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BLACK TEXT IS QUOTED CITY CODE

City Code Requirements (for rezone)/General Plan Review

SUMMARY REVIEW OF CITY CODE TO AID IN APPLICATION APPROVAL

SUMMARY

Herein is Zions' (Developer's) review of the Town of Colorado City (TOCC) Code relative to the request for a Planned Area Development zone (PAD) designation for the Watchman's Point @ South Zion, a Town of Colorado City Master Planned Community (WP). Guidance, as provided in a Community Open House, was very helpful in establishing context for this PAD application. Thank you for your input, we gained great insight in addition to what is in the TOCC general plan.

Growth principles are guidelines for the future. From the TOCC General Plan 2016

Maintain social and cultural values and a self sufficient, rural lifestyle Encourage greater land use predictability and compatibility

- WP is a sizable project providing a long range of planning and land use predictability consistent with the General Plan

Improve economic vitality

- Clearly WP's intent is to provide a new vitality and opportunities to TOCC

Conserve sensitive resources and reduce risk Encourage efficient growth

- More flamboyant plans can be produced, but Zion's finds the attached to be the right long-term scale based on understanding of the area and opportunities.

Growth pays its own way₁

- Zions/WP is phased with an intent to pay its proportionate share.

Encourage well-designed "lifecycle" housing

- TOCC has a plethora of pioneer block lots. WP provides attainable housing well suited for various phases of life. WP proposes a wide verity of "lifecycle housing" as well as employment opportunities associated with lifecycle employment and growth.

Improve transportation choice and quality

- As illustrated, core transportation is provided and healthy lifestyle encouraged by connecting key areas from the focus centers to open space above.

Growth Principle Goals

- Support our community's tradition of community and home gardening, home "starter" businesses, and moral values.
 - WP would consider community gardening spaces to the extent an interest is found. "Starter Business" are a core element from the Central Flex Space to the Resort area.
- Reduce nuisance land uses and increase development predictability and compatibility.
 - As determined in the Open House, any substantial industrial is encouraged in the Business Park and other areas. Otherwise as proposed, WP provides a meaningful transition of land-use and predictability. Scale appropriate Home Based business will be encouraged in WP.
- Create residential, industrial, commercial, and retail development that promotes community cohesion, stabilizes residential and business markets, and encourages economic vitality.
 - As proposed, WP hopes to create an entry and attraction for meaningful business, with a regional draw as appropriate.
- Conserve sensitive lands and water resources and mitigate the risk they pose to both current and future generations.
 - The primary sensitivity is storm drain as master planned. Correction, preservation, and restoration of historic drainage berms will be key. Water use is a concern better addressed by the diversity of housing as provided. Low water use vegetation will be proposed consistent with the natural environment.
- Limit the overall fiscal impact of new development by encouraging compatible infill and incremental growth from areas served with utilities and other services.
 - WP, as shown, provides long term predictability and Master Planned required services. Infill of existing can better be addressed with the variety offered.
- New development will off-set the cost necessary to maintain existing service expectations and will pay its fair share toward the cost of expanding public infrastructure and services.
 - Understood
- Promote housing diversity including smaller homes that blend with the community fabric, meet high aesthetic standards, adapt to household changes, are universally accessible and are developed in close proximity to public facilities and services.
 - A primary goal of WP, as stated, is promoting lifting the whole of TOCC
- Expand and improve transportation infrastructure with a focus on improving access to major destinations including commercial areas, open space, schools, and parks.
 - As shown.



The TOCC code provides the basic structure of this information (black text):

(2) *Application submittal.* A complete application for a zoning map amendment shall be submitted to the Zoning Administrator as required by § [152.086\(B\)](#). At minimum a zoning map amendment application shall include:

(a) Proof of ownership;

Held as: Zions Quality Real Estate, Inc. (Zions/Developer)
See Attachment A – Title Report/deed

(b) A written narrative identifying how the proposed zoning 1) conforms with the general plan 2) fits in with the surrounding neighborhood, and 3) why it is more appropriate for the property than the existing zoning;

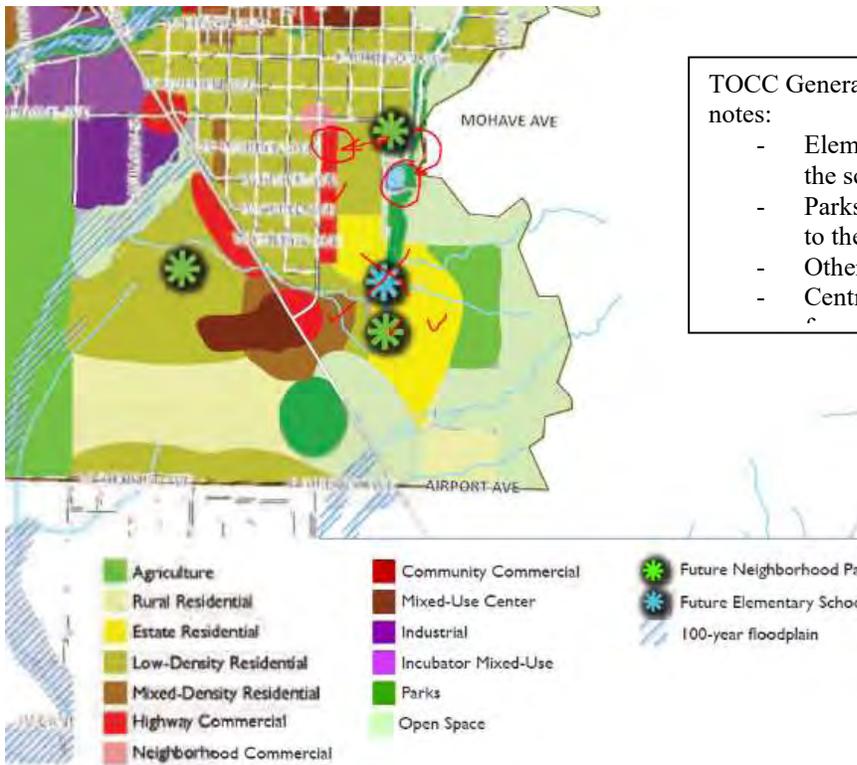
1) **“conforms with the general plan”**

A sample of review of the TOCC 2016 General Plan is provided above page 1.

More comprehensive review available upon request.

2) **“ fits the surrounding”**

a. As illustrated in the TOCC context map attached sheet 1, WP provides key connections for focus areas of the community and is appropriately consistent with the Future Land Use Map (FLUM) as found in the TOCC General plan.



TOCC General Plan Future Land Use (FLUM) with notes:

- Elementary was in Zions original concepts but the school indicated not needed
- Parks provided near the Reservoir and Center to the plan near the neighborhood and Main
- Other land uses match as provided
- Central is a commercial cor with the entry

Generally complies – adjustments for current context. WP PAD zone implements the FLUM.

- School not requested.
- Res Acres set stages.
- Central commercial provided.
- Other goals met.

Central Avenue is the key corridor. The north end of the project sits the college focus center with a light connecting commercial. A TOCC focus center is the key Entry / Resort focus center. These should complement the other focus centers of TOCC as shown on attached sheet 1.



- b. Key circulations are provided as illustrated in the attached drawing; the arterial focus remains on Central, but a network of collectors and local streets provide great connectivity. Most important is the ability to enter TOCC with additional SR 389 access and how the entry will circulate as shown.
- c. WP provides a full life experience from a variety of home products and commercial opportunities.

3) “more appropriate than existing zone”

- a. WP Planned Area Development (PAD) is pleased to implement the General Plan of the town. Below is the summary of the General Plan.

GENERAL PLAN (GP) CONFORM

1) “conforms with the general plan”

Chapter One: Purpose and Context: Purpose and Context contains the General Plan vision. It illustrates how the plan is used. It also provides important background information including the natural environment, history, demographics, and projected growth. It references the state statutes that authorize the municipal adoption of a general plan and contains an amendment and review process to help ensure the plan remains pertinent as conditions change. It also briefly describes the planning process used in preparing this General Plan.

WP implements the Plan (complements the College and values, opportunities for business potential, trail, recreation) including a community entry as the “Bee’s” has started. Truly the intent is to set TOCC as AZ’s northern star.

Even the Watchman’s Pointe name works to tie the project to the Natural environment and History. The project is hoped to be a ‘full life’ opportunity: from youthful education (College) to estate and beyond family. The Mixed Use to C2 Commercial on Center we have the potential of but not limited to senior living. The commercial is intended to enhance local revenue capture and recirculation.

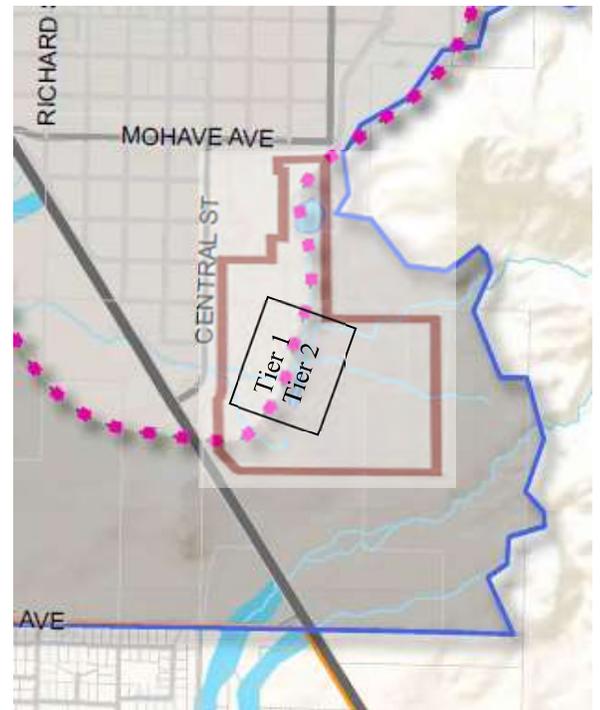
Chapter Two: Growth Principles: Growth Principles are key development strategies that will help shape growth and new development. They translate the vision into goals and foster the wise use and reuse of our resources to help maintain and improve residents’ safety and well-being. When utilized to shape the future they should inspire efficient growth that supports morality, work, recreation, and commerce for many generations while keeping development costs low.

(see also table page 1)

As a long-range project, WP spans properly Tier 1 and 2 areas of the TOCC General Plan. Careful use of the land resources is an important element to Zions. In consideration of the abundance of pioneer platted 1-acre parcels, WP provides a diversity of housing intended to compliment the market interests. A community is central to the PAD configuration. In each sub area Zions hopes to create specific character as developed. A simple but sufficient WP Master Association is anticipated to control and fund overall WP community character and common elements, with the sub-associations to care for details. Logo and Symbol are a start of the character needed.

Chapter Three: Land Use and Circulation: Land Use and Circulation examines existing development and contains specific recommendations to help the Town accommodate and guide future growth. It includes recommendations for preserving or conserving uses that contribute to the Town’s community character. It has land use and design strategies intended to increase development compatibility and predictability. It constructs a picture of where and how development is expected to unfold and allows the Town to plan efficiently for infrastructure, utilities, and services.

WP provides corridors consistent with Planning and beyond with the Golf Standard. Going North and South, a more major orienting street, Watchmans Way, will provide the major back bone of traffic. This has an ADT capacity of 12,000. Total project is roughly 11,000 ADT with internal capture. So with no other connections, circulation is provided. East and West Cherry as well as a connector from Center provides community orientation. The terrain of the project and good layout does provide the benefit of interconnecting streets, but also respects the terrain and uses it for traffic calming (low speed feel). Where appropriate, small streets are requested, saving on the long-term community cost and establishing a more friendly community environment.





Chapter Four: Recreation: Recreation describes our existing park, trail, and open space system. It contains strategies to maintain and improve recreational services as the Town grows.

WP integrates and compliments the trail system with planned overall circulation. Green space will be added along Center and Valley Liner Park. As key, access is provided to BLM. The Park may also provide trailhead access. Again the Golf Cart standard above and see sheet 6

Chapter Five: Water Resources: Water is vital to sustaining future growth. Water Resources describes culinary and non-culinary water sources and providers. It contains recommendations to help protect and improve this critical resource.

WP/Zions will pay its proportionate share. We are happy to assist with infrastructure as needed. As determined with staffs, sites for tanks or otherwise are as shown. Water sources are better sighted at other locations. Lots are generally smaller and intended CC&R conservation of the community space will be beneficial to all.

Chapter Six: Utilities and Services: Utilities and Services examines existing utility systems and service providers. It contains recommendations that address existing deficiencies and maintain levels of service.

Same as above. Services are commercial and planned in accord with the General Plan. See sheets 4 and 5

Chapter Seven: Cost of Development: Cost of Development contains strategies that encourage growth to pay its own way and a tiered growth strategy intended to keep development and maintenance costs low.

As would be expected, an impact analysis would show benefits associated with the various projects are proportional. There is strong commercial and estate lot benefit, but less benefit with the more attainable mid-life product. However, the less positive elements provide needed housing and an overall community character for a vibrant overall TOCC life. Zions' prime objective is implementation of the General Plan providing for the desired community character.

More detailed analysis available upon request. Clearly the WP project provides a positive social physical impact.



Chapter Eight: Economic Development: Economic Development has strategies that address economic instability and help the Town facilitate a bright economic future.

WP provides for the full life experience including commercial, attainable to mid-life housing, and estate lots along with commercial and recreational plus a core community site. Phases will be advanced or held off based on market conditions.

Chapter Nine: Implementation: Implementation has strategies to help execute the Plan. It includes recommendations for intergovernmental and regional cooperation and updating the Town's municipal code.

WP seeks TOCC's help to implement the General Plan. Further community refinement is expected and appreciated to the extent feasible. WP needs to, with TOCC, approach Mohave County Economic Development to provide additional resources for the City.

Appendix The Appendix is a separate document contains information collected in the public input process and has other supporting information and exhibits.

Zions appreciated the input received and Appendix C herein.



GENERAL PLAN (GP) CONFORM

2) “fits in with the surrounding neighborhood”

WP has reasonable separation from incompatible uses. From the Open House, industrial is not appropriate here and was eliminated. Streets or projects that should further implement the General Plan surround the property.

– FROM NORTH TO SOUTH

Mohave County Community College (MCCC) is a nice complement to the project. Indeed WP seeks to enhance the opportunities. A rear entrance/ corridor could provide a nice connectivity to complimentary housing. TOCC’s continued guidance/vision is needed for the superior element.

CENTER STREET – While the first interest is to line the full corridor with commercial, WP recognizes the strip commercial could detract from the overall TOCC character. Therefore, WP proposes (north to south) a community commercial, to a community entry, to a Highway oriented element.

RESERVOIR – TRAILS CONNECTIVITY TO PUBLIC LANDS is provided and important.

SCHOOL / COMMUNITY – Research shows that the school as proposed in the General Plan is not needed. If not a School, community feedback from the Open House indicated that an entry Commercial/resort core is appropriate. If further interest is found, other options could be considered: Town square, recreation facility, etc.

PARK / TRAILS - Provided as shown in the General Plan in the Valley Park.

FULL LIFE OPPORTUNITIES – Larger estate lots will be located towards the El Capitan range natural feature. More attainable homes will be in areas that are more serviceable.

SOUTH - CONNECTIVITY TO AIRPORT ROAD provided to general area circulation without detracting from the Center Corridor.

WP LOOKs FORWARD TO COMMUNITY ENHANCEMENT AND PRODUCTIVE IDEAS.

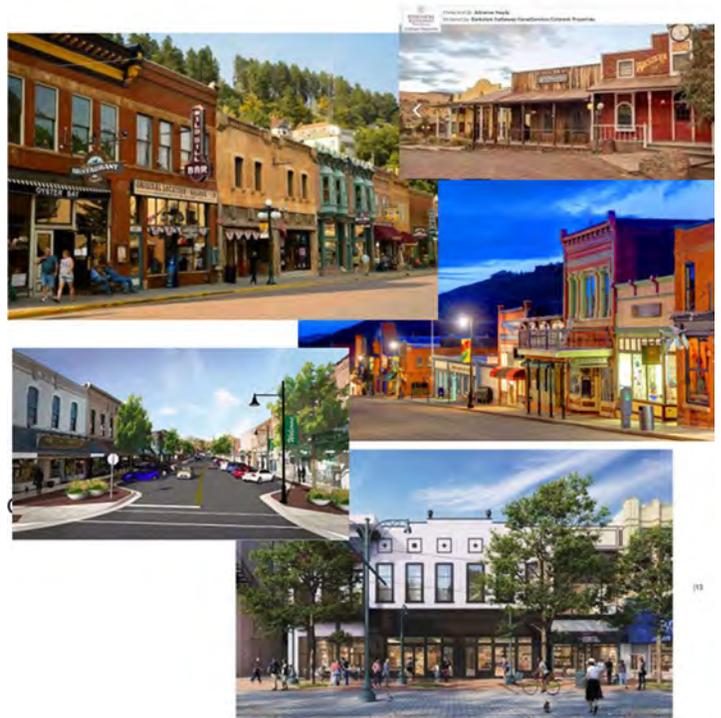
GENERAL PLAN (GP) CONFORM

3) “why it is more appropriate for the property than the existing zoning”

A detail of comparisons could be proffered, but the existing 5 ac estate lots would not implement the general plan of TOCC. Further, the existing lots, while resulting in lower density and pocket farms in various states of maintenance, are not as sustainable. WP hopes to provide a full life opportunity with sustainable and attainable homes with a compliment of commercial and recreational opportunities, as well as the current RE-1A zones.



Variety of appropriate architecture contemplated: A slight contemporary with a little nostalgic-vintage is preferred.





CITY CODE REQUIREMENTS
CITY CODE REQUIREMENTS REVIEW (PAD area)

(A) Request on or after May 13, 2020. On or after May 13, 2020, any request for a Planned Development (PD) zoning district or for modification or change in an approved PD zoning district shall be made pursuant to this section.

- Purpose herein

(B) General purpose. A Planned Area Development (PAD) is intended to allow an applicant maximum flexibility in exchange for a more creative approach to land planning and building design that could not be achieved through strict adherence to the terms of this code. PADs may be approved pursuant to the procedure and approval criteria in § 152.090.

- Requested

(C) Applicability.

(1) A Planned Area Development District shall conform to the general plan as adopted or amended from time to time, shall conform to all regulations pertaining to land development within this code and the subdivision ordinance, and all other rules, regulations, specifications and standards set forth in all other applicable town codes, unless specific deviations are approved by the Town Council during the PAD approval process.

- Request main roads be 66' as per City Standards, with others at 52' to be more community and environmentally friendly.
- Smallest public street >>>>>
- Private streets possible.



GOLF CART Design Criteria:
 Separated Major Collector/above
 Adjoined min collector
 With auto: all others
 Provides for bike/ped and
 occasional UTV/Equestrian

(2) The area for a PAD shall consist of a single parcel of land or a contiguous group of parcels with a combined minimum size of five acres.

- Parcels as shown – others adjoining property may be added at the developer's request

(D) Standards eligible for modification. Unless otherwise expressly modified as part of the PAD approval process, PADs shall utilize the base zoning districts and all applicable standards established in this code to regulate all proposed uses and development. The Town Council is authorized to approve PADs that deviate from strict compliance with specified standards if they determine that the resulting development satisfies the approval criteria of division (E) below. The PAD standards may be more or less restrictive than those in the code. PAD zoning may be used to:

- Base zone ranges provided as a range and is a long term plan. See table on the following page.

(1) Specify the location of base zoning districts and define standards for the modification of these locations within the specified PAD area.

- Shown above

(2) Define which uses permitted by right or by conditional use permit within a base zoning district (as specified in Tables 2.2-1, 2.3-1, 2.4-1, and 2.5-1) will be permitted within said PAD zoning districts. PAD zoning districts may not include uses that are not permitted within a base zoning district, but may modify or define standards for the operation and performance of permitted uses within PAD zoning districts.

- Uses as defined in the underlying zones



(3) Define development standards pertaining to the size, dimensions, height, lot coverage, placement, or setback of uses. However, the total number of dwelling units in a PAD plan shall not exceed the maximum number permitted by the general plan density for the total area of the PAD designated for residential use.

- Total Density Range see table:

The table to the right is a relative estimate of density. Average density is around ¼ ac per dwelling, relatively light for arid modern western resort environment.

(4) Specify the location, extent, and design standards for open space, landscaping, amenities, screening and buffers, and signage.

- Underlying zone – as proposed ~ 16% open space plus connectively as valued. More importantly, WP seeks meaningful use of all space.

(5) Specify the location and design of public/private streets, drives, parking, pedestrian, and bikeways.

- Private streets to be defined with preliminary application. New minimum public street standard requested. Private street to meet AASHTO and other public works standards. Some of the highest density areas will have some private streets. Gated areas are not likely as it may not reflect the WP / TOCC sought character even though gated provides some real project value increases.

(6) Specify the timing, sequencing, and phasing of development, including coordinating the type, location, and intensity of development permitted with the construction and availability of public facilities and services.

- As identified in the General Plan tier 1 and 2 areas, the best estimation would be 3 to 5 years per residential phase. Commercial areas will be market driven, and developed as demand enables. Trails and parks provided as the adjacent areas are developed.

(7) Provide for the construction of public improvements and facilities onsite or within public easements and rights-of-way abutting the site as required to serve and benefit development within the PAD area or as may be required to mitigate impacts resulting from the development on other properties and uses outside of the PAD area.

- Okay / as noted in the attached sheets.

(E) Approval criteria.

(1) Before approving a preliminary PAD, the Commission will ensure that the application meets the following standards:

- (a) Conformance to the general plan. The development must conform with the objectives of the general plan.

- Okay per the above.

(b) Balance and integration with the neighborhood. The design shall be integrated and compatible with the neighborhood and shall strive to be in harmony with the scale and bulk of surrounding properties.

- Integration and transition is provided as best interpreted from the General plan and existing zoning uses.

(c) Adequacy of street network. The proposed streets are suitable and adequate to carry anticipated traffic and that the density will not generate traffic in such amounts to overload the street network outside of the PAD area.

- General plan as shown above Cherry to Airport. Calvin was noted from the north.
- A Key Open House take-away was the role Central plays as an Arterial Connector. WP seeks to enhance the interests of TOCC in connection of the Entry/Resort Center/ the MCCC center and northward. This interest minimizes Calvin and other centers.

#	Phase	Project Name	acres	Zone	Approx
POD	likely		total acres	equivalent	Density
1	1	North Pointe - R2	10.0	R2 - CURRENT	37
2	1	Conner Com pad	1.5	C-1,C-2	Commer
3	3	North Pointe Townhomes	7.0	R2-RM	70
4	2	North Watchmans - md lot singl	11.0	R1-8	33
5	3	The Range Townhomes	7.0	RM	70
6	4	The Range North Multi family/m	3.0	RM-C1	60
7	2	The Range Center Multi family/l	3.2	MU	64
8	1	The Range South Multi family/m	8.8	RM	175
9	2	Pointe Professional Center	4.4	MU-C2	Commer
10	3	Professional Center Townhome	5.2	RM	52
11	4	Center Pointe md lot single fam	11.4	R1-8	34
12	5	Central Pointe md lot single fam	8.8	R1-8	26
13	all	Wathmans Park/storm feature/l	15.8	POS	Open
14	3	Watchmans Estates	50.2	R1-12.R1-20	100
15	2	WP Village MAIN ST i	3.3	MU	mixed
16	3	WP Village MAIN ST ii	3.3	MU	mixed
17	4	WP Village MAIN ST iii	3.3	MU	mixed
18	4	The Suites at Watchmans Pointe	2.0	C-1,C-2	Resort
19	3	Travel Center @ the Point	4.9	C-1, C	Commer
20	3	Range RV Resort (RRR)	4.4	MU-C3	Resort
21	4	Suites @ El Cap	13.3	RM	67
22	5	By-way Pointe hotel (and suppd	3.5	MU	Resort
23	4	Resort Core	3.1	MU-C3	Resort
		SUM ABOVE	188.4		
		AVAILABLE ACRES	207.1		788
		CORIDOR AND OPEN	18.75		



- A south to Center connection was recognized as a need. Internal circulation illustrated including a setback entry feature (likely roundabout) to disperse and move traffic. But minor streets are hopefully more community friendly based on sub community final designs and needs.

(d) Adequacy of infrastructure. That the impact created by the development can be accommodated by the existing infrastructure system (police and fire protection, parks, schools, water supply, sanitary sewer, solid waste disposal, etc.)

- School site identified – a school opinion was discussed with the local District and not recommended to Zions' regret, thus in keeping with the interest, more WP focus was given to MCCC
- Water as identified in the Hildale/CC plans – WP will be providing space and proportionate share
- Substations and other needs are intended to be available as needed in the “community areas”

(e) Relationship to physical features. The location of buildings and structures shall respect the natural terrain of the site and shall be functionally integrated with any natural features of the landscape to include the preservation of views and vistas.

- Roads are to follow the contour of the land and blend with the environment. WP is not favorable of the pioneer pure square pattern, but this provides for traffic calming not available with the historic block. Further, essential connectivity is provided via road and non-motorized means.

(f) Environmental impacts. Management of environmental impacts, including drainage, soils, and archaeological.

- Best Management Practices (BMPs) will be followed

(g) Upon approval through § 152.090, the preliminary PAD shall be placed on file in the Planning Department pending approval of the final PAD.

- Requested

(2) (a) Application for final PAD approval shall follow the requirements of § 152.090 process and contain the following:

- Anticipated

1. Final legal documents specifying control of common areas;

- Draft to be provided with Phase 1

2. If applicable, a plat of the property as required by the general development and subdivision regulations of the town and plan of required documents; and

- Understood

3. If applicable, assurance of construction and completion of required public and private improvements in the form as specified in § 413 of the General Development and Subdivision Regulations of the town.

- Expected

(b) The final development plan shall include any changes, alterations, additions or deletions requested by the Planning Commission and/or Town Council in its grant of Preliminary PAD approval. Except for these modifications, the final PAD shall not deviate from the approved Preliminary PAD. (Ord. 2020-02, passed 4-13-2020)

- The expectation is that the PAD will constitute sketch plan approval. Zions may seek a specific sketch plan on an area if clarity is needed, but it is not required. The PAD intention is to be one stop for a project. Detailed plans will be provided at a preliminary approval and then finalized in a second Final Plat step consistent with other subdivision applications.

(c) A site plan showing the footprint of all existing and proposed buildings, parking configuration, location of all utilities and easements, and other details demonstrating conformance with all regulations and development standards applicable to the proposed zoning district;

As a zoning application, Zions looks forward to shaping these details with Staff, Council, Commission and Community input.

No buildings exist. Inserted is the overall plan with relative underlying densities.



symbol inspiration: mountain range above:





(d) A map showing adjoining zoning districts within 300 feet;

See the site plan also. The subject is all Agriculture RE-1A – except:

- A small spot of commercial north of the College
- A commercial area at The Highway
- Recreation at the South Reservoir – may be some change
- A sliver of recreation near the Highway Commercial
- Ag to the West and South

(e) A list of all property owners within 300 feet; and

- See Attachment B

(f) The applicant shall submit any other information identified in the pre-application meeting and all required information stated elsewhere in this code for an amendment to the zoning map.

- Attachment C contains the two most direct meetings. Many other points of discussion have been vetted with TOCC staff, governing body and Citizens. Again, thank you all for input.

LEGEND	
	RE-1A RESIDENTIAL-ESTATE/1+ACRE
	R1-20 SINGLE FAMILY RESIDENTIAL 20,000
	R1-12 SINGLE FAMILY RESIDENTIAL 12,000
	RM MULTI-FAMILY RESIDENTIAL 3
	MHP MANUFACTURED HOME PARK
	C-1 NEIGHBORHOOD COMMERCIAL
	C-2 COMMUNITY COMMERCIAL
	C-3 REGIONAL COMMERCIAL
	IP INDUSTRIAL PARK
	POS PARKS/OPEN SPACE
	FL FEDERAL LANDS DISTRICT
	AP AIRPORT PROPERTY
	AG AGRICULTURAL
	BP BUSINESS PARK





- Attachment A -

{title reports/deed}



- Attachment B -

{ALSO DIGITAL ATTACHED}

Property ID/Assessor Parcel Number	Owner 1	Owner Mailing Address	Owner City	State	Zip Code
404-23-018	AK PARTNERS COMPANY LLC	C/O EDWARD I. GOLDBERG CPA PO BOX 75525	SAN CLEMENTE	CA	92673
404-47-017	BARLOW CAROLENA H	PO BOX 840354	HILDALE	UT	84784
404-47-011	BASIC INVESTMENT CORP	C/O JOHN TIMPSON PO BOX 1490	COLORADO CITY	AZ	86021
404-23-017	BEES MARKETPLACE CORP	PO BOX 2249	COLORADO CITY	AZ	86021
404-53-571	BISTLINE LOUIS A JR	PO BOX 404	COLORADO CITY	AZ	86021
404-23-019	BKF DOMESTIC ASSET PROTECTION TRUST	50 E SOUTH TEMPLE STE 400	SALT LAKE CITY	UT	84111
404-20-031	BLACK BRUCE A & MARY C	7718 HYSOP CT	CITRUS HEIGHTS	CA	95621
404-20-034	BLACK PAUL R	PO BOX 553	COLORADO CITY	AZ	86021
404-47-016	SUBJECT – part and future	3723 W WASATCH VISTA DR	BLUFFDALE	UT	84065
404-20-033	SUBJECT – future	3723 W WASATCH VISTA DR	BLUFFDALE	UT	84065
404-53-610	COOKE KENT J & KIMBERLY P	PO BOX 102	COLORADO CITY	AZ	86021
404-20-029	CORP OF THE PRESIDING BISHOP	TAX ADM DIV 546-8485 50 E NORTH TEMPLE R	SALT LAKE CITY	UT	84150
404-53-611	HENDERSON SARAH C	PO BOX 1666	COLORADO CITY	AZ	86021
404-53-581	HUMPHRIES JOHN & LINDSAY	PO BOX 2504	COLORADO CITY	AZ	86021
404-53-580	IVORY GARY A	PO BOX 2766	COLORADO CITY	AZ	86021
404-53-445	JESSOP BECK L	PO BOX 691	COLORADO CITY	AZ	86021
404-53-451	JESSOP GARTH	PO BOX 512	COLORADO CITY	AZ	86021
404-53-573	JOHNSON ALVIN	PO BOX 505	COLORADO CITY	AZ	86021
404-47-014	MARVINS GARDEN ENTERPRISES INC	899 W ASPEN DR	KANAB	UT	84741
404-20-020	MOHAVE COMMUNITY COLLEGE DISTRICT	1971 E JAGERSON AVE	KINGMAN	AZ	86409
404-53-579	STEED BRADLY CLARK	1070 S 4175 W	CEDAR CITY	UT	84720
404-53-603 *	UNITED EFFORT PLAN	PO BOX 959	COLORADO CITY	AZ	86021
404-47-004	UNITED STATES OF AMERICA	2755 MISSION BLVD	KINGMAN	AZ	86401
404-53-452	WHITE RICK S & JAQULYNE B	PO BOX 2129	HILDALE	UT	84784
404-47-006	WORK OF JESUS CHRIST (THE)	C/O JOHN W TIMPSON PO BOX 1490	COLORADO CITY	AZ	86021
* MULTIPAL PROPERITES					



- Attachment C -

- Pre application meeting held 2/2/2021

Minutes from Meeting with City Planner 2/2/2021

Those in Attendance: Shem in person, Kody by phone

- City planner wants balance, Mountain area lower density, college higher density, Elementary 5 acres.
- Water, Sewer, and Gas are managed by one entity for both cities.
- Roads, they want a few major roads that line up with Airport, Cherry, and Carling, but they recognize the rest will be similar to the traditional subdivisions in Southern Utah throughout the remainder.
- Begin with an overall concept. Phase 1 on the north end will need to be more detailed, it already has utilities that we can hook into. But go lighter on details for phase 2 & 3. It is likely to be constructed one phase at a time (city would probably prefer phases as well), and it will be easier to get approval for the specifics of each phase. Changes are harder to get passed, so wait for the details of the latter phases. If at some point we know our finalized plan, then we could do it all at once.
- Take them a basic Concept.
- Planner stated they are aware that the next location in the city to be developed is our property.
- They realize the demographics and lot sizes are going to change and be more like other areas in So. Utah.
- “It’s your property.” It is no secret that it is the first logical location for the town to grow into.

Open House Summary:

Mayor / Council / Planning Commission / Staff and others:

Thank you for comments and input from 1-23-22. Our delay in compiling the comments is primarily related to the second access, point #1 below: apologies in the slow return here but that one is important for us and the city.

Some of the smaller ones are very meaningful but I’ve combined many into similar ones as follows. After each comment is a summary review. Some will not be fully addressed for years as planning goes on. But we appreciate the foundation provided by the City.

12 “Major comments heard” are compiled as follows with a summary of follow-up thoughts and **interim conclusions:**

- 1- “Central @ SR-389 already studied and Roundabout justified - in process“ and “Second access to SR-389 not likely to happen”, “see old ‘y’ intersection with Central and 389”

A key point for sure as it would dramatically impact this project and city. In summary, we found AzDOT has not currently completed studies or warrants of SR-389 and Central. They acknowledged that Central and SR-389 would lack capacity with the project and future natural growth of the community. Thus: We recommend future planning carefully integrate a second access more or less as shown. We recognize future traffic studies and planning will be required, but clearly, we want to be on the same page with the city based on:

- a. The Second access makes sense in:
 - i. Community character



- ii. Commercial development, draw traffic off SR-389
 - iii. ¼ mile spacing
 - iv. Over all capacity
 - v. Reducing impact on Central
 - vi. ...others...
- b. As noted by several in the comments: The old SR-389 was a mess. The old “Y” had poor visibility. Accessing near the ridge of SR-389 makes a lot of sense. The Google earth profile here show how unsafe the old one was just off the top of the hill. The



second access is the opposite with great visibility.

- c. Per AzDOT, signal and roundabouts are options that will be considered.
- d. Town final input will be sought as to form for Central and the Watchman’s Point access
- e. Detail:
 - i. This is a very major concern! If this doesn't work – the full plan needs to be reconsidered. **If the access is not feasible – then consider a major revision of the entire plan**
 - ii. Based on the above- the proposed is near the very crest of the hill (not below the crest, visibility as proposed provided safety)
 - iii. Typical major intersection spacing is roughly ¼ mile (1,320’) The ownership is 1,270’ thus 50 feet short of the absolute ideal:
 - iv. Airport road is ¾ mile from Central thus not only 1 but 2 interim intersections could be considered.
 - v. Conclusions:
 - 1. The City/project should promote the access
 - 2. Traffic Study will be required by AzDOT
- f. **Conclusion – show general circulation. Each AzDOT access will be reviewed in application for encroachment, but we need City support. As shown is reasonable.**

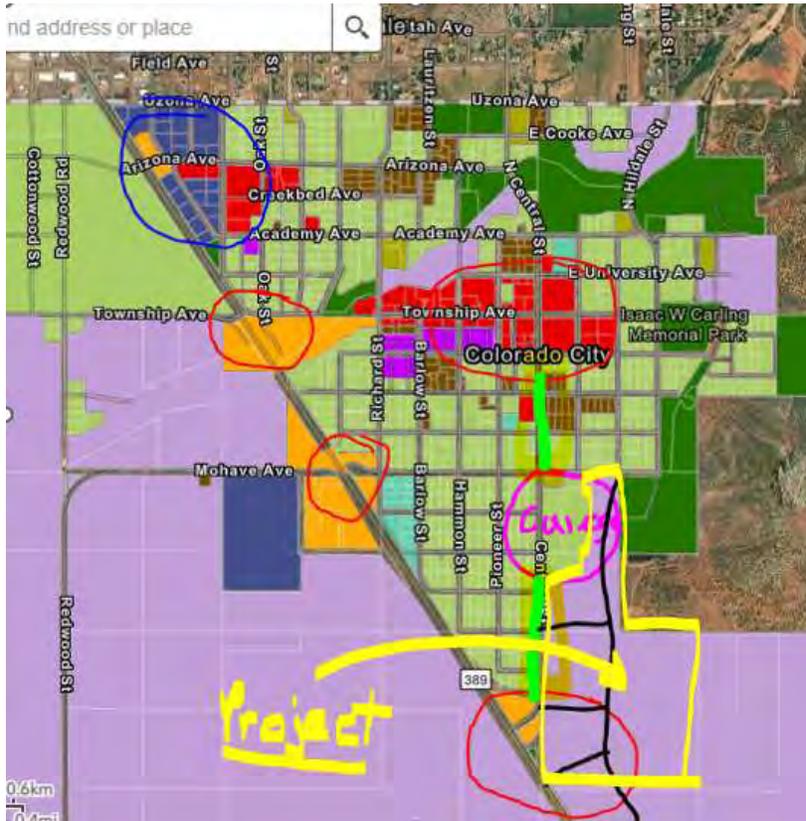
2- Names of the Project : THANK YOU

- a. El Capitan – over used
- b. **Watchman’s Pointe @ South Zion: A TOCC Master Planned Community**
- c. **WP for short**

We will continue to develop the branding but feel like this community input was very helpful

3- Overall city view needed:– interest in a downtown Colorado City relationship – central as a main commercial corridor

- a. Agreed, I was too near sited and should show the full city – map of City Zoning most useful context below



- i. Need very rough but a city-wide plan that illustrates interest along Central
- ii. Concern of how to accommodate Central – rezone existing for accommodating uses
- iii. This is almost a restatement/implementation of your City Master Plan

4- Central Roundabout “star” may impede Central, Bee’s truck doc needs to be considered

- a. Good point, an alternatives analysis needed, but the access location is essential to the Project with some entry character.
- b. Bees’ – hopefully enhanced.
- c. Key alternatives:
 - i. As shown.
 - ii. Standard “T” intersection
 - iii. Nearer 389



- iv. Further away (rear of Bees, more likely)
- d. Interim recommendation:
 - i. Illustrate High level circulation
 - ii. Traditional stop light is a no go – we need to address it
 - iii. Break down – 5 key circulation elements –
 - 1. Central North
 - 2. Central South
 - 3. Bee’s
 - 4. WP West (commercial main street)



5. WP South (larger vehicle circulation)

iv. More important if no second access

- e. (“Main street”) Commercial retail orientation –acknowledged - several alternatives are As shown – **not generally rejected**
- f. Along Central – not 50 mph along main
- g. Parallel to Central
- h. Parallel to 389

Conclusion- Should be oriented to the access respective of drainage and circulation. The overall character is key

5- No industrial

- a. Agreed, other community locations for the use – See context map.

6- Higher end resort on South End based on visibility.

- a. Agreed – expand the “RV park” to a resort area / some context to the overall community

7- Estate lots in a good location

- a. Thanks

8- College Connection – trail but not likely road

- a. Acknowledged – This is a key element of the area - we will need to coordinate with Mr. Black .

9- Numerous drainage and utility comments: (will be addressed as plans are finalized)

- a. Thanks – will help drive the **utilities master plan**.
- b. Includes floods street(s), water source, general capacity of sewer
 - i. Tanks – well

10- Architecture – don’t go too vintage Old West but high rise may not be viable.

- a. Good point
- b. Contemporary architecture – not the “Old West”

11- Reach out Tami Ursenbach – Mohave Co Economic Dev – BARLOW

- a. Excited for support – THANKS!

I hope this is a good summary of meeting. Yes, we have more details we are working on. **Are there any other major points we need to document?**

§ 152.030 PLANNED AREA DEVELOPMENT (PAD) DISTRICT.

(A) *Request on or after May 13, 2020.* On or after May 13, 2020, any request for a Planned Development (PD) zoning district or for modification or change in an approved PD zoning district shall be made pursuant to this section.

(B) *General purpose.* A Planned Area Development (PAD) is intended to allow an applicant maximum flexibility in exchange for a more creative approach to land planning and building design that could not be achieved through strict adherence to the terms of this code. PADs may be approved pursuant to the procedure and approval criteria in § 152.090.

(C) *Applicability.*

(1) A Planned Area Development District shall conform to the general plan as adopted or amended from time to time, shall conform to all regulations pertaining to land development within this code and the subdivision ordinance, and all other rules, regulations, specifications and standards set forth in all other applicable town codes, unless specific deviations are approved by the Town Council during the PAD approval process.

(2) The area for a PAD shall consist of a single parcel of land or a contiguous group of parcels with a combined minimum size of five acres.

(D) *Standards eligible for modification.* Unless otherwise expressly modified as part of the PAD approval process, PADs shall utilize the base zoning districts and all applicable standards established in this code to regulate all proposed uses and development. The Town Council is authorized to approve PADs that deviate from strict compliance with specified standards if they determine that the resulting development satisfies the approval criteria of division (E) below. The PAD standards may be more or less restrictive than those in the code. PAD zoning may be used to:

(1) Specify the location of base zoning districts and define standards for the modification of these locations within the specified PAD area.

(2) Define which uses permitted by right or by conditional use permit within a base zoning district (as specified in Tables 2.2-1, 2.3-1, 2.4-1, and 2.5-1) will be permitted within said PAD zoning districts. PAD zoning districts may not include uses that are not permitted within a base zoning district, but may modify or define standards for the operation and performance of permitted uses within PAD zoning districts.

(3) Define development standards pertaining to the size, dimensions, height, lot coverage, placement, or setback of uses. However, the total number of dwelling units in a PAD plan shall not exceed the maximum number permitted by the general plan density for the total area of the PAD designated for residential use.

(4) Specify the location, extent, and design standards for open space, landscaping, amenities, screening and buffers, and signage.

(5) Specify the location and design of public/private streets, drives, parking, pedestrian, and bikeways.

(6) Specify the timing, sequencing, and phasing of development, including coordinating the type, location, and intensity of development permitted with the construction and availability of public facilities and services.

(7) Provide for the construction of public improvements and facilities onsite or within public easements and rights-of-way abutting the site as required to serve and benefit development within the PAD area or as may be required to mitigate impacts resulting from the development on other properties and uses outside of the PAD area.

(E) *Approval criteria.*

(1) Before approving a preliminary PAD, the Commission will ensure that the application meets the following standards:

(a) *Conformance to the general plan.* The development must conform with the objectives of the general plan.

(b) *Balance and integration with the neighborhood.* The design shall be integrated and compatible with the neighborhood and shall strive to be in harmony with the scale and bulk of surrounding properties.

(c) *Adequacy of street network.* The proposed streets are suitable and adequate to carry anticipated traffic and that the density will not generate traffic in such amounts to overload the street network outside of the PAD area.

(d) *Adequacy of infrastructure.* That the impact created by the development can be accommodated by the existing infrastructure system (police and fire protection, parks, schools, water supply, sanitary sewer, solid waste disposal, etc.)

(e) *Relationship to physical features.* The location of buildings and structures shall respect the natural terrain of the site and shall be functionally integrated with any natural features of the landscape to include the preservation of views and vistas.

(f) *Environmental impacts.* Management of environmental impacts, including drainage, soils, and archaeological.

(g) Upon approval through § 152.090, the preliminary PAD shall be placed on file in the Planning Department pending approval of the final PAD.

(2) (a) Application for final PAD approval shall follow the requirements of § 152.090 process and contain the following:

1. Final legal documents specifying control of common areas;

2. If applicable, a plat of the property as required by the general development and subdivision regulations of the town and plan of required documents; and

3. If applicable, assurance of construction and completion of required public and private improvements in the form as specified in § 413 of the General Development and Subdivision Regulations of the town.

(b) The final development plan shall include any changes, alterations, additions or deletions requested by the Planning Commission and/or Town Council in its grant of Preliminary PAD approval. Except for these modifications, the final PAD shall not deviate from the approved Preliminary PAD.

(Ord. 2020-02, passed 4-13-2020)