



## **CITY OF KINGMAN COMMUNICATION TO COMMISSIONERS**

**TO:** Commission Members

**FROM:** Jason Moquin

**MEETING DATE:** June 10, 2026

**AGENDA SUBJECT:** ZO26-0002 - A city-initiated text amendment to the City of Kingman Zoning Code, specifically to Section 3-70.030 (C)(1) Kingman Design Review Overlay (KDRO) thereby removing the additional setback requirements for properties in the C-2 and C-3 Zone along Bank Street within the KDRO

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### **SUMMARY:**

#### **Background:**

In 2024, a city-initiated rezone was approved for approximately 16 acres of parcels located along Bank St., south of Gordon Dr. and north of Airway Ave., from Rural-Residential (RR) to Commercial: Community Business (C-2) in order to align with the goals of the 2040 City of Kingman Land Use General Plan and the commercial corridor.

At the April 21, 2026 City Council meeting, Council directed staff to develop an Infill Incentive District program focused on four commercial corridors: Airway Ave. (Stockton Hill Rd. to Rainbow Dr.), Bank St. (Airway Ave. to Gordon Dr.), Hualapai Mountain Rd. (Andy Devine Ave. to Eastern St.), and Beale St. (I-40 to Western City Limits). At the June 2, 2026 City Council meeting, Council approved the program, confirming the four commercial corridors the program would focus on.

Currently, the Bank St. corridor lies within the boundaries of the Kingman Design Review Overlay (KDRO) Zone which imposes additional design standards, specifically, increased setback requirements for commercial development on Bank St. between Airway Ave. and Gordon Dr. These increased setbacks and stringent application prevent the properties from being developed in accordance with the goals of the Council and the intent of the rezone and infill incentive district program.

Elimination of the additionally imposed and stringent 20 foot setback for all property lines helps implement the city's strategic plan for viable economic development of a currently underutilized commercial corridor and will facilitate development that will provide needed services to the surrounding residential community. This corridor is also located within the

City's Infill Incentive District, which was established to encourage reinvestment in areas where development has stalled or where existing infrastructure is underutilized. The removal of the increased setback requirement directly supports the goals of the Infill Incentive District by reducing a regulatory barrier that has proven to be an impediment to project feasibility along this corridor.

**FISCAL IMPACT:**

None

**STAFF RECOMMENDATION:**

Planning and Zoning Commission recommend approval of ZO26-0002 to the Mayor and City Council.

**SUGGESTED MOTION:**

Planning and Zoning Commission recommend approval of ZO26-0002 to the Mayor and City Council.

**ATTACHMENTS:**

- 01 - ZO26-0002\_SR.pdf
- 02 - Exhibit A Proposed Text Amendment Redline.pdf
- 03 - Exhibit B Proposed Text Amendment Clean.pdf
- 04 - ZO26-0002\_ZTA PZ 6-10-26 v2.pptx