

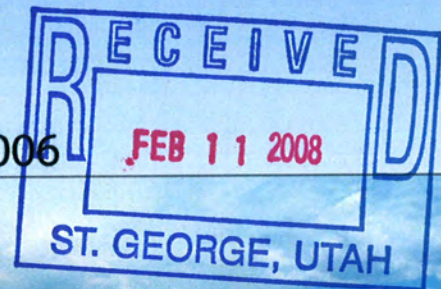


# Atkinville Interchange Area Zone Plan St. George, Utah

Prepared for:  
City of St. George  
Community Development Department

Application by:  
State of Utah  
School and Institutional Trust Lands  
Administration

November 10, 2006  
Amended December 6, 2006



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School and Institutional Trust Lands Administration

Prepared by:  
EDAW, Inc. in conjunction with P&D Consultants  
8954 Rio San Diego Drive, Suite 610  
San Diego, California 92108

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# 1.0 Introduction

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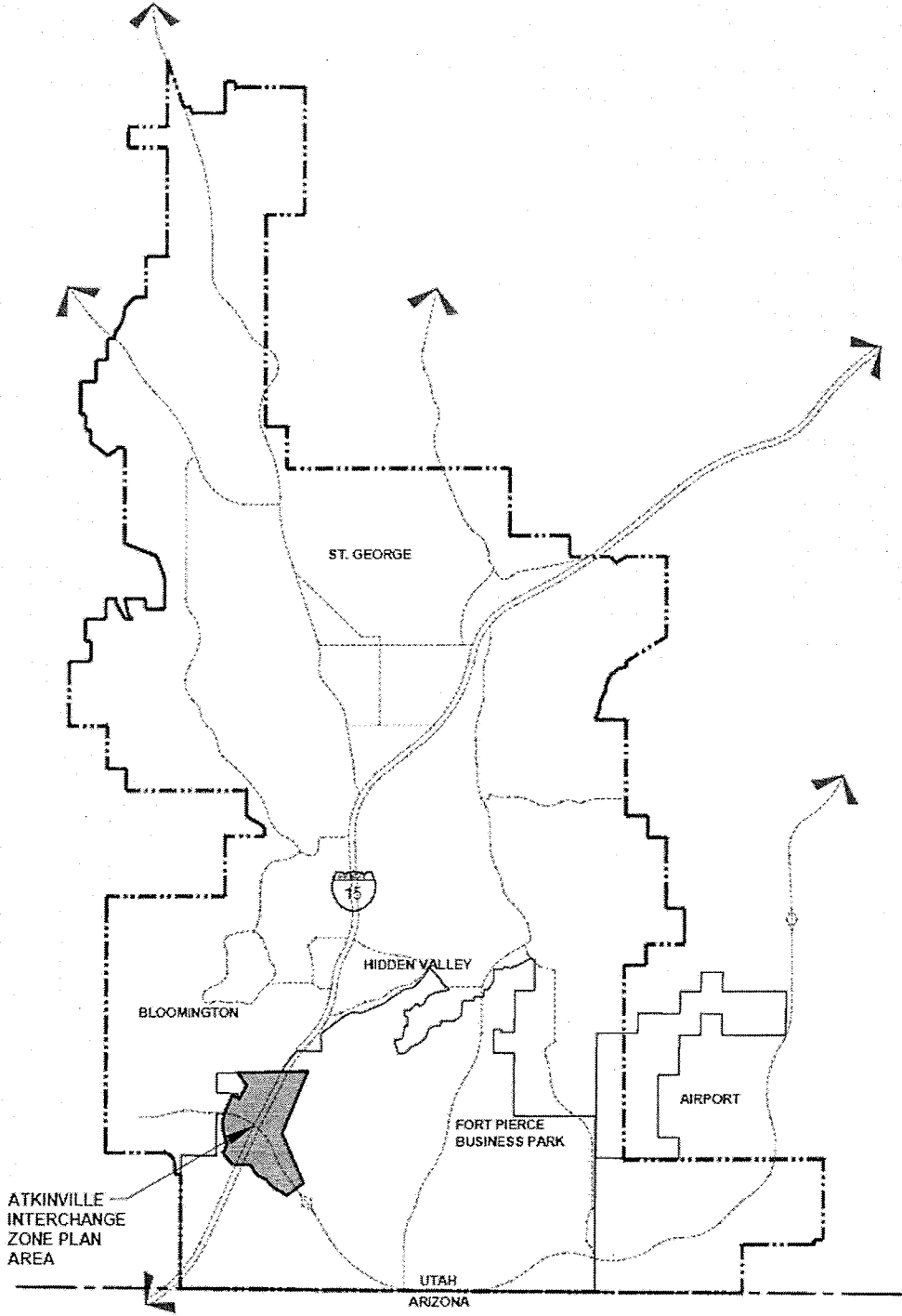
## 1.1 Purpose of Application

The State of Utah School and Institutional Trust Lands Administration (commonly referred to as the Trust) owns a tract of land within the southerly portion of the City of St. George totaling over 8,900 acres extending from Hidden Valley to the Utah/Arizona border. This tract is commonly referred to as the South Block. This application is for an approximately 516-acre portion of the South Block on both the east and west sides of Interstate 15 (I-15) surrounding the new Atkinville Interchange at milepost 2. This interchange, expected to begin construction in 2007, will connect I-15 and the existing Sun River Parkway with the future Southern Parkway leading to the new St. George Municipal Airport.

**Exhibit 1-1** – Vicinity Map indicates the general location of the area proposed for development, hereinafter known as the Plan Area. To the north, Interstate 15 connects this area to Bloomington, central St. George, and central Washington County. To the west is the Sun River St. George community; and to the south and east are South Block properties planned for future development and open space.

The adjacent Sun River St. George community has been under development since 1998 under the provision of an approved Planned Development Zone. That PD zone has been amended four times. In 2005, Amended Zone Change Application No. 4 was submitted jointly by the Sun River St. George Development, LC and the Trust which included extending parcels up to the western right-of-way of Interstate 15 in the area abutting the proposed Atkinville Interchange. Most of the application was approved. However, some of these parcels were not approved due to uncertainty about the final configuration of the interchange and the appropriate land use and zone category for parcels adjacent to the interchange. The plan for these areas have subsequently been adjusted to respond to the approved interchange plan and, along with areas on the east side of I-15, integrated into this Atkinville Interchange Area Zone Plan.

Exhibit 1-1: Vicinity Map



The Trust requests the approval by the City of St. George of zone change to a Planned Development Zone (see **Exhibit 2-3**) in order to assure development of the area proceeds in a well designed and coordinated manner consistent with the shared vision for this property. This vision is that the Atkinville Interchange Plan Area will be a gateway to the future South Block development as well as St. George, the Washington County region as a whole. With a balanced mix of new residential, commercial, employment and State Welcome Center-related functions, the Plan Area will serve local residents, Interstate 15 travelers, Sun River St. George Community, and future neighborhoods in the South Block area.

## 1.2 Mission of the School and Institutional Trust Lands Administration

The Trust is an independent agency of the State of Utah, established to manage lands that the U.S. Congress granted under the Utah Enabling Act. The beneficiaries of the Trust are the schools of the State of Utah and other beneficiary institutions identified specifically in the Act.

The State of Utah expressly accepted this grant in the Utah Constitution thereby creating a compact between the state and federal government which imposes upon the state a perpetual trust obligation to which standard trust principles are applied. Title to these lands is vested in the State as trustee to be administered for the financial support of the beneficiaries.

As trustee, the School and Institutional Trust Lands Administration must manage the lands and any revenue generated in the most prudent and profitable manner possible, but not for any purpose inconsistent with the best interest of the trust beneficiaries. This management may include lease, sale, development joint ventures, exchanges or other methods which will realize or enhance the value of the trust lands. The trustee must be concerned with both income for current beneficiaries as well as the preservation and building of the total trust assets to provide income for future beneficiaries. This requires a balancing of short and long-term interests so that long-term benefits are not lost in an effort to maximize short-term gains.

This application is consistent with the mission of the Trust. If approved by the City of St. George, and in coordination with local districts and service providers, it will allow a phased disposition program of these properties to local builders and developers. The net proceeds will be used to increase the total assets of the trust and provide for the long-term financial support of the school system as directed by the Enabling Act.

### 1.3 Project Area Description

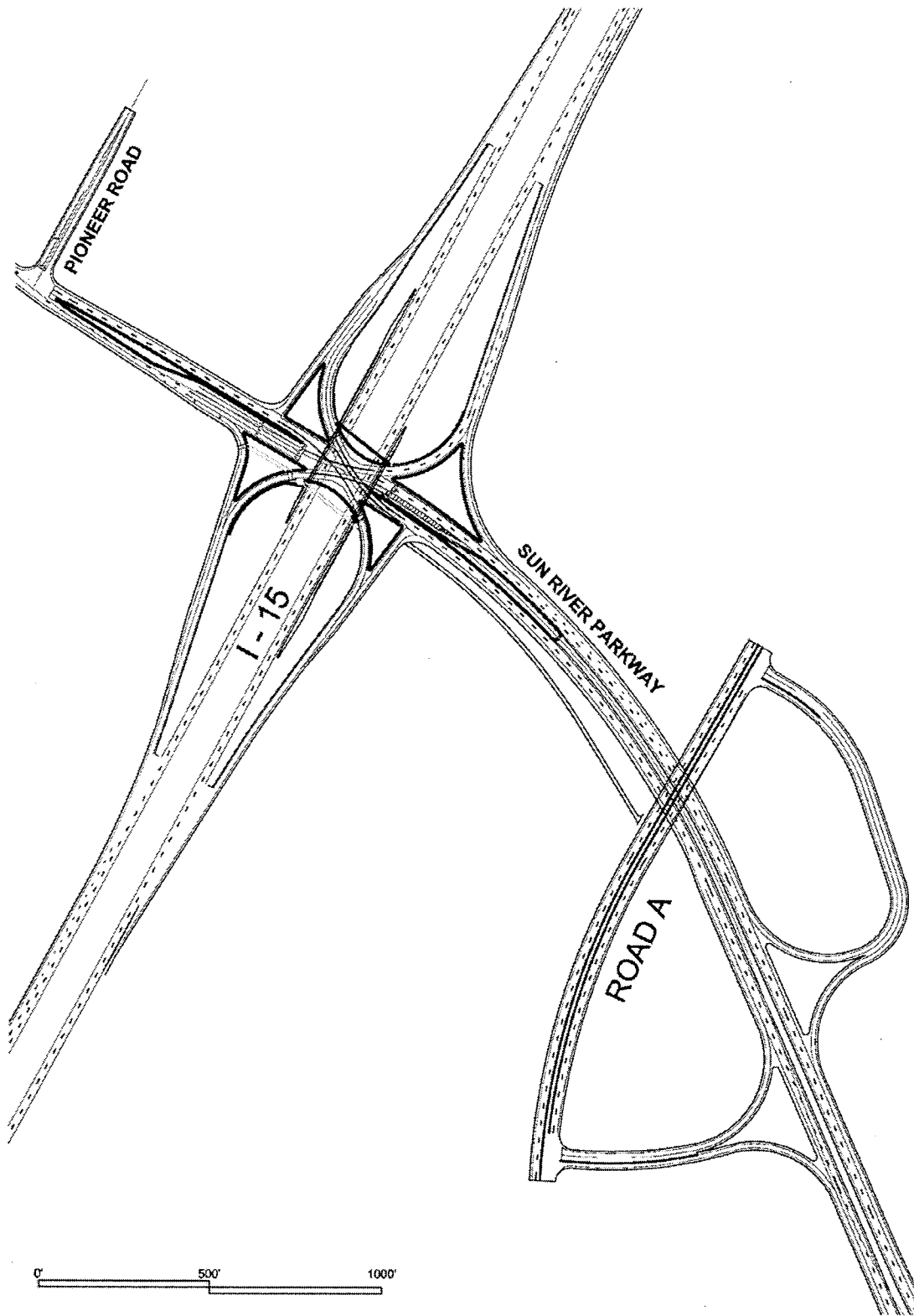
The Plan Area is located along both sides of Interstate 15 at the proposed new Atkinville Interchange at milepost 2. This interchange will be the first northbound I-15 exit in the State of Utah. The Atkinville Interchange will connect existing Sun River Parkway and Pioneer Road to I-15, enhancing the access to the Sun River and Bloomington communities. Included in the interchange project, which is expected to begin construction in 2007, is a portion of the Southern Parkway which will extend east from I-15 to a realigned River Road approximately 3.3 miles to the east. The realigned River Road is expected to be complete in 2007. Subsequent phases of the Southern Parkway will extend this roadway to the new St. George Municipal Airport which is scheduled to open in 2011.

The Atkinville Interchange is being designed as a single point urban interchange (SPUI). This new interchange design approach uses a single traffic signal located in the center of a bridge over I-15. The on/off ramps are oriented toward this central signal which controls all left turn movements. Right turn movements on the on/off ramps are controlled by “yield” signs. This type of interchange design has several advantages over a conventional diamond including a smaller interchange right-of-way size, a more efficient control of left turn movements and a higher long term capacity.

Approximately 1300 feet east of the Atkinville Interchange the Southern Parkway is designed to cross over a future road currently designated “Road A.” Ramps will connect the Southern Parkway to Road A providing access to the parcels in the east portion of the Plan Area. The Atkinville Interchange and the Road A interchanges are illustrated in **Exhibit 1-2** Atkinville Interchange Detail.



Exhibit 1-2: Atkinville Interchange Detail



The topography of the Plan Area is characterized by gentle to moderate slopes and a series of broad benches and small hills. Areas of steep slopes are highlighted in **Exhibit 1-3 Slope Map**. Most of the Plan area, especially east of Interstate 15 and South of Sun River Parkway drain to the south via small washes into the main Atkinville Wash just outside the southern boundary of the Plan Area. The Plan Area north of Sun River Parkway and west of Interstate 15 drains to the northwest via small washes to the Virgin River. Bordering the eastern edge of the Plan Area is a large hillside and plateau approximately 300 feet in height. This provides a natural scenic backdrop for the Plan Area as one travels north on Interstate 15.

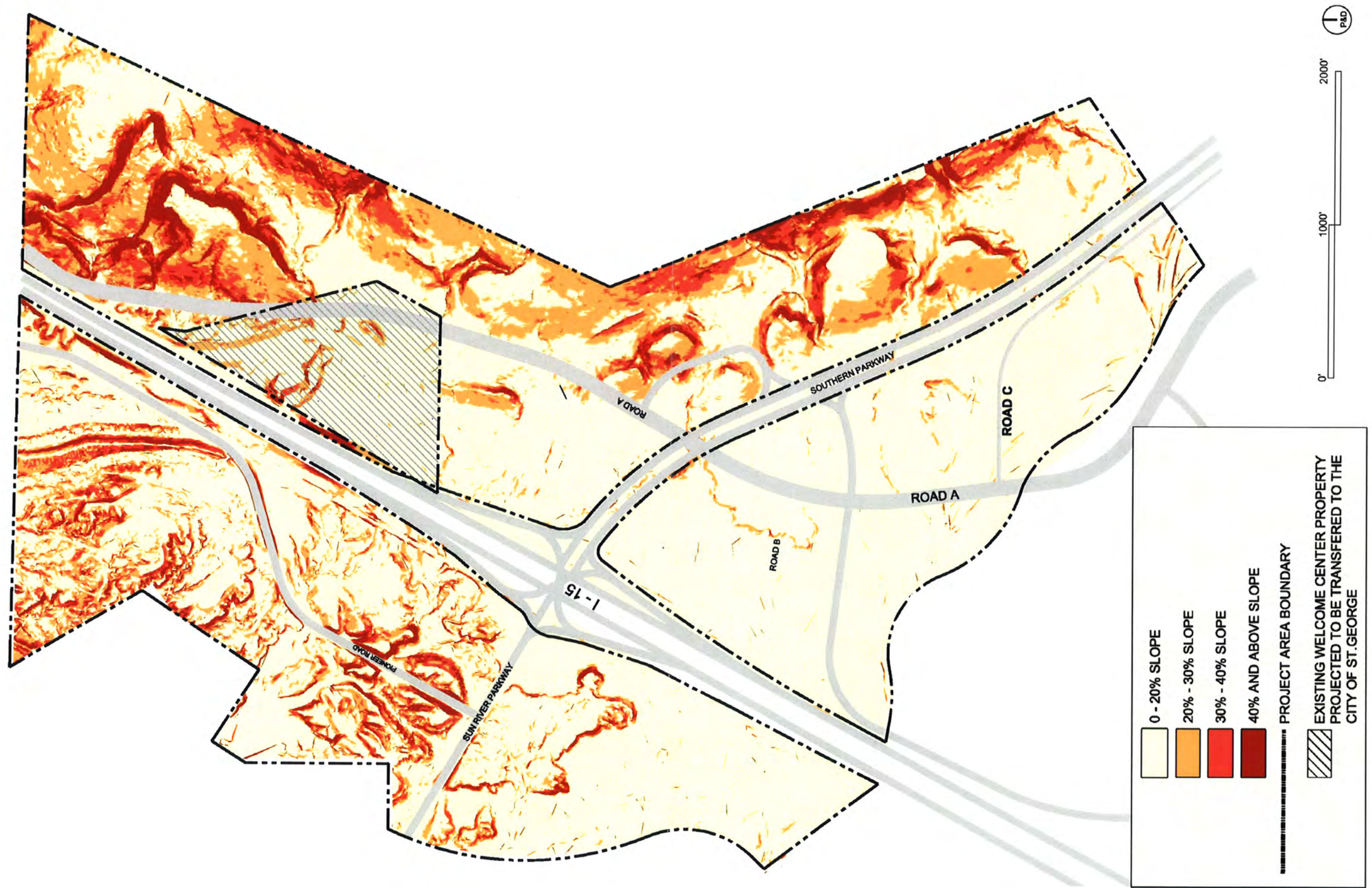
While most of the Plan Area has acceptable soil conditions, some areas adjacent to Pioneer Road have gypsum soil conditions that may require mitigation for some types of development.

#### 1.4 Atkinville Interchange Plan Area Vision

The vision for the Atkinville Interchange Plan Area is to serve as a functional, attractive, inviting and livable gateway for the State of Utah, the City of St. George and the Sun River / South Block area. This vision is for a mixed-use development including visitor, local and community serving commercial, business park areas to provide employment opportunities, residential areas, parks, and open space.

This vision is realized by the arrangement of the land uses and the specific design controls that allow this mix of land uses to work well together and create a functional and aesthetic environment around a key Interstate highway interchange. In an interchange area that would elsewhere be typically dominated by automobile access and circulation requirements, the Plan Area uniquely includes a comprehensive pedestrian and bicycle circulation system. This feature is key to the livability of the Plan Area. It allows local residents, employees, and visitors alike to have a realistic, safe alternative to the automobile for short trips to, from, and within the Plan Area. Furthermore, this pedestrian system also connects to the regional trail system planned by the City of St. George.

Exhibit 1-3: Slope Map



This vision is a wide-ranging expression of the values that are intended to characterize the Plan Area when completed. It is a founding policy statement and all major elements of this zone plan application are referenced to this vision. The statement by itself is not an implementing policy; rather, implementation of the Atkinville Interchange Area Plan is to be directed by the statements, exhibits, and illustrations contained throughout in the Zone Plan.

This vision recognizes the long-term strategic position of this Plan area along Interstate 15 which is both a national highway and the key circulation roadway in Washington County. The Plan facilitates easy local access to the Sun River St. George community, Bloomington and the emerging Hidden Valley community, future neighborhoods within the South Block, as well as the future airport. With the State of Utah Welcome Center, a variety of visitor-oriented commercial, and business land use areas, the Plan Area will significantly increase economic and employment opportunities for local residents. Residential units contained in the Plan Area help balance and invigorate the community. In addition, a Recreational Vehicle (RV) Park area serves both visitors to this important destination for tourism and the local need for such services.

### 1.5 Development and Development Approval

The Trust may not directly perform the role of master developer of the Atkinville Interchange Plan Area. Upon conclusion of the master plan and zoning process, the Trust may enter into agreements with regional and local developers or builders to begin the phased construction of the Atkinville Interchange Plan Area. The Trust may also enter into an agreement with a master developer who will implement portions (or all) of the Plan Area. Or, the Trust may proceed with a parcel-by-parcel disposition program. Commercial lands may be retained by the Trust and leased to tenants on a long-term basis.

With the submittal of this Zone Plan, the Trust is establishing a master plan for the development of the area including key design standards. The Zone Plan also includes photographs of example projects that are representative of the architectural and landscape

character of the overall development. Prior to the construction of any individual project, the Trust or the developer/builder of the project in question will submit a detailed building elevation and site plan for review and approval by the City. Where the Zone Plan identifies a specific amount of development (i.e. a residential parcel) the specified amount of that development is not guaranteed by the approval of the Zone Plan. It is subject to final approval of the subsequent submittal of the required project detail. The approval of the Zone Plan does establish what is seen as the appropriate density for residential development in this area and is likely to be achieved with architectural products similar to the examples shown.

## 2.0 Land Use Plan Description

### 2.1 Overview

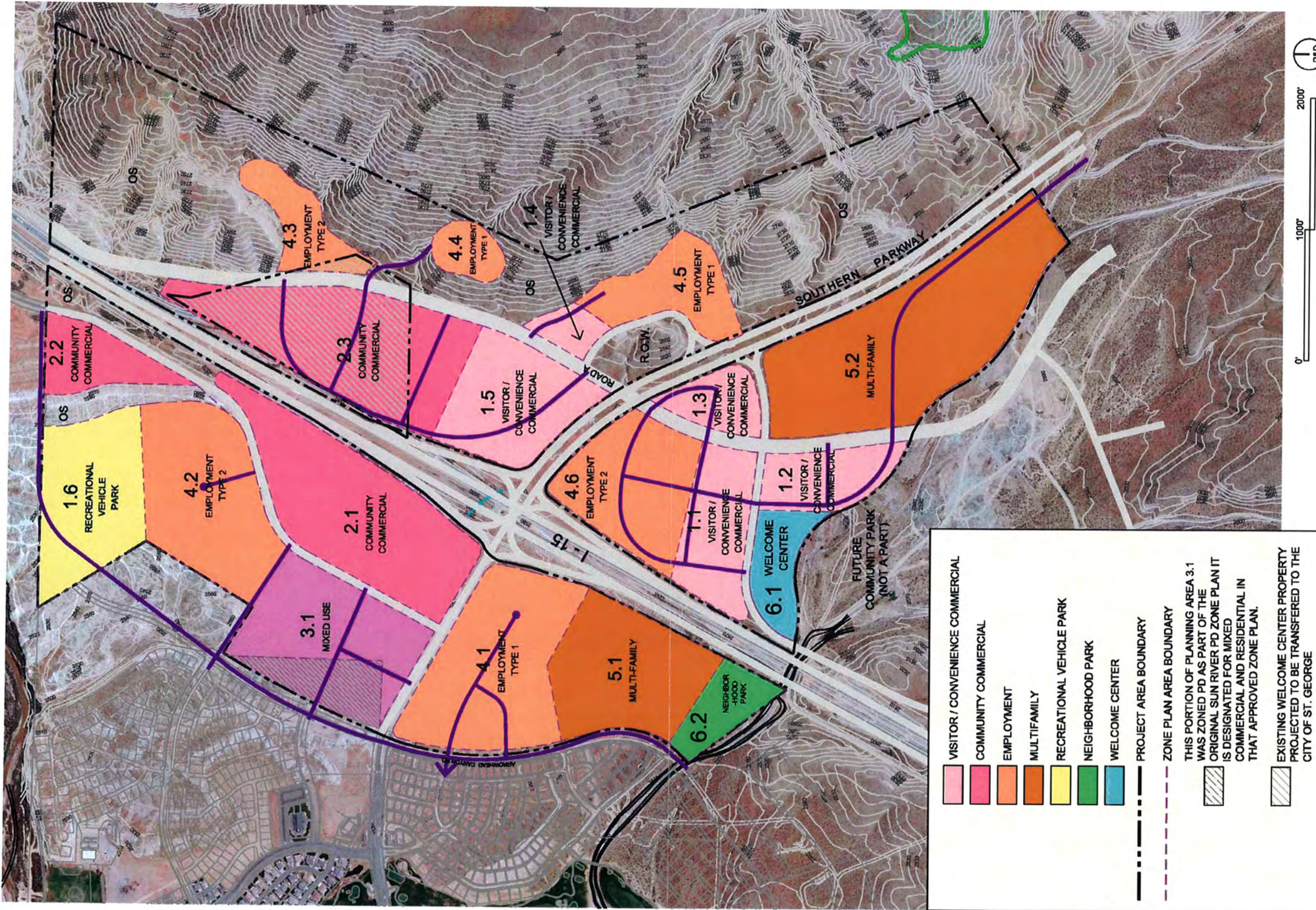
The overall Land Use Plan for the Atkinville Interchange Plan Area is illustrated in **Exhibit 2-1** – Land Use Plan delineates land use types and primary circulation. With respect to the vision for the Plan Area, a complementary variety of planning area land uses are incorporated into this Plan. There are six employment planning areas, five visitor-oriented commercial planning areas, two residential planning areas, three community-oriented commercial planning areas, and one commercial/residential mixed-use planning areas. In addition, there are planning areas dedicated for public facilities (Welcome Center), recreational vehicle park, and a neighborhood park. This mixture of uses in conjunction with the vehicular and pedestrian/bicycle circulation plan will facilitate an interconnected, functional gateway community for the benefit of local residents, and visitors. **Exhibit 2-2** summarizes the land uses and the amounts of land devoted to each land use type. Specific descriptions of each land use type are outlined in this section.

### 2.2 Land Use Descriptions

#### *VISITOR/CONVENIENCE COMMERCIAL*

The five Visitor/Convenience Commercial planning areas, totaling 70.4 acres, are located east of I-15 along the ingress and egress routes to the State Welcome Center and the South Block. These sites have convenient access and also have excellent visibility from the Interstate highway and the Southern Parkway. Four of these planning areas are designated VC1 (see Section 2.4 for permitted uses), and one is designated VC2 which permits a potential truck stop/travel plaza use in addition to all the uses allowed in VC1. Visitor-oriented businesses such as convenience stores, restaurants, automobile services, lodging, and similar businesses would be permitted on the designated visitor/convenience commercial parcels. The VC2 parcel is the best location in the Plan Area for a travel plaza because trucks can access this site from both I-15 and the Southern Parkway without making an uncontrolled turn movement.

Exhibit 2-1: Land Use Plan



**Exhibit 2-2:** Land Use Summary Table

<i>Land Use Description</i>	<i>Acres</i>	<i>% Total</i>
Visitor/Convenience Commercial	70.4	13.9
Community Commercial	75.3	14.8
Mixed Use	19.7	3.9
Employment (Type 1)	47.3	9.3
Employment (Type 2)	51.2	10.1
Residential	69.2	13.6
Public Facilities	8.6	1.7
<i>Subtotal Developed</i>	<i>341.9</i>	<i>67.3</i>
Open Space & ROW	166.1	32.7
<b>TOTAL</b>	<b>507.8</b>	<b>100.0</b>

*COMMUNITY COMMERCIAL*

The two community commercial planning areas are located on the west side of Interstate 15 along Pioneer Road. One community commercial planning area is located on the east side of I-15 along Road A. These locations will allow good visibility for businesses from Interstate 15, as well as convenient access to the local residences. Approximately 75.3 acres, divided between three planning areas, is envisioned to provide retail and commercial services for local residents (as compared to visitor and convenience oriented businesses to be located east of I-15). Retail services such as grocery store, drug store and pharmacy, convenience food, specialty shops, personal and professional services, and other uses may be located in this land use.

*MIXED-USE*

The commercial/residential mixed-use planning area is located between Pioneer Road and Arrowhead Canyon Road and between Bluegrass Way and Sun River Parkway. This area, in combination with the business park south of Sun River Parkway, will be the future gateway to the Sun River St. George community. The approximately 18.7 acres is designated for development with a mix of retail and other commercial uses and attached or multi-family residential. The retail center will be designed to serve as an active community focal point with outlets for the goods and services supporting the local community. Some limited visitor serving commercial is also anticipated. The center will be designed to create a convenient, enjoyable environment for shopping, dining, and/or



obtaining personal services. The residential development is expected to be focused on the north side of the parcel and will allow those residents to walk to the shops and services. Trail and sidewalks along Sun River Parkway and local streets will also allow nearby Sun River residents an opportunity to walk to this retail center.

It is important to note that adjacent to this Mixed Use area, an approximately 9.9 acres has already been zoned for Mixed Use in the Sun River PD Zone Plan approved in early 1997. The Mixed Use designation has been unchanged through the subsequent four amendments to the Sun River PD Zone Plan. The Atkinville Interchange Area Zone Plan extends the Mixed Use designation to all of the area bounded by the surrounding roadways noted above.

### *EMPLOYMENT*

The six employment planning areas include two categories of employment. There are three Employment 1 (EM1) planning areas. One is located adjacent to I-15 south of Sun River Parkway, and two are adjacent to the Southern Parkway and to Road A. These sites afford the businesses located there excellent visibility from and easy access to I-15 and the Southern Parkway.

There are three Employment 2 (EM2) planning areas. One is located along Pioneer Road north of Bluegrass Way and two are located along Road A. Proposed uses of these sites include a range of commercial services, offices, wholesale distribution, light manufacturing, and research and development.

Planning Area 4.4 is a custom site for an office building, hotel or similar use. It is located on a 2.4-acre pad rising approximately 100 feet above I-15 and the other Planned Development areas. This custom site is noteworthy for its prominent view to and from I-15 and beyond. It is expected to accommodate a 3-story office building or small hotel. Entry to this site is from a short roadway through a small canyon north of the site. A combination of parking under the building and at-grade parking at the rear of the site will screen the view to the parking area and the slope at the east edge of the building pad.

## *RESIDENTIAL*

Two planning areas are designated for residential land use. Both are located adjacent to existing or future residential in Sun River St. George or South Block. They are also both located close to parks, open space and trails which connect to the local retail areas. Proposed residential densities average 16 dwelling units per acre over each of the two planning areas.

The 23.2 acre residential Planning Area 5.1 is located adjacent to a 4.0 acre neighborhood park west of I-15. The total units allowed in this area at an average of 16 DU/Acre is 371. These units may be developed with more than one residential product type ranging from products that have a density of about 10 DU/Ac to 22 DU/Ac. However the total planning area cannot exceed 371 units.

The 46.0 acre residential Planning Area 5.2 is located south of the Southern Parkway and east of Road A. The total units allowed in this area at an average of 16 DU/Ac is 736. These units may be developed with more than one residential product ranging from products that have a density of about 10 DU/Ac to 22 DU/Ac. However the total planning area cannot exceed 736 units.

## *RECREATIONAL VEHICLE PARK*

A recreational vehicle park is located at the northwest corner of the Plan Area along the extension of Arrowhead Canyon Drive. It is adjacent to a parcel designated for a similar use (RV- and Mini-Storage) within the existing Sun River Planned Development Zone. This land use of approximately 18.3 acres would allow an RV Park commercial business that provides space, hookups and other facilities for motor homes or other recreational vehicles. Commercial businesses where unoccupied recreation vehicles are offered for lease, or are maintained and stored, are not permitted. These uses are permitted in the adjacent Sun River PD zone parcel. Permitted uses include recreation and other services directly in support of the users of the Recreational Vehicle Park.

### *PUBLIC FACILITY*

A new State of Utah Welcome Center is located on a 4.6-acre parcel adjacent to Interstate 15 north of the Atkinville Wash. It has excellent visibility from I-15 northbound. There is very convenient ingress and egress from I-15 via the Southern Parkway. The visibility and access are the key reasons this site was designated for the Welcome Center. When completed by the State of Utah, the Welcome Center will offer travelers information about the State and Southern Utah, and also serve to promote tourism-related business in the St. George/Washington County area. It will also offer a rest area on the edge of the Atkinville Wash, with pedestrian connection to trails along the wash that connect to two public parks via a pedestrian undercrossing of I-15 and a bridge over the Atkinville Wash.

### *NEIGHBORHOOD PARK*

The four acre neighborhood park site is located at the southern edge of the residential planning area west of Interstate 15. It is also adjacent to the Atkinville Wash and regional trail system.

This park will be designed to provide park facilities suitable for the nearby residents. These residents are predominantly the Sun River St. George community to the west and south whose recreation needs are the more passive type of park and recreation facilities and not active sports field facilities. The park will also serve residential Planning Area 5.1 on the north side of the park. These residents may not be part of a Sun River St. George age restricted retirement project. Their active recreation needs, such as sports fields, will be provided by the community park on the east side of I-15 south of the Atkinville Planned Development Zone. This community park site is not within this Zone Plan but it is part of the overall South Block Master Plan. Planning Area 5.1 west of I-15 will be connected directly to both the Neighborhood Park and the Community Park by the regional pedestrian/bicycle trail.

## *OPEN SPACE*

Undeveloped parcels are reserved at the eastern edges of the Atkinville Interchange Area to preserve the hillside which forms a scenic backdrop for the entire area. Along the southern boundary of the Planned Development Area is the Atkinville Wash which will also be dedicated as open space. This not only protects the environment but also allows users an unobstructed expanse of open space connecting the communities and protects development from flooding during large storm events.

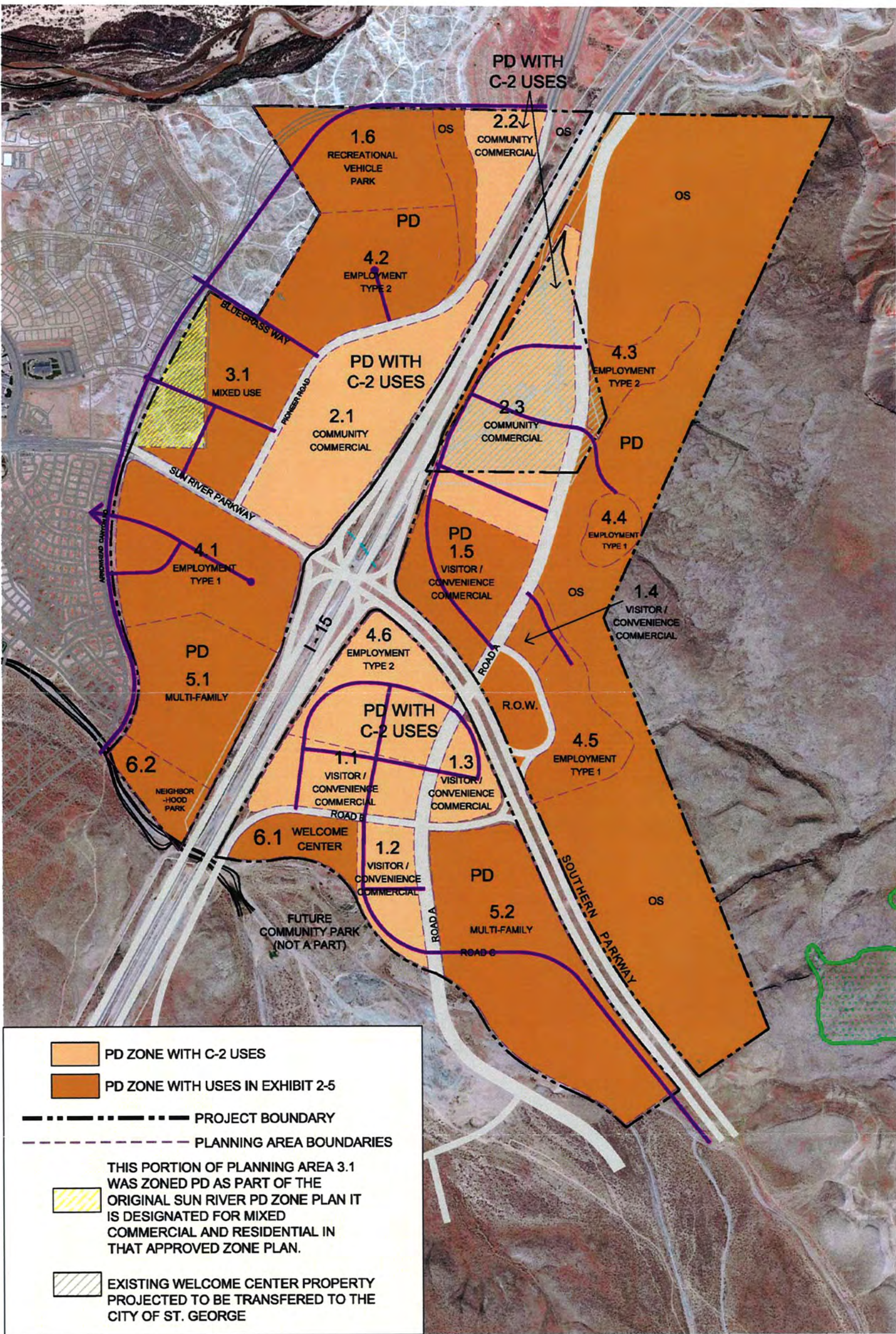
### 2.3 Atkinville Interchange Zone Plan

The Atkinville Interchange Plan Area is proposed to be zoned Planned Development (PD). The zone boundaries are illustrated in **Exhibit 2-3 – Zoning Designation Map**.

A summary of the Planning Areas, their size, land use, and zoning is included in **Exhibit 2-4 – Land Use Summary Table**.

On the west side of I-15 all parcels adjacent to the existing Sun River Planned Development Zone are proposed to be zoned PD with permitted uses as listed in **Exhibit 2-5**. These include Planning Areas 1.6, 3.1, 4.1, 4.2, 5.1, and 6.2. Planning Areas 2.1 and 2.2 are proposed to be zoned PD with uses as permitted in the City of St. George C-2 Zone. Planning Area 2.1 is located north of Sun River Parkway between Pioneer Road and I-15. Planning Area 2.2 is located along Pioneer Road on the north edge of the Zone Plan area.

On the east side of I-15 the parcels proposed to be zoned PD with permitted uses as listed in **Exhibit 2-5** are Planning Areas 1.4, 1.5, 4.3, 4.4, 4.5, 5.2, and 6.1. Planning Areas 1.1, 1.2, 1.3, 2.3, and 4.6 are proposed to be zoned PD with uses as permitted in the C-2 Zone.



0' 1000' 2000'



**Exhibit 2-4: Land Use / Planning Area Summary Table**

LAND USE (acres)								
Planning Area	Visitor Oriented Commercial	Community Commercial	Mixed Use	Employment		Residential	Public Facilities	ROW & Open Space
				Type 1	Type 2			
1.1	15.1							
1.2	9.9							
1.3	6.6							
1.4	1.0							
1.5	18.9							
1.6	18.9							
2.1		33.9						
2.2		8.1						
2.3		33.3						
3.1			19.7					
4.1				29.9				
4.2					22.9			
4.3					9.6			
4.4				4.5				
4.5				12.9				
4.6					18.7			
5.1						23.2		
5.2						46.0		
6.1							4.6	
6.2							4.0	
OS								166.1
<b>TOTAL (acres)</b>	<b>70.4</b>	<b>75.3</b>	<b>19.7</b>	<b>47.3</b>	<b>51.2</b>	<b>69.2</b>	<b>8.6</b>	<b>166.1</b>

## 2.4 Permitted Land Uses

The permitted uses in portions of the Planned Development Zone of the Atkinville Interchange are identified in **Exhibit 2-5 – Permitted Use Matrix**. The permitted uses in the Planned Development Zone of the Atkinville Interchange area with C-2 uses are listed in the City of St. George Highway Commercial (C-2) zone (Title 10, Chapter 10).

**Exhibit 2-5: Atkinville Interchange Plan Area – Planned Development Zone Permitted Use Matrix**  
 Planning Areas 1.4, 1.5, 1.6, 3.1, 4.1, 4.2, 4.3, 4.4, 4.5, 5.1, 5.2, 6.1, and 6.2

Land Use	Land Use District							
	Commercial and Mixed Use				Employment		Other	
	VC1	VC2	MU	RV	EM1	EM2	MF	PF

**Administrative and Professional Services**

Business or professional office	N	N	P	N	P	P	N	N
Financial institution or office	P	P	P	N	P	P	N	N
Medical, dental, health services and offices (including laboratories)	N	N	P	N	P	P	N	N

**General Commercial Uses**

Adult entertainment business (all types)	N	N	N	N	N	N	N	N
Amusement center	P	P	P	P	N	N	N	N
Animal hospital, small animals only and provided conducted within completely enclosed building	N	N	N	N	N	P	N	N
Antique shop (with no outdoor storage)	P	P	P	N	N	N	N	N
Apparel store	P	P	P	N	N	N	N	N
Appliance store, including repair (with no outdoor storage)	N	N	P	N	N	N	N	N
Arcade and electronic games	P	P	P	P	N	N	N	N
Art, music or photographic studio or supply store	P	P	P	N	N	N	N	N
Athletic and health club and spa	P	P	P	N	P	P	N	N
Automobile and/or truck services, sales, rental agencies and car wash facilities	P	P	N	P	N	N	N	N
Bakery, retail	P	P	P	N	N	N	N	N
Barber and beauty shop	P	P	P	N	N	N	N	N
Bicycle shop, non-motorized	P	P	P	N	N	N	N	N
Blueprint and photocopy services	N	N	P	N	P	P	N	N
Building materials sales	N	N	N	N	N	N	N	N
Book, gifts and stationery store	P	P	P	P	N	N	N	P
Cabaret, live entertainment	P	P	P	N	N	N	N	N
Candy store or confectioner	P	P	P	N	N	N	N	N
Catering establishment	N	N	P	N	N	P	N	N
Cleaners without onsite laundry and dry cleaning operations	P	P	P	N	P	P	N	N
Cleaners with onsite laundry and dry cleaning operations	P	P	P	N	N	P	N	N
Cocktail lounge, bar or tavern, including related entertainment <sup>(1)</sup>	C	C	C	N	N	N	N	N
Commercial recreation facilities not otherwise listed	P	P	P	P	N	N	N	N
Department store, discount or membership department store	N	N	N	N	N	N	N	N
Electronics store, including sales and repair	P	P	P	N	N	N	N	N

VC1 Visitor/Convenience Commercial  
 VC2 Visitor/Convenience Commercial  
 MU Mixed Use  
 RV RV Park

EM1 Employment 1  
 EM2 Employment 2  
 MF Multi-Family Residential  
 PF Public Facility

P Permitted  
 C Conditionally Permitted  
 N Not Permitted

**Exhibit 2-5: Atkinville Interchange Plan Area – Planned Development Zone Permitted Use Matrix**  
 Planning Areas 1.4, 1.5, 1.6, 3.1, 4.1, 4.2, 4.3, 4.4, 4.5, 5.1, 5.2, 6.1, and 6.2

Land Use	Land Use District							
	Commercial and Mixed Use				Employment		Other	
	VC1	VC2	MU	RV	EMI	EM2	MF	PF
<b>General Commercial Uses (continued)</b>								
Equipment rental (enclosed in building with no outdoor storage)	P	P	P	P	N	P	N	N
Fast food restaurants with drive-in or drive-through facilities	P	P	P	N	N	N	N	N
Fast food restaurants without drive-in or drive-through	P	P	P	N	N	N	N	N
Feed and tack store	N	N	N	N	N	N	N	N
Financial institutions with drive-thru	P	P	P	N	N	N	N	N
Florist shops	P	P	P	N	N	N	N	N
Food store (<40,000 square feet)	P	N	P	N	N	N	N	N
Furniture, carpet home furnishings, or home decorations store	P	P	P	N	N	N	N	N
Gasoline service station with or without car wash	P	P	P	N	C	C	N	N
Hardware or home improvement store (> 40,000 S.F.)	N	N	N	N	N	N	N	N
Hardware or home improvement store (< 40,000 S.F.)	N	N	P	N	N	N	N	N
Hobby and craft stores	P	P	P	N	N	N	N	N
Hotel or motel and accessory uses, including restaurant, bar or other alcohol service, shops and services	C	C	C	N	C	N	N	N
Hotel or motel and accessory uses, including restaurant, shops and services	P	P	P	N	P	N	N	N
Janitorial services/supplies	N	N	N	N	N	P	N	N
Jewelry store	P	P	P	N	N	N	N	N
Kiosk and moveable vendors, including photo sales, located in parking lot	P	P	P	N	N	N	N	P
Kiosk and moveable vendors in parks and plaza areas	P	P	P	N	N	N	N	P
Laundry (coin-operated)	P	P	P	P	N	N	N	N
State Liquor store <sup>(1)</sup>	P	P	P	N	N	N	N	N
Motorcycle sales and services, showroom only, without service	P	P	P	N	N	N	N	N
Newspaper and magazine store, including printing and publishing	P	P	P	N	N	N	N	N
Nursery, plants	P	P	N	N	N	N	N	N
Office supplies/stationery store	P	P	P	N	N	N	N	N
Outdoor sales and display	P	P	P	N	N	N	N	N
Pet store, pet supplies and services including grooming (no boarding)	P	P	P	N	N	N	N	N
Recycling collection center	N	N	N	N	N	P	N	N
Restaurant with cocktail lounge or bar serving alcoholic beverages <sup>(1)</sup>	C	C	C	N	N	N	N	N
Restaurant with incidental serving of beer/wine but without cocktail lounge, bar <sup>(1)</sup>	C	C	C	N	N	N	N	N
Restaurant serving alcoholic beverages with live entertainment or dancing <sup>(1)</sup>	C	C	C	N	N	N	N	N
Restaurant, coffee shop, delicatessen, internet café	P	P	P	N	P	N	N	N
Retail, wholesale, including membership stores and manufacturer's outlets (>40,000 square feet)	N	N	N	N	N	N	N	N

VC1 Visitor/Convenience Commercial  
 VC2 Visitor/Convenience Commercial  
 MU Mixed Use  
 RV RV Park

EMI Employment 1  
 EM2 Employment 2  
 MF Multi-Family Residential  
 PF Public Facility

P Permitted  
 C Conditionally Permitted  
 N Not Permitted



**Exhibit 2-5: Atkinville Interchange Plan Area – Planned Development Zone Permitted Use Matrix**  
 Planning Areas 1.4, 1.5, 1.6, 3.1, 4.1, 4.2, 4.3, 4.4, 4.5, 5.1, 5.2, 6.1, and 6.2

Land Use	Land Use District							
	Commercial and Mixed Use				Employment		Other	
	VC1	VC2	MU	RV	EM1	EM2	MF	PF
<b>General Commercial Uses (continued)</b>								
Retail store or shop	P	P	P	P	N	N	N	N
RV Parks (RV campground facility)	N	N	N	P	N	N	N	N
RV Storage	N	N	N	P	N	N	N	N
Snack bar or refreshment stand contained within a building	P	P	P	P	P	P	N	P
Specialty market, drug store or pharmacy	P	P	P	N	N	N	N	N
Stamp and/or coin shop	P	P	P	N	N	N	N	N
Stores, shops and offices supplying commodities or primarily performing services for local residents	P	P	P	N	N	N	N	N
Television, stereo, radio store, telephone, electronics, including sales and repair (<40,000 square feet)	P	P	P	N	N	N	N	N
Theater, movie multiplex	P	P	P	N	N	N	N	N
Theater, live performance	P	P	P	N	N	N	N	N
Theater, small format (art house)	P	P	P	N	N	N	N	N
Tire sales and services	P	P	N	N	N	N	N	N
Travel agency	P	P	P	N	P	N	N	N
Truck stop or Travel Plaza	N	P	N	N	N	N	N	N
Any other general commercial use which is determined by the Planning Director to be of the same general character as the above uses.	P	P	P	P	P	P	P	P

**Public and Quasi-Public Uses**

Convalescent home / Assisted Living Facility	N	N	P	N	N	N	C	N
Clubs and lodges including YMCA, YWCA and similar youth group uses	N	P	N	N	C	N	N	N
Day nursery, daycare school or nursery school (for profit)	N	N	N	N	N	N	C	N
Educational institution, private	N	N	N	N	C	N	C	N
Educational institution, public	N	N	N	N	C	N	C	N
Essential public services, including but not limited to: library, museum, government offices, post offices or other civic uses	P	N	P	N	P	N	N	N
Group care facilities and residential retirement hotels	N	N	P	N	N	N	C	N
Hospital, medical care facilities, dentist offices, clinics	N	N	P	N	P	N	C	N
Public park or plaza	P	P	P	P	P	P	P	P
Public safety facility such as police or fire station	P	P	P	N	P	P	P	P
Religious institutions	N	N	P	N	N	N	C	N
State Welcome Center Facility	N	N	N	N	N	N	N	P
Transit station	P	P	P	N	P	P	P	N
Utilities, public and private	P	P	P	P	P	P	P	P
Other public and quasi-public uses which the Planning Commission finds	P	P	P	P	P	P	P	P

VC1 Visitor/Convenience Commercial  
 VC2 Visitor/Convenience Commercial  
 MU Mixed Use  
 RV RV Park

EM1 Employment 1  
 EM2 Employment 2  
 MF Multi-Family Residential  
 PF Public Facility

P Permitted  
 C Conditionally Permitted  
 N Not Permitted

**Exhibit 2-5: Atkinville Interchange Plan Area – Planned Development Zone Permitted Use Matrix**  
 Planning Areas 1.4, 1.5, 1.6, 3.1, 4.1, 4.2, 4.3, 4.4, 4.5, 5.1, 5.2, 6.1, and 6.2

Land Use	Land Use District							
	Commercial and Mixed Use				Employment		Other	
	VC1	VC2	MU	RV	EM1	EM2	MF	PF
consistent with the character of the local neighborhood.								

**Employment/Business Services**

Manufacturing Establishments	N	N	N	N	P	P	N	N
Machine Shop	N	N	N	N	P	P	N	N
Pest control and extermination	N	N	N	N	P	P	N	N
Plumbing shop	N	N	N	N	P	P	N	N
Printing	N	N	N	N	P	P	N	N
RV Storage	N	N	N	P	N	P	N	N
Storage rental units	N	N	N	P	N	P	N	N
Testing laboratory	N	N	N	N	P	P	N	N
Tool design (precision)	N	N	N	N	P	P	N	N
Tool repair and manufacturing	N	N	N	N	P	P	N	N
Warehouse storage	N	N	N	N	P	P	N	N
Wholesale business	N	N	N	N	P	P	N	N

**Residential Uses**

Group residence, including, but are not limited to, boarding, rooming homes, and dormitories	N	N	N	N	N	N	C	N
Home occupations	N	N	N	N	N	N	C	N
Model homes (Temporary Uses)	N	N	N	N	N	N	P	N
Multiple dwelling (3 units and above)	N	N	N	N	N	N	P	N
Single-family attached dwellings (townhouse)	N	N	N	N	N	N	P	N
Single-family detached dwellings	N	N	N	N	N	N	P	N

**Other Uses**

Parking structures and lots	P	P	P	P	P	P	P	P
Pedestrian facilities, including, but not limited to: outdoor seating/dining areas, mobile vendors and shoe shine stands	P	P	P	P	P	P	P	P
Signs, subject to an approved sign program	P	P	P	P	P	P	P	P
Temporary Mining	P	P	P	P	P	P	P	P
Temporary uses (subject to local jurisdictional requirements)	P	P	P	P	P	P	P	P
Other uses which the Planning Commission finds consistent with the character of the local neighborhood.	P	P	P	P	P	P	P	P

(1) The sale or vending of alcoholic beverages will be consistent with City of St. George Municipal Code, Title 3, Chapter 3, Section 11.

VC1 Visitor/Convenience Commercial  
 VC2 Visitor/Convenience Commercial  
 MU Mixed Use  
 RV RV Park

EM1 Employment 1  
 EM2 Employment 2  
 MF Multi-Family Residential  
 PF Public Facility

P Permitted  
 C Conditionally Permitted  
 N Not Permitted

## 2.5 Atkinville Interchange Area – Sub Area Site Plan Requirement

### *Planning Area 3.1: Mixed-Use District*

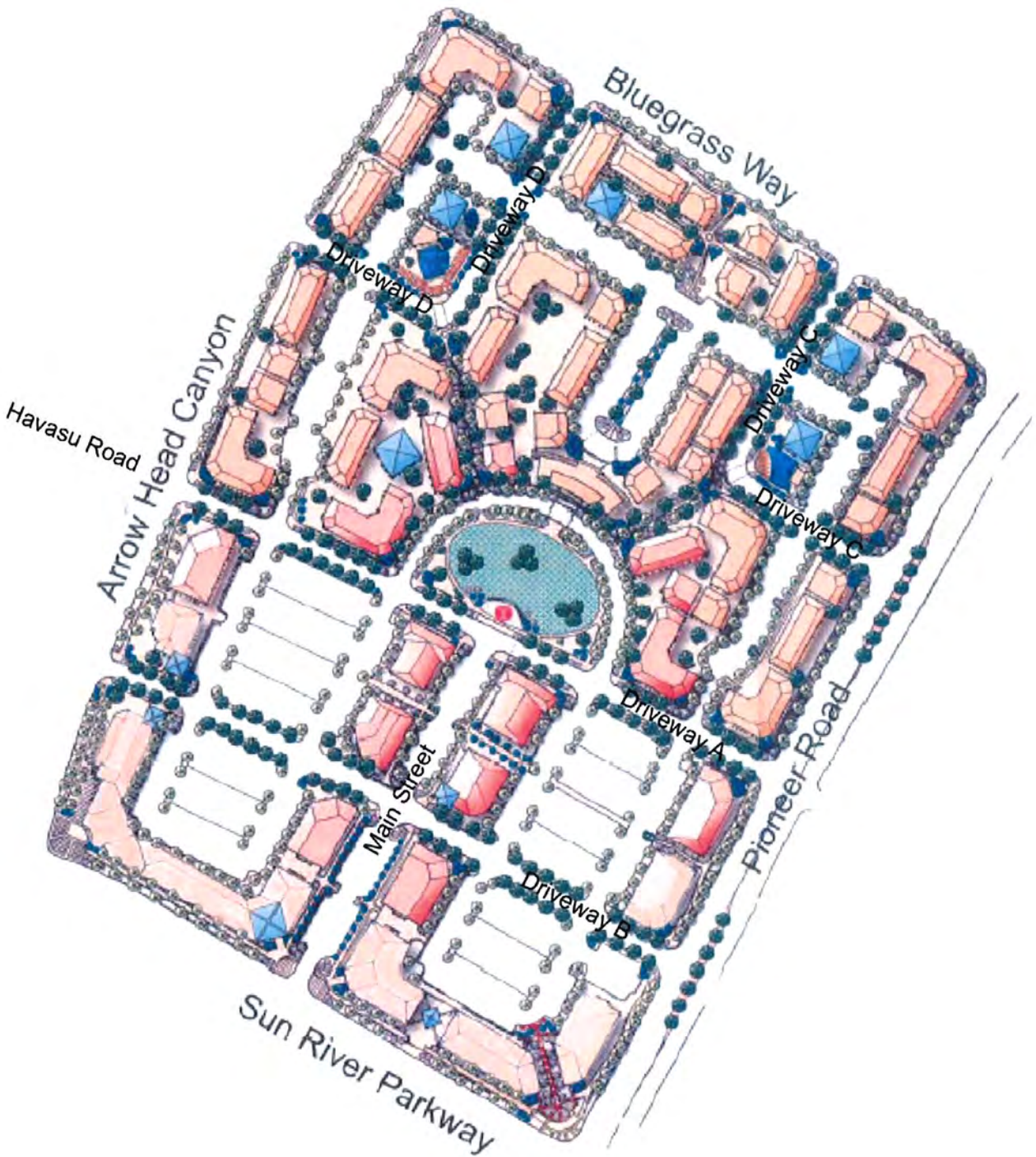
Due to the mixture of land use types and the need to coordinate access and circulation, one area of the Zone Plan requires the preparation of a Master Conceptual Site Plan prior to the approval of any individual project within this Planning Area.

Planning Area 3.1 is designated for a combination of commercial and residential using either a horizontal or vertical mixed-use design approach. It is expected that the retail commercial services will be located in the southerly portion of the planning area. This is adjacent to the existing Sun River commercial and office site to the west. In addition this area can benefit from the visibility and access to Sun River Parkway and the Atkinville Interchange. Also, it is expected that the residential development will be located in the northerly portion of the planning area adjacent to the existing Sun River residential community west of Arrowhead Canyon Road and north of Bluegrass Way.

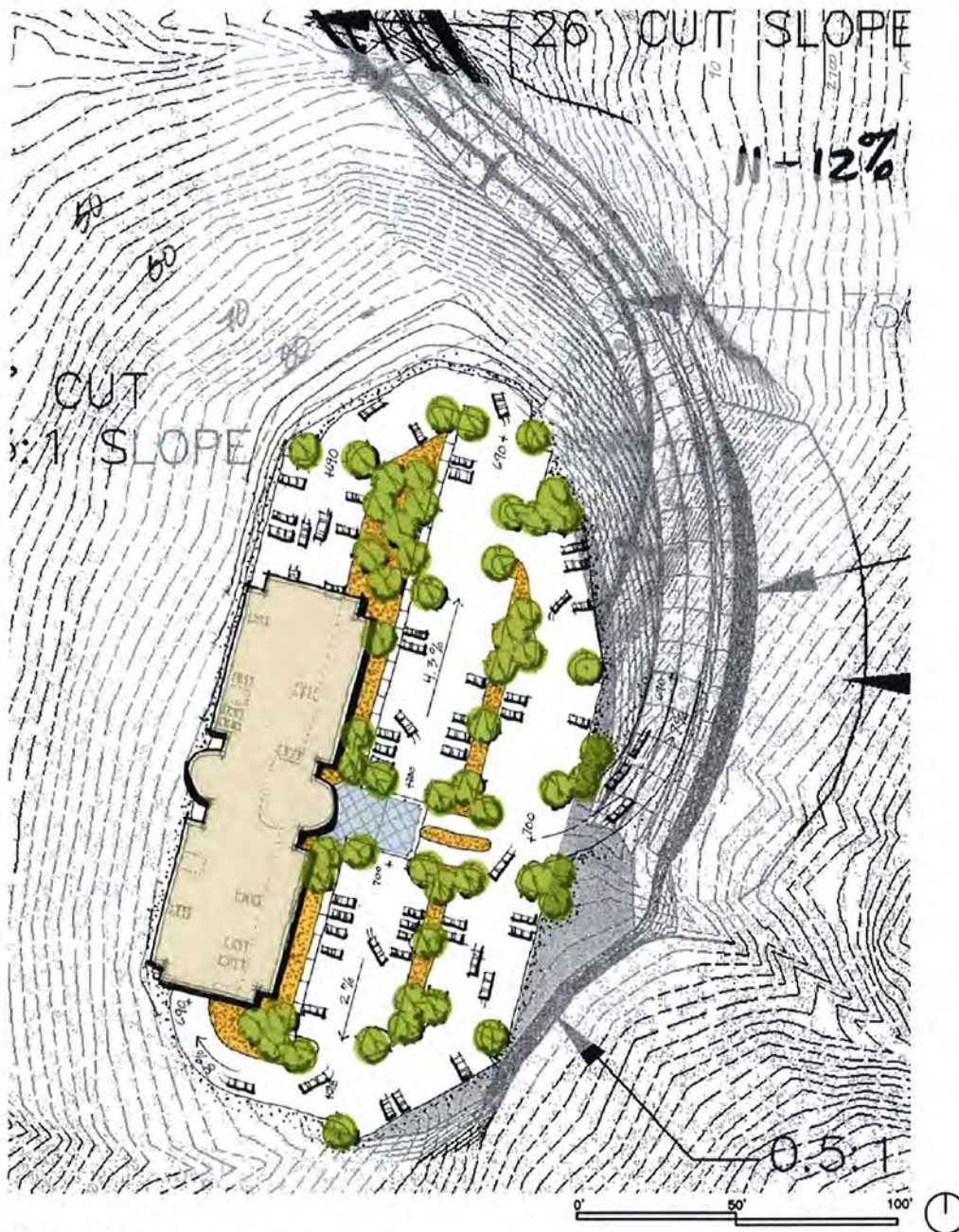
Although this site has access from all four surrounding roadways, that access is limited to the points identified in the Access Management Plan (see Section 4.0 Circulation Plan). A key goal of the Master Conceptual Site Plan should be to illustrate how the approved access points are used to optimize the ingress, egress and internal circulation system of this mixed use area. The overall arrangement of buildings, parking and public spaces will also be part of the Master Conceptual Site Plan. **Exhibit 2-6** demonstrates an approach to a conceptual site plan for this mixed-use area.

At the time the first conceptual site plan for Planning Area 3.1 is prepared, detailed development and project design information is likely to be available for only a portion of the site. The purpose of the conceptual site plan is to illustrate how this specific project fits into a broader plan covering the entire planning area. The balance of the site will, by necessity, be much less defined.

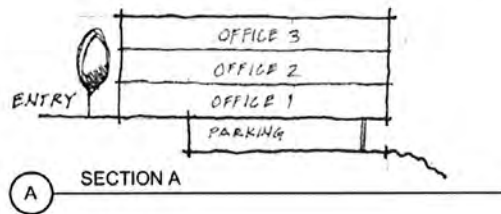
Exhibit 2-6: Mixed-Use Concept Site Plan



**Exhibit 2-7: Hillside Office Concept**



- Pad Size:** 2.4 acres  
Pad elevation split between 2700' and 2690'
- Building:** 63,000 sf  
Three stories of office over podium parking  
21,000 sf per floor (80' x 262')
- Parking:** 190 spaces provided  
140 spaces surface parking  
50 spaces covered parking (open podium under building)



Further individual project proposals will likely require updates to the conceptual site plan, the conceptual site plan thus will change and be refined over time. The purpose is to establish an initial overall site planning approach. Subsequent individual projects will make some modifications to that initial approach but they will illustrate, through the updated conceptual site plan, how the objectives of a well integrated mixed land use and circulation plan are achieved.

#### *Planning Area 4.4: Employment*

Because of its unique higher elevation site, Planning Area 4.4 also requires a Master Conceptual Site Plan. Exhibit 2-7 illustrates one approach to a conceptual site plan for the distinctive site. Special considerations include:

- Sensitive grading such that downhill slope fill from the building pad is minimized and uphill cut in sensitivity treated with landscaping or natural rock cliff face similar to rock formations in the surrounding areas.
- The access road to this development pad winds its way up a small existing ravine at the back of the building to minimize visible grading impact. This area is also identified as a potential borrow site. Export from grading of this pad may be used for the Atkinville Interchange construction.
- Techniques such as building on a podium and placing parking underneath, placing parking areas on the side and rear, and placement of the building to screen the parking and grading should be used so that the building(s) appears to sit naturally on the hillside site.

2.6 Streetscape and Landscape Plan



Natural desert compatible landscaping enhances parking areas.

2.7 Signage and Lighting Plan



Signage, size, and materials complement the landscape theme.

## 2.8 Phasing Plan

The phasing plan for the Plan Area will be a function of future market conditions for the different land uses and the sequential development of roadway access and utility extensions. The phasing concept described below and illustrated in **Exhibit 2.8** is very general and is a function of what is currently known about the market and the expected most cost effective extension of infrastructure services.

### *Phase 1*

Phase 1 is comprised of an area on the west side of I-15 both north and south of Sun River Parkway. With the opening of the Atkinville Interchange these areas will have excellent access and can be served with extensions of utilities existing or under construction in Sun River. This phase 1 area includes commercial, employment, and residential land uses.

This phase also includes an area on the east side of I-15 south of the Southern Parkway. This area will have excellent access with the construction of the eastbound on/off ramps potentially initially configured to allow westbound turn movements. This area can also be served by utility extensions from Sun River under the I-15 Atkinville Wash bridges. This phase 1 area includes visitor/convenience commercial, residential, and the Utah Welcome Center.

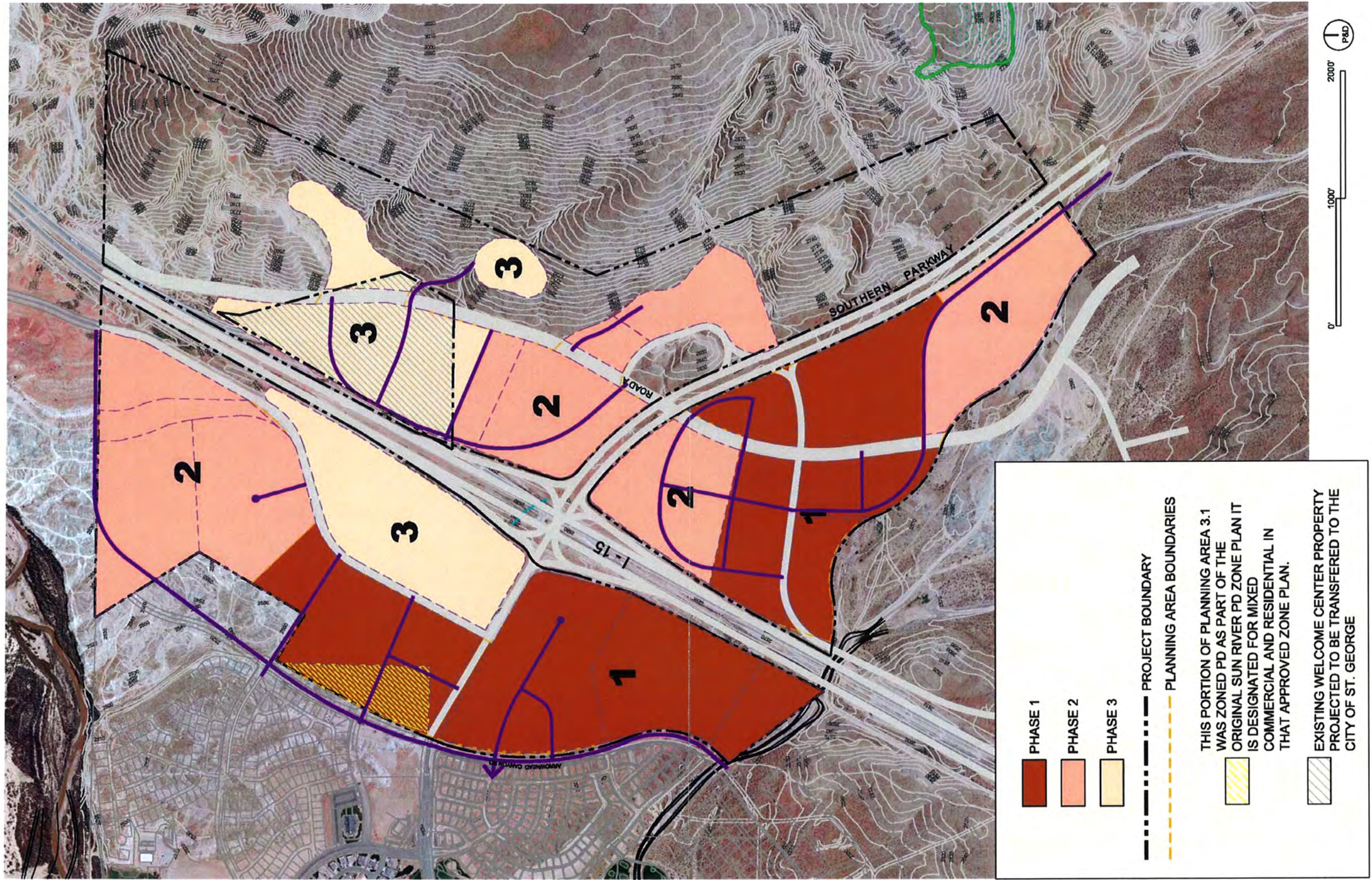
### *Phase 2*

Phase 2 is comprised of an area on the west side of I-15 north of Bluegrass Way and west of Pioneer Road. This area includes employment, commercial and the recreational vehicle park.

This phase also includes areas on the east side of I-15 both north and south of the Southern Parkway. These areas are on the logical extensions of infrastructure and include visitor/convenience commercial, employment and residential.



Exhibit 2-8: Phasing Plan



## 3.0 Circulation Plan

### 3.1 Pedestrian Trail Network

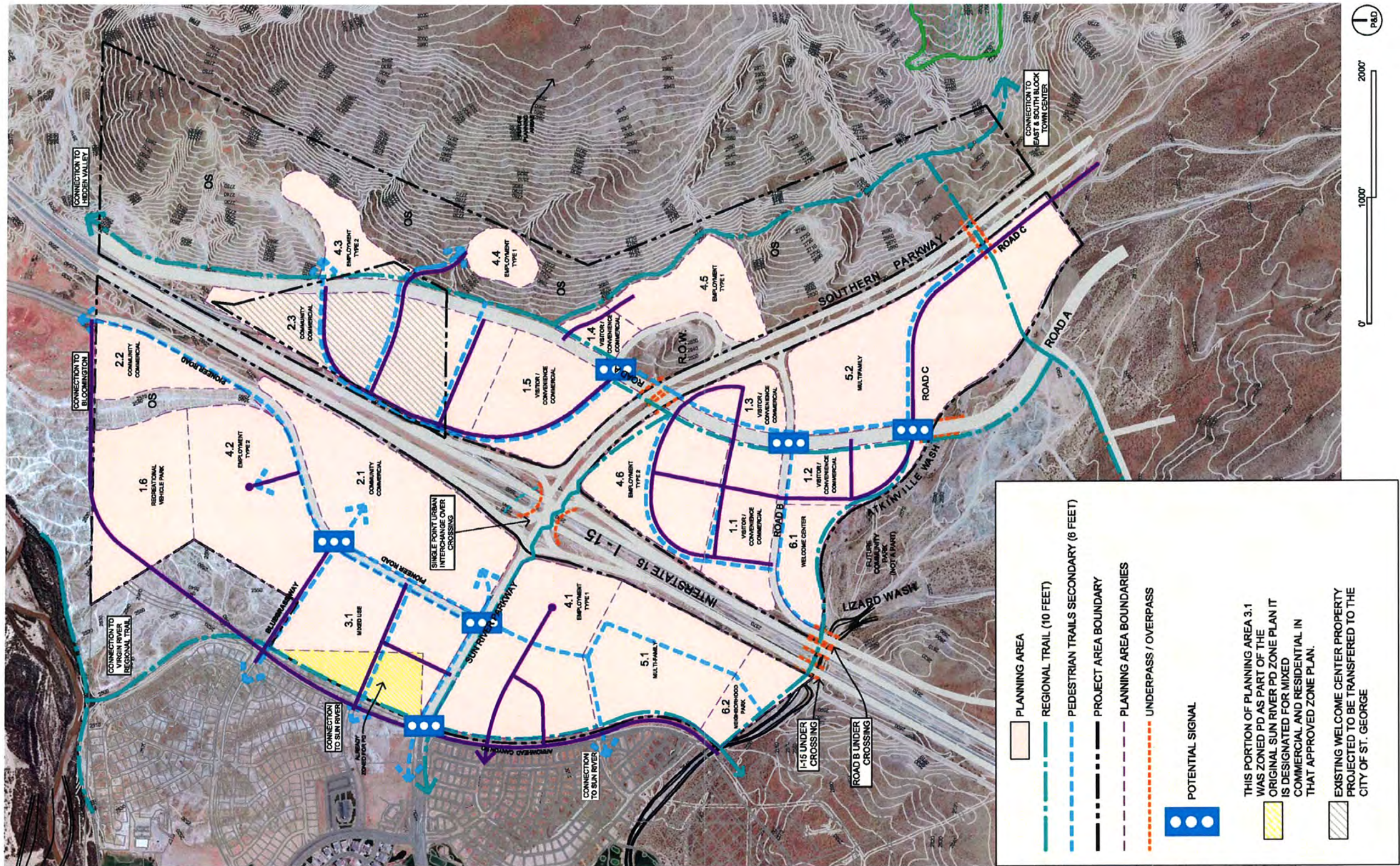
The Atkinville Interchange Plan Area has a network of regional trails and enhanced, widened sidewalks that, considered together, permit realistic opportunities for pedestrian and bicycle travel within an area that would typically be dominated by automobile circulation requirements. The pedestrian/bicycle trail plan is illustrated in **Exhibit 3-1 – Pedestrian Circulation and Trail Network**. The key features are as follows:

1. Four 10-foot regional trails extend through the Plan area. The first, on the west side of I-15, is aligned along the east side of Arrowhead Canyon Road from Bluegrass Way to the Atkinville Wash. North of Bluegrass Way this regional trail extends along a small wash to connect to the regional trail along the Virgin River. To the south the trail connects to a neighborhood park adjacent to the Atkinville Wash. From this point the trail extends southeast under the I-15 bridges to the Welcome Center, and the regional trail along Road A (described below).

On the east side of I-15 a second regional trail extends along the length of Road A. North of the Plan Area it will continue to parallel the future extension of Road A which will ultimately connect to Hidden Valley Road. South of the Plan Area it crosses a future bridge (not a part of this application) over the Atkinville Wash and connects to the future community park and the remainder of the South Block.

The third regional trail extends along the south side of Sun River Parkway from Arrowhead Canyon Road to Road A. This is a paved 10' trail. It aligns along the south side of the Atkinville Interchange bridge structure and crosses the on/off ramps with at-grade pedestrian crosswalks. East of I-15 it extends down the embankment on the south side of the Southern Parkway to connect to the second regional trail noted above just south of the Southern Parkway overcrossing of Road A.

Exhibit 3-1: Pedestrian Circulation & Trail Network



A fourth regional trail extends through open space to the east from Road A. This trail roughly parallels the Southern Parkway and extends east beyond the Plan area boundary to future South Block development areas. This trail roughly follows the existing contours of the large land form it traverses so as to minimize grading where possible.

2. Enhanced sidewalks connect through the plan area and to the regional trails. These enhanced sidewalks are 6' paved width adjacent to a 6' landscaped parkway. Typically they follow one side of the public streets or private driveways that extend through the individual development planning areas. The sidewalk on the opposite side of the street will typically be the city standard of 5 feet. Other sidewalks within individual parcels may be narrower in width.
3. The pedestrian crossings of major roadways are at signal controlled intersections. Several Plan Area intersections are projected to ultimately warrant signal control. On the west side of I-15 these intersections are Sun River Parkway / Arrowhead Canyon Road, Sun River Parkway / Pioneer Road, and Bluegrass Way / Pioneer Road. Similarly, on the east side of I-15 these intersections are Road A / Southern Parkway westbound on/off ramps, Road A / Road B, and Road A / Road C. The network of regional trails and enhanced network lead pedestrians to these intersections. This will allow safe pedestrian crossings of these major streets and provide the opportunity for visitors and local residents to make walking trips between the uses identified in the plan.

## 3.2 Vehicular Access Management Plan

The vehicular access management plan serves two purposes:

1. It establishes a comprehensive framework of access points that fully support the adjacent development and maintain safe, functional traffic flow on these roadways; and
2. It prevents access decisions from being made on a piecemeal/case-by-case basis as development proceeds.

The Access Management Plan focuses on six key roadways within the Plan Area. On the west side of I-15, these are Sun River Parkway, Arrowhead Canyon Road, Pioneer Road and Bluegrass Way. On the east side of I-15 these are Road A and Road B.

The technical report for the access management plan has been prepared by Orth-Rodgers Associates, Las Vegas, Nevada. It has been submitted to the City of St. George as a separate document in support of the Atkinville Interchange Area Zone Plan. Upon implementation of individual development plans for properties adjacent to these roadways, properties that are consistent with the access management plan provisions will be considered consistent with the circulation plan of the Zone Plan. Minor adjustments are permitted to the access management plan such as additional right-in/right-out access points. However, additional full movement access points and substantially re-aligned points of access will require approval of an amendment to the access management plan with an accompanying update to the technical report by a qualified transportation and traffic planning consultant.

The vehicular circulation plan is illustrated on **Exhibit 3-2**. Sample roadway sections for Roadway A are depicted in **Exhibits 3-3** and **3-4**, and a section for Roadway B is depicted in **Exhibit 3-5**. The access management plan is illustrated on **Exhibit 3-6**.

Exhibit 3-2: Vehicular Circulation Plan

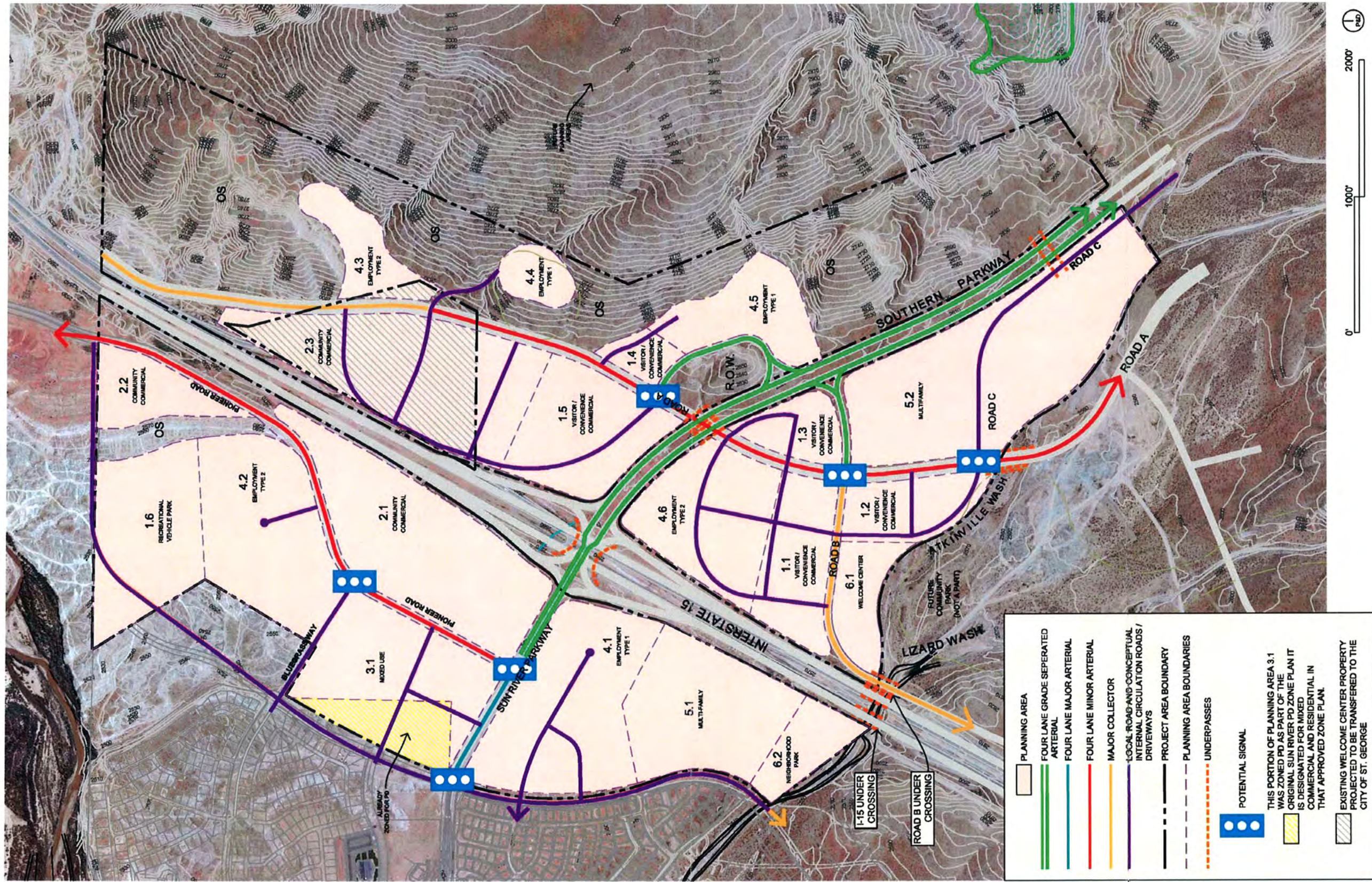
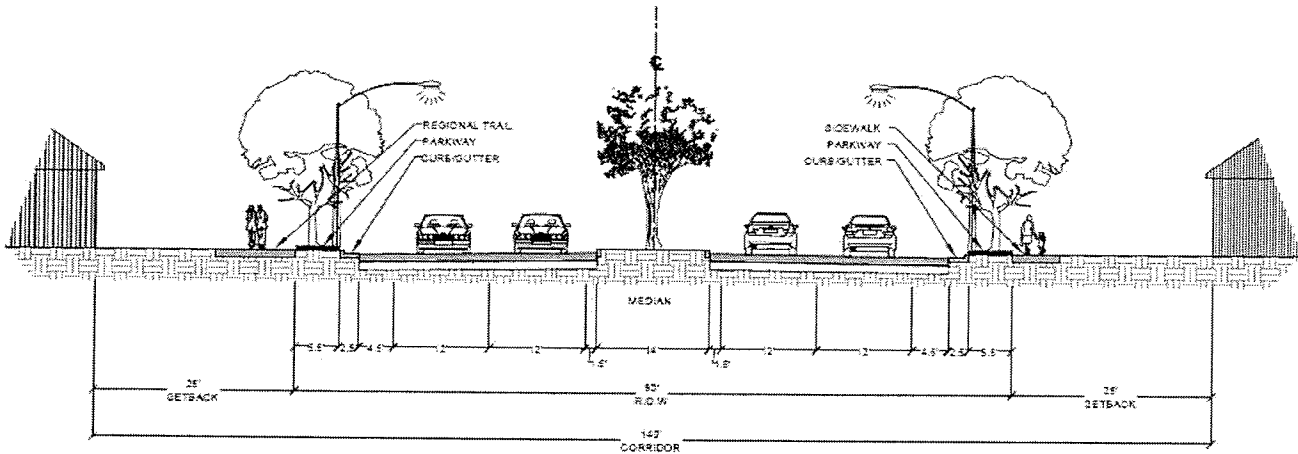
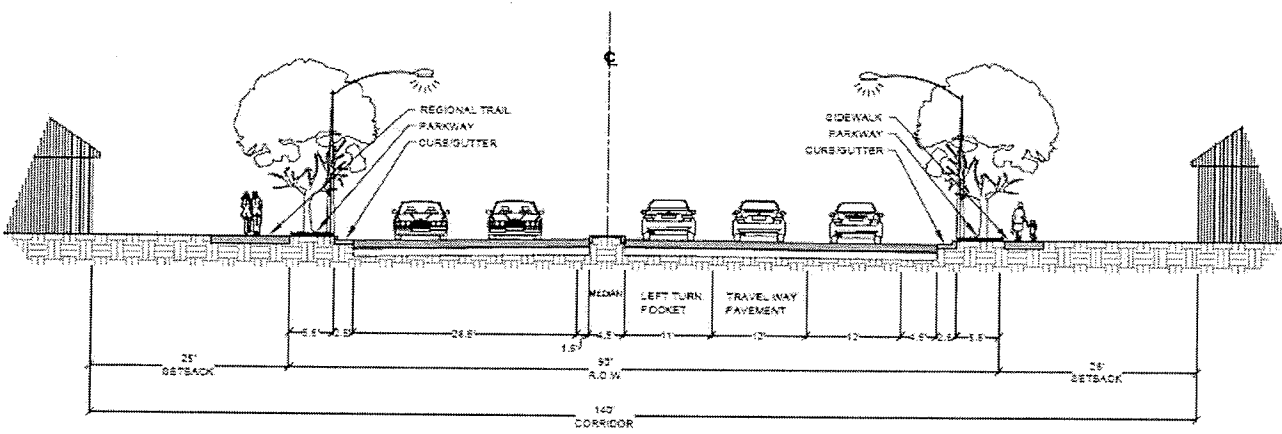


Exhibit 3-3: Roadway A Section (North)

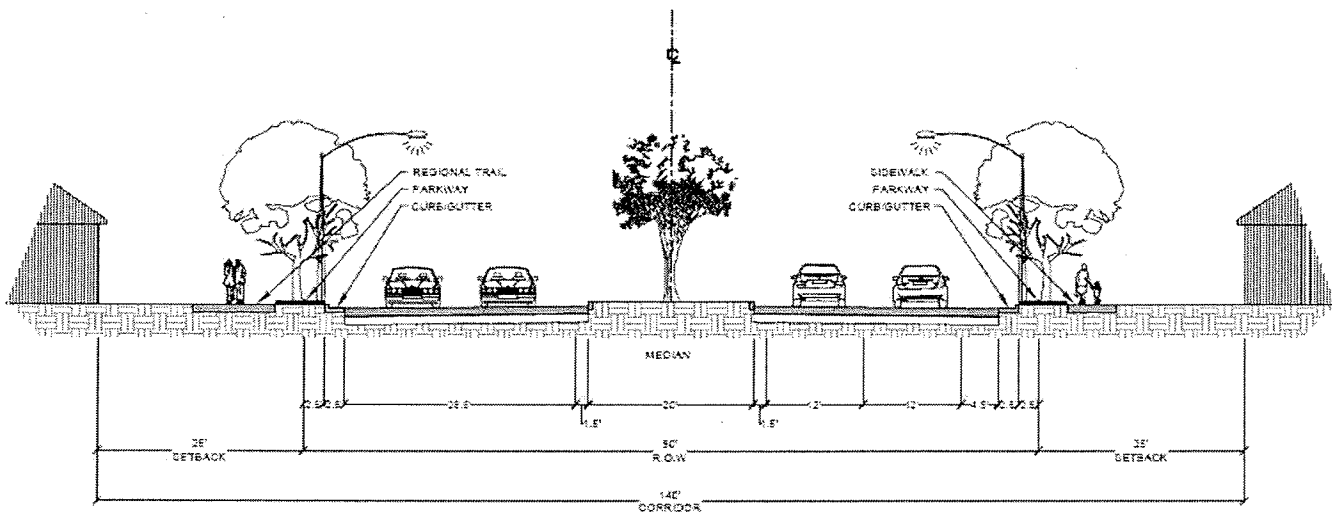


3 ROAD A - NORTH  
OF SOUTHERN PARKWAY

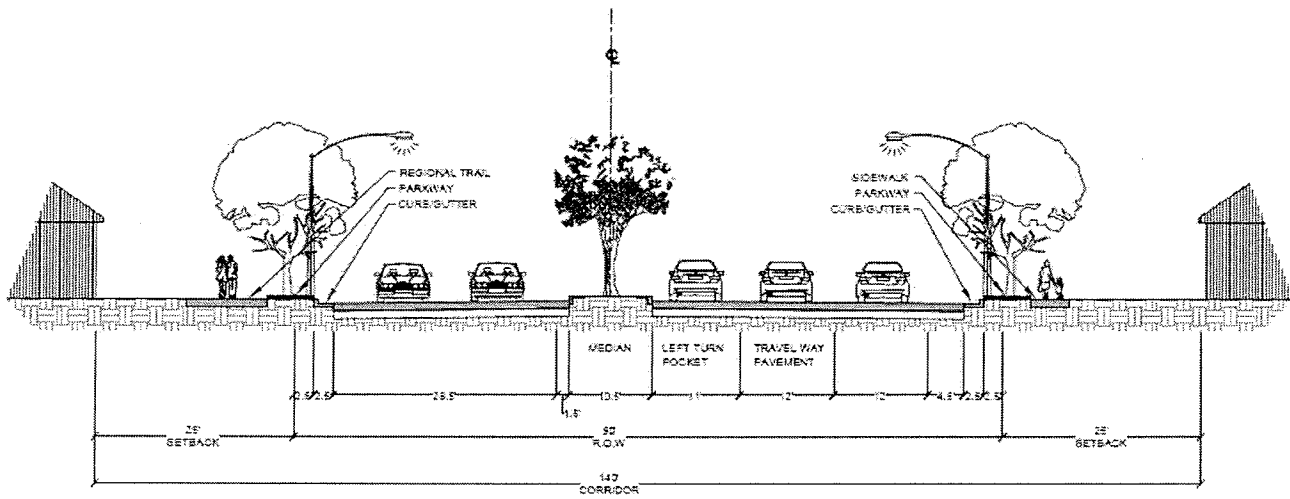


4 ROAD A - NORTH  
OF SOUTHERN PARKWAY W/ LEFT TURN POCKET

Exhibit 3-4: Roadway A Section (South)



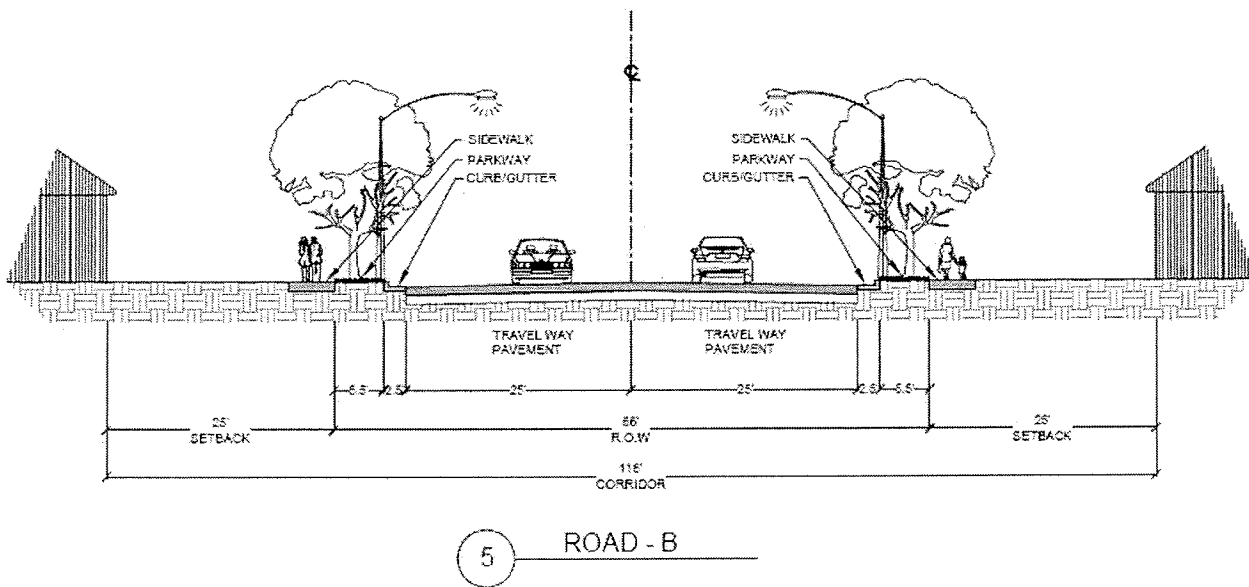
1 ROAD A - SOUTH OF SOUTHERN PARKWAY



2 ROAD A - SOUTH OF SOUTHERN PARKWAY W/ LEFT TURN POCKET



### Exhibit 3-5: Roadway B Section

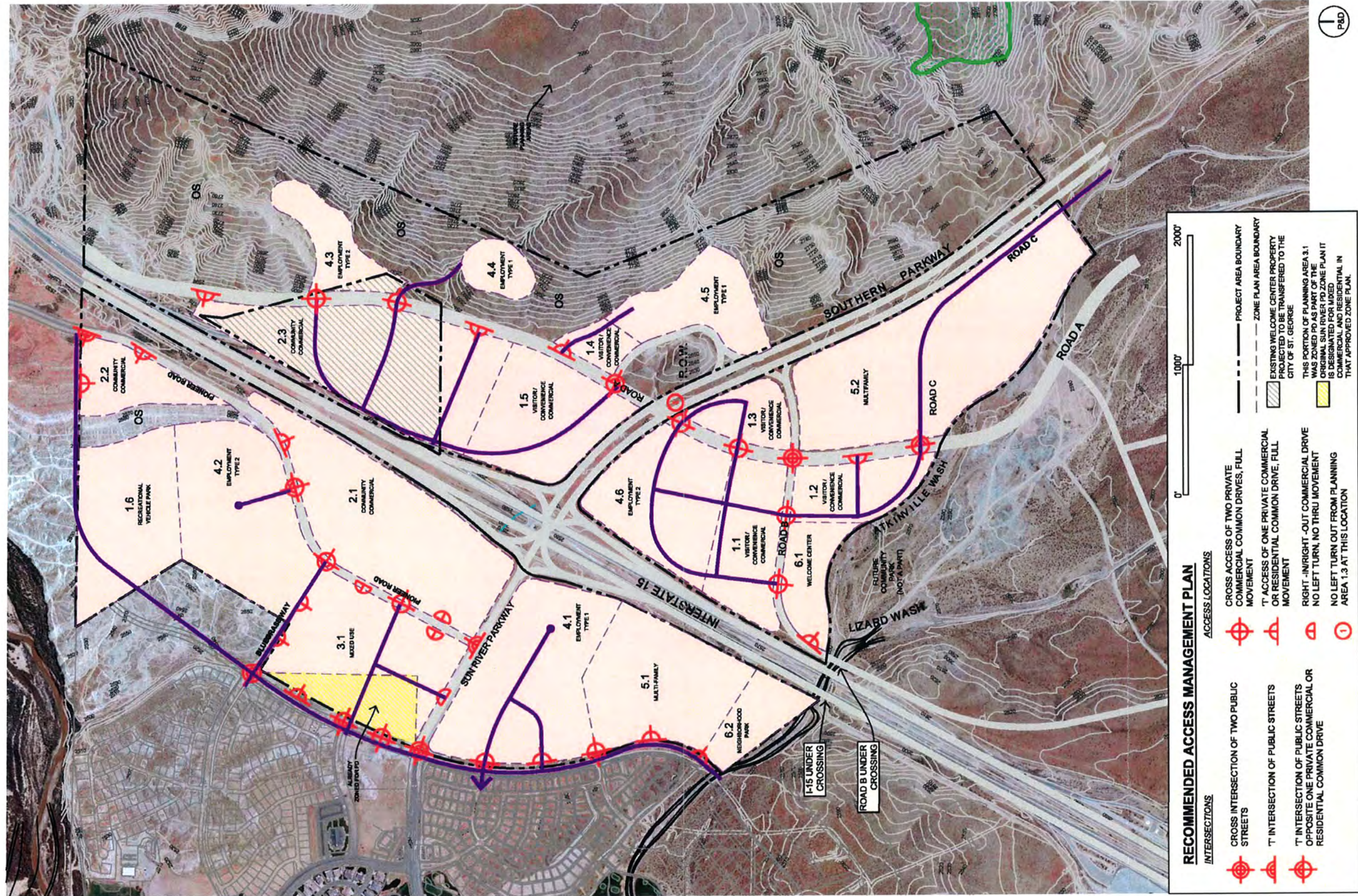


#### Planning Areas 1.1 and 4.6

The access management plan for these planning areas is as follows:

1. A full movement commercial driveway on Road A south of the Southern Parkway overpass and opposite the commercial driveway for Planning Area 1.3.
2. A second full movement commercial driveway on Road A approximately 450 feet south of the commercial driveway noted above and opposite the commercial driveway for Planning Area 1.3.
3. A third full movement commercial driveway on Road B approximately 450 feet west of the intersection of Road A and Road B. This access is opposite the commercial driveway to Planning Area 6.1.
4. A fourth full movement commercial driveway on Road B approximately 900 feet west of the intersection of Road A and the Road B. This access is also opposite the commercial driveway to Planning Area 6.1.

Exhibit 3-6: Access Management Plan



### *Planning Area 1.2*

The access management plan for this planning area is as follows:

1. A full movement driveway on Road B approximately 450 feet west of Road A. This driveway may be shared with planning area 6.1, and is opposite the driveway serving Planning Area 1.1.
2. A full movement commercial driveway on Road A approximately 500 feet south of the intersection with Road B.
3. A full movement driveway on Road A approximately 1000 feet south of the intersection with Road B.

### *Planning Area 1.3*

The access management plan for this planning area is as follows:

1. A right-in/right-out and left-in commercial driveway on Road A south of the Southern Parkway overpass, and opposite the commercial driveway to Planning Areas 1.1. and 4.6.
2. A full movement commercial driveway on Road A approximately 450 feet south of the commercial driveway noted above and approximately 450 feet north of the intersection with Road B. This driveway is also opposite the driveway for Planning Areas 1.1 and 4.6.

### *Planning Area 1.4*

The access management plan for this planning area is a full movement intersection on Road A approximately 450 feet north of the intersection of the Southern Parkway westbound on/off ramps with Road A. This access point is opposite Planning Area 1.5.

### *Planning Area 1.5*

The access management plan for this planning area is as follows:

1. A full movement commercial driveway on Road A, opposite the Southern Parkway westbound on/off ramps.
2. A full movement commercial driveway on Road A approximately 1,100 feet north of the driveway above. This driveway is shared by planning area 2.3.

### *Planning Area 2.1*

The access management plan for this planning area is as follows:

1. A full movement commercial driveway on Pioneer Road at the northeast corner of the site approximately 1,000 feet north of the intersection of Bluegrass Way.
2. A full movement commercial driveway on Pioneer Road approximately 550 feet north of the intersection of Bluegrass Way and opposite the local street or driveway access point into Planning Area 4.2.
3. A full movement commercial driveway on Pioneer Road opposite the intersection of Bluegrass Way.
4. A full movement commercial driveway on Pioneer Road approximately halfway between Bluegrass Way and Sun River Parkway.
5. A right in/right out commercial driveway on Pioneer Road approximately 330 feet north of Sun River Parkway.

### *Planning Area 2.2*

The access management plan for this planning area is as follows:

1. A full movement commercial driveway on Arrowhead Canyon Drive approximately 330 feet west of Pioneer Road.
2. A full movement commercial driveway on Pioneer Road at least 400 feet south of the intersection of Arrowhead Canyon Road.

### *Planning Area 2.3*

The access management plan for this planning area includes three driveways along Road A as follows:

1. A full movement commercial driveway on Road A approximately 1,100 feet north of the Southern Parkway westbound on/off ramps.
2. A second full movement commercial driveway on Road A approximately 660 feet north of the driveway noted above, and opposite the driveway leading to Planning Areas 4.3 and 4.4.

3. A third full movement commercial driveway on Road A approximately 600 feet north of the driveway noted above and also opposite the driveway leading to Planning Area 4.3.

### *Planning Area 3.1*

The access management plan for this planning area is as follows:

1. A full movement commercial driveway on Pioneer Road approximately halfway between Bluegrass Way and Sun River Parkway. This access point will be opposite the commercial driveway into Planning Area 2.1
2. A right in/right out commercial driveway on Pioneer Road approximately 330 feet south of Bluegrass Way.
3. A right in/right out commercial driveway on Pioneer Road approximately 330 feet north of Sun River Parkway.
4. A right in/right out commercial driveway on Sun River Parkway approximately halfway between Pioneer Road and Arrowhead Canyon Drive. This driveway will not be closer than 330 feet to the Arrowhead Canyon Drive/Sun River Parkway Intersection.
5. A full movement commercial driveway on Arrowhead Canyon Drive approximately halfway between Sun River Parkway and Havasu Drive
6. A full movement commercial driveway on Arrowhead Canyon Drive opposite the intersection with Havasu Drive.
7. One full movement commercial driveway on Arrowhead Canyon Drive approximately 425 feet north of Havasu Drive. This driveway will not be closer than 330 feet to either Havasu Drive or Bluegrass Way.
8. Two full movement commercial driveways on Bluegrass Way approximately 350 feet, and 700 feet west of Pioneer Road. These driveways will not be closer than 330 feet to either Arrowhead Canyon Drive or Pioneer Road and not closer than 330 feet to each other.

#### *Planning Area 4.1*

The access management plan for this planning area is as follows:

1. A full movement commercial driveway on Arrowhead Canyon Drive opposite the intersection with Grayson Drive.
2. A second full movement commercial driveway on Arrowhead Canyon Drive approximately halfway between Grayson Drive and Autumn Bloom Drive.

#### *Planning Area 4.2*

The access management plan for this planning area includes only one commercial driveway or industrial street intersection on Pioneer Road approximately 550 feet north of Bluegrass Way. This access point will be opposite the commercial driveway access into Planning Area 2.1.

#### *Planning Area 4.3*

The access management plan for this planning area is as follows:

1. A full movement commercial driveway on Road A approximately 1,760 feet north of the intersection of the Southern Parkway westbound on/off ramp and opposite the driveway for planning area 2.3.
2. A full movement commercial driveway on Road A approximately 600 feet north of the driveway noted above, and opposite the commercial driveway for planning area 2.3.

#### *Planning Area 4.4*

The access management plan for this planning area is a full movement intersection on Road A approximately 1,760 feet north of the Southern Parkway westbound on/off ramps. This access is opposite the commercial driveway for Planning Area 2.3. This access point will also provide access to Planning Area 4.3.

#### *Planning Area 4.5*

The access management plan for this planning area is a full movement intersection approximately 450 feet north of the intersection of the Southern Parkway westbound on/off ramps with the Road A. This access point will also provide access to Planning Area 1.4.

### *Planning Area 5.1*

The access management plan for this planning area is as follows:

1. A full movement driveway on Arrowhead Canyon Drive opposite the intersection with Autumn Bloom Drive.
2. A second full movement driveway on Arrowhead Canyon Drive approximately 330 feet south of the driveway noted above.
3. A third full movement driveway on Arrowhead Canyon Drive approximately 330 feet south of the driveway noted above. This driveway may also be a shared driveway with Planning Area 6.2, the Neighborhood Park.

### *Planning Area 5.2*

The access management plan for this planning area is a full movement intersection approximately 1,000 feet south of the intersection of Road A and Road B.

### *Planning Area 6.1*

The access management plan for this planning area is as follows:

1. A full movement commercial driveway on Road B approximately 450 feet west of Road A, shared with Planning Area 1.2, and opposite the commercial driveway serving Planning Area 1.1.
2. A second full movement commercial driveway on Road B approximately 450 feet to the west of driveway noted above, also opposite the driveway serving Planning Area 1.1.
3. A third full movement commercial driveway on Road B on the north side of the Atkinville Wash bridge.

## 4.0 PD Zone Development Standards

The development standards for the Atkinville Interchange Zone Plan apply to all areas zoned Planned Development.

### 4.1 Residential Development Standards

Two residential planning areas are proposed to be zoned PD. One of these, Planning Area 5.1, is on the west side of I-15 adjacent to the Sun River St. George PD Zone. The residential development standards are consistent with those established for that Planned Development. The second area is Planning Area 5.2 on the east side of I-15 south of the Southern Parkway.

#### Standards for Residential Development

1. Maximum Lot Coverage	50%
2. Maximum Building Height	35 feet
3. Maximum Density	22 units/acre
4. Minimum Setbacks 4.1 Front <sup>(1)</sup> 4.2 Side to property line <sup>(1)</sup> 4.3 Rear <sup>(2)</sup> 4.4 Setback from Public Arterial Roads: front, rear and/or side	3-10 feet 20 feet with 6' wall 25 feet with no wall
5. Minimum Building Separation	10 feet for single story 15 feet for two-story 20 feet for three-story
6. Off-street parking requirement <sup>(3)</sup>	2 per dwelling unit
7. Special Standards  7.1 Recreational Vehicle (RV) parking shall be prohibited unless said RV is enclosed in a garage. Garages shall not be allowed to be converted into living spaces without additional enclosed parking being made available. Minimum required parking may include garage and/or driveway spaces. Required parking is not allowed within the front setback area.  7.2 In the case of a zero side sideyard setback, one sideyard may be 0' and the other 10' for single story units.  7.3 Off-street parking other than that which is required may be allowed within all setbacks, but shall not compromise landscaping and other buffering measures.	



7.4	Staggered variation in building setbacks shall be encouraged.
7.5	Roof overhangs, decks, bay windows, chimneys, and other building appurtenances shall be allowed within setback areas up to a maximum of a four foot projection.
7.6	Any non-residential development within a residential zone as permitted in this section shall conform to the development standards listed below in “ <i>Mixed Use</i> ”.

- (1) Per PD Zone Standards in Municipal Code Section 10-8-5.
- (2) A 3-foot setback is permitted only for garages which open onto rear alleys. Otherwise the rear setback is 10 feet.
- (3) For an age restricted project of more than 50 units the planning commission may reduce the requirement to one and one-half (1.5) spaces per unit.

**4.2 Mixed-Use Development Standards**

Mixed commercial and residential uses may be developed in Planning Area 3.1 designated “Mixed-Use”. This area is anticipated to serve the daily needs of the local neighborhood, offering a variety of goods and services. Mixed-Use development shall be configured to provide easy access to and from the neighborhoods it serves. The design of any building within this mixed-use area shall be a “360-degree” design, i.e., every elevation of a building shall be architecturally “finished” to a similar degree. Likewise, within this district there shall be architectural compatibility, in the form of similar building materials, color, massing, scale and design details. There shall also be a common landscape concept and a master circulation plan (See Section 2.5 – Sub-Area Site Plan Requirement).

**Standards for Mixed-Use Development**

1. Maximum Lot Coverage	50%
2. Maximum building height	35 feet
3. Maximum height of building architectural features (clock towers, steeples, etc.)	45 feet
4. Minimum Setbacks <sup>(1)</sup>	
4.1 Front	25 feet from public street
4.2 Interior Rear/Side setback as measured from public streets	10 feet for single story buildings 20 feet for two-story buildings
4.3 Front, rear, and side setbacks from private streets	10 feet

5. Minimum Building Separation	0 feet for commercial-to-commercial 20 feet for commercial-to-residential
6. Minimum Open Space <sup>(2)</sup>	25% of site
<p>7. Special Standards</p> <p>7.1 As detailed in Section 2.5 a Master Conceptual Site Plan 3.1 and submitted to the Planning Department for approval prior to the issuance of building permits for any development. Phased development of these planning areas is permitted.</p> <p>7.2 Within the commercial portion of the Mixed Use Area, internal circulation driveways will interconnect so that a vehicle does not have to use Pioneer Road, Sun River Parkway, Arrowhead Canyon Drive or Bluegrass Way for a trip between commercial uses.</p> <p>7.3 At least 25% of the Planning Area shall be developed and maintained as landscaped area or other open space. The landscaped area can be native or naturalized drought tolerant species and inert landscape elements assuring low irrigation consumption.</p> <p>7.4 Consistent with the PD Zone a 25' building and parking setback will be maintained along Pioneer Road and Sun River Parkway. The setback area can be improved with sidewalks, landscaping and low monument signage with project/tenant identification.</p> <p>7.5 The landscaped elements will be focused on the Pioneer and Sun River Parkway frontages and at the major entry points to the site.</p> <p>7.6 A landscape plan shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.</p>	

<sup>(1)</sup> All setbacks are as measured from the building to the property line (or curb at private street)

<sup>(2)</sup> Town Square, landscaped parking islands, detention ponds, pedestrian walkways, plazas and common use public and private amenities shall be permitted to be included in the minimum open space calculation.

### 4.3 Commercial Development Standards

Commercial Planning Areas 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6 include visitor and convenience commercial land uses. Commercial Planning Areas 2.1, 2.2, and 2.3 include both visitor and convenience land uses and community serving land uses.

## Standards for Commercial Development

1. Maximum Lot Coverage	50%
2. Maximum building height	35 feet
3. Maximum height of building architectural features (architectural features including signage)	45 feet
4. Minimum Setbacks <sup>(1)</sup> 4.1 Front  4.2 Interior Rear/Side setback as measured from public streets  4.3 Front, rear, and side setbacks from a public street	25 feet from public street 20 feet for manufacturing developments  10 feet for single story buildings 20 feet for two-story buildings  25 feet 20 feet with a 6' privacy wall
5. Minimum Building Separation	0 feet for commercial-to-commercial 20 feet for commercial-to-residential
6. Special Standards	
6.1	The landscaping requirement for an individual lot can be waived if a greater amount of landscaping on individual lots or common areas has been provided in previous phases of development. The requirement is to achieve 10% landscaping over the entire project site.
6.2	Consistent with the PD Zone a 25' building front setback will be maintained along Road A. The setback area can be improved with sidewalks, landscaping, and low monument signage with project/tenant identification.
6.3	Landscaped elements will be focused on the Road A frontages and at the major entry points to the site.
6.4	A landscape plan shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.
6.5	The landscape plan along Road A can be submitted in phases as development proceeds but the entire frontage shall maintain a consistent theme of landscape planting and inert materials.
6.6	The landscape requirements along the I-15 right-of-way (C-2 Zone, Special Provisions 7.A.2) will be changed to the native landscape approach noted above.

- 6.7 The loading and service area of any commercial building backing up to I-15 will be screened with landscaping and/or solid fencing from being substantially visible from vehicular traffic on I-15. The intent is substantial screening of all service area from view; complete screening from any possible view from I-15 is not required.
- 6.8 A freeway sign is permitted to be up to 50 feet high if it is within fifteen hundred feet (1500') of the beginning of the southbound off ramp of the Atkinville Interchange. The freeway must be designed to be compatible with the architecture of the major buildings in the Planning area. This freeway sign will be consistent with other provisions of the City's Signs and Displays Ordinance (Title 9, Chapter 13).

<sup>(1)</sup> All setbacks are as measured from the building to the property line (or curb at private street)

#### 4.4 Employment Development Standards

Six employment planning areas, Planning Areas 4.1, 4.2, 4.3, 4.4, 4.5, and 4.6, are proposed to be zoned PD. Three are designated Employment 1 and three are designated Employment 2. The difference between Employment 1 and 2 is the permitted uses (Exhibit 2-5). The development standards are the same for the two classifications of employment.

##### **Standards for Employment Development**

1. Maximum building height	35 feet
2. Minimum Setbacks <sup>(1)</sup>	
2.1 Front setback	20 feet from public street with 6' wall 25 feet from public street without wall
2.2 Interior rear/side setback as measured from public streets	10 feet for single story buildings 20 feet for two-story buildings
2.3 Front, rear, and side setbacks from a public street	25 feet 20 feet with a 6' privacy wall
3. Minimum Building Separation	10 feet
4. Minimum Open Space	25% of site
5. Special Standards	
5.1	At least 10% of the private lot area shall be developed and maintained as landscaped area. This landscaped area can be native or naturalized drought tolerant species and inert landscape elements assuring low irrigation consumption. High water consuming turf and ground covers landscaping will be limited to high visibility feature elements of the site.

- 5.2 Consistent with the PD Zone a 25' building front setback will be maintained along Sun River Parkway, Pioneer Road, and Road A. The setback area can be improved with sidewalks, landscaping and low monument signage with project/tenant identification.
- 5.3 Landscaped elements will be focused along the Sun River Parkway, Pioneer Road, and Road A.
- 5.4 A landscape plan shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.
- 5.5 For purposes of setbacks, the Sun River Parkway, Arrowhead Canyon Drive, Pioneer Road, and Road A, frontages will both be considered front yards. The Atkinville Interchange frontage will be considered a side yard and the frontage of Planning Area 5.1 will be a rear yard.
- 5.6 A 6-foot solid masonry wall shall be placed along the boundary line with Planning Area 5.1.

<sup>(1)</sup> All setbacks are as measured from the building to the property line (or curb at private street)

## 5.0 Architectural Design Guidelines

Design guidelines are set forth to give general direction for the construction of specific projects within the Planned Development Area. These guidelines act as a reference for the form and function of buildings, conveying a level of detail for materials selection and integration of landscaping. They serve to offer cohesiveness and neighborhood unity within the Planned Development Area. At the same time, they are not meant to be taken in a literal context, rather are simply offered to give the feel of character and level of specifics for given uses. Accompanying photographs for each land use type in the Planned Development Zone areas are therefore meant to express the design attributes and not offer exact depictions of proposed developments.

### 5.1 Commercial



Shade structures over portions of walkways to enhance the pedestrian experience.



Arcades and bulbouts to improve the pedestrian environment.



Small and Mid sized public spaces within mixed use or visitor-serving commercial areas.



Main street in mixed-use area.



Central plaza focal point.





Mixed-use may include residential over commercial.

## 5.2 Employment Use



Typical Office Building has architectural details for visual interest.

5.3 Employment



Key intersections framed by buildings with parking behind building.



Varied forms and textures break up large building masses.



Textures and materials of the varied building masses are complemented by the landscape.



Varied architectural styles will be throughout the employment planning areas.



Façade treatments varied through the use of roof forms, building massing and materials.

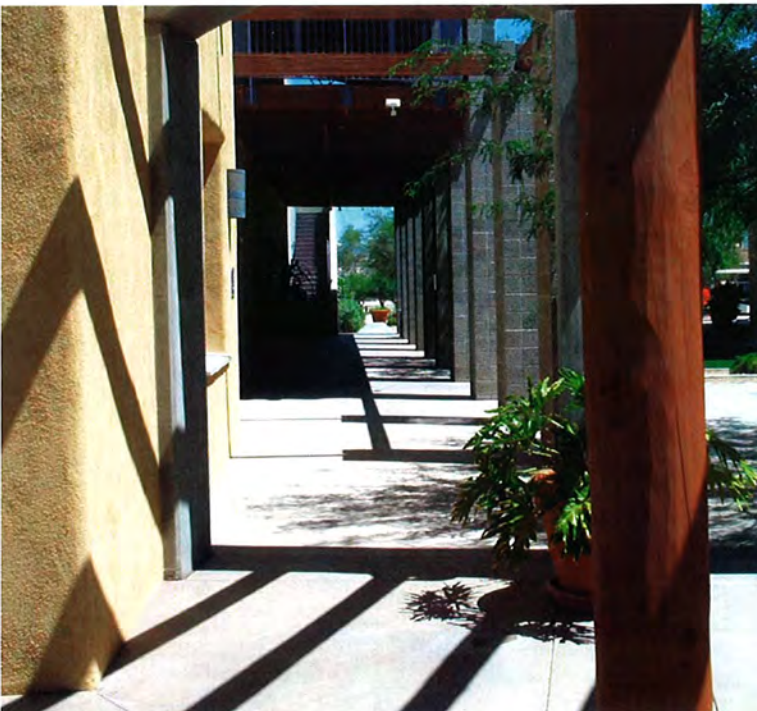


Natural materials should be used and colors that reflect the landscape and vistas of southern Utah.

Use two story buildings in key areas to create an intimate pedestrian scale.



In selected employment areas use courtyards with enhanced landscaping.



In selected employment areas use arcade for pedestrian access.

## 5.4 Residential



Architectural features of attached dwelling units highlight each individual unit.



Central recreation amenity areas for residential areas.



Natural desert planting and ornamental materials enhance attractive multifamily residential buildings.

Architectural features and detailing add interest to residential entryways.



High-density residential buildings frame the street with varied architectural forms of development.







Landscaped setback along major roadways buffers residential areas.



Use landscaped pathways for primary internal circulation.



Use accent colors and architectural features to provide contrast and scale to buildings.

## 5.5 Welcome Center



Natural desert landscaping around main Welcome Center building.

Shaded areas adjacent to Welcome Center building





Picnic shelters along the Atkinville Wash.



Regional trail along Atkinville Wash extends along the edge of the Welcome Center.

## 5.6 Recreational Vehicle Park



Natural landscaping and hardscape with limited turf due to soil conditions.





Individual recreational vehicle sites improved with full or limited utility hookups.

