments at Terminal Vistas**



- When a street terminates at a parcel, the front or corner side of a building, whether fronting a Primary Street or not, shall terminate the view.

#### **5. Building Variety**

Building design shall vary between vertical facade divisions 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:

- The proportion of recesses and projections.
- The location of the entrance and window placement, unless storefronts are utilized.
- Roof type, plane, or material, unless otherwise stated in the Building Type requirements.

#### **6. Drive-through Uses**

- Drive-through structures and uses are not allowed.

### **Part 5 Open Space**

To provide open space as an amenity that promotes physical and environmental health to project uses and the community, with a primary function of providing access to a variety of active and passive open space types.

#### **1. General Requirements**

Developments over 5 acres are required to provide a minimum of 5% total lot size as publicly-accessible and usable civic open space. The developer shall work with Moab City to determine the best and most appropriate location of open space. For parcels under 5 acres, impact fees and other funding will be used as mechanisms to ensure adequate open space is provided.

All open space provided shall comply with one of the Open Space Types that follow:

- Plaza – a formal, medium-scale (0.5 to 1.5 acre) gathering place for civic, social, and commercial purposes. May contain a greater amount of impervious coverage than other open space types. Special features, such as fountains and public art installations, are encouraged.
- Square - a medium-scale (1 to 2 acre) open space to gather for civic, social and commercial purposes. Squares are rectilinear in shape and are bordered on all sides by a vehicular right-of-way, which together with building facades creates its definition.
- Green – an informal, medium scale (0.25 to 2.0 acre) park with active or passive recreation amenities for neighborhood residents within walking distance; mainly fronted by streets.
- Pocket Park – a small-scale (.5 to 1.5 acre) open space, that is primarily designed to accommodate a range of active and passive recreation and gathering space uses, primarily local neighbors and residents within walking distance.

- Local and Neighborhood Parks – medium to large (3-acre to 10 acre) informal parks that accommodate both active and passive recreational amenities for local residents and the larger community. Parks have primarily natural plantings and are frequently formed around an existing natural feature such as a water body or stands of trees.
- Greenway – long and linear open spaces that serve to enhance connectivity between open space types and other uses. Greenways often follow a natural feature, such as a river, stream, ravine, or man-made feature, such as a vehicular right-of-way. A greenway may border other open space types.

## **Part 6 Landscape Standards**

The landscape standards outlined in this section are established to meet the following set of goals.

- To provide suitable outdoor settings;
- To increase the compatibility of adjacent uses and minimize the adverse impacts created by adjoining or neighboring uses.
- To provide responsible and environmentally-appropriate green spaces and infrastructure through the use of water efficient landscape design techniques, tools and standards.
- To shade large expanses of pavement and reduce the urban heat island effect.

### **1. Applicability**

Landscapes, trees and buffers shall be installed as detailed in this section and elsewhere in the Municipal Code.

### **2. Water Efficient Landscaping**

Refer to specific Moab landscape regulations regarding water efficient landscaping.

### **3. General Installation Requirements**

The installation of landscaping shall adhere to the following standards.

- National and Regional Standards. Best management practices and procedures according to the nationally and regionally accepted standards shall be practiced. All landscaping and trees shall be installed in conformance with the practices and procedures established by the most recent edition of the American Standard for Nursery Stock (ANSI Z60.1) as published by the American Association of Nurserymen.
- Maintenance and Protection - all landscaping and trees shall be maintained according to the most recent edition of the American National Standards Institute, including its provisions on pruning, fertilizing, support systems, lighting protection, and safety.
- Installation – landscaping shall be fully installed prior to the issuance of a certificate of completeness.
- Condition of Landscape Materials shall:

- Be healthy and hardy with a good root system.
- Chosen for specific form, texture, color, fruiting, patterns of growth, and suitability to local conditions.
- Be tolerant of the natural and man-made environment, including low-water conditions, drought, wind, salt and pollution.
- Appropriate for the conditions of the site, including but not limited to slope, water table and soil type.
- Be protected from damage by grates, pavers and other landscape materials and features.
- Not be a nuisance or have negative impacts on an adjacent property.
- Shall be native or proven to be naturalized to the Moab region, whenever possible.
- Require minimal use or no use of lawns, turf and similar water-craving landscapes.

#### **4. Irrigation Systems.**

Permanent irrigation after the establishment of the landscape is required and shall adhere to the following standards.

- All irrigation systems shall be designed to minimize the use of water, as detailed in the Moab water-conserving landscape ordinance. The use of drip, emitter, bubbler and other water-conserving irrigation systems are required,

#### **5. Landscape Maintenance**

All landscaping shall be maintained in good condition at all times to ensure a healthy and orderly appearance.

- All required landscape shall be maintained to adhere to all requirements of this ordinance.
- Replacing Unhealthy Landscaping. Unhealthy landscaping shall be replaced with healthy, live plants by the end of the next applicable growing season. This includes all plant material with dead branches over a minimum of 25% of the normal branching pattern.
- Maintenance Responsibility. The owner is responsible for the maintenance, repair, and replacement of all landscaping, screening, and curbing required herein.
- Maintain Quality and Quantity. Maintenance shall preserve at least the same quantity, quality, and screening intent as initially installed.
- Fences and Other Barriers. Fences, walls, and other barriers shall be maintained in good repair and free of rust, flaking paint, graffiti, and broken or damaged parts.
- Tree topping is not permitted.

#### **6. Street Trees and Streetscape Design**

The intent is to line all fronting streets with a consistent and appropriate planting of trees and pavement design, and to identify and establish a suitable tree canopy that provides environmental benefit and a sense of identity.

- Streetscape Design Submittal – a consistent streetscape design shall be submitted for approval for treatments along US-191 and all other fronting roadways within the development. At a minimum, the submittal shall include the following:
  - Street Trees meeting the minimum requirements shall be included in the streetscape design, with details related to tree pits and tree planting to meet landscape requirements.
  - Tree Locations indicated by type, size and general planting technique.
  - Sidewalk Pavement Design - paving materials and pattern shall be established for each street type and approved by city staff prior to implementation.
  - Street Furnishings such as benches, seat walls, planters, fences, trash receptacles and bicycle racks shall be specified and quantities and locations listed for each street type.
  - Landscape Design – professionally-prepared landscape construction documents shall be provided for all landscape areas, planter and green roof areas and tree wells.
  - Lighting - pedestrian and vehicular lighting shall be specified and locations and quantities noted. All lighting shall meet adopted night sky lighting requirements applicable in the City of Moab.
  - Identity Elements - other elements designed to establish the identity of each project, such as banners, pavement markers, artwork or signage shall be included in the streetscape design submittal.

**7. Frontage, Side and Rear Buffers**

The purpose of frontage buffers is to lessen the visual impact of vehicular areas visible from the street. Side and rear buffers minimize the impact that the Overnight Accommodation development may have on neighboring zones and districts. All buffers should include a professionally-designed, water-efficient landscape design that is engaging, beautiful and appropriate for the specific setting and context. Plants should include a range of perennials, decorative grasses, trees and small shrubs as appropriate for reducing the visual impact of vehicular areas visible from the street while also meeting the Moab Water Efficient Landscaping requirements.

**8. Interior Parking Lot Landscape**

The intent is to provide shade, minimize paving and associated storm water runoff, and improve the aesthetic appearance of parking lots. Internal areas not dedicated to parking or drives shall be landscaped with a minimum of one medium or large shade tree for the first 150 square feet and one medium or large shade tree for every 650' thereafter.

- Each parking space must be located within 50' of a tree planted within parking lot interior. A minimum of 1 shade tree must be planted within parking lot interior or within 4' of parking lot's edge for every 3 parking spaces.

- Within 20 years of tree installation, 30% of the interior of the parking lot should be shaded by tree canopy.
- Shade structures should be considered an acceptable alternative for meeting the tree shade goal for up to 50% of the interior parking lot requirements.

## **Part 7 Parking Requirements**

The parking standards outlined in this section are designed to meet the following goals:

- Ensure an appropriate level of vehicle parking, loading and storage areas to support a variety of land uses.
- Provide appropriate site design standards to mitigate the impacts of parking lots on adjacent land uses and zoning subdistricts.
- Provide specifications for vehicular site access.

### **1. General Requirements**

- Off-street parking spaces shall be provided in conformance with established Moab site design requirements.
- Required Accessible Parking - parking facilities accessible for persons with disabilities shall be in compliance with or better than standards detailed in the state Accessibility Code, including quantity, size, location and accessibility.

### **2. Mixed-Use Parking Reductions**

The following reductions may be applied depending on the amount and specific mix of uses.

- 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. Through review of the site plan, up to 100% of the parking required may be waived.
- In order to approve a shared parking arrangement, it must be proved that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed.

### **3. Bicycle Parking Design**

Bicycle parking shall be designed and located as follows.

- Required bicycle parking spaces shall have minimum dimensions of two feet in width and six feet in length.
- An aisle a minimum of five feet wide shall be provided behind bicycle parking facilities to allow for maneuvering.
- A minimum of two feet shall be provided beside each parked bicycle to provide access, which may be shared by adjacent bicycles.
- Racks shall be installed a minimum of two feet from any wall or other obstruction. Bicycle parking should be located within 50-feet of the entrance of the use.

- 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.
- Bicycle racks 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.

**Downtown Moab Overnight Accommodation (OA) Overlay District**  
**DRAFT 2**

Table of Contents

- 1) Purpose of Overlay Districts**
- 2) Purpose and Intent of the Downtown Moab Overnight Accommodation (OA) Overlay District**
- 3) Approval Procedures**
- 4) Identification on Zoning Maps**
- 5) Site Master Plan Required**
- 6) Development Standards**
  - Part 1 General Requirements
  - Part 2 Mixed Use Requirements
  - Part 3 Architecture, Density, Massing and Form
  - Part 4 Additional Design Requirements
  - Part 5 Open Space
  - Part 6 Landscape Standards
  - Part 7 Parking Requirements

### **1) Purpose of Overlay Districts**

Overlay Districts are established to provide standards that address unique circumstances or conditions affecting single sites where the development of such sites is of special public concern. They are established to provide for certain additional requirements for properties located in one or more base zoning districts.

Upon approval, the overlay district replaces the previous base zoning. In addition to the requirements of the underlying base zoning district, the provisions of the overlay district would also prevail in the areas so zoned. In certain areas two or more overlay districts may apply. In any such instance where there are conflicting provisions, the more stringent requirements shall apply.

### **2) Purpose and Intent of the Moab North Gateway Overnight Accommodation (OA) Overlay District**

The *Downtown Moab Overnight Accommodation (OA) Overlay District* designates the areas where Overnight Accommodations (OA) may be permitted. While Overnight accommodations are an important element of the existing community and local economy, an imbalance between such uses and other desired community uses exists. In order to ensure that future overnight accommodations are sited and developed to benefit the local community and that other critical community uses are given a chance to establish, the *Downtown Moab Overnight Accommodation (OA) Overlay District* may be applied to entire developments or portions of properties where the primary use is for Overnight Accommodation activities. In addition to the primary use, all new overnight developments are expected to provide features and systems that address the impacts and service needs generated by overnight accommodation developments, provide other tangible community benefits, and incorporate a mix of other uses that are deemed appropriate and compatible with the primary use, adjacent land uses, nearby neighborhoods and the community as a whole.

### **3) Approval Procedures**

A two-step planning and approval process is required as summarized in the following table:



APPLICATION	IMPLEMENTATION	WHAT IS ADDRESSED?	APPROVAL TYPE
<b>STEP ONE: Application for Attaching Overnight Accommodation (OA) Overlay to a Specific Site, Property or Development (Rezoning)</b>	As a modification to the official Zoning Map and Zoning Ordinance, indicating the specific location of the application site and the terms upon which it will be developed	Land area to be rezoned and general terms upon which it is approved, including but not limited to the following: <ul style="list-style-type: none"> <li>▪ The physical location and extents of the proposed overlay zone</li> <li>▪ Proposed primary uses</li> <li>▪ Number of rooms/units</li> <li>▪ Design and development conditions</li> <li>▪ Special conditions and requirements</li> <li>▪ Other uses and development requirements</li> </ul>	<b>Legislative</b> (Rezoning and Zoning Map Change) <ul style="list-style-type: none"> <li>• Planning Commission (recommendation to City Council)</li> <li>• City Council (adoption)</li> </ul>
<b>STEP TWO: Development Approval Project Plan and/or Subdivision Plat</b>	As specific submittals and approvals specified in the applicable overlay ordinance	Specific project development requirements for development approval.	<b>Administrative</b> Staff and/or Planning Commission approval according to the specific terms and ordinance obligations

#### 4) Identification on Zoning Maps

Approved Overnight Accommodation (OA) districts and developments shall be indicated on the official Zoning Map.

#### 5) Permitted Uses

Any use or combination of the following uses allowed by the underlying base district(s) are permitted, in addition to any combination of the following as approved for each specific Overnight Accommodation development:

- Hotels or Motels;
- Bed & Breakfast;
- Residential Units as Overnight Accommodations/ Commercial Condominiums; and
- Recreational Vehicle Parks & Campgrounds; and

#### 6) Site Master Plan Required

In approving an overnight accommodation development in accordance with this section, a site master plan shall be prepared and submitted for consideration by the council for approval. The master plan shall clearly indicate the purpose and details of the project, including technical facts and a clear description of how the proposed development is beneficial to the Moab region

as compared to development carried out in accordance with otherwise applicable zoning and development regulations. More specifically, the master plan shall include at a minimum the following:

- a) **A statement** by the applicant describing how the proposed development provides greater benefits to the City than would a development carried out in accordance with otherwise applicable zoning and development regulations.
- b) **A map and description of sensitive lands** within the or adjacent to the proposed development and how they will be addressed, including but not necessarily limited to the following:
  - Public drinking water supply watersheds (recharge areas for the aquifer in the Glen Canyon formation);
  - Floodplains and riparian habitats;
  - Slopes in excess of 30 percent; and
  - Significant geological, biological, and archeological sites.
- c) Identification of **site planning features and a description of how they will be addressed** to promote seamless transition between on-site uses and the surrounding site conditions.
- d) A description of the **beneficial public services and goods the project provides** to the community. This should include a community benefit concept description, and specific documentation of the proposed types, amounts, locations and relationships of compatible uses provided within the development that provide beneficial public services and goods to the community. Examples of such uses may include mixed uses, residential, office, commercial and civic uses, public open space, and indoor/outdoor gathering spaces.
- e) Documentation of the **specific utilities and infrastructure** that are designed and installed to conserve limited natural resources such as water. Examples include preparation of a water use master plan for the project, the incorporation of gray-water re-use systems, implementation of water conserving landscapes, installation of real-time water monitoring systems, the incorporation of water-efficient fixtures and the incorporation of state-of-the art dark-sky friendly lighting systems.
- f) **A narrative and graphic presentation of the development** documenting and presenting the proposed development and land uses by:
  - Gross acreage;
  - Total project density and/or square footage for all uses proposed for the project (including overnight accommodations) per gross acre;
  - Total number of overnight accommodation units;
  - Overnight accommodation unit density expressed as a per-acre ratio;
  - Total number and type of on-site employee and affordable housing units;
  - Common area and private open space acreage;
  - Total number of parking spaces required and provided, including bicycle parking;
  - Parking, service and loading area acreage/spaces;
  - Project Floor Area Ratio (FAR);
  - Public open space and similar publicly-accessible feature acreage;

- Descriptions and graphic representations suitable for conveying the overall development character and proposed architectural style of the proposed development; and
  - The relationship of the proposed development to existing development in the area, along the highway and to significant natural and built features in the area.
- g) A **Traffic Study** prepared by a licensed transportation planner or traffic engineer, documenting project traffic generation, impacts (including traffic noise) and proposed mitigations and modifications.
- h) A **Site Plan** prepared in accordance with the requirements of the City and the Development Standards specific to this section shall be approved and filed with the findings of fact as part of the approval. The site plan shall indicate at a minimum all major roads, site access roads, parking and service areas, trails and trail connections, major utilities, existing and proposed land uses, common area, open space, landscaping plan, a conceptual drainage plan and entrance locations on existing roads.
- i) A **statement of how the proposed development is consistent with the General Plan**, including specific reference to Overnight Accommodation (OA) policies; and
- j) **Other relevant information** that will support the application or as otherwise requested by City staff.

## 7) **Development Standards**

As detailed below, development standards are addressed according to seven specific parts.

### Part 1 **General Requirements**

#### 1. **Applicability**

The following are general development standards applicable in the North Gateway District. The general development requirements of the underlying zone shall apply unless otherwise indicated.

#### 2. **Density and Heights**

Maximum density and heights shall be no greater than that permitted in the underlying zone district.

#### 3. **Affordable Housing**

Required in accordance with the affordable housing requirements of the City.

#### 4. **Lots**

- **Typical Lot Dimensions.** All lots of record shall be developed to meet established standards.
- **Typical Lot Configuration.** All lots shall front a public streets unless otherwise approved.
- **Lot Shape.** To create regular, rectangular lots, side property lines shall be perpendicular to the vehicular right-of-way to the extent practical.

- perpendicular to the vehicular right-of-way to the extent practical.

## 5. **Lot Configuration**

Primary uses should face the fronting roadway and configured in a fashion that responds to the urban context, including natural site conditions such as slope and topography. The design and layout of the lot should carefully incorporate new development in a manner that fits with the established character and form of the downtown district. The result should be a unified appearance that does not draw unwarranted attention to the project. Pedestrian and cycling amenities such as sidewalks, trails, dedicated lands and similar features should be located on fronting roadway(s), providing safe and easy access and circulation opportunities for pedestrians and cyclists.

## 6. **Lot Access**

US-191 is a State Highway and also serves as the Main Street for downtown Moab. The stop-and-go traffic, volume and speed of vehicles on this roadway presents challenges for providing project access while also supporting a walkable downtown environment. Since existing Main Street development patterns are dominated by an established street wall formed by continuous rows of buildings with little or no setbacks in the city core, vehicular access to new projects should be provided by small access roads and alleys to the rear of Main Street, reinforcing established access patterns and helping to ensure Main Street is preserved as a safe and comfortable pedestrian environment.

For all other areas in Downtown Moab where overnight accommodations are proposed, vehicular access should be encouraged from rear alleys when possible, and only permitted directly from the facing roadway when all other options have been exhausted.

## 7. **General Open Space Requirements**

The following are requirements for provision of civic open space.

- Development of parcels over 5 acres are required to provide a minimum of 5% total lot size as publicly-accessible civic open space. Developer shall work with City to determine the appropriate location of proposed open spaces.
- For developments under 5 acres, impact fees and other funding will be used as mechanisms to ensure adequate open space is provided in the district.

## 8. **Streets and Access Roads**

General Requirements.

- Address all modes of travel, including pedestrian traffic, bicycle, transit and vehicular traffic.
- Address all features of the access road and public road right-of-way, including sidewalks, traffic lanes, bicycle lanes and medians.
- Provide adequate access to all developments for vehicles, pedestrians and cyclists pedestrians.

- Create access roads to individual development properties that are appropriate for their context and contribute to the formation of a mixed-use gateway district that encourages travel at appropriate volumes and speeds.
- Create streets and access roads that reduce storm water runoff and improve the quality of storm water runoff.
- Utilize street and private access standards defined by Moab Public Works.

**9. Road Design Standards**

Variations from applicable road design standards may be approved only when it can be demonstrated that such exceptions will not be detrimental to public health, safety and general welfare, and where private road maintenance is provided by the owner.

**10. Bicycle Facilities**

The following are examples of bicycle facilities that should be provided as determined along the fading street frontage (to be determined by Moab Public Works):

- Cycle Track - a separate on-road bicycle facility that is typically adjacent to, but physically separated from vehicular traffic and parking by a barrier. Inclusion of bicycle tracks and other bicycle facility requirements to be determined by Moab Public Works.
- Dedicated Bicycle Lane - striped lanes accommodating cycle traffic within the paved road section. Required on all access roadways and primary entrances into specific developments. Inclusion of dedicated bicycle lanes and other bicycle facility requirements to be determined by Moab Public Works.

**11. Storm Water Management**

Incorporation of storm water management best practices, including Low-impact Development (LID) techniques within the access road/ driveway /parking lots are required. Examples include drainage swales, slotted curbs, sub-surface sumps and French drains, and the use of permeable paving in roadways and parking areas.

**9. Road Design Standards**

Variation from otherwise required road design standards may be approved where the applicant demonstrates that such exceptions will not be detrimental to the public health, safety and general welfare, and where private road maintenance is provided by the owner.

**10. Bicycle Facilities**

The following types of bicycle accommodations should be provided as determined by Public Works.

- Cycle Track - a separate on-road bicycle facility that is typically adjacent to, but physically separated from, vehicular traffic and parking by a barrier. A continuous cycle track is required on both sides of US-191.

- Dedicated Bicycle Lane - striped lanes accommodating cycle traffic within the paved road section. Required on all access roadways and primary entrances into specific developments.

## **11. Storm Water Management**

Incorporation of storm water management best practices, including Low-impact Development (LID) techniques into the access road right-of-way design is encouraged. Examples include incorporating drainage swales, slotted curbs, sub-surface sumps and French drains, and the use of permeable paving in parking areas.

## **Part 2 Mixed Use Requirements**

### **1. General Conditions**

All developments applying the *Downtown Moab Overnight Accommodation (OA) Overlay District* must provide a significant mix of residential, commercial, retail, office, civic and similar uses to offset some of the impacts generated by overnight accommodation projects.

A minimum of 30% of the built space dedicated to the primary overnight accommodation floor area shall be dedicated to mixed uses. The required mixed use may be designed and developed on-site, provided off-site in the general vicinity of the proposed development, or be supported with contributions toward the development of other mixed use projects in the city.

### **2. Applicability**

The following are general mixed-use requirements applicable in the *Downtown Moab Overnight Accommodation (OA) Overlay District*. The specific amount, type and location of mixed-uses will be determined as part of the application and approval process.

### **3. Design and Evaluation Criteria**

The following are general conditions that will be used to determine that a successful mixed-use development will result.

- A. Incorporates imaginative site and building design with a compatible mixture of land uses that encourage pedestrian, bicycle and other multi-modal access to the proposed development;
- B. Applies sensitive land use and site design;
- C. Avoids the creation of incompatible land uses within the site and in the vicinity of the development;
- D. Is designed in a context-sensitive manner, taking careful consideration of neighboring uses and the neighborhood character where it is located.

- E. Mitigates impacts created by the project with respect to transportation, traffic, noise, public utilities, open space, recreation, public facilities and services, site circulation, solid waste disposal and recycling, water, sewer, storm drain and similar systems;
- F. Protects and preserves the natural environment to the maximum extent possible, including but not limited to conserving water to the greatest degree possible, protecting the water quality of the regional watershed, meditating storm water and floods, and protecting sensitive and critical natural lands and viewsheds;
- G. Preserves and/or creates open space and outdoor meeting places for the enjoyment of the Moab residents, employees of businesses located within the valley, and the general public;
- H. Provides publicly-accessible plazas, commons, greens, parks, civic buildings or spaces for social activity and assembly by the community;
- I. Incorporates a mix of affordable housing types and ownership patterns;
- J. Includes uses that provide employment opportunities and under-provided goods and services;
- K. Provides a balanced mix of uses that minimize the necessity for utilization of personal automobiles on a daily basis;
- L. Provides high-quality architectural and site design that is harmonious with the local context and adjacent uses;
- M. Incorporates well-designed and laid-out access roads, parking lots, trails and pathways that are specifically designed for the convenience and safety of pedestrians and cyclists as well as for meeting the needs of vehicles; and
- N. Promotes the preservation of open space and critical viewsheds through the application of clustered development techniques while still achieving an appropriate overall density for region.

**4. Mixed Use Development Standards**

All development and design standards described in this chapter and elsewhere in the code shall apply, in addition to the following mixed-use specific standards:

- D. Generally-acceptable Mixed Uses: residential, commercial, recreational, retail, civic and open space

- E. Location of Uses: commercial shops, offices and civic uses shall be located on the ground floor adjacent to the street frontage, with hotel/motel and residential uses provided in all other locations; and
- F. Pedestrian-oriented Design Required: direct access to pedestrian-oriented services is required to promote pedestrian/bicycle uses in the development area.

### **Part 3 Architecture, Density, Massing and Form**

#### **1. General Conditions**

The following are general physical characteristics of overnight accommodations developments, including associated mixed uses, within the overlay district.

- Each building or structure can house a variety of uses depending on the design concept and functional requirements of each development.
- 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.
- Attached accessory structures are considered part of the principal structure.
- Detached accessory structures are permitted and shall comply with all setbacks except the following:
  - Detached accessory structures are not permitted in the front yard.
  - Detached accessory structures shall be located behind the principal structure in the rear yard.
  - Detached accessory structures shall not exceed the height of the principal structure.

#### **2. Building Siting**

- Only one principal structure is permitted on a lot without special approval based on specific site conditions and opportunities.
- All setback areas not covered by a building or parking must contain either landscape, patio space, public open space, or a sidewalk/trail.

#### **3. Building Height**

- See existing zone for minimum and maximum height limitations and requirements.

#### **4. Building Layout and Configuration**

- Ground stories facing the primary street must be occupied by uses other than overnight accommodations. Examples include retail, recreation, commercial, office, civic and other mixed uses.
- Parking may be located within a building or as part of a well-landscaped and buffered parking lots.

#### **5. Street View Requirements**



- For uses located on the ground floor facing the primary fronting street(s), 60% Minimum Ground Story Transparency is required, measured floor to floor. Transparency is any glass in windows and/or doors, including any mullions, that is highly transparent with low reflectance.
- Air conditioning units and similar mechanical requirements should be avoided on rooftop locations, and fully-screened from view when unavoidable.
- Blank Wall Limitations are required on all facades facing the primary street. No rectangular area greater than 30% of a story's facade, as measured from floor to floor may be windowless, and no horizontal segment of a story's facade greater than 10 feet in width may be windowless, unless otherwise approved.
- A mix of entrance types may be utilized, aligned with the overarching architectural theme or concept. All buildings must have an easily-discernable Principal Entrance located on the primary street side of the principal building.
- Street Entrances – the minimum number and maximum spacing between entrances on the ground floor building facade with street frontage to match a clear development design theme or concept are required.
- Vertical Facade Divisions - the use of a vertically oriented expression line or form to divide the facade into increments that enhance the design concept are required. Acceptable elements may include columns, pilasters, scoring lines and other continuous vertical features at least 1.5" in width.
- Horizontal Facade Divisions - the use of significant shifts in the façade every 45' at minimum to divide portions of the façade into horizontal divisions. Major dividing elements should be integral to the architectural layout and form of the structure, with minor delineations encouraged through the uses of expressions lines in the form of cornices, belt courses, string courses, or other continuous horizontal divisions.

#### **Part 4 Additional Design Requirements**

The following outlines the district design 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.

##### **1. Materials and Color**

- 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.
- Permitted primary building materials will include high quality, durable, natural materials such as brick and stone; wood lap siding; fiber cement board lapped, shingled, or panel; metal siding; glass. Other high quality synthetic materials may be approved as part of a unified theme or design concept.

- Secondary Facade Materials are limited to details and accents. Examples include gypsum reinforced fiber concrete for trim and cornice elements; metal for beams, lintels, trim; and exterior architectural metal panels and cladding.
- Exterior Insulation and Finishing Systems (EIFS) is permitted for trim only or on upper floor facades only.
- Acceptable Roof Materials include 300 pound or better, dimensional asphalt composite shingles, metal tiles or standing seam, slate, and ceramic tile. Other roof materials may be considered for approval.
- Color and wall materials - main building wall materials and colors shall be complementary to existing buildings in the area, the surrounding landscape and visual backdrops.
- Appropriate Grade of Materials. Commercial quality doors, windows, and hardware shall be used throughout the district.

## **2. Windows, Awnings, and Shutters**

- Windows - all upper story windows of overnight accommodation, mixed use and associated buildings shall be recessed and double hung.
- Plastic awnings are not permitted. Awning types and colors for each building face shall be coordinated.
- 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.

## **3. Balconies**

- Balconies shall be a minimum of six feet deep and five feet wide.
- Balconies that are not integral to the facade shall be independently secured and unconnected to other balconies.
- A maximum of 50% of the front and corner side facades, as calculated separately, may be covered with balconies, including street-facing railing and balcony structure.

## **4. Treatments at Terminal Vistas**

- When a street terminates at a parcel, the front or corner side of a building or a significant landscape feature, whether fronting a Primary Street or not, shall terminate the view.

## **5. 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:

- The proportion of recesses and projections.
- The location of the entrance and window placement, unless storefronts are utilized.
- Roof type, plane, or material, unless otherwise stated in the Building Type requirements.

## 6. Drive-through Uses

- Drive-through structures and uses are not allowed.

## Part 5 Open Space

To provide open space as an amenity that promotes physical and environmental health to project uses and the community, with a primary function of providing access to a variety of active and passive open space types.

### 1. General Requirements

Developments over 5 acres are required to provide a minimum of 5% total lot size as publicly-accessible and usable civic open space. Developer shall work with Moab City to determine the best and most appropriate location of open space. For parcels under 5 acres, impact fees and other funding will be used as mechanisms to ensure adequate open space is provided.

All open space provided shall comply with one of the Open Space Types that follow:

- Plaza – a formal, medium-scale (0.5 to 1.5 acre) gathering place for civic, social, and commercial purposes. May contain a greater amount of impervious coverage than other open space types. Special features, such as fountains and public art installations, are encouraged.
- Square - a medium-scale (1 to 2 acre) open space to gather for civic, social and commercial purposes. Squares are rectilinear in shape and are bordered on all sides by a vehicular right-of-way, which together with building facades creates its definition.
- Green – an informal, medium scale (0.25 to 2.0 acre) park with active or passive recreation amenities for neighborhood residents within walking distance; mainly fronted by streets.
- Pocket Park – a small-scale (.5 to 1.5 acre) open space, that is primarily designed to accommodate a range of active and passive recreation and gathering space uses, primarily local neighbors and residents within walking distance.
- Local and Neighborhood Parks – medium to large (3-acre to 10 acre) informal parks that accommodate both active and passive recreational amenities for local residents and the larger community. Parks have primarily natural plantings and are frequently formed around an existing natural feature such as a water body or stands of trees.
- Greenway – long and linear open spaces that serve to enhance connectivity between open space types and other uses. Greenways often follow a natural feature, such as a river, stream, ravine, or man-made feature, such as a vehicular right-of-way. A greenway may border other open space types.

## Part 6 Landscape Standards

The landscape standards outlined in this section are designed to meet the following set of goals.

- To provide suitable outdoor settings;
- To increase the compatibility of adjacent uses and minimize the adverse impacts created by adjoining or neighboring uses.
- To provide responsible and environmentally-appropriate green spaces and infrastructure through the use of water efficient landscape design techniques, tools and standards.
- To shade large expanses of pavement and reduce the urban heat island effect.

**1. Applicability**

Landscapes, trees and buffers shall be installed as detailed in this section and detailed elsewhere in the Municipal Code.

**2. Water Efficient Landscaping**

Refer to specific Moab landscape regulations regarding water efficient landscaping requirements.

**3. General Installation Requirements**

The installation of landscaping shall adhere to the following standards.

- National and Regional Standards. Best management practices and procedures according to the nationally and regionally accepted standards shall be practiced. All landscaping and trees shall be installed in conformance with the practices and procedures established by the most recent edition of the American Standard for Nursery Stock (ANSI Z60.1) as published by the American Association of Nurserymen.
- Maintenance and Protection - all landscaping and trees shall be maintained according to the most recent edition of the American National Standards Institute, including its provisions on pruning, fertilizing, support systems, lighting protection, and safety.
- Installation – landscaping shall be fully installed prior to the issuance of a certificate of completeness.
- Condition of Landscape Materials shall be:
  - Healthy and hardy with a good root system.
  - Chosen for its form, texture, color, fruit, pattern of growth, and suitability to local conditions.
  - Tolerant of the natural and man-made environment, including tolerant of drought, wind, salt, and pollution.
  - Appropriate for the conditions of the site, including slope, water table, and soil type.
  - Protected from damage by grates, pavers, or other measures.
  - Plants that will not cause a nuisance or have negative impacts on an adjacent property.
  - Species native or naturalized to Moab region, whenever possible.
  - Minimal use or no use of lawns, turf and similar water-craving landscapes is required.

#### **4. Irrigation Systems**

Permanent irrigation, beyond establishment, is required and shall adhere to the following standards.

- All irrigation systems shall be designed to minimize the use of water, as detailed in the Moab water-conserving landscape ordinance. The use of drip, emitter, bubbler and other water-conserving irrigation systems are required,

#### **5. Landscape Maintenance**

All landscaping shall be maintained in good condition at all times to ensure a healthy and orderly appearance.

- All required landscape shall be maintained to adhere to all requirements of this ordinance.
- Replacing Unhealthy Landscaping. Unhealthy landscaping shall be replaced with healthy, live plants by the end of the next applicable growing season. This includes all plant material that shows dead branches over a minimum of 25% of the normal branching pattern.
- Maintenance Responsibility. The owner is responsible for the maintenance, repair, and replacement of all landscaping, screening, and curbing required herein.
- Maintain Quality and Quantity. Maintenance shall preserve at least the same quantity, quality, and screening effectiveness as initially installed.
- Fences and Other Barriers. Fences, walls, and other barriers shall be maintained in good repair and free of rust, flaking paint, graffiti, and broken or damaged parts.
- Tree topping is not permitted.

#### **6. Street Trees and Streetscape Design**

The intent is to line all new streets with a consistent and appropriate planting of trees, pavement design, and identity to establish tree canopy for environmental benefit and a sense of identity for all new streets.

- Streetscape Design Submittal – a consistent streetscape design shall be submitted for approval for treatments along US-191/Main Street and all public streets within the development. At a minimum, the submittal shall include the following:
  - Street Trees meeting the minimum requirements shall be included in the streetscape design, with details related to tree pits, tree planting to meet landscape requirements.
  - Tree Locations indicated by type, size and general planting technique.
  - Sidewalk Pavement Design - paving materials and pattern shall be established for each street type.
  - Street Furnishings such as benches, seat walls, planters, fences, trash receptacles and bicycle racks shall be specified and quantities and locations listed for each street type.

- Landscape Design – professionally-prepared landscape construction documents shall be provided for all landscape bed areas, planter areas, and tree wells.
- Lighting - pedestrian and vehicular lighting shall be specified and locations and quantities noted. All lighting shall meet adopted night sky lighting requirements.
- Identity Elements - other elements designed to establish the identity of each project, such as banners, pavement markers, artwork, or signage, shall be included in the streetscape design submittal.

**7. Frontage, Side and Rear Buffers**

The purpose of frontage buffers is to lessen the visual impact of vehicular areas visible from the street. Side and rear buffers minimize the impact that the Overnight Accommodation development may have on neighboring zones and districts. Should include a professionally-designed, water-efficient planting design that is engaging, beautiful and appropriate for the specific setting and context. Plants should include a range of perennials, decorative grasses and small shrubs as appropriate for reducing the visual impact of vehicular areas visible from the street while also meeting the Moab Water Efficient Landscaping requirements.

**8. Interior Parking Lot Landscape**

The intent is to provide shade, minimize paving and associated storm water runoff, and improve the aesthetic look of parking lots. Internal areas not dedicated to parking or drives shall be landscaped with a minimum of one medium or large shade tree for the first 150 square feet and one medium or large shade tree for every 650’ thereafter.

- Each parking space must be located within 50’ of a tree planted within parking lot interior. Minimum of 1 shade tree must be planted within parking lot interior or within 4’ of parking lot’s edge for every 3 parking spaces.
- Within 20 years of tree installation, 30% of the interior of the parking lot should be shaded by tree canopy. Shade Structure Requirements
- Shade structures should be considered an acceptable alternative for meeting the tree shade goal for up to 50% of the interior parking lot requirements.

**Part 7 Parking Requirements**

The parking standards outlined in this section are in addition to currently established standards for downtown Moab, and should meet the following goals:

- Ensure an appropriate level of vehicle parking, loading, and storage to support a variety of land uses.
- Provide appropriate site design standards to mitigate the impacts of parking lots on adjacent land uses and zoning subdistricts.
- Provide specifications for vehicular site access.

**1. General Requirements**

- Off-street parking spaces shall be provided in conformance with established site design requirements.
- Required Accessible Parking - parking facilities accessible for persons with disabilities shall be in compliance with or better than the standards detailed in the state Accessibility Code, including quantity, size, location, and accessibility. Required Bicycle Parking.
- Bicycle Parking areas required as described below.

## 2. **Mixed-Use Parking Reductions**

The following reductions may be applied depending on the amount and specific mix of uses.

- 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. Through review of the site plan, up to 100% of the parking required may be waived.
- In order to approve a shared parking arrangement, it must be proved that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed.

## 3. **Bicycle Parking Design**

Bicycle parking shall be designed and located as follows.

- Required bicycle parking spaces shall have minimum dimensions of two feet in width and six feet in length.
- An aisle a minimum of five feet wide shall be provided behind bicycle parking facilities to allow for maneuvering.
- A minimum of two feet shall be provided beside each parked bicycle to allow access. This access may be shared by adjacent bicycles.
- Racks shall be installed a minimum of two feet from any wall or other obstruction. Bicycle parking should be located within 50 feet of the entrance of the use.
- 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.
- 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.