

This planning effort was initiated, funded, and supported by the Daggett County Commission:

Approved:

James M. Briggs, Commissioner and Chairman

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The Planning Commission participated in the direction, and evaluation of ideas and principles set forth.

A variety of interested citizens spent considerable time assisting the planning process during all the workshops. Their feelings, concerns and comments have, in most cases, been incorporated into the plan. The contributions they have made is greatly appreciated.

## 2001 GENERAL PLAN

## COMMUNITY OF DUTCH JOHN

COMMUNITY OF DUTCH JOHN, DAGGETT COUNTY, UTAH 2001 GENERAL PLAN

## **BASIS FOR A GENERAL PLAN**

With the completion of privatization the community of Dutch John and Daggett County have developed a general plan to direct growth and to establish a basis for making planning decisions when reviewing development proposal, changing county codes, and determining the commitment of county resources. This General Plan is an official public document, recommended by the Planning Commission and officially adopted by the County Council as a guide for physical growth. It is an instrument which establishes goals and policies for private land, public facilities, services and circulation, and is the basis for making zoning decisions. The Dutch John General Plan endeavors to be a document that explains the values of the community and establishes the direction it intends to go.

### **Plan Use and Implementation**

This is the first general plan for Dutch John and it should be reviewed and amended when needed and as determined by the Planning Commission. At a minimum the General Plan should be reviewed annually at a regular commission meeting. The meeting shall be advertised and public input shall be solicited at the meeting. The Planning Commission may decide to accept the Master Plan as written or appropriate revisions may be made. The General Plan shall be continually referred to for long and short range planning, general policies concerning community development, and for reference in making the immediate day-to-day decisions of community/county governance.

The Daggett County elected and appointed officials should keep abreast of citizen needs, desires, and general feelings of life within the community. The community should solicit the opinions of its citizens concerning the direction of the growth of the community. To facilitate regular input by the entire Community, a public opinion survey should be conducted every five years. The survey should be prepared by professionals to obtain the greatest objectivity. The canvassing may be accomplished by volunteers to reduce the cost of the survey. The result should be compiled and presented at an advertised public meeting. The information obtained in the survey should be used to make appropriate modifications to the general plan or to validate its current condition.

County ordinances and codes will be adopted and/or modified to conform to this General Plan. County codes will be the tools for implementing the intent of this General Plan.

### **Guiding Principles**

The preservation of rural character and local culture is paramount. Goals developed for Daggett County by the Plan Advisory Committee stated: "Daggett County residents enjoy a lifestyle unique in today's society. The County's "small town" atmosphere, moral climate, and "good neighbor" characteristics make it an attractive place to live and raise a family." County residents support an increase in the population, but do not want growth or development to jeopardize their existing lifestyle. It is essential that whatever development is proposed or implemented that Dutch John provide a balance between economic gain, quality of life, and environmental protection.

Citizens of Dutch John can expect to have a vital economy, adequate services, a safe environment, and a community where life, for all, can be enjoyed. Through a series of public meetings and work sessions, the following principles were developed. In 1995, at the beginning of the privatization process, a public opinion survey was conducted and the results were used as a starting point for the process of developing these guiding principles. These statements of principles describe the values of the community concerning the growth and development of Dutch John. These guiding principles will be the basis for planning and zoning decisions and they are the foundation for the Community General Plan.

1. General Principles

1.1 We believe that the Community of Dutch John must accommodate growth to serve the citizens, their children and those desiring to live in Dutch John and we should foster a common appreciation of the existing community and values of its citizens. The Citizens of Dutch John recognize that communities without significant commercial and industrial businesses must be financed by the residential tax base. The Citizens also recognize that residential property taxes do not pay for the total cost of providing services to the Community's residents. It is also known that commercial and industrial development can strengthen the tax base and add economic stability to communities. Therefore the community desires to promote commercial and industrial developments consistent with other values described in this plan.

2. Land Use Related Principles

2.1 Residential Development and Life Style

We believe that residential growth will and should occur in Dutch John and must be managed by encouraging growth in areas where existing utility services are available and also in locations where characteristics of the land are most suitable for the varying densities of residential development allowed within the community. Dutch John should allow various types of housing in order to accommodate the needs of current and future residents of the community. In all new residential development care must be taken in the design and layout to ensure compatibility with adjacent properties, minimizing infrastructure, protection of the characteristics of the site, and maintenance of rural character through conservation of open space, grouping of homes, and open space development. Current housing needs are for traditional single family dwellings, various types of affordable housing, and larger lot estate type housing.

Housing for visitors is a commercial activity and is discussed later in this document.

2.1.a Single Family, Detached, Traditional Housing

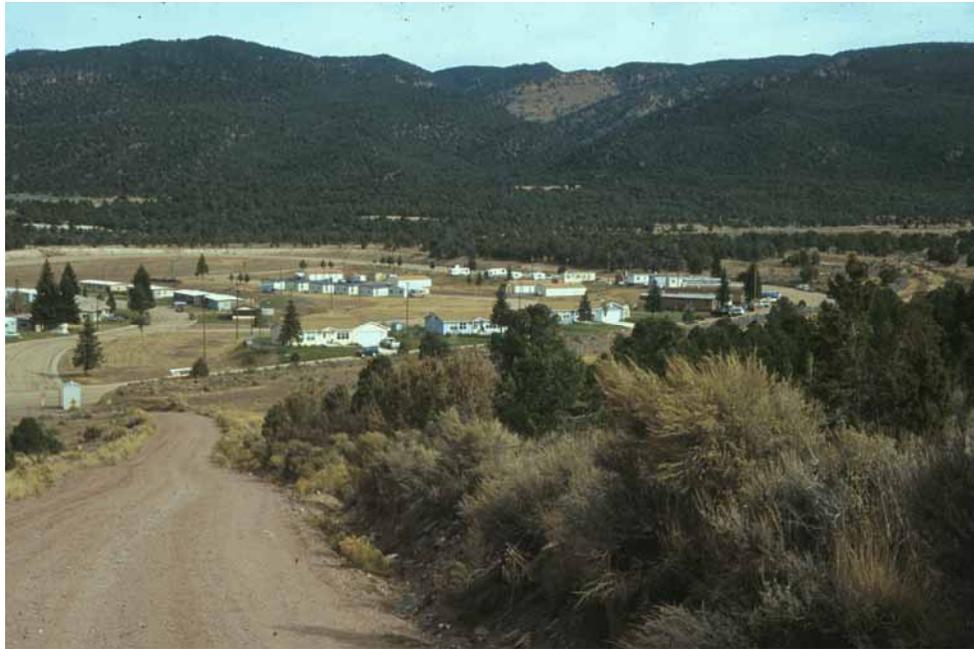
The predominant housing type for Dutch John should be single family detached homes. Which is one family living in one structure on one lot as is the existing housing in Dutch John. In all new single family detached developments with one

or more lots it should be required that permanent open space is provided wherever important community amenities are present. The incentive for providing open space should be in the grouping of homes on proportionately smaller lots. The criteria for establishing open space shall be protection of resources of the community which makeup the character and qualities of Dutch John. The resources important to the community are called sensitive land or potentially

sensitive lands and are defined further in this document. A variety of single family lot sizes should be provided appropriate to the specific location. See also, the Parcel Development Criteria in the back of this document.

2.1.b Transitional/Multiple Family Dwellings

In order to facilitate a part of the affordable housing needs for both permanent and part time residents, multi-family and attached housing is essential. These types of housing have proven successful in other communities in providing a variety of housing types and in making communities more diverse. Each proposed multi-family project should be reviewed by appropriate city officials and development interests should be required to design the project within the context of the neighborhood and with conditions appropriate to create a quality development. Multi-family projects should appear from the street to be visually similar in form



and style to a single family home. Parking, play areas, and service areas should be hidden behind the dwelling. The front yard should be completely landscaped and maintained with the same level of pride and commitment as other front yards in community. See also, the Parcel Development Criteria in the back of this document.

2.1.c Manufactured Housing & Mobile Homes

Mobile Homes must be located in a designated Mobile Home District. That district should be designed to be similar in character to the single family district and should have lots that are not smaller than 4,000 square feet. Larger lots are encouraged and will allow for a landscaped front yard and will accommodate parking at the side of the dwelling as apposed to parking in the front. In addition, existing vegetation can more easily be saved with a larger lot size. The character and image of this type of mobile home project is more in keeping with the character and image of the existing residential development in Dutch John. See also, the Parcel Development Criteria in the back of this document.

Manufactured Housing is allowed on any of the existing or proposed single family lots in Dutch John. However, there should be a location where they can be grouped together as a distinctive development and offered at a price that is less than the traditional single family lot and house. In order to facilitate smaller and less expensive lots, the Manufactured Housing area may need to be zoned for higher density than traditional single family. See also, the Parcel Development Criteria in the back of this document.

2.1.d. Single Family Estate Housing

As in all communities there is a need for larger and more exclusive lots in an area that offers additional amenities. Dutch John should select an area, that meets the above mentioned criteria, for this type of housing. Lot size, however should be limited to one acre or smaller in order to minimize public service costs.

2.1.e Special Residential Development Techniques

The community of Dutch John should adopt residential development ordinances that require innovations that provide better environments for residents to live. The residential ordinances should allow for more flexibility to design homes to preserve site amenities, critical land areas, and open space. This form of residential development pattern should become the norm for development in Dutch John. Subdivision ordinances should be written to require more preservation of valuable site features. All proposed residential projects must also respond to the Parcel Development Criteria in the back of this document.

2.1.f Transition Areas

Certain areas of Dutch John do and may exist where the residential areas are adjacent to commercial or industrial properties. Such areas may be defined as Transition Areas. The Transition Areas should foster harmonious development where incompatible uses exist or may exist. The County Planning and Zoning Commission should establish committees made up of persons residing within or in close proximity to each the subject areas. The commission shall appoint a



leader/spokesperson from this committee to report the findings, concerns and proposals to the Planning Commission. The committee shall be organized to propose ways to cause the proposal to be compatible with the residential area. It should not be the intent of the committee to organize to obstruct a project, but rather to make the project compatible and better through citizen involvement. The Persons proposing the project and the committee should make recommendations to the Planning Commission that are acceptable to both parties.

When a proposal for development of property occurs within a transition area the persons proposing the new development shall meet with the committee to explain the project and to describe the effects on the surrounding area. Time limits for the review process must be established by the Planning Commission. A presentation must be made to the Planning Commission by the committee leader within an established time-frame. The Planning Commission shall consider, but not be bound by the recommendations of the committee. The Commission will require appropriate conditions for the development that are compatible with the related residential areas.

## 2.2 City Services To Support Growth

We believe that expansion of Dutch John utility services (i.e., water, sewer, roads, snow removal, garbage collection, etc.) should be financed principally by those benefitting from the services. Recognizing that growth will continue, the County will manage and plan the expansion of such improvements through its codes and ordinances. The County should prepare Utility Development Master Plans that should be updated regularly. The Utility Development Master Plans should be used to determine expansion plans consistent with the General Plan. Considerations for expansion of services for proposed developments and for proposed annexations should be based on this General Plan and The Utility Development Master Plans.

## 3. Historical Values

Even though Dutch John is a relatively new community, we believe that the community and the county should promote the preservation of historical documents, markers, monuments, sites and eventually buildings. The community should maintain a historical committee which will identify and recognize the historical resources of the community. The county should support the committee to advise and recommend actions concerning the preservation of historic resources. As historic districts, places, or things are identified and approved such areas shall be included on the Land Use Map.

### Dutch John Historical Background

The Fremont Indians were early occupants of the Flaming Gorge area and occupied the floodplains of the Green River and the nearby canyons from about 500 A.D. to around 1150 A.D.. Paintings and carvings near Manila have been located and listed on the Utah Historical Register. Twenty Five archeological sites have been found and mapped within the Dutch John privatization area.

The first exploration of the area occurred in the spring of 1825 when William Ashley led a party of explorers down the Green River hoping to find a shorter route to the Gulf of Mexico. He soon found the unruly waters of the Green River to be unsuitable for commercial ventures. But the goal of scouting virgin waters for the trapping of beaver was successfully met.

The next group were primarily scientists led by John Wesley Powell working for the United States Geological Survey (USGS). Powell recognized the importance and value of the natural resources of the area and his writings and endeavors influenced some of the early legislature dealing with environmental issues.

Dutch John is named after a horse trader from Schleswig, Germany. He arrived in the area around 1860. His full name was John Honselena and he received his nickname most likely because of his strong accent. Dutch John was a horse trader and he traded with wagon trains passing on the Overland Trail and later with the freight lines of the railroad. In time the area was spoken of as "over on Dutch John." Dutch John eventually

disappeared. One story is that he was shot by a posse after raiding stock. The west's philosophy of "never ask a man questions about himself, it ain't safe" is probably why we know so little about Dutch John.

Construction on Flaming Gorge Dam began in 1956. The first bucket of concrete was poured September 1960 and the dam was completed in November 1962. The town of Dutch John, was established to provide housing for government and construction workers because there was no existing privately owned community within reasonable distance of the dam site. At the peak of the construction Dutch John had a population of over 3,500. The first structures that were built in Dutch John and that still remain are nearing the fifty year mark. After fifty years a building or site can qualify for historic status. Dutch John has a rich and colorful past and the people who live here now have strong feelings for their community.

#### 4. Community Development

We believe that the community of Dutch John must accommodate growth to the citizens, their children and those desiring to live in the community and we should foster a common appreciation of the existing community and values of its citizens. The Citizens of Dutch John recognize that communities without significant commercial and industrial businesses must be financed by the residential tax base. The Citizens also realize that residential property taxes do not pay for the total cost of providing services to the City's residents. It is also known that commercial and industrial development can strengthen the tax base and add economic stability to the community.

### COMMERCIAL DEVELOPMENT

From the Dutch John survey taken in 1995, the items most frequently rated as very important commercial needs were a grocery store, followed by restaurants, doctors, a drug store, and an auto repair shop. In addition, it is apparent that visitor commercial services are needed for lodging, food service and for general merchandise. Dutch John is fortunate, given its size, to have visitors needing services because it means that residents can take advantage of more commercial facilities than they would otherwise have. Given the community's potential for growth over the next years, a variety of commercial services can be supported and the commercial core will be an important area within the town. Commercial activities appropriate for Dutch John, currently and in the future, are outlined below:

- A. Highway/Visitor/Recreation Related Commercial includes those businesses which serve the motorist and the visitor. Included in this array of uses are overnight accommodations, gas stations, restaurants, and facilities dealing with outdoor recreation, etc. These uses should be located along Little Hole Parkway and Dutch John Parkway, but should have access from internal roadways (see Parcel Development Criteria)
- B. Community Center Commercial or Dutch John's future downtown would include all general commercial business such as retail stores, office space, and commercial services. There is a central area in the commercial zone that has good

pedestrian and automobile access from the residential areas of Dutch John (see the Illustrative Plan and Parcel Development Criteria). This area should be held for the development of the Adowntown@ area.

## INDUSTRIAL DEVELOPMENT

Three areas have been designated for light industrial use. These districts provide locations for the grouping together of light industrial uses where the type of building and operation is unobtrusive to surrounding commercial or residential uses. There is existing industry in Dutch John operated by the Federal Government. Its purpose is to supply facilities for operation, storage, and maintenance for the Flaming Gorge Area. The plan indicates two other areas for light industrial growth. One is near the airport where business can take full advantage of air access. The other is a site near the existing land fill where a storage area has been designated. The following guidelines should be used to develop industrial ordinances:

- A. Prior to granting a building permit or granting zoning clearance, the industry must present proof to the planning and zoning commission and county council that its operations will have no adverse environmental impacts on the land and water, will not create significant noise impact, and their service and parking areas will be visually screened from public roads and adjacent properties. Any potential adverse effects on city resources or quality of life must be mitigated to the satisfaction of the community and the county. All projects must also respond to the Parcel Development Criteria in the back of this document.
- B. A design review shall be required for the project and administered by the Planning Commission. When residential homes adjoin the proposed project, the Dutch John Transition Committee (see item 2.1.e) should provide input to the Planning Commission.

## RECREATION DEVELOPMENT

The General Plan illustrates in general, location of parks, open space and trail systems. Recreational trails were deemed critical in all of the workshop meetings. Much of recreational development should be the responsibility of new development (see Parcel Development Criteria at the end of this document). The community and the county should also develop recreational projects in accordance with current needs and anticipated future recreational demands of the citizens. County funds should be made available to properly maintain recreation facilities to serve its residents. A Recreation Master Plan should be developed by the county and the community and kept current to assist in recreational decision making. In general, the following recreation facilities should be developed over time:

- A. Parks and recreation facilities within the general boundaries of the community that satisfy the needs of individuals, families, visitors and organized user groups.
- B. Trails and walkways within the general boundaries of the community that connect all of the parks, school, downtown to all of the neighborhoods and that also make connections to trails and walkways that are developed outside of the general boundaries of the community.

- C. Trails and walkways that are outside of the general boundaries of the community and lead to the mountains and hills, the waterfront, the horse corrals, and as are indicated on the Preserve Area Master Plan.
- D. Other recreational facilities such as a community waterfront park located on the lake to the west of Dutch John and an equestrian center located in the same area as the existing corrals. The waterfront park will have to be coordinated with the appropriate public agencies since the site is located on public lands. Winter trails for skiing and snowmobiling should also be apart of this effort.

5. Valuable Physical Characteristics of Dutch John

We believe that the physical environment of Dutch John is of major importance to its residents, in that, the community possesses valuable physical characteristics. The physical setting of Dutch John establishes its rural/mountain character and provides a unique life-style for its residents and much enjoyment for visitors. We believe that these physical amenities should be preserved and enhanced where ever possible. The principle physical amenities that define the rural character of Dutch John are:

- A. **Mountains and Hills**  
The mountains and foothills of the Dutch John area are important visual elements for everyone to enjoy. New development in the foothills area should be required to preserve existing trees and topography and to maintain/maximize views to the mountains. The County should work with the U.S. Forest Service to protect the surrounding mountains in their current condition.
- B. **Native Vegetation**  
The native vegetation of the Dutch John area is a great resource. It provides wildlife habitat and visual beauty. As new development takes place every effort should be made to preserve as much as possible of this great resource by concentrating development primarily within the limits of the existing community. In addition, new trees and shrubs should be planted to enhance roadways, create buffers, stabilize slopes and add shade and beauty to the trail systems. Developers should install this additional landscape as a part of the requirements for new developments. Also, citizens should be encouraged to plant more trees on their private properties to enhance the community in general.
- C. **Drainage Ways**  
Natural drainage ways cross the community and should be preserved as open space along with a buffer zone on each side. These drainage ways do provide, and will continue to provide, a location for spring run-off, storage areas for flooding, special vegetation for wildlife habitat and a unique amenity for the community. They also offer a great opportunity for the location of trails (recreational access to the hills and mountains) along side.
- D. **Highway Edges**  
The edges of access/entrance Highway 191 should remain as scenic approaches to the community. No development should be allowed to the north and to the south

of the two existing entries into Dutch John. Dutch John Parkway and Little Hole Parkway should also have preserve areas or larger setbacks with additional landscaping to provide a quality entry experience into Dutch John and into the Little Hole area. The additional landscaping and setbacks should be part of the requirements for new development.

E. Sensitive Lands

Certain areas within the community and within future expansion areas have characteristics which present special problems for development and which are valuable resources to the community. The loss of these areas will adversely affect the quality of life in the community and efforts must be made to preserve these resources. Vegetation removal must be minimized, as well as soil and slope instability, erosion and water runoff, and impairment of aesthetic qualities, including scenic vistas. There is also a need to maintain and provide recreational access corridors within, or along side of drainage ways.



## **Implementation Guidelines**

### General Land Use Plan

The General Land Use Plan for the Community of Dutch John illustrates uses intended for the community as described in the guiding principles of the General Plan. The land uses shown on

the plan are a projection of how the lands within the community should be utilized within the foreseeable future. The zoning map is also a reflection of General Land Use Plan. The following areas are identified on the General Land Use Plan:

1. **Preserve**  
This area holds landscapes which are valuable to the quality of Dutch John and they should not be lost to development. The land use in this zone is intended to have very limited development. The primary use should be wildlife habitat and associated recreation. Preserve areas also include buffer zones between parcels or along roadways, areas that are considered difficult to develop such as steep slopes, drainage ways, and areas of special character that need to be preserved such as special vegetation areas, rock outcrops, view corridors, etc.
2. **Residential Estate**  
A small area on the upper bench is designated Residential Estate. This land use is made up of one acre (minimum size) single family detached lots intended for those desiring a larger house on a larger lot.
3. **Residential Traditional**  
Traditional housing in Dutch John, as in many small communities is the single family house on a single family lot. Most of the new housing proposed for Dutch John is traditional single family lots with a 12,000 square feet minimum size. Smaller lots may be used when areas of the parcel are set aside as open space (see zoning ordinance)
4. **Residential Attached**  
Attached housing and apartment type dwellings are intended for this land use classification. This would include duplexes, four-plexes, townhouses and garden apartments or any other residential category in which a higher than Residential Traditional is desired. Densities up to twelve per acre can be achieved.
5. **Residential Mobile Home**  
This land use is intended exclusively for Mobile Homes on 4,000 square foot lots or larger. Two parcels are designated Residential Mobile Home and are located on the east end of the community.
6. **Commercial**  
The commercial area of the community is located in western end of town and has visual exposure and limited access from Highway 191, Dutch John Parkway and Little Hole Parkway. Two primary types of commercial uses and services are intended. One type will provide goods and services to the visitor/tourist including lodging accommodations. The other will market goods and services intended more for permanent residents. It should be Dutch John's Adowntown@. Because the population of Dutch John is small at present this commercial type will not develop until more growth occurs. However, its location should be preserved and

it should be placed in an area where the maximum number of people can choose to walk to their downtown and where access in general is simple and easy for the community (see Parcel Development Criteria). The commercial area of the community will be a great part of the identity of Dutch John and in this regard care should be taken to create an area that reflects a quality image of Dutch John.

8. Industry

Areas for clean and light industry have been located on the General Plan. This type of industry can be warehousing, storage and maintenance areas, and other small, clean, industrial businesses that may want to locate in Dutch John. Three areas are located on the plan that will provide location for these industrial categories.

**Roadway/Transportation Master Plan**

Planning for transportation is an integral part of the community General Plan. The safe and efficient movement of vehicles is important to the economy of the community and well-being of its citizens. Measures have been taken to classify roads and plans need to be prepared to develop important roadways to support growth of the community. The community has a responsibility to ensure that new roads are developed correctly and that existing roads are used in ways to ensure safety for its citizens and efficiency of vehicular movement. In addition, the existing airport is an important part of the transportation system of Dutch John and should be maintained and enhanced over time to accommodate the needs of the community.

The Roadway Master Plan shows existing and future roadways anticipated to serve the community. All development proposals, large and small, should be required to provide for new roads as shown on the plan. Developments should dedicate rights-of-way and appropriately



develop roads within each project consistent with this plan. Single lot projects and other smaller projects should be scrutinized closely to see that road connections are not ignored or overlooked.

The alignments of the roads as shown on the Roadway Master Plan are conceptual and do not show precise locations in regard to property lines and natural features. As development proposals come before the county, where future roads are shown on the plan, the location of the center-line of future rights-of-way should be designed and surveyed by the County Engineer and ultimately approved by the Planning Commission and the County Council.

Where new roads are called for in the Roadway Master Plan, necessary rights-of-way should be set aside as surrounding development occurs. New roadways should be dedicated to the County by the developing party to the extent that the road benefits the development.

The following types of roadways are shown on the Roadway Master Plan:

1. Principle Artery

The only principle arteries shown on the Roadway Master Plan are U.S. Highway 191 and Little Hole Road. U.S. Highway 191 is a state facility and all entities must gain approval to access this roadway. The section of this roadway which abuts or runs through Dutch John should be considered limited access and the only access points should be Dutch John Parkway and Little Hole Parkway.

The openness of the highway frontages is critical to the image of Dutch John and the entrances into and through the Dutch John Flat. No development should be allowed to front and have access off from Highway 191 or Little Hole Parkway. Access to parcels near these roadways must be from an internal, Dutch John roadway (see Parcel Development Criteria). Billboard advertising should not be allowed and business signs should be low and unobtrusive and should be controlled under a strict signage ordinance.

2. Collector Road

Collector Roads, as defined in this plan are local, state and county roads other than Highway 191 and Little Hole Parkway as shown on the Roadway Master Plan. Collector Roads are the primary framework for the community road network and carry the bulk of the traffic in and out of town. Whenever possible, development along these roads should get their access via perpendicular feeder roads. Driveway access from residential lots should be discouraged.

The standards for the development of a collector road should be specified in the subdivision ordinance. The minimum right-of-way width for a collector road should be 66 feet.

3. Local Collector Road

Local Collectors are streets that collect traffic from a system of local roads which act as feeders. The design of the roads must be consistent with the requirements of

the subdivision ordinance and other county codes. The minimum width of right-of-way for a local street should be 60 feet.

Access from lots to local streets should be limited to the extent of other collectors whenever possible. When considering access situations, it should be remembered that whenever more access is allowed on any given street the efficiency of that street is decreased.

4. Local Road

Local roads are all other existing and future roads which feed into roads with a higher classification. Some future, local roads are shown on the Roadway Master Plan. Their location as shown is only intended as a guideline for future development. The design of these roads must be consistent with the requirements of the subdivision ordinance and other county codes. The minimum width of right-of-way for a local street should be 50 feet.

Local roads can be cul-de-sacs when the design of the project will benefit from the preservation of sensitive lands.

### **Sensitive Lands**

As defined earlier in the Guiding Principles for Dutch John, certain areas of the community which are on both public or private lands have great value to the citizens and visitors of Dutch John. Areas that should be shown on a future Sensitive Lands Map are those sensitive lands or potentially sensitive lands, as determined by the County Planning Commission, with one or more of the following characteristics:

1. Community Visual Amenity

Any area with significant visual qualities valued by the community such as hillsides, masses of vegetation, visual focus areas, pastoral areas, and as identified on the General Plan or other support document of the community, which is mapped or described as a Community Visual Amenity within the Sensitive Lands or Potentially Sensitive Lands overlay.

2. Natural Resource Amenities

Natural resource amenity is any area considered to be a valuable natural resource, such as, wildlife habitat, waterways, vegetation, topographic or geologic features, or any combination as identified on the General Plan or other support document of the community which has been officially designated a Natural Resource Amenity within the Sensitive Lands or Potentially Sensitive Lands overlay.

3. Flood Hazards

Any area identified on the General Plan or other support document of community which has been officially designated as a Flood Plain, within the Sensitive Lands or Potentially Sensitive Lands overlay, and is a limitation to development.

4. **Designated Wetland**  
Any area identified on the General Plan or support document of the community which has been officially designated as Wetland by the U.S. Army Corps of Engineers or the USDA Soil Conservation Service within the Sensitive Lands overlay, and is a limitation to development.
5. **Natural Drainage-ways**  
Natural drainage-ways are lineal topographic depressions which show evidence of channeling natural runoff from storms and snow melt as identified on the General Plan or other support document of the community which has been officially designated as a Natural Drainage-way within the Sensitive Lands or Potentially Sensitive Lands overlay.
6. **Open Space**  
Open space shall be any land, private or public, that is determined to be sensitive consistent with these requirements or other lands preserved by the developer for use by the public or for some common private purpose. Open space shall not contain any land which is included in the minimum lot area requirements. The final classification and determination of open space shall be at the discretion of the of the Planning Commission.
7. **Seismic Hazards**  
Seismic Hazards are any areas where geologic conditions would pose a threat to persons or property if developed as residential property and as further identified on the General Plan or other support document of the community which has been officially designated as a Seismic Hazard within the Sensitive Lands or Potentially Sensitive Lands Overlay.
8. **Steep Slopes**  
Any area with slopes 30% or steeper and as identified on the General Plan or other support document of the community which has been officially designated as a Steep Slopes within the Sensitive Lands or Potentially Sensitive Lands overlay.
9. **Utility Corridors**  
Those areas where utility easements and obstructions are a limitation to development and as identified on the General Plan or other support document of the community which has been officially designated as a Utility Corridor within the Sensitive Lands or Potentially Sensitive Lands overlay.
10. **Unstable Soils**  
Those areas where soil instability would be a hazard to development and cannot be mitigated without massive grading and site modification. These areas are also identified on the General Plan or other support document of the community which has been officially designated as a Unstable Soils within the Sensitive Lands or

Potentially Sensitive Lands overlay.

11. Water Recharge and Culinary Water Source Zones  
Those areas with the community which are by State Law required setbacks surrounding sources of Culinary Water or which have been identified by the State or the County as important water recharge areas.

Policies and regulations should be designed to preserve sensitive lands in all areas and zones within the Community Boundary.

The use of sensitive lands should be determined jointly by property owners and county officials. A mixture of public and private uses would be appropriate for sensitive lands. Some areas, depending on the nature of the sensitive lands, could be appropriately used for various forms of recreational activities. Other areas may remain in a natural condition or other forms of meaningful use.

### **Parcel Development Criteria**

In order to help facilitate the approval process and to provide a basis for developers to begin the



planning and design process from, this Parcel Development Criteria has been developed. The criteria graphically suggests development zones, access points, circulation and layout and other design elements that are specific to the parcel.

The criteria should be used by both the Planning and Zoning Commission and by the new land owner. When a parcel is released for purchase the parcel criteria should be included in the sales information. After the sale has been completed the parcel criteria should be used by the new

owner= s planners to begin their design process. As plan submissions are made to the planning and zoning commission for approvals, the commission will use the parcel criteria as a basis for review and approvals.

Each parcel is identified by a letter. There is a Parcel Map that identifies corresponding parcels and their locations. Parcel Criteria sheets are titled as to the parcel or parcels that are described on that sheet. In addition to the information mentioned above, the parcel criteria also indicates size, use, zoning, and density limitations.

