PREFACE

The Clarkdale General Plan is the product of many hours of work from the General Plan Advisory Committee, Town Staff and the citizens of Clarkdale. The Advisory Committee was created via Resolution Number 1006 in October of 2001. The General Plan Advisory Committee membership consisted of fifteen (15) voting members and six (6) alternates. The aforementioned members were appointed by the Council in October of 2001, their appointments terminated in May 31, 2002.

From November of 2001 thru May of 2002 the Advisory Committee, staff and other interested citizens met a minimum of two times per month to achieve the completion of the Plan. This group gave their time, thoughts, and energy to the completion of a document that will guide staff, boards and commissions, as well the Town Council for future growth and the management thereof.

April, 2002

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APPENDIX

TOWN OF CLARKDALE, ARIZONA

General Plan Program 2002

1. INTRODUCTION

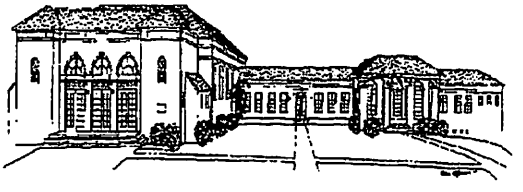
The Town of Clarkdale General Plan Introduction is organized in the following manner:

1.a PURPOSE AND INTENT

A general plan is a statement of a community's vision for growth and development. It provides guidance and direction on long-range development decisions through a series of goals, policies and related maps. A general plan primarily addresses physical aspects of growth in terms of land use, transportation, open space, public facility locations, infrastructure development and similar issues. New requirements for general plans in Arizona require that economic impacts of various approaches to development be considered although this should not be considered a plan for economic development nor a program to provide for social services.

To a large extent, the document provides advisory guidelines for growth and development, however, it should be noted that the Plan also addresses certain statutory requirements and provides a legal basis for certain land use decisions. In the case of a request to change the zoning of property, for example, the Land Use classification in the General Plan must be in compliance with the proposed Zoning classification or the change of zoning can not be approved.

In order to meet legal requirements, the General Plan is required to include certain elements, as specified in



Arizona Revised Statutes § 9-461.05., so as to address comprehensive long-range growth and development in the community. The policies and strategies to be developed under these elements shall be designed to have community-wide applicability. The Plan must be developed with ample opportunity for public input throughout the process. The legislative body of each municipality shall adopt and the electorate shall then ratify the Plan through an election.

The previous General Plan for the Town of Clarkdale was adopted in 1991. Amendments to the Land Use Element and Circulation Element were approved by the Town Council in 1998. A General Plan stays in effect for ten years and at that time must be re-adopted as it is or it may be revised and updated before ratification. It is the intent of this process to revise the entire Clarkdale General Plan at this time so as to address changes that have occurred over the past decade and to include new sections required by state statutes through the Growing Smarter Plus legislation. The issues, goals and policies addressed through the 1991 Plan and the 1998 revisions will serve as the basis for consideration of current issues but may be substantially revised after review and input from the Committee, the Commission, the Council, members of the public and staff.

1.b CLARKDALE HISTORY AND COMMUNITY DESCRIPTION

Background and History

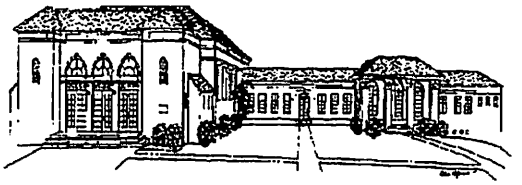
Clarkdale was founded in 1911, by the United Verde Copper Company as a company town to support their smelter operations. The extensive smelter complex located near the Verde River processed copper ore brought down from the mines in Jerome. In 1913, the United Verde Copper Company transferred almost 1,200 acres of land to the Clarkdale Improvement Company for the town site.

Unlike other company towns of the period that grew haphazardly, Clarkdale was designed and built from a unified master plan. The main town site was located on a ridge overlooking the industrial smelter complex and was developed with residential homes, including upper and lower-income housing, a commercial area, an administrative center, schools, recreational and cultural facilities, and parks. They intended to include all the parts typically found in a small town within a comprehensive planned design.

Throughout its early years the town was owned, controlled and managed by the United Verde Copper Company and Subsidiaries. The peak population for the town in this period occurred in 1929, when the mining and smelter operations were at their peak production. After the stock market crash and start of the Great Depression in 1929, copper mining and related activity in the town was significantly reduced. The entire operation, including the industrial site and the town site itself, was sold to the Phelps Dodge Mining Corporation in 1935. Copper production and activity in the town picked up again in the early 1940's due to World War II, however, activity began to drop immediately after the end of the war in 1945. Copper production along with some zinc production continued until all operations ceased in 1953, due to a combination of low copper prices and the playing out of the main ore bodies in the mines. After that the smelter operation in Clarkdale was permanently shut down.

Planning Area

The Town of Clarkdale occupies approximately 10.1 square miles in the Verde Valley of North Central



Arizona in Yavapai County. Other towns in the Verde Valley include Cottonwood, Camp Verde, Jerome and Sedona. The historic central business district of the town site is located in Section 20, Township 16 North, Range 3 East, Gila and Salt River Base and Meridian. The Verde River bisects the north portion of the town at a low elevation of around 3,300'. The west side of the town boundary is located along the foothills of Mingus Mountain in the Black Hills Range at a high elevation of approximately 4,600' above sea level. The Town is approximately 110 miles north of Phoenix and approximately 50 miles southwest of Flagstaff. The Town is surrounded by lands of the Prescott National Forest to the west, lands of the Coconino National Forest to the east, portions of the City of Cottonwood to the south and various unincorporated private lands in Yavapai County. In addition, trust lands of the Yavapai Apache Nation are located within the town boundary.

Environmental Conditions

Climate

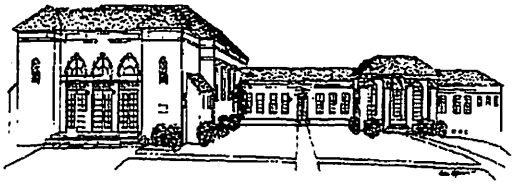
Clarkdale's climate can be characterized as semi-desert with average annual precipitation of 12.2 inches. The average annual high temperature is about 79 degrees F with the average annual low temperature around 45 degree F. Summer daytime temperatures are usually around 100 degrees or more although the monsoon weather pattern in July and August typically provides afternoon cloud cover and some rain showers. Winter nights typically go below freezing with morning temperatures in the upper 20's or lower 30's. Most winters there is at least some snow fall; occasionally there will be snow cover down to the river.

Geology and Soils

The geology and soils of this region have formed through a number of geologic processes that occurred at various times over many millions of years. The basic structure of the Verde Valley was formed by major continental-scale uplifting, faulting and erosion that occurred over a period of hundreds of millions of years. Then there was volcanic activity that occurred at various times throughout the region, including around two million years ago, which contributed to soil development. Around two million years ago most of present day Clarkdale and the upper Verde Valley was under a giant lake that had formed when lava flows blocked the river below Camp Verde. The ancient lake contributed to the construction of soils and basic geologic structure through major sedimentation of the low areas. These distinctive deposits of eroded sandy loams are identified as the Verde Formation. More recent alluvial erosion coming down the side washes from the Black Hills over the past few million years also contributed to sedimentary deposits at the base of the foothills and along the washes to the river.

Plants and Wildlife

Clarkdale is described as a semi-desert environment. The middle elevations are mostly mesquite and catclaw covered slopes. A variety of low grasses cover the rocky soils. The Verde River bisects a corner of the town forming a major riparian corridor lined with large cottonwood trees. The upper slopes along the foothills include shrub oak, prickly pear and crucifixion thorn. The Verde River flow rate runs from 50-200 cubic feet per second (CFS) in the dry period of the summer to several thousand CFS after the spring run off. Mostly it is a slow flowing stream popular with a range of wildlife, including blue herons, eagles, hawks and vultures, mountain lion, deer, antelope, javelina, coyote, lizards and snakes.



1.c LEGISLATIVE REQUIREMENTS

As per Arizona Revised Statutes (ARS) Sections §§ 9-461.05 and 9-461.06, incorporated towns over 2,500 population must have a General Plan and it must have certain elements, as specified by state statutes. The 2000 U.S. Census count for Clarkdale indicated a population of 3,422. Therefore, the General Plan must be in compliance with all the requirements by December 31, 2002. In addition to the need to bring the plan into compliance with the new requirements of the Growing Smarter legislation, it is recognized that the current plan is over ten years old and the town has grown by over fifty-nine percent over the past decade. In addition to the Land Use and Circulation Elements there are now requirements for Open Space, Growth Area, Environmental Planning, Water Resources and Cost of Development Elements.

1.d MAJOR AND MINOR AMENDMENTS

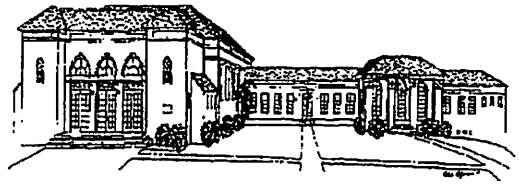
The adoption or readoption of the general plan or any amendment to the plan shall be by resolution of the Council which shall be approved by an affirmative vote of at least 2/3 of the members. All major amendments proposed for adoption shall be presented at a single public hearing during the calendar year the proposal is made. The Planning Director shall make the determination as to whether a proposed amendment constitutes a major or minor amendment. Appeals of such determinations shall be made to the Council. It should be noted that major amendments cannot be enacted through emergency measures and that any such enactments could be subject to further public referendum.

- Major amendments shall be considered on an annual basis by the Common Council of Clarkdale and must be approved by a minimum two-thirds majority vote.
- The meeting will be scheduled for a date in December as determined by the Council.
- It is recommended that applications for major amendments be made no later than August 31st of the calendar year in which the amendment is intended for public hearing to allow staff review and adequate public notification, including the required 60 day public review period.
- At least one public hearing must be held by the Planning Commission.
- Fees for amendments to the General Plan are to be set by resolution of the Council.
- Major amendments are subject to public participation and input as defined in the General Plan Public Participation Program.

Major Amendment

A major amendment refers to a substantial alteration of the mixture or balance as established in the Land Use Element. The following criteria shall be used to determine whether a proposed amendment to the Land Use Plan constitutes a major amendment:

1. Change in residential land use designation exceeding 100 acres.
2. Change in non-residential land use designation exceeding 100 acres.
3. Change from a residential to a non-residential land use classification on 100 acres or more.
4. Change from a non-residential to a residential land use on 100 acres or more.
5. Any proposal in aggregate that includes changes in land use designations exceeding 100 acres.
6. Any proposal that results in a significant change to the Circulation Plan, including but not limited to, a change in the functional classification of existing or planned public roadways and/or the relocation or displacement of existing or planned public roadways.



Minor Amendment

A minor amendment is any proposal that effects an area twenty (20) acres in size or greater and does not otherwise meet the criteria for major amendment. Minor amendments are subject to the requirements for public participation and input as defined in the General Plan Public Participation Program but may be scheduled for consideration by the Common Council at any time throughout the year. A minor amendment may be enacted by emergency clause.

1.e CHARACTERISTICS OF THE GENERAL PLAN

So as to comply with state statutes and fundamental planning principals, the Clarkdale General Plan is based on three main characteristics which guide the development, structure and intent of the Plan.

Physical

The General Plan is first and foremost a physical plan which guides growth and development in the Town. It is not a plan for economic development or for social service programs, although aspects of those concerns are included in the assessments from which the physical plan is derived. The articulation of broad-based community values is a critical part of the process that sets a strong foundation for defining the physical nature of the plan. The exploration of the community's values and long-range vision for itself provides important background information to help make decisions concerning the physical layout of the town.

Comprehensive

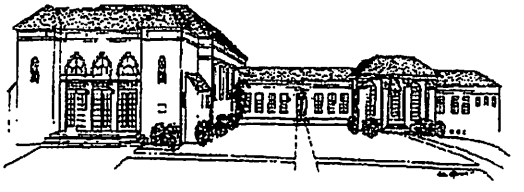
The General Plan is comprehensive in its scope and application. The Plan encompasses all geographic areas within the Town boundaries. Various goals and objectives are intended to be equally applicable to all areas throughout the community. Additionally, the various parts of the Plan function as an inter-related system. Discussion may at times focus on specific details of various areas and issues, however, these concerns must also relate to community-wide objectives and be expressed as such. Investigation of the details of a specific neighborhood or project is a way in which we can learn about the broader concerns to the community so that can be expressed in the General Plan.

Long-range

The General Plan is long-range. Although, application of the goals, policies and system maps takes effect immediately following ratification of the Plan by the public, the Plan is intended to define and guide decision making over a period of many years. Even short-range decisions on development are to be considered in the context of long-range impacts. By state statute the Plan stays in effect for ten years and then must be reconsidered, however, the Plan defines the community's vision for many years beyond that. Decisions on development proposals can have effects that last for decades and the General Plan is designed to provide a tool to allow the community to consider those long-range impacts.

1.f ORGANIZATION OF THE GENERAL PLAN

The General Plan is organized to include the various Elements that are required by Arizona Revised Statutes through the Growing Smarter Plus legislation. This is presented in eight chapters, including the Introduction,



Land Use Element, Circulation Element, Open Space Element, Growth Area Element, Environmental Planning Element, Water Resources Element, and Cost of Development Element.

Chapter 1. Introduction
The Introduction defines the basic structure of the plan and its elements as required by Arizona Revised Statutes.

Chapter 2. Land Use Element
The Land Use Element designates the general location of land for housing, business, industry, agriculture, recreation, parks and open space, public buildings and schools, and other public and private uses. Guidelines and standards for densities and intensities for various types of development are also included. Programs to encourage more diverse and more efficient forms of development are indicated. This section also includes specifics on housing programs, historic preservation, downtown redevelopment, and other design concepts.

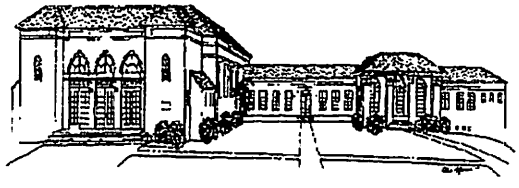
Chapter 3. Circulation Element
The Circulation Element describes the general location of existing and proposed streets throughout the town. Levels of service and related development standards are indicated for such streets. Alternative modes of transportation, including pedestrian, bicycle and public transit, are also addressed.

Chapter 4. Open Space Element
The Open Space Element includes a comprehensive inventory of open space areas, recreational resources and access points to such areas. This includes an analysis of projected resource needs based on the growth of the community, and policies and strategies to acquire and expand such areas. Long term management policies for open space and recreational areas are indicated. The plan also examines existing regional plans and outlines policies and strategies to further promote integrated regional systems of open space, parks and recreational areas. It is noted that private lands can not be designated as Open Space, Recreational or Agricultural in the General Plan without the consent and written permission of the property owner.

Chapter 5. Water Resources Element
The Water Resources Element addresses currently known surface, groundwater and effluent water sources. Since the Town does not own the water company or water delivery system, this information will be limited. The intent of this element is to provide an analysis of how future development may be served by adequate water supplies. Plans to obtain or develop additional water supplies are indicated. Policies to address conservation are included.

Chapter 6. Environmental Planning Element
The Environmental Planning Element includes analysis, policies and strategies to address the effects of plan elements on air quality, water quality, and natural resources. These policies and strategies are to address Town-wide concerns and do not address specific environmental assessments or impact statements.

Chapter 7. Cost of Development Element
The Cost of Development Element identifies policies and strategies that will allow the Town to require devel-



opment to pay its fair share towards the cost of additional public services needs generated by such development. This identifies various financial funding mechanisms that can be used to provide additional public services necessary to serve development. Policies to measure and track the use of such funding mechanisms to ensure they are beneficial and bear a reasonable relationship to the impact from development are indicated as well.

Chapter 8. Growth Area Element

The Growth Area Element identifies areas within the town and related polices that promote the concept of integrating mixed use, multi-modal transportation opportunities, infrastructure development and a variety of land uses so as to achieve more efficient, cost effective and rational patterns of development. The conservation of natural resources and open space areas is also an objective of this element. Additionally, this element looks to identify polices that coordinate infrastructure expansion with development activity through the use of various infrastructure funding and finance planning mechanisms.

1.g ORGANIZATION OF EACH ELEMENT

Each chapter for the various Elements is structured to include an Introduction, Text and related Background Material, Goals, Objectives and Policies, Implementation Strategies and Plan Maps.

Each Element of the General Plan will include:

- Introduction
- Text and Background Material
- Goals, Objectives and Policies
- Implementation Strategies
- Plan Maps

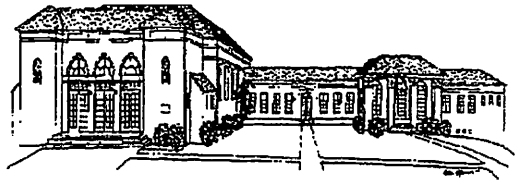
The organization of the entire Plan and of each Element is not presented in any particular order of importance. The various goals, policies, and so on are not meant to be prioritized according to their placement but instead should be seen as of equal components of a comprehensive integrated document. It may be considered that individual goals and policies will vary in their scope and importance to the community and each issue should be considered on its own merit.

Introduction

The Introduction to each Element provides an overview of each issue and lays out the general structure of that element. The Introduction describes the purpose and intent of the Element and provides reference to legislative requirements.

Text and Background Material

The Text section provides a range of background information from historic to technical, it defines opportunities and limitations, and also describes the interrelationship with other aspects of the Plan. Each Element has unique characteristics and includes different types of related background material and support information.



Goals
Each Goal is meant to provide a comprehensive overview of the topic being addressed in a way that addresses the needs and interests of all of the people throughout all geographic areas of the Town. The Goals provide a general strategy and statement of interest to guide decision making for future development in a non-quantifiable or time-dependent manner.

Objectives
Objectives are intended to further refine each Goal while still having community-wide applicability. An Objective should be achievable and measurable within a time frame.

Policies
A Policy further defines the intention of the Goals and Objectives by addressing specific programs or issues in ways that assist with the decision-making necessary to achieve implementation within a time frame.

Implementation Strategies
The Implementation Strategies are presented as an addendum to each Element in a way that helps to expand the understanding of the Goals and Policies and to provide guidance for decision making while recognizing that specific strategies may change in both the short-term and long-term due to changing circumstances or interests of the public.

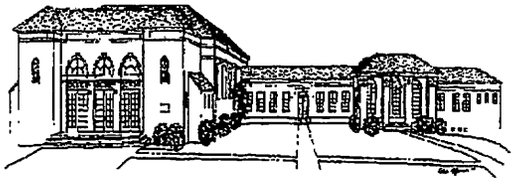
Plan Maps
A variety of system utility maps are included in a general plan. Some of these plans define broad conceptual frameworks, while others, such as the Land Use Plan and Circulation Plan will reference specific locations for projected uses.

- Zoning Map
- Land Use Plan
- General Land Use Map
- Circulation Plan
- Traffic Volume Map
- Open Space, Recreation and Trails Plan
- Topographic, Floodplain and Drainage Map
- Public Land Ownership and Community Facilities Map
- Growth Area Plan (indicates developable land areas)

1.h PUBLIC PARTICIPATION PROCESS.

Substantial citizen involvement is a required component of the General Plan process. Opportunities for input shall be made available throughout the process. Information on the development of the plan will be distributed in a number of ways.

The process for creating the plan is defined as a systematic series of steps repeated for each chapter. Although



it is understood that the various elements are interrelated parts of a complete system that otherwise define the community, each part is addressed separately. The Town staff prepares the basic information and maps which are reviewed, analyzed, prioritized and revised by the Advisory Committee, the general public, the Planning Commission and finally the Town Council. The final adopted general plan will then be submitted to the voters for ratification. For these reasons and others, innovative approaches to encouraging public participation are considered throughout the process.

Implementation of the Goals, Objectives and Policies is an ongoing process for the community. The General Plan is only a tool to assist in that commitment and to provide guidance for making decisions concerning growth and development in Clarkdale. The Council, Commission, staff and citizens of Clarkdale will have to provide ongoing attention to the application of the goals and policies of the Plan.

Participants

The roles of various participants in the process to create the General Plan are defined in different ways.

- **General Plan Advisory Committee.** A committee of interested citizens shall be selected by the Council to provide review, prioritization, clarification, assistance and guidance through the development of the Plan. The Committee is the primary sponsor of public meetings throughout the process. This group will be charged with these duties for a limited time.

- **Planning Commission.** At least one public hearing must be held by the Planning Commission before the Final Draft goes to the Council. The Planning Commission will be informed of all activities and progress throughout the process and will have opportunity to provide specific input.

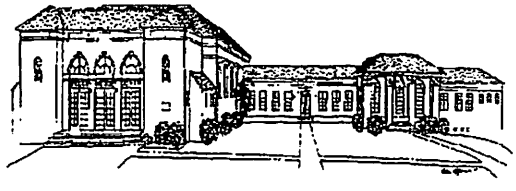
- **Town Council.** The Council must hold at least one public hearing on the Final Draft of the General Plan before it goes to the voters. The Council will be informed of all activities and progress throughout the process and will have opportunity to provide specific input.

- **Staff.** The Town Planning Staff will develop and provide the basic framework for the Plan based on State Statutes and planning principals. Staff will act as the in-house consultants preparing the information for presentation to others for their review, analysis, prioritization and feedback.

- **Citizens.** Interested citizens, residents, business and property representatives, and anyone with an interest in the future well-being of Clarkdale will be encouraged to attend meetings and participate throughout the process. Opportunities for input will be provided in different formats.

Arizona Revised Statutes

ARS requires that the general plan and any major amendment to such plan shall be adopted or re-adopted in a manner to include:



1. Written procedures to provide effective, early and continuous public participation in the development and major amendments of general plans from all geographic, ethnic and economic areas of the municipality. The procedures shall provide for:
   a. Broad dissemination of proposals and alternatives.
   b. Opportunities for written comments
   c. Public hearings after effective notice.
   d. Open discussions, communications programs and information services.
   e. Consideration of public comments.
2. Consultation with public officials and agencies, county officials, school districts, associations of governments, public land agencies, utilities, civic, educational, professional and other organizations, property owners and citizens.

Program Format

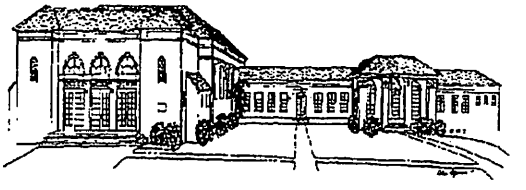
A number of formats are proposed to disseminate information and encourage involvement from the public. Only one official public hearing each is required to be held before the Planning Commission and the Town Council to consider the Plan before adoption. However, either the Commission or Council could hold any number of public meetings to receive input throughout the process. Workshop formats can also be designed to allow participants to break into smaller focus groups on various topics. Workshops typically have more of an educational function with detailed presentations on various topics. During the plan development phase presentations can be made to various community groups, organizations and agencies at their locations to receive feedback and direction. There will also be opportunities to hold informal open house-type events with map and information displays. Printed information will be made available through a number of formats, including newsletters, press releases, and information boards. Surveys and polling will also be used to provide community input.

A comprehensive program for public participation will include the following:

- Appointment of Citizen Advisory Committee
- Public Hearings
- Public Meetings
- Educational Workshops
- Open Houses
- Project Newsletter, Town Newsletter, Press Releases
- Community Outreach Meetings
- Information Board or Kiosk at Town Hall
- Surveys and Polling

Agency Coordination

Various public agencies and officials, as well as the citizens in general are required to be informed and consulted with through the process to secure maximum coordination of plans and to indicate properly located sites for all public purposes on the general plan. Notices relating to the public participation program and draft elements shall be sent at a minimum to the following:



- Yavapai County Board of Supervisors
- Jerome-Clarkdale School District
- Northern Arizona Council of Governments
- Prescott National Forest
- Coconino National Forest
- State Parks Board
- Yavapai-Apache Nation
- Arizona Public Service
- Citizens Utilities
- Qwest Communications

In addition, as per state statutes, at least sixty days before the adoption of the plan or any amendment to the plan, a copy of such shall be submitted to the following agencies for information purposes:

- Yavapai County Planning Department
- City of Cottonwood Mayor and Council
- Northern Arizona Council of Governments
- Arizona Department of Commerce
- Any individual that requests in writing to receive a copy of the Plan.

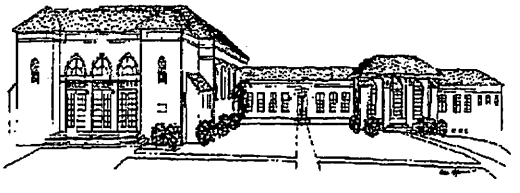
Public Notification

The intent of this program is to encourage input, involvement and participation from as many people as possible from the community. Getting the word out to the public concerning meetings and opportunities for input will take a variety of forms. Public notification techniques to be used at various times during the process may include:

- Town quarterly newsletter articles and announcements.
- Town-wide mailings of meeting schedules and informational material.
- Information boards or kiosk-type display at Town Hall.
- News releases to area newspapers and radio stations.
- Public display advertising notices in newspapers.
- Links to internet web sites.
- Additional direct mail to focused target groups on specific meetings and events, including:
  - Local and regional elected and appointed officials
  - Public and private groups, organizations, community and business groups.
  - Individuals who request to be placed on mailing list.

1.i THE COMMUNITY VISION PROGRAM

The Community Vision Program is presented as a tool to assist in the preparation of the General Plan. To begin with we must acknowledge that there is a diversity of people and opinions in Clarkdale and that there are many different ideas about the future of Clarkdale. The Community Vision Program is intended to get beyond those differences so as to find and define the underlying common goals and values of the community. From the recent Community Survey, we know that most people want a good, safe, attractive place to live;



they want a good place for their children to grow up; they want a clean, healthy environment; they want good jobs and a strong economy; and they want a place that will retain all the good parts as the Town grows.

Defining the common values of the community is a starting point for creating a dialogue to address the inevitable differences. There will undoubtedly be many differences of opinion with the details; it is the nature of a vision program to explore those differences in order to better define the common goals. It is not expected that there would be unanimous agreement on every goal for the Town but instead there can be a blending of opinions that clarifies our collective aspirations, hopes and dreams. Consensus is desirable but not required. A willingness to work together to discover areas of agreement is the starting point for developing a community vision program.

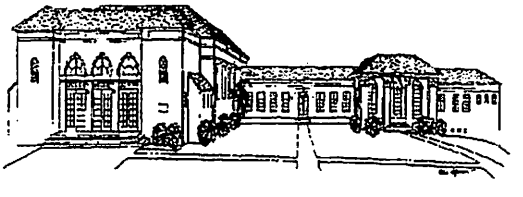
The purpose of the Vision Program is to identify key values and goals that are shared by the citizens of Clarkdale so as to provide a foundation for developing the General Plan. Although the General Plan is primarily a planning document to guide physical, long-range, and comprehensive decisions related to growth and development of the town, it is also important to recognize commonly-held values of the community that may be less tangible. The General Plan may be technical, legal and complex but people still have a deeper sense of understanding of what the town means to them in terms of identity, history and meaning.

Establishing a community vision statement is a way to identify and talk about those ideas of meaning and value. The value-based ideas of the vision plan serve as the foundation for setting the physical goals for future development and growth that may occur in the town.

THE VISION PROCESS

The process to develop a community vision is based on a series of steps that are defined by the following questions. This series of questions can be applied to the overall state of the community, as well as to each separate issue.

1. **Where are we now?**
   Identify existing conditions that are shaping the community. Develop a baseline of information on various topics, including land use, environmental issues, natural resources, economics, demographics and social issues.
2. **Where are we going?**
   Identify ongoing trends that are shaping the community. Trend analysis can look at a range of scenarios based on different levels of input. For example, the impacts of high, medium or low growth rates can be considered.
3. **Where do we want to be?**
   Identify common goals shared by a diversity of interests in Clarkdale. Categorize and prioritize the values and goals that are identified. This is the core of the vision program.
4. **How do we get there?**
   Incorporate this information into both the short-range and long-range planning and implementation process. Identify partnerships and collaborators, compatible programs, budget and resource needs and opportunities, and time lines.



MAJOR THEMES: A Shared Vision for Clarkdale's Future

Vision statements are big, broad and comprehensive. They take in the whole town and everybody who lives, works and has an interest there. Start with a selection of major categories and review what these mean to people.

Environment: The natural environment within and surrounding the town is very important.
Economy: The economic well being of the community is critically important.
Lifestyle: Family-oriented, small town qualities are critical aspects that define the town.
Community: Family, neighborhood and community are key values that define the shared vision for Clarkdale.

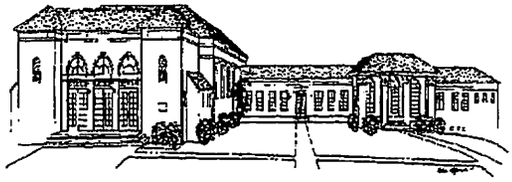
GENERAL ISSUES FOR CLARKDALE

- Preserve Small Town Character
- Enhance Neighborhood Qualities
- Protect Natural Environment
- Protect Verde River
- Protect and Improve Water Resources
- Improve Recreational Opportunities
- Encourage Affordable Housing Opportunities
- Encourage Mixed Use in Historic Downtown
- Provide Efficient Transportation System
- Ensure Efficient Growth Patterns
- Improve Existing Roadways
- Buffer Residential Uses from Non-residential Uses
- Provide Adequate Infrastructure for Growing Community

GUIDING PRINCIPALS

A series of Guiding Principles is established to identify the main points and themes that define the values and vision of the community. These concepts provide a framework for advancing the interests of the General Plan in terms of physical, comprehensive and long-range planning.

1. **Protect Small Town Qualities**
   Preserve small town atmosphere and character.
   Improve neighborhood qualities.
   Improve neighborhood recreational opportunities.
   Buffer incompatible non-residential uses from residential areas.
2. **Improve Transportation System**
   Improve existing roadways.
3. **Preserve Natural Environment**
   Protect natural environment and open space.
   Protect Verde River corridor.
   Protect and improve water resources.
4. **Support Economic Vitality**
   Support historic downtown revitalization



Provide adequate infrastructure for growing community
Support appropriate economic development.
Encourage affordable housing opportunities.
Encourage mixed use development

COMMUNITY VISION STATEMENTS RATINGS OF IMPORTANCE

Please rate each of the following statements for None, Low, Medium or High level of importance.

1. Maintain small town atmosphere with slow, carefully planned development.

   NONE LOW MEDIUM HIGH

2. Protect the natural resources and open space areas in and around Clarkdale.

   NONE LOW MEDIUM HIGH

3. Recognize the importance of the Verde River corridor.

   NONE LOW MEDIUM HIGH

4. Provide recreational opportunities at the neighborhood level, such as parks, playgrounds and

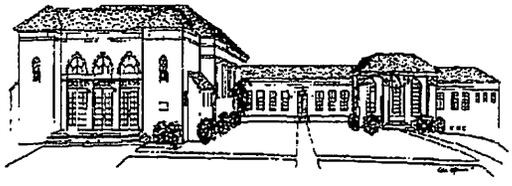
   NONE LOW MEDIUM HIGH

5. Protect and improve the historic areas, including the downtown commercial area and surrounding residential neighborhoods.

   NONE LOW MEDIUM HIGH

6. Provide non-automobile transportation facilities, including sidewalk systems, bicycle routes and public bus routes.

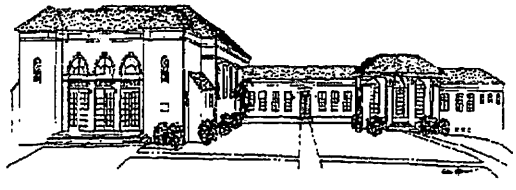
   NONE LOW MEDIUM HIGH



COMMUNITY VISION ISSUES RATING

On a scale of 1-4, from No Importance to Very Important, please choose one category for each question.

	1. No Importance	2. Minimum Importance	3. Somewhat Important	4. Very Important
Land Use and Neighborhood Issues				
1. Preserve small town atmosphere and character.	_____	_____	_____	_____
2. Improve neighborhood qualities	_____	_____	_____	_____
3. Encourage mixed-use infill development.	_____	_____	_____	_____
4. Support downtown improvement efforts.	_____	_____	_____	_____
5. Support appropriate economic development.	_____	_____	_____	_____
6. Encourage affordable housing opportunities.	_____	_____	_____	_____
7. Buffer residential uses from non-residential uses.	_____	_____	_____	_____
8. Ensure efficient growth patterns.	_____	_____	_____	_____
9. Provide adequate infrastructure for.	_____	_____	_____	_____
Transportation				
10. Improve street circulation system.	_____	_____	_____	_____
11. Support alternate modes transportation.	_____	_____	_____	_____
12. Pave dirt roads.	_____	_____	_____	_____
Open Space and Natural Resources				
13. Protect natural environment and open space.	_____	_____	_____	_____
14. Protect Verde River corridor.	_____	_____	_____	_____
15. Protect and improve water resources.	_____	_____	_____	_____
16. Improve recreational opportunities.	_____	_____	_____	_____
Other Issues				
17. _____	_____	_____	_____	_____
18. _____	_____	_____	_____	_____
19. _____	_____	_____	_____	_____



1.j GLOSSARY

Activity Center: An area planned for more intensive development than surrounding areas that is intended to provide greater opportunities and concentrations for employment, commerce, transportation, culture, and general civic life.

Affordable Housing: A general term meant to address a wide range of housing needs for various segments of the community so as to ensure residents can qualify for home ownership thereby addressing the long-term well-being and stability of the entire Town.

Alternate Modes Transportation: Alternatives to single-occupant automobile travel are considered as alternate modes of transportation, including walking, bicycling, public transit, carpooling, and telecommuting.

Buffering: Method to separate different types of uses and different levels of intensity of use from each other by means of a strip of land that may include landscaping, berms and/or fencing or walls.

Capital Improvement Program: The CIP is the Town's annual program to plan for the long-term needs of the citizens through budgeting for infrastructure, equipment, buildings and other resources necessary to sustain the well being of the Town.

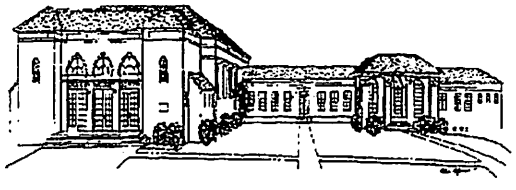
Clustered Development: Residential or mixed use development that occurs on reduced-size lots and built closer together allowing other lands in proximity to be preserved as open space, recreational areas or undeveloped areas.

Codes, Covenants and Restrictions (CC & R's): CC & R's are private deed restrictions placed on properties and are typically associated with subdivisions. The Town has no involvement or responsibilities with management of these types of private contracts between private property owners.

Deed Restrictions: Private regulations that are created and recorded by property owners for their property so as to specify certain restriction associated with the use and development of that property. The Town has no involvement or responsibilities with management of these types of private contracts between private property owners.

Density: A ratio of residential units or population to an area of land, typically measured as units per acre.

Development: Any of a wide range of activities associated with building activity, construction, changing the use or appearance of a structure or property, increasing activity by adding more dwelling units, floor area or number of businesses, division of land, changing the natural features of the land, removing structures, clearing land in association with construction, adding materials, or other activities that refer to the act or result of such development.



General Plan: The General Plan is a document required by state statutes to provide guidance and direction for long-range development decisions in the Town. It is primarily a guide for physical development but it also provides a legal basis for certain land use decisions, such as a change of zoning.

Growth Management: Enacting specific plans and programs designed and intended to achieve public purposes associated with guiding and controlling the type, location, quality, scale, rate, sequence or timing of development throughout the Town in a manner that reinforces community goals, values and concerns.

Implementation: The act of causing a plan or program to be enacted through prioritizing, establishing budgets and funding, assigning staff and other resources, and monitoring and assessing the outcome of such activities.

Improvements: All types of construction associated with development that address the interconnection with the community infrastructure, including roadways, transportation systems, drainage features, site grading, utility lines and other similar features.

Infill Development: Development that occurs on vacant sites, whether residential or non-residential, in proximity to existing development and existing infrastructure so as to provide more efficient patterns of development within the Town.

Infrastructure: Various physical improvements and utility systems that support and define a standard of development associated with developed populations, including roads, flood control projects, water, sewer, power, communications and other similar utility systems.

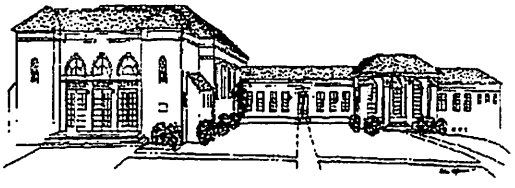
Ingress and Egress: Used to describe access to a site or building where ingress refers to entranceand egress refers to exit.

Intergovernmental Agreements (IGA): Specific contractual agreements between governmental entities, typically enacted by elected officials, to address issues of common concern.

Master Plan: A comprehensive approach for planning the development of a specific site or area that considers such development in terms of an integrated program to address physical, economic, social and environmental concerns, as well as associated program management, public input and implementation techniques.

Minor Land Division: A part of the Subdivision Regulations that allows land to be split into no more than three parcels where no new roads are included and that allows a more streamlined and less restrictive approach.

Mixed Use: Developments that include a mix of land uses, such as residential, commercial, cultural and recreational, that are developed, planned and designed in a coordinated and/or complimentary manner.



Multi-Modal Transportation: Transportation systems planned to allow more than one mode of travel in an overlapping or redundant condition throughout an area would be considered as meeting the intent of providing multiple modes of transportation so as to address issues of overall system efficiency.

NACOG - Northern Arizona Council of Governments: The regional group that assists communities, government agencies and citizens with the coordination of a number of social, environmental and economic programs.

Open Space: Undeveloped public or private lands that are designated as such to address resource protection, environmentally sensitive areas, generally less developable areas and otherwise provide a context for surrounding development. Such areas may allow certain limited activities, including passive recreational activities, ranching and agriculture, and certain public facilities, including water treatment facilities and flood control structures but would otherwise not include development of roads or buildings.

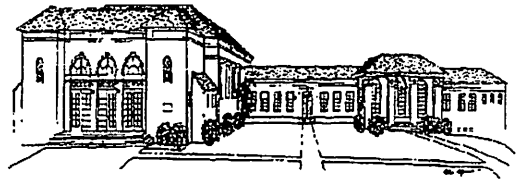
Planned Area Development or Planned Unit Development: A comprehensive approach to development of a project that typically includes a mix of uses, subdivision of land, open space designation and the creation of specific zoning rules in a way that allows specific design objectives to be addressed in a unique and flexible manner that benefits the developer and the public at large.

Redevelopment: The act of assisting an existing area by addressing improvements to public infrastructure and/or helping associated businesses with various economic assistance programs.

Regional Planning: Programs in which various governmental jurisdictions and entities come together to plan for common interests, whether as physical or social programs, typically resulting in non-binding policy statements that can then be used by those jurisdictions for integration into their own policies and programs as a basis for implementation.

Subdivision: Within incorporated municipalities the division of land into four or more lots or two or more lots if a new road is involved, or division of land within a previously recorded plat, or within projects including areas of undivided common interest.

Zoning Code: The principal legal document that defines the allowable uses of land and property within the Town by establishing a system of Zoning Districts and an official Zoning Map and further defining such districts by describing such uses, as well as the minimum required development standards and procedures for development of such property.



2. LAND USE ELEMENT

2.a INTRODUCTION

The Land Use Element establishes the primary framework for shaping the Town's development pattern. This element is the long range planning tool used to balance the interests of preserving and enhancing the qualities of life which people appreciate with the need to guide growth as it may occur. The Land Use Element seeks to integrate land use development with both transportation planning and natural area preservation in a manner that respects the interests of both property owners and the community at large.

2.b LEGISLATIVE REQUIREMENTS

Arizona Revised Statues § 9-461.05 requires that the Land Use Element include the following:

(a) Designates the proposed general distribution and location and extent of such uses of the land for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space and other categories of public and private uses of land as may be appropriate to the municipality.

(b) Includes a statement of the standards of population density and building intensity recommended for the various land use categories covered by the plan.

(c) Identifies specific programs and policies that the municipality may use to promote infill or compact development activity and locations where those development patterns should be encouraged.

(d) Includes consideration of air quality and access to incident solar energy for all general categories of land use.

(e) Includes policies that address maintaining a broad variety of land uses including the range of uses existing in the municipality when the plan is adopted, readopted or amended.

2.c DEMOGRAPHICS

Although the overall numbers were relatively small, Clarkdale had one of the highest growth rates in the region over the decade from 1990 to 2000. Most of this growth is attributable to the construction of individual custom built homes. Most of the construction was within several recorded subdivisions but a number have been built on larger undeveloped lots outside of recorded subdivisions. A smaller percentage of the overall growth was based on the installation of manufactured homes within a subdivision designed for such.

- January 2002 estimated population: 3,562.
- 2000 Census population for Clarkdale: 3,422.
- 1990 Census population: 2,144.
- 1980 Census population: 1,512

- There was a 59% growth rate for the decade between 1990 and 2000.
- The town is approximately 85% white, 11% Hispanic (including those also indicating white) and 5.5% Native American.
- A part of the Yavapai Apache Indian Nation is within the Town limits. About 200 Yavapai Apache live on the trust lands in Clarkdale.

- About 25% of the population is 65 years or older.
- About 21.5% is younger than 18 years old.

2.d REGIONAL PLANNING

It is a goal of the general plan process to recognize that regional conditions have a significant effect on conditions within Clarkdale. The town does not exist isolated from the effects of regional growth and development especially as this relates to impacts on land uses, transportation networks, infrastructure systems, natural resources and community facilities. It is very important to the long-term well being of the entire region that the various communities, government entities, land management agencies and community groups coordinate their planning to ensure the best, most efficient use of limited resources to meet the needs of a growing population.

The intent of the regional planning process is that municipalities, government jurisdictions and other land management agencies throughout the Verde Valley develop a coordinated and comprehensive plan to address ongoing growth and development, including transportation systems, preservation of open space, air and water resources, scenic vistas and corridors, environmental resources, cultural and historic preservation, affordable housing and economic development concerns.

Background

In November of 1999, the Clarkdale Town Council approved Resolution Number 917 agreeing in principle to support regional planning efforts. Several of the key points of that resolution include the following statements:

- Any regional plan proposed by Yavapai County and the local governments and communities of the Verde Valley shall include a coordinated economic development strategy in order to ensure adequate, affordable housing, social and employment opportunities for all the citizens of the communities within the Verde Valley region.
- Planning should promote and encourage a coherent valley-wide region which respects local character and a local sense of place.
- New development should take place in existing 'urbanized' areas - within incorporated or unincorporated areas of Yavapai County before disturbing additional open space or agricultural lands.
- Each community, or cluster of communities, should have a well defined edge, such as natural open space, wildlife corridors, or specialized open space, which may be permanently protected from development.

Regional Planning Participants

For purposes of regional planning for Clarkdale the following agencies are indicated as the principal partners:

- Town of Clarkdale
- Yavapai County
- City of Cottonwood
- City of Sedona
- Town of Camp Verde
- Town of Jerome
- Coconino and Prescott National Forests
- Arizona State Land Department
- Arizona State Parks

- Arizona Department of Transportation
- Yavapai Apache Indian Nation

Additional efforts for regional planning have included other agencies based on the specifics of the issue being addressed. It is worthwhile to consider the full range of potential partners for coordination of such planning efforts and this may include, but is not limited to, the following agencies:

- Bureau of Land Management
- Northern Arizona Council of Governments
- State Department of Water Resources
- Various Local School Districts
- Yavapai College
- Northern Arizona University
- Private Land Owners
- Community Groups

Regional Planning Issues

The process to enact a regional planning process in the Verde Valley has included efforts to look at economic development, open space preservation, parks and recreation, water resources and transportation planning.

· Transportation

The Verde Valley Regional Transportation Planning Organization (VVTPO) includes elected officials and staff from Clarkdale, Cottonwood, Sedona, Camp Verde, and Yavapai County, as well as representatives from NACOG and ADOT. They meet to identify and recommend regional funding priorities and to address annual and long-range priorities.

The Cottonwood Area Transportation Plan prepared by BRW, Inc., includes sections on Clarkdale, as well as Cottonwood and the surrounding County areas. The report was released in July 2001, and includes a variety of short and long-range transportation projects. A summary of the proposed projects and time lines is included in the Circulation Element.

· Open Space

Staff members from Clarkdale, Cottonwood, Sedona, Yavapai County, the Forest Service and State Lands Department, as well as representatives of several unincorporated areas met regularly during part of 2000 and 2001 to investigate the technical feasibility of a regional open space program. Efforts to apply design concepts to a preliminary concept plan were presented by staff members at public meetings in 2001. Subsequent to the staff efforts to provide scoping and analysis of the program, elected officials and interested citizen decided to form a regional group to complete the plan.

· Water

The Town of Clarkdale has supported efforts to address regional water planning through a series of water town hall meetings convened in the spring and summer of 2001. Representatives of local, regional and state agencies, as well as interested citizens met to consider plans to improve conditions for water resources throughout the region.

· Parks and Recreation

Staff members and interested citizens from Clarkdale, Sedona, Yavapai County, Camp Verde, Village of Oak Creek and others have met to consider ways to improve regional parks and recreation facilities available to residents throughout the Verde Valley. This includes not only open park lands but also developed facilities, including ball fields, swimming pools, recreation centers, trail systems and developed parks.

2.e CLARKDALE PLANNING SUB-AREAS

Eight areas of the town are designated as planning sub-areas. The delineation of planning sub-areas is a tool to understand how different areas have unique and interrelated characteristics in terms of planning concerns. The goal of the planning sub-areas is to consider the unique concerns and issues found within each area while recognizing each areas connection with the entire town as a whole. Additionally, it is a goal of the planning process to ensure that the needs of each area are addressed in terms of providing an adequate and appropriate balance of land uses, transportation systems and infrastructure facilities.

Downtown Central Business District

The historic Central Business District includes the corridor and side streets along Main Street from the Town Park at Eleventh Street east to Broadway and the portion of First North Street between Tenth and Ninth Streets. This area is comprised of commercial storefronts, restaurants, bars, offices, upstairs residential uses, a service station, and government offices. There are a number of outstanding successful businesses in the historic downtown district, however, there is also a significant amount of vacant commercial space. Plans to revitalize this area have been underway for a number of years and there is a great deal of potential for further success.

Historic Residential Neighborhoods

The original townsite of the company town was designed as a planned community. This included the residential areas of Upper Clarkdale and Lower Clarkdale with various properties listed on the State and National Register of Historic Places. The Upper and Lower Clarkdale historic residential neighborhoods area are defined by modest sized lots, tree-lined streets, pedestrian-oriented areas, traditional housing styles, mid-block alleys, and close walking distance to parks and recreational facilities, the elementary school and the central business district. Additionally, the area of Patio Park, also known as Patio Town, and the area east of Lower Town referred to as Rio Vista, are part of the historic neighborhood planning area. Patio Town was originally constructed to house the Mexican smelter workers in an area separated from the main town by Bitter Creek Wash.

Historic Industrial Area

Clarkdale was originally built to support the copper smelting operations located adjacent to the Verde River. The mining operations were shut down in 1951, and the Clarkdale smelter was essentially closed by 1953. The industrial area located across the wash to the north of the historic townsite still contains the abandoned ruins of the major smelter buildings. Several businesses currently operate in this area, including light manufacturing facilities. The area has several unique aspects that suggest a great deal of potential for regionally-oriented

economic development. The central area has over one-hundred acres of potentially usable land for development. There is a rail road line that connects to the main intercontinental line at Ash Fork which could be used for additional delivery and export of products to and from the area. The industrial area has a history of intensive use, has significant buffering from adjacent uses and is currently zoned for industrial development.

Highway 89A Corridor

State Highway 89A connects Clarkdale and the Verde Valley with Jerome and Prescott to the west and Cottonwood and Sedona to the east. This high speed arterial highway is primarily constructed as a two-lane rural roadway although one section to the south includes a center turn lane. There are several commercial, industrial and institutional-type uses located with direct driveway access to the highway. A number of residential areas are accessed by collector roadways. The majority of properties along the highway are undeveloped and are currently zoned in the Commercial District. It is anticipated that this corridor will become increasingly more attractive for commercial development as similar properties with arterial frontage in the adjacent jurisdictions become filled.

Foothills Residential and Open Space Area

The area to the west of Highway 89A and the Cement Plant Road is indicated primarily as low and very low density residential development. Additionally lands within this area would be anticipated to remain as undeveloped open space due to the designation of flood plain status within the major washes and due to the steepness of terrain on the slopes of the foothills below Mingus Mountain. This area includes a mixture of platted subdivisions, scattered residential developments and large tracts of undeveloped land on rolling scrub covered hillsides and slopes. Almost all of the roadways outside the subdivisions are indicated as private unpaved easements. This area has had the highest rates of growth from new home building over the past decade.

Central Residential and Open Space Area

The area to the east of Highway 89A and Cement Plant Road and south of the historic townsite which stretches east to the Verde River corridor is considered as the Central Residential and Open Space planning sub-area. This area contains several platted subdivisions, other developed areas and large areas of undeveloped land. Centerville, Mingus Shadows, Paz and Cota, Palisades, the Bent River Road area, the Broadway corridor and part of Tuzigoot Road are in this area. In addition, this panning sub-area includes the Yavapai Apache Nation, the Clarkdale Jerome School, and the area along Eleventh Street.

Verde River Corridor/Pecks Lake

The Verde River corridor is considered as a very important resource by the majority of Clarkdale residents. Unfortunately, the history of the area includes a legacy of high impact industrial development along the river. Public recreational access is allowed along the river near the Tuzigoot bridge, however, there is essentially no management of this area by any public agency.

The Pecks Lake area is owned by the Phelps Dodge Development Corporation (PDDC). There has been a signed development agreement for this area between PDDC and the Town of Clarkdale since 1991, referred to as the Verde Valley Ranch Development (VVRD). This project allows a mixed use development to be built around the Pecks Lake area containing up to 900 homes, commercial

buildings, a golf course and various public facilities and infrastructure. The existing development agreement has to be considered as the principal legal document defining the allowable use of this area.

Prescott National Forest Annexation Area

As of November 2001, an area of approximately 1,854 acres located immediately south of the town boundary adjacent to the Haskell Springs area and Yavapai College has been annexed to the Town of Clarkdale. This area is primarily a portion of the Prescott National Forest consisting of foothill slopes and rolling hillsides cut by numerous washes. Principal access to this area is from Mingus Avenue which becomes Forest Road 413 as it bisects the site. In addition to the high desert chaparral, the area contains abandoned landfill sites, informal target shooting areas, extensive off road vehicle use, widespread illegal trash dumping and an assortment of transient camping areas. This area is controlled and managed by the Prescott National Forest and federal jurisdiction supercedes local regulations. At the time of annexation, the entire area was zoned as RS3 (Suburban Residential, three acre minimum lot size residential zoning district).

2.f HOUSING

As the population of Clarkdale continues to grow, there will be an increasing need to address appropriate and adequate policies and programs concerning housing issues. Nationally over the past decade the trend has shown housing costs rising faster than income levels. This means that an increasing percentage of home owners could not afford to buy the home they currently live in and more first time homebuyers are placed outside the market. A strong base of home ownership is important for any community in terms of providing a stable population. Home owners and long-term residents are more likely to participate in the social institutions which otherwise define the quality of life of the community. The pride of home ownership provides a long-term return on investment to the community on many levels.

Housing affordability should be considered for all economic sectors of the population, including mid-level income households, as well as lower income segments of the population. Affordable housing programs are more effective when considered in terms of a multi-level approach that allows people both below and above the median household income level the ability to afford home ownership. Such comprehensive programs look at rehabilitation of structures in older neighborhoods, protection and upkeep of newer areas, the provision of an overall mix of housing types to serve an increasingly diverse population and various financial mechanisms to assist first time home buyers.

According to the 2000 Census, there were 1,546 total housing units within Clarkdale with 1,433 occupied units. The January 2002 estimate shows approximately 1,600 housing units in Clarkdale. The relatively high vacancy rate is attributable to a combination of homes being under construction, unoccupied seasonal or second homes, and standard vacancy rates for rental units and homes in the process of being sold. The 2000 Census indicated that 81.4% of

housing units in Clarkdale are owner-occupied with the remaining 18.6% being rental units.

Clarkdale has a range of housing types, including newer single-family residential subdivisions, custom built single-family residences, manufactured home subdivisions, a manufactured home rental park, older historic single-family residential neighborhoods and some apartment units, mostly newer fourplex structures and few older medium sized multi-family apartment buildings. Out of the 1,600 housing units considered to exist in Clarkdale as of January 2002 there are an estimated 158 units within multi-unit dwelling structures. This indicates just under 10% of the total housing stock as apartments with the remaining 90% as single family dwelling units.

Clarkdale 2000 Census Home Ownership Data

Owner-occupied Units	81.4%
Rental Units	18.6%

Clarkdale 2000 Census Home Type Data

Single-family Units	90.1%
Apartment Units	9.9%

Housing Affordability Programs

Affordable housing should be looked at as a comprehensive program to address the needs of people at all economic levels. Housing affordability is a key measure of the economic health of a community. Government programs define affordability as paying not more than thirty (30%) of gross household income towards total housing cost. This definition applies more to lower and middle income households than to high income households. It is important that people have adequate income remaining for the purchase of basic goods and services. Businesses and the local economy suffer when people have to spend too much on housing and do not have enough to purchase various consumer goods and services. Business expansion and recruitment efforts also suffer when employers cannot attract quality employees due to a lack of adequate affordable housing at various levels.

A range of programs exist to assist residents of Clarkdale with their housing needs. The Northern Arizona Council of Governments (NACOG) facilitates a number of housing programs, including a number of federal housing programs, which are available to Clarkdale residents. Many of the programs are designed to assist low-to-moderate income households based on certain formulas but some are available for middle income households as well.

- Housing Rehabilitation

In December 2001, the Town of Clarkdale received a State Housing Trust Fund grant to allow for a town-wide housing rehabilitation program. This program is

administered through NACOG and will make available a total amount up to $260,000 for town-wide owner-occupied housing rehabilitation for low income residents in need.

· Weatherization

The Home Weatherization Assistance Program provides cost-efficient, energy saving services, such as insulation, furnace repair and other home energy savings to low income renters and home owners.

· Home Ownership

The Rural Home Purchase Assistance Program (RHAP) is available to help low to moderate income first-time homebuyers with down payment and closing cost assistance.

The Rural Mortgage Credit Certificate Program provides tax credits for certain homebuyers within certain income levels. The Certificate allows dollar-for-dollar federal income tax reduction and tax credits off the interests payments for the life of the loan.

2001 Rural Mortgage Revenue Bond Program offers low interest rates, closing cost grants and down payment assistance for first time home buyers below specified income and below purchase price limits.

· Rental Housing

Programs to increase the supply of affordable rental housing and the rehabilitation of existing rental housing are necessary to address the needs of a growing segment of the population who can not afford to purchase their home. The Town should ensure and support programs to make adequate land available for multi-unit developments and to support appropriate rezoning for such projects.

· Emergency and Transitional Shelters

Facilities to address the emergency needs of people and families facing catastrophic homelessness typically are best served by a comprehensive programmatic approach which includes a range of social service programs, including various types of counseling, job placement services and integrated case management approaches. For a small town like Clarkdale with limited resources it makes far more sense to support such programs and facilities in terms of a regional approach. State, county and larger municipalities in the region are better able to address the funding, installation and management of such facilities although support for these types of facilities is in the interest of all Clarkdale residents.

· Special Needs Housing

Several categories of population groups may require special needs housing, including the very elderly, developmentally disabled, mentally ill, and physically disabled. These groups have a range of different needs, including permanent and transitional housing, as well as rental assistance, home buyer assistance and various levels of managed care assistance.

In many cases these population groups can benefit from neighborhood-scale housing projects that allow for certain shared resources under a managed administration. The less creative approach is that these populations end up in fully managed institutional settings which not only takes away their productive independence but also costs more to manage on a per person basis. The economics of subsidized special needs housing programs indicates more productive and cost-efficient net results. Typically these facilities are managed by non-profit community groups or local housing authorities with federal and state grant assistance. This may included group homes within existing neighborhoods or larger multi-unit assisted care facilities within the community. Policies to address criteria for location of group homes can be addressed in advance to help limit local concerns.

2.g RELATIONSHIP TO CLARKDALE ZONING CODE

The Zoning Code is the primary document that defines property rights within the Town. It establishes various zoning classifications that define permitted and conditionally permitted uses, as well as standards for development of properties. The intent of the zoning code is to provide a system of land use regulations in order to establish an orderly, compatible, coherent pattern of growth and development. The zoning code attempts to balance individual property rights with the rights of the community. The idea is to develop a system of land use development that benefits all residents and property owners. In addition to defining various uses that are permitted on properties, a zoning code sets standards for development that includes such things as building setbacks and height, landscaping, parking, lighting, and fencing requirements. It also defines

procedures related to various regulations and for allowing exceptions to the regulations.

Permitted Uses
Permitted uses within a zoning district are those that are allowed by right subject to meeting development standards. The permitted uses are those that are specifically listed as such for each zoning classification.

Conditional Uses
Conditional uses are those uses that are specifically listed as such for a particular zoning district but which require a separate application for a Conditional Use Permit. Granting of the permit is based on meeting the criteria as defined in the Code. Each proposal is considered individually. Conditions may then be placed on a development proposal in order to address the specific concerns for that project.

Nonconforming Uses
Uses which existed prior to the establishment of the zoning district but which are not currently in compliance with the zoning regulations are described as nonconforming to those regulations. These uses may be legal but nonconforming. A common but unofficial term used to describe this condition describes the use as "grandfathered." Uses that were established subsequent to the establishment of the zoning district and are not in compliance are technically illegal uses and do not fall under any exemption as nonconforming or "grandfathered."

EXISTING CLARKDALE ZONING DISTRICT CLASSIFICATIONS

R1 Single Family Residential
R1A Single Family Residential - Alternate
RIL Single Family Residential Limited
R2 Single Family and Limited Multiple Family Residential
R3 Multiple Family Residential
R4 Manufactured Home Residential
R4A Manufactured Home Residential - Alternate
RS3 Suburban Residential

CB Central Business District
C Commercial
I Industrial
OS Open Space District (currently not in use)

Summary of Zoning District Classifications in Clarkdale

R1 Single Family Residential
Allows approximately 4.35 homes per acre. This zoning classification is intended for single family development with adequate public infrastructure, such as paved roads, sewer and water systems.

R1A Single Family Residential - Alternate
Allows 8.7 homes per acre. This zoning is used to designate the historic residential neighborhoods of the original Clarkdale townsite.

RIL Single Family Residential Limited
One (1) acre minimum lot size for single family residential development. This zoning is intended for areas with minimal infrastructure or facilities and where the topography or geology may limit more intensive development.

R2 Single Family and Limited Multiple Family Residential
Intended to allow residential developments comprised of duplexes, triplexes and fourplex- style building configuration. Allows up to 10.89 units per acre.

R3 Multiple Family Residential
Intended for more intensive development, including larger apartment buildings, churches, schools, hospitals, and institutional developments. Requires one half acre minimum lot size for non-residential uses and allows up to 14.52 units per acre for certain residential uses.

R4 Manufactured Home Residential
Allows 5.45 units per acre for Manufactured Home Subdivisions, and allows 8.72 units per acre for Manufactured Home Rental Parks. Currently applies to Centerville and a small area of Lower Clarkdale.

R4A Manufactured Home Residential - Alternate
Allows custom built single family residence in addition to manufactured homes.

RS3 Suburban Residential
Three (3) acre minimum single family residential. Intended for areas with steep slopes, no public infrastructure and generally less developable lands.

CB Central Business District
Intended to address mixed use of commercial, offices, retail, service, institutional and residential uses found in the existing historic downtown area.

C Commercial
Allows a wide range of indoor and outdoor business uses, including automobile-oriented business, motels, storage units, and warehouses. Also allow various institutional and multi-family residential developments. Requires 24,000 square feet minimum lot size. Mostly located along the major highway corridor of Highway 89A. Other areas include several smaller properties adjacent to the Central Business District and along Broadway at the entrance road to Tuzigoot National Monument.

I Industrial
Intended for manufacturing plants and operations, warehouses, trucking operations and other intensive uses. Allows anything permitted in the Commercial District. Requires 35,000 square feet minimum lot size.

OS Open Space District

Intended for minimal development and to allow outdoor public uses, ranching, farming and water and wastewater treatment facilities. This district could be used on private conservation easements or within planned developments. This classification is not currently being used within the Town.

2.h LAND USE PLAN

The Land Use Plan has thirteen (13) land use classifications, including five residential categories, three commercial categories, two industrial categories, one public lands and facilities category and one mixed use category. The

classifications are based on the density or intensity of use that is allowed, as well as the types of use anticipated.

Density
The concept of density in terms of land use refers to the number of residential units in relation to an acre (43,560 square feet) of land.

Intensity
The intensity of use on a property is typically used to refer to non-residential developments, including various commercial and industrial uses. Intensity may refer to a range of indicators, such as the square feet of building development per acre, the parking requirements of various uses, the amount of traffic generated, the number of employees per development or similar methods to compare the impacts of different uses.

Land Use Classifications

The classifications for various properties are based on a variety of factors, including an analysis of existing and projected uses, the existing zoning classifications, the availability of infrastructure, including roads and utilities, the general topography, the relationship to any floodplains and washes, and the general nature of surrounding uses.

- **Residential** classifications are based on the maximum allowable density of development that otherwise meets Town development standards as defined in the Town Zoning Code.

- **Commercial and Industrial** classifications are based on the type of use, the amount of traffic generated, the scale of the operation, whether or not there is outdoor activity and the relationship to surrounding uses.

- **Public Land and Facilities** refers to those uses and properties owned and/or operated by various types of government entities in the public interest.

- **Mixed Use** classification applies to those properties including planned developments with a mixture of various uses, such as residential, commercial, recreational and institutional uses within one development, where there is adequate infrastructure, access and separation from other surrounding uses.

It is understood that some of these long-range land use classifications do not correspond to the existing Zoning District classifications in the Town Zoning Code. In order to address the intent of these General Plan classifications it would be necessary to amend the Zoning Code to include new and revised Zoning Districts. Both the Commercial and Industrial Districts would have to be amended to include two or more separate classifications. Additionally, it would be necessary to create new Zoning Districts to address both the Public Lands and Facilities, National Forest and the Mixed Use classification. The corresponding Zoning District is listed for each land use classification.

Land Use Classifications (Current Zoning)

1. HR High Residential Fourteen (14) or more units per acre. (R3)

This classification is intended to allow larger multi-unit apartment complex developments. This category is found in areas with adequate infrastructure.

2. MHR Medium High Residential Maximum of eleven (11) units per acre. (R 2)

Intended to allow small apartments and townhouse residential developments configured with fourplex, triplex or duplex style housing on larger lots with adequate infrastructure available, including frontage on collector roadways.

3. MR Medium Residential Maximum of nine (9) units per acre. (R 1A, R4, R4A)

This classification is intended to allow for single-family residential development on smaller lots, including within historic residential neighborhoods and for manufactured home developments.

4. LR Low Residential Maximum of five (5) units per acre. (R 1)

Allows for single-family development and would typically include subdivision neighborhoods with developed infrastructure, including roads and utilities.

5. VLR Very Low Residential One dwelling unit, or fewer, per acre. (R1L, RS3)

This classification is intended for larger lots in areas with minimal services available.

6. CBD Central Business District (C B)

An a existing area of the original town site defined by historic mixed uses, including governmental, commercial, cultural, recreational, entertainment and residential uses in an area with historic designs, materials and general style of development.

7. NC Neighborhood Commercial (C)

This classification is intended for commercial retail and service needs that provide the surrounding neighborhoods and residents of Clarkdale with their basic, day-to-day needs. This classification would be characterized by various retail outlets, offices and restaurants. Small shopping centers

and office complexes could be considered but it would be expected that all such uses include adequate off-street parking, landscaping, and generally improved site development. Uses would be primarily indoors with outdoor uses limited to loading areas and parking of service vehicles.

8. HC Highway Commercial (C)

This classification is intended for a wider range of community-wide and regional commercial uses. In addition to various retail, office and restaurant uses, this category would include various automobile related businesses, such as gas stations, auto sales rental and repair shops, and larger commercial or shopping centers. These uses would typically be found along arterial highways or major collector streets with minimal association with local neighborhood roads. This category would include some degree of outdoor storage or sales when incidental to the permitted commercial uses.

9. LI Light Industrial (I)

Intended to provide for light manufacturing, warehousing, distribution, wholesaling, mini-storage and other uses primarily located within buildings with limited outside storage that must be fully screened from adjacent uses. Outdoor uses are limited to loading areas, parking of service vehicles, and parking of vehicles accessory to permitted indoor uses.

10. HI Heavy Industrial (I)

Intended to provide locations for more intensive industrial uses that may include large amounts of exterior storage and outside work areas, primary material processing facilities, contractor storage yards, distribution and transportation facilities that generate trucking and traffic impacts, various major public facilities, including recycling facilities and waste water treatment plants, electric substations or other uses by utilities. These uses are not intended to abut any residential or commercial land uses unless separated by an adequate distance with landscaped open space areas and/or solid screening.

11. PL Public Lands and Facilities N/A

These areas are intended to provide for a range of public land uses, including government offices, public schools, community colleges, public utility facilities, community centers, fire stations, libraries, recreational facilities, parks and open space areas. Development standards would vary depending on the use but should provide adequate separation, landscaping or setbacks from differing uses.

12. MU Mixed Use N/A

The Mixed Use category is intended for planned development projects that include a mix of uses, such as residential, commercial, recreational, open space, institutional and/or community facilities. This classification would typically be associated with a Planned Area Development or similar master planned project. This classification would apply to larger properties that

have close proximity to existing or potentially developable transportation and utility infrastructure.

13. O Open Space (OS)

The Open Space classification is intended for both public and private land that is designated as open space. This not only includes undeveloped natural areas but also a variety of outdoor recreational uses, ranching and agricultural uses, historic sites, and conservation areas. In addition to public lands intended to be preserved in an undeveloped condition, this classification is intended for private lands designated as open space tracts within a development, through conservation easements or otherwise included within a development agreement. Private lands can only be designated as open space with the written permission of the property owner.

14. NF National Forest (RS3)

The National Forest classification is solely for the Prescott National Forest lands currently subject to the jurisdiction of the United States Forest Service (USFS) and located within the boundaries of the Town. All uses are subject to the provisions of the "Prescott National Forest Land Use and Resource Management Plan" and other applicable USFS policies, approvals and/or management provisions. In the event any National Forest lands are transferred into private ownership, only those developments uses or physical improvements in existence at the time of transfer and approved by the USFS shall be allowed to continue until such time as the property owner initiates a rezoning request and the property is rezoned to allow a change in the development patterns or use.

2.i LAND USE GOALS, OBJECTIVES AND POLICIES

The following section includes the Goals, Objectives and Policies developed to define the Land Use Element. These are intended to address issues relating to various uses that may be found within the Town of Clarkdale so as to identify the Town's concerns and intentions relating to the character of development, the efficiency and economy of uses, and related environmental considerations.

GOAL 2-A. PROVIDE A BALANCE OF LAND USES AND MEANINGFUL GUIDELINES FOR THE USE OF LANDS.

OBJECTIVE 2-A. a.
Preserve and enhance the unique aspects of the character of Clarkdale.

Policy Encourage development practices that preserve and enhance existing neighborhoods.

Policy Support historic preservation of residential, commercial and institutional buildings throughout the town.

Policy Promote the preservation and revitalization of the original town site by establishing a variety of housing, civic, recreational, cultural and business opportunities.

Policy Ensure an appropriate scale of quality new development.

Policy Recognize the unique and diverse cultural, environmental and economic needs of Clarkdale citizens.

Policy Support the development and improvement of neighborhood parks and recreational facilities.

OBJECTIVE 2-A. b.
Encourage orderly patterns of growth and development.

Policy Encourage development located near existing utility and transportation infrastructure.

Policy Support well designed, mixed-use, master planned community developments and planned subdivisions.

Policy Develop new zoning district standards to encourage the use of Planned Area Developments and Planned Unit Developments for larger master planned developments.

GOAL 2-B. ENCOURAGE APPROPRIATE ECONOMIC DEVELOPMENT OPPORTUNITIES.

OBJECTIVE 2-B. a.
Promote the development of commercial, business park, and industrial development areas which are compatible with existing land uses and which serve the economic needs of the community.

Policy Encourage commercial development near existing services, facilities and infrastructure so as

to promote orderly and efficient growth and development.

Policy Develop standards to address shared access, architectural compatibility, and locally appropriate landscaping for commercial areas along arterial and major collector corridors.

Policy Encourage clustering of commercial development, as opposed to strip commercial development.

GOAL 2-C. Support housing programs to meet the needs of all residents.

OBJECTIVE 2-C. a.
Develop policies and incentives to ensure an adequate supply of affordable housing types to meet the needs of an economically diverse and growing population.

Policy Support policies and programs to improve affordable housing opportunities in existing neighborhoods.

Policy Support federal, state, regional and local programs that address housing rehabilitation and first-time homebuyers programs.

Policy Support federal, state, regional and local programs that address the

development of affordable rental properties and rental assistance programs.

Policy Support higher density housing within appropriately scaled and well designed projects where there is adequate open space integrated into the project.

Policy Encourage a variety of housing opportunities that provide a variety of styles and densities to meet the needs of a diverse population.

OBJECTIVE 2-C. b.
Support new quality development that addresses affordable housing objectives.

Policy Support multi-family housing development in areas with adequate infrastructure and where there is adequate separation from lower density development.

Policy Support innovative and alternative types of building and development that provide options for more affordable, energy efficient and environmentally appropriate housing.

GOAL 2-D. PRESERVE AND PROTECT THE NATURAL ENVIRONMENT, OPEN SPACES AND SCENIC RESOURCES IN CLARKDALE.

OBJECTIVE 2-D. a.
Encourage policies to identify and protect open space resources within existing developed areas by ensuring appropriate standards for compatible development.

Policy Provide for density increase options in exchange for open space through various development standards.

Policy Through land use standards develop techniques which separate and buffer less compatible land uses from each other.

Policy Develop standards for the use of drought resistant landscaping techniques and promote the retention of existing vegetation, use of native plants, materials and water conservation.

2. j LAND USE IMPLEMENTATION STRATEGIES

Implementation measures for the Land Use Element are presented in response to the proposed Goals, Objectives and Policies as developed through the General Plan Program. The suggested implementation measures are meant to provide general guidelines as examples to assist with understanding the scope of possible action and are not meant to be considered as a specific operations plan. The Implementation Strategies is organized with the following information:

Description of Implementation Measure

13. Amend the Zoning Code to include two or more classifications for both the Commercial and Industrial districts to address levels of intensity.

14. Develop policies and programs to address historic preservation of buildings and neighborhoods.

15. Develop a new zoning district classification for Planned Area Developments.

16. Revise the Zoning Code to include improved standards for landscaping, open space incentives and buffering between uses.

17. Develop a new zoning district classification for National Forest lands.

Land Use Implementation Strategies

Implementation Measure	Department or Program	Time Frame (Years)	Possible Funding Source
1. Amend the Zoning Code to include two or more classifications for both the Commercial and Industrial districts to address levels of intensity.	Planning Division Planning Commission	0-2	General Fund
2. Develop policies and programs to address historic preservation of buildings and neighborhoods.	Planning Division Heritage Conservation Board	0-2	General Fund Heritage Grant
3. Develop a new zoning district classification for Planned Area Developments.	Planning Division	0-2	General Fund
4. Revise the Zoning Code to include improved standards for landscaping, open space incentives and buffering between uses.	Planning Division	0-2	General Fund
5. Revise the Zoning Code to add a new zoning classification for National Forest lands.	Planning Division	0-1	General Fund

3. CIRCULATION ELEMENT

3.a INTRODUCTION

The Circulation Element addresses the Town's transportation system and provides tools, such as the goals, objectives and policies, and the Circulation Plan map to assist with the ongoing and long-range planning, development, implementation and management of the necessary transportation system for the Town. It is the intent of this element to provide a safe, convenient, efficient and cost-effective multi-modal transportation system for the movement of people, goods and services within and through the Town of Clarkdale. A principal emphasis of the Circulation Element is to support the integrated coordination of transportation systems with land use development. The Circulation Element is developed in direct relationship with the program as outlined in the Land Use Element, including the long-range Land Use Plan which identifies existing and proposed land use patterns.

A map of the proposed transportation system, referred to as the Circulation Plan, is used to identify the general location of existing and proposed streets and multi-modal transportation opportunities. This includes a system of classification for various types of streets and related development standards based on the level of use, the nature of the land uses served by such streets, and the goals of providing a coherent, rational system.

The Circulation Element and Plan is concerned with providing for an efficient, orderly system of streets and the full range of intermodal transportation opportunities, including pedestrian, bicycle and transit. A coherent pattern of local, collector and arterial streets serves to enhance and protect the quality of neighborhoods and commercial uses. This plan may be used to guide long range capital improvement projects but also potentially ties new development into levels of street improvement requirements as specified on the plan. The Circulation Plan looks at projected growth patterns in terms of level of use and coherency of the overall system by showing the locations of proposed arterial and collector streets in specific relation to existing properties. Broad,

sweeping, schematic locations have less ability to function within the plan as a tool for guiding future development and related development requirements but may be considered where flexibility is desirable.

3.b LEGISLATIVE REQUIREMENTS

According to ARS § 9-461.05.C.2., the general plan shall consist of a statement of community goals and development policies. It shall include maps, any necessary diagrams and text setting forth objectives, principles, standards and plan proposals. Circulation is addressed by the following requirements:

> A circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.

The circulation element provided for in subsection C, paragraph 2 shall also include for cities of fifty thousand persons or more and may include for cities of less than fifty thousand persons recommendations concerning parking facilities, building setback requirements and the delineations of such systems on the land, a system of street naming and house and building numbering and other matters as may be related to the improvement of circulation of traffic. The circulation element may also include:

> A transit element showing a proposed system of rail or transit lines or other mode of transportation as may be appropriate.

3.c FUNCTIONAL CLASSIFICATION

A system that classifies streets according to their function in the overall town-wide street circulation system is intended to provide for the efficient and orderly flow of traffic throughout the town and to inform and guide development decisions on properties adjacent to or otherwise serviced by such streets. The street classification system is intended to provide for an efficient and orderly flow of traffic based on the level of service and general principals of planning. A hierarchy of streets is created to address the purpose of providing access to various properties in an efficient and logical manner. The system of street classifications is also meant to encourage the development of various properties according to the objectives of related land use policies. For example, commercial development would be located along collector or arterial roadways and single-family residential development would have direct access to local roads which have a lower volume of traffic.

The functional classification of streets in Clarkdale is intended to be consistent with similar systems of street classifications typically found in other municipalities and with state and federal guidelines. A level of service (LOS) is typically indicated for different classifications of street types based on the functional classification of the road, the existing and forecasted average daily traffic, the number of lanes, the anticipated peak hour volumes and maximum rating of service capacity. The level of service standard provides an indication for which type of roadway should be considered based on existing and projected traffic flows. In Clarkdale, at this time, the average daily traffic (ADT) measurements from on-site traffic counts suggest that the existing primary arterial and collector streets generally are rated at a level of service well within the maximum acceptable capacities for those classifications based on state-wide standards. However, there are a number of intersections, such as Highway 89A and Eleventh Street, which need a more detailed analysis to determine whether they address an acceptable level of service rating at this time.

Private access easements could be constructed according to any of the functional classifications based on other considerations, such as zoning classification, lot size and existing uses. Dedicated public right-of-way is intended to be constructed to minimum standards and is the responsibility of the Town to maintain. Private access easements are maintained by property owners either through some type of joint maintenance agreement or by

individual responsibility. Arterial, collector, local, rural collector, rural local and alley define the system of functional classifications, as follows:

- **Arterial**

Roads and highways intended for higher volume, higher speed travel through the community or between neighboring communities. Direct access to the roadway is intended to be limited to regionally significant land uses and collector roads. Arterial road classifications usually indicate four or more travel lanes but for Clarkdale this classification includes two lane roads based on the level of service. Two lane arterial roads would be expected to have adequate center turn lanes and side acceleration and deceleration lanes for all street and driveway intersections.

- **Collector**

Medium to high volume road intended to connect local streets serving residential or non-residential uses with arterial highways. Direct access is limited to street intersections and shared driveways. Two lane collector roads serving lower volumes of traffic are considered minor collectors and four or more lane collector roads with higher volumes of traffic are considered major collectors. Two lane collector roads would be expected to include the installation of center turn lanes and side acceleration and deceleration lanes for abutting commercial or institutional development.

- **Local**

Lower volume, lower speed road intended to provide direct access to abutting properties and to serve as the primary framework for the local circulation system within sub-areas of the town. Most of the dedicated roads within platted subdivisions and historic areas of Clarkdale are indicated as Local roads.

- **Rural Collector**

Rural roads are intended for residential areas with a minimum one acre or greater zoning classification. Such roads may be unpaved and have minimal improvements. Rural collectors serve to connect local roads with other collector roads, as well as with arterial roads.

- **Rural Local**

Rural roads are intended for residential areas with a minimum one acre or greater zoning classification. Such roads may be unpaved and have minimal improvements. Rural local roads are intended to provide direct access to residential properties.

- **Alley**

Secondary access intended for limited travel from a local road to parking areas at the rear of properties. Alleys are typically located through the middle of a block of properties within a developed area. Public alleys are found in Upper and Lower Clarkdale and in Centerville.

Examples of Road Classifications in Clarkdale

Arterial - State Highway 89A, Cement Plant Road, and South

Broadway.

Collector - Portions of Main Street, Old Jerome Highway, Bent River Ranch Road, Black Hills Drive and Lisa Lane.

Local - Third North Street, Calle Carillo, Sky Drive, Deborah Drive, Panorama Way.

Rural Collector - Mescal Spur, Minerich Road and Haskell Springs Road are indicated as Rural Collector roads.

Rural Local - Most private easement roads in the foothills area, including Peaks View, Mountain Road, Abbey Road North and South, and Redtail Hawk and Cliffside Drive off of Benet River Ranch Road are indicate as Rural Local roads.

Alley - Mid block right-of-way in Upper Clarkdale, Lower Clarkdale and Centerville.

3.d ROAD DESIGN AND ENGINEERING STANDARDS

New subdivisions require street and transportation facilities to be designed and built according to accepted engineering standards, however, new development outside of subdivisions, including residential, commercial and industrial projects may occur with minimal attention to construction standards, traffic operations or system planning.

The purpose for establishing minimum standards for the development of roads, streets, alleys and easements is to promote the public health, safety and general welfare. Minimum standards are established to address basic traffic safety operations, drainage and flooding concerns, maintenance issues, protection of adjacent land and properties, economic interests, and long-range planning concerns associated with development of properties. Planning for traffic operations considers such issues as sight distance, roadway alignment, intersection design, driveway intersections, curve radius, design speed and road grade. These standards are intended to provide a general set of principals to guide development of roads and should be considered as a starting point and not a substitute for thorough and complete engineering where it is needed.

Definitions

Access A means by which vehicles, pedestrians or some other form of

conveyance provides ingress and egress to and from a lot, parcel or property by way of a dedicated public street or recorded private easement.

ABC Aggregate Base Course is a mixture of various sizes of sand and gravel particles that is typically used as a foundation for hard pavement surfaces but may be used as the surface treatment for roads as well.

AC Asphaltic Concrete or asphalt is comprised of a mixture of asphalt emulsion and sand and gravel and is used as a hard surface pavement for streets, roads, pathways and parking lots.

Culvert A closed pipe or conduit used for the purpose of conveying stormwater or drainage water through an embankment, under a roadway or past some obstruction.

Cut and Fill Cut refers to the extraction of earth material and fill refers to the deposit of earth material, including rock, sand, clay, gravel, soil or any combination of similar material, in order to shape the grade of the landscape in a desired manner.

Driveway A private access way located entirely on a lot or parcel which provides vehicular access within the lot or parcel.

Easement Property designated for a use by certain individuals, other entities or the general public for a specified use within all or a portion of the property or parcels that allows such specified use to occur concurrently on that portion of the property, including but not limited to access, drainage and/or utility placement uses.

Grade Grade refers to the vertical location of the ground surface.

Existing Grade: the natural ground surface before mechanical grading.

Natural Grade: typically same as Existing Grade defined as the unaltered ground surface before development.

Rough Grade: the stage at which the grade approximately conforms to the approved plan.

d. Finish Grade: the final graded surface that conforms to the approved plan.

MAG Edge A thickened, turnned-down edge to an asphalt pavement section where there is no curb and gutter, as per the latest Uniform Standards, Specifications and Details for Public Works Construction as sponsored and distributed by the Maricopa Association of Governments (MAG).

Private Access Easement An easement over private property, owned in fee simple by an individual, group of individuals, business or corporation which provides principal access to other lots or parcels, and which is open for ingress and egress to the general public at all times.

Right-Of -Way A general term which denotes land or property, usually a strip or corridor and typically understood as publicly dedicated land, which is for transportation purposes but which may also have other associated uses such as utilities, landscaping and open space, and other types of associated facilities.

Radius The distance from the center point of a circle to its edge. A shorter radius is associated with a tighter arc on the circle; a longer radius results in a broader arc. Used to describe a curve in a roadway or intersection corner.

Slope Slope is defined as a ratio of vertical rise to that of the horizontal run of the land measured as a percentage from a base of zero being flat level horizontal.

a. Back Slope: that area of a drainage channel opposite the "in slope" and that is facing a roadway or development.
b. In Slope: that area of an adjacent drainage channel closest to the roadway or development.
c. Out Slope: that area on the downhill side that slopes away from a roadway or development.

Shoulder The area of a roadway adjacent and contiguous to the travel way which is for the accommodation of stopped vehicles, emergency use, and for the lateral structural support of the base and surfaces courses of the roadway.

Sight Distance The distance on a roadway or path which provides a clear line of sight from one point to another and is usually associated with roadway or driveway intersections or a curve in the road.

Storm Drain Any conduit, structure or appurtenance which is intended for the reception and transfer of storm water and may be associated with a complete system intended exclusively for conveyance of storm water events.

ROAD DESIGN ISSUES

The road design standards are intended to address the construction and installation of new roads outside of subdivisions or planned developments within the Town of Clarkdale. This would apply to dedicated public right-of-way or private easements required to meet minimum access standards. Some of the issue to be considered for the establishment of road design and engineering standards include the following:

Shoulders Adequate shoulders should be included on all roadways that do not have curb and gutter to address safety and maintenance concerns that are in the public interest. Shoulders should be a minimum of four feet (4') in width on all roads without curb and gutter. The grade of the shoulder shall slope outward from the road.

Intersections Street and driveway intersections should be designed to address the following conditions:

a. Intersections with at least one collector or arterial road should join and connect at right angles to each other so that a minimum distance of one-hundred feet (100') measured from the centerline intersection is at a right angle to the street it joins.

b. For intersections that include only local roads it is strongly recommended to have such streets connect at right angles to each other for a minimum distance of fifty feet (50') as measured from the centerline intersection and such intersections may be considered with a connecting angle up to sixty (60) degrees if there is no other possible configuration due to existing development or topographical conditions.

c. Roadways intersecting opposite sides of a street shall match up for a straight-through alignment. Where roadways are offset, the minimum distance between the centerline of roads on opposite sides shall be one-hundred feet (100') on local roads and one-hundred and thirty-five feet (135') where one or more intersecting streets functions as a collector or arterial roadway.

The minimum distance between a single-family residential driveway and a roadway intersection shall be measured from the edge of driveway to the end of the nearest curb return, corner radius or corner cut-off and in no case shall be less than twenty feet (20').

Corner Radius and Diagonal Cut-Off For intersections of roads and/or driveways without curb and gutter, a circular curve radius shall be installed according to standardized dimensions and this shall be calculated from the outside edge of the travel lane. As an alternative to a circular arc, a straight diagonal corner cut-off may be used at corners to be measured from the point of intersection of the edge of roadway. Where local and collector roads intersect the larger calculation shall be used.

Design Speed Rural roads with unpaved surfaces should be designed for a maximum speed of 25 m.p.h. Design speeds may be increased for paved rural roads with adequate lane width and engineering design.

Road Grade Typical maximum grade of all roads shall be ten (10) percent. Steeper grades may be considered for shorter distances.

Sight Distance Minimum standards for sight distance design should be established for various road classifications based on state and national standards.

Drainage New road development typically results in increased localized runoff due to an increase of hard surface area. Additionally, a new road may alter or disrupt the natural drainage pattern existing within an area. New road development, as for property development in general, must not result in drainage flows entering adjacent properties in a manner after development that exceeds pre-development conditions. The intent of the road drainage design is to ultimately direct flow of runoff towards the natural drainage courses in the area. Any new road project must consider the downstream impacts and flooding potential generated by the road development.

Flood Control The Yavapai County Flood Control District is mandated by Arizona Revised Statutes and the Federal Emergency Management Agency (FEMA) to regulate areas of special flood hazards. FEMA Floodway Maps are used to address floodplain management along various

watercourses within the county. Development, including roads and access ways, within any delineated floodplain area requires approval from the County Flood Control District. All new roads, including access easements associated with any development project or grading plan, must conform to the regulations of Yavapai County Flood Control District.

Culverts, Channels, and Structures Culvert sizes for various applications should be standardized. A minimum size and length should be required for culverts at street and driveway intersections. Grading around drainage structures should be engineered to conform to drainage plan.

Private Access Easement A private access easement is a recorded easement over private property, owned in fee simple by an individual, group of individuals, business or corporation which provides principle access to various parcels. Private access easements are often built with inconsistent construction in terms of roadway width, surface materials, roadbed stability, and related drainage issues. It is not generally understood by property owners or the public that maintenance of these private easements is the responsibility of each property owner and any associated liabilities may rest with that private property owner even though these facilities may serve the broad interests of the town in general.

3.e TRAFFIC COUNTS

Between March and September 2001,various streets throughout Clarkdale had mechanical traffic counters installed to measure daily traffic amounts. Major streets and key entry points into different neighborhoods were selected in order

to develop a broad understanding of general patterns of traffic throughout the Town.

Average Daily Traffic (ADT) The traffic counters used in this study provide total numbers over a period of time. Mechanical traffic counters are placed across a street for a number of days. The average daily traffic (ADT) is then calculated from that sample. The methodology selected was limited by the capabilities of the testing equipment and by the fact that each location only was tested for a random week. A more thorough analysis would investigate hourly traffic flow throughout each day in order to determine peak hour flow, however, this data provides useful comparative information for looking at circulation patterns on a town-wide basis. Additionally, this information can serve as a baseline for future measurements so as to measure the impacts of growth and development on the street circulation system.

- Identify key control points to determine baseline traffic volume. Locations should be easy to locate for annual or periodic counting.
- Traffic is counted over a number of days and an average is calculated. If the location was checked at different times of year or for longer periods of time, this could also assist in providing more accurate estimates of traffic volume.

Locations	Average Daily Traffic (ADT)
Old Jerome Highway south of Hwy 89A towards Jerome.	442
Old Jerome Highway immediately south of Lanny Lane.	550
Old Jerome Hwy south of Foothill Terrace.	255
Scenic Drive west of Hwy 89A	292
Lanny Lane immediately west of Lanny Ave.	966
Lisa Street west of Hwy 89A.	1,524
Black Hills Drive east of Old Jerome Highway	3,346
Old Jerome Highway north of Black Hills Drive.	866
Main Street east of the Cement Plant Road	1,313
Main Street west of 16th	1,526
11th St. between 89A and Park	3,416
Main St. east of 11th by the Town Park	3,561

Broadway at Cottonwood Boundary	4,301	
Broadway at Elks Lodge	4,630	
Tuzigoot Road off of Broadway	758	
Broadway at one lane bridge.	1,144	
Broadway above Patio Park	821	
Third North Street east of Broadway (71% of traffic from industrial area east of RR)	556	
Third North Street just east of abandoned railroad tracks.	397	
Centerville Road at 89A	665	

21. Mingus Shadows Subdivision: Lincoln at 89A 1,455

22. Mingus Shadows Subdivision: Mingus Shadows at 89A 1,098

23. 89A at Black Hills Drive 10,300
see Cottonwood Area Transportation Plan 2001

24. 89A at Lisa Lane 8,500
see Cottonwood Area Transportation Plan 2001

3.f MULTI-MODAL TRANSPORTATION

The Growing Smarter legislation requires communities to consider planning for modes of transportation other than automobiles. A comprehensive approach to considering transportation needs and opportunities looks at not only automobiles but also all other methods of moving goods and people. The Circulation Element emphasizes the broad-based benefits to be derived from support for multi-modal transportation planning. Although the automobile will continue to be the primary means of transportation within the town, there are significant social, environmental and economic benefits derived from modes of transportation other than single-occupant vehicles. Walking, bicycling, and public transit serve these purposes.

Automobile

The private automobile will remain the primary means of transportation in Clarkdale for the foreseeable future. The street system is designed to provide a safe and efficient means for automobiles to move in and through Clarkdale. The street circulation system has a continuing need to address a range of improvements, including those related to roadway surface conditions, drainage features, traffic control, intersection design upgrades and the integration of pedestrian and bicycle facilities.

Pedestrian

Walking offers a wide range of benefits as a mode of transportation for relatively short distances within local sub-areas and to connect adjacent areas. In order to function as a safe and efficient means of transportation, pedestrian facilities need to be continuous, interconnected and meet minimum engineering criteria. Sidewalks, off-road pathways, and "pedestrian-friendly" intersection design are basic components of a pedestrian transportation system. The surface should be relatively smooth, free of debris and adequate for different weather conditions. Sidewalks and pathways should be separated from the roadway travel lanes by a distance adequate to provide a safe walking environment.

Bicycle

Bicycling is a cost-effective, energy-efficient, non-polluting, healthy alternative for transportation. In Clarkdale, there is a general perception that riding a bicycle on the streets is basically unsafe due to poor surface conditions, a lack of adequate road width and a lack of an identified, interconnected bicycle route system. Generally, people are more likely to ride bicycles for transportation if there is a perception of adequate and safe facilities, such as occurs with wider lanes. The separation of most of Clarkdale from shopping, employment and other common destinations at a regional level makes bicycling a less desirable alternative for such uses for many people. It is more likely that the bicycle can be an effective component of the transportation mix for shorter trips at the neighborhood level. Implementation of effective regional bicycling facilities will take time due to the need for coordination of bicycle facilities with major highway improvement programs.

A comprehensive program to improve conditions for bicycling typically has a number of components, including designating continuous routes on existing roads, requiring adequate roadway width for new roads and other street improvement projects, establishing a consistent system of signs, providing secure bicycle parking facilities at various destinations and supporting education

and traffic enforcement laws for bicyclists for safety purposes.

Transit

A fixed-route general transit system was begun in January 2002, that includes Clarkdale in a loop route system with Cottonwood. The Cottonwood Area Transit System (CATS) also provides on-demand, door-to-door paratransit (dial-a-ride and reserve-a-ride) service in Clarkdale and Cottonwood, as well as in nearby county areas. Planning for transit systems requires close attention to population distribution, funding sources, public support levels, and regional as well as local concerns. Transit stops should be coordinated with pedestrian linkages, automobile parking, and bicycle parking facilities so as to take advantage of multi-modal transportation opportunities. Attractive, well placed bus shelters assist with efforts to encourage increased ridership.

3.g REGIONAL TRANSPORTATION

Regional transportation planning will continue to be a major concern in the Verde Valley over the next decade as the population continues to grow.

Cottonwood Area Transportation Plan 2001

The Town of Clarkdale along with Yavapai County and the Arizona Department of Transportation (ADOT) participated in the Cottonwood Area Transportation Study which was initiated in 1998 by the City of Cottonwood, and released in final draft form in July 2001, as the Cottonwood Area Transportation Plan (CATP). The intent of the study was to present a comprehensive, long-range, multi-modal transportation plan for the rapidly growing area in the vicinity of Cottonwood but also including Clarkdale.

Short-term (1-5 years) Recommendations Effecting Clarkdale Include the Following:

- Widen 89A from Black Hills Drive to Cement Plant Road from 2-lanes to 4-lanes.
- Adopt access management policies for driveways and access to adjacent properties along arterial and collector streets.
- Obtain right-of-way and upgrade Centerville Road from 89A to Broadway as paved road with bike lanes and pedestrian paths.
- Replace obsolete one-lane Broadway Bridge at Bitter Creek with modern two-lane structure.
- Develop multi-use trail from Bitter Creek to Bridgeport along Verde River Greenway.

Mid and Long-term Recommendations from CATP 2001 Include:

- Implement access management regulations to limit direct access from driveways to abutting collector and arterial roadways.
- New industrial access route from Cement Plant Road to historic industrial area.
- Reconstruct intersection at 89A /Cement Plant Road and Eleventh Street to include possible signalization and turn lane improvements.
- Western bypass route from Ogden Ranch Road and Highway 260 to Yavapai College campus and on to Old Jerome Highway at 89A.

- Widen and add bike lanes on Broadway from Clarkdale to Old Town Cottonwood.

- Sign Old Jerome Highway from Scenic Drive to Black Hills Drive as bike route

Verde Valley Transportation Planning Organization

The Verde Valley Transportation Planning Organization (VVTPO) is comprised of elected and appointed officials, as well as agency staff, from the Northern Arizona Coucil of Governments (NACOG), various incorporated municipalities, Yavapai County and ADOT. They make recommendations on regional road projects and recommend priorities for ADOT's annual and five-year transportation plans.

Highway 89A Improvements

The Town of Clarkdale and the City of Cottonwood is working with ADOT to address proposed improvements to State Highway 89A. The preliminary plan calls for widening the highway through Clarkdale to include a center turn lane in addition to pull out and acceleration lanes at various major intersections. The long-range plan also looks at the installation of signalized intersections at various locations along Highway 89A as warranted by future development of adjacent properties. Plans call for a reconfiguration of the intersection of Highway 89A, Cement Plant Road and Eleventh Street to include signalized traffic control and upgraded design.

3.h CIRCULATION GOALS, OBJECTIVES AND POLICIES.

The following goals, objectives and policies provide direction and guidance for transportation and street circulation concerns in Clarkdale:

GOAL 3-A PROVIDE FOR A COMPREHENSIVE, INTEGRATED TRANSPORTATION SYSTEM THAT SERVES THE COMMUNITY IN A SAFE, EFFICIENT, COST EFFECTIVE AND AESTHETICALLY PLEASING MANNER.

Objective 3-A. a.
Provide for the functional needs of the Town's transportation system by addressing various levels of service as relates to various land use conditions.

Policy A system of functional classifications for various types of roads, including arterial, collector and local streets shall be used to ensure that the town-wide circulation system functions as intended.

Policy Revise and update Town engineering standards for the development and improvement of roads and transportation facilities, to include physical construction standards, drainage improvements, traffic control and system planning.

Policy Conduct periodic traffic volume studies on roads in the Town of Clarkdale to evaluate growth trends on local roads.

Objective 3-A. b.
Ensure the circulation system is coordinated with existing and proposed land uses.

Policy Require development projects, including new subdivisions, commercial developments, and planned area developments to address the adequacy of access and circulation according to the functional classification and overall interconnection with the town circulation system.

Policy Discourage direct residential driveway access to collector and arterial streets.

Policy Ensure that commercial and industrial developments have access to collector streets and arterial streets and not local streets.

Policy Commercial developments are encouraged to coordinate shared driveway access to collector and arterial streets.

Policy The installation of secondary frontage roads parallel to arterial and collector roads is encouraged to provide access to abutting commercial and planned developments.

Policy Protect neighborhood streets from major high-speed, through traffic.

Objective 3-A. c.
Ensure adequate funding and implementation mechanisms to address short and long term circulation needs.

Policy Encourage the establishment of improvement districts to address street improvements in certain areas.

Policy Coordinate the long-range use and distribution of federal, state or county roadway funding programs with other local jurisdictions in the region through regional planning.

Policy Develop regulations to ensure that new development is responsible for transportation improvements to address impacts of traffic generation.

Policy Require development projects to be responsible for the implementation of the Circulation Plan as shown, including dedication of right-of-way and construction of improvements.

Policy Coordinate transportation and street improvement projects with the Town's Capital Improvement Program.

Policy Upgrade private roads to adequate standards before acceptance as dedicated public right-of-way.

GOAL 3-B SUPPORT OPPORTUNITIES FOR ALTERNATE MODES OF TRANSPORTATION.

Objective 3-B. a.
Provide an adequate, safe, convenient and interconnected system of pedestrian facilities throughout the Town.

Policy Identify walkway engineering standards and design criteria for new development and upgrade to existing neighborhoods.

Policy Improve the design standards for intersections to allow safe pedestrian access.

Policy Identify and implement programs to address handicapped improvements along sidewalks and other access ways, including access ramps, intersection improvements and tread improvements.

Objective 3-B. b.
Improve opportunities for bicycling .

Policy Establish a comprehensive bicycle program that includes physical improvements to streets, bicycle parking facilities, signed route systems, and education programs for people of various ages.

Policy Encourage ADOT to include adequate width on rural highways to allow safe bicycle travel, as per accepted state and national design standards.

Objective 3-B. c.
Improve opportunities for public transit.

Policy Establish and maintain working relationship with all regional transit providers.

Policy Provide attractive and safe bus passenger shelters, pull out bays and informational signs for transit routes.

Policy Support innovative transit programs, such as door-to-door, dial-a-ride services for special needs populations, including elderly, sick or disabled persons, and for the general public in dispersed areas.

Policy Require new development, through subdivision, rezoning, planned area development or annexation process, to consider opportunities for transit.

GOAL 3-C SUPPORT REGIONAL

TRANSPORTATION PROGRAMS.

Objective 3-C. a.
Support regional, multi-jurisdictional, transportation planning.

Policy The Town shall participate with surrounding jurisdictions, the County, NACOG and ADOT on regional transportation studies and project coordination.

Policy The Town should work with ADOT to ensure adequate pedestrian and bicycle facilities are include where appropriate with all state highway improvement projects in Clarkdale and the region.

3.i CIRCULATION IMPLEMENTATION STRATEGIES

Implementation measures for the Circulation Element are presented in response to the proposed Goals, Objectives and Policies as developed through the General Plan Program. The suggested implementation measures are meant to provide general guidelines as examples to assist with understanding the scope of possible action and are not meant to be considered as a specific operations plan. The Implementation Strategies are organized with the following information:

Description of Implementation Measure

Identify commercial driveways that could be combined for shared access.
Planning Division
0-2 Years General Fund

Identify specific locations of existing and future right-of way necessary to the collector road system.
Planning Division
Public Works
Town Engineer
0-2 Years General Fund

Identify funding mechanisms to assist with town-wide circulation improvements.
Planning Division
0-2 Years General Fund

Identify and prioritize pedestrian needs.
Planning Division
0-2 Years General Fund

Identify intersections in need of pedestrian improvements.

Planning Division
0-2 Years General Fund

Circulation Implementation Strategies

Implementation Measure	Department or Program	Time Frame (Years)	Possible Funding Source
1. Identify commercial driveways that could be combined for shared access.	Planning Department	0-2 Years	General Fund
2. Identify specific locations of existing and future right-of way necessary to the collector road system.	Planning Department Public Works Town Engineer	0-2 Years	General Fund
3. Identify funding mechanisms to assist with town-wide circulation improvements.	Planning Department	0-2 Years	General Fund
4. Identify and prioritize pedestrian needs.	Planning Department	0-2 Years	General Fund
5. Identify intersections in need of pedestrian improvements.	Planning Department	0-2 Years	General Fund

4. OPEN SPACE ELEMENT

4.a INTRODUCTION

The Open Space Element is intended to identify and provide approaches for the preservation and enhancement of open space resources, parks, recreation areas, wildlife and natural habitat, riparian corridors, floodplains and drainageways within the Town of Clarkdale. The preservation of natural undeveloped areas within the Town provides areas for enjoyment by residents and visitors, as well as provides a context for development that adds value to the community.

Arizona Revised Statutes, under the Growing Smarter legislation, restricts the ability to designate private property as open space, recreation, agricultural or conservation lands on official planning maps without written permission. There is relatively little area within the town boundary identified as public lands except for that area of Prescott National Forest land which was annexed in 2001. The Town of Clarkdale only owns a few small parcels already developed as parks or public facilities. Since the mapping process for open space is limited by state law, the objectives of preserving and protecting open space resources may best be addressed through the establishment of goals and policies that apply to town-wide park and open space objectives.

It is a common planning tool in many municipalities to establish standards and goals for the amount of developed recreational park land and open space a community has in relation to the size of the population. These standards look at the amount of neighborhood, community-wide and regional facilities that are desirable for a certain population. The National Recreation and Park Association recommends that between 6.25 and 10 acres of park land be provided per 1,000 residents. In addition, they recommend the same amount of acreage be provided in open space. In Clarkdale, the interest in protecting an adequate amount of undeveloped open space can be addressed by identifying floodplains, major washes, steep slopes and other less developable lands.

The total amount of existing and proposed town park land is only 6.47 acres, not including the town swimming pool, the Town Hall complex, the Clarkdale-Jerome School or Yavapai College, which all have limited public access to facilities. Population estimates indicate Clarkdale will exceed 3,600 in the year 2002, for a total of 1.8 acres of park land per 1,000 population. Clarkdale would need to develop more than three to five times the amount of park facilities currently planned to meet the national standards of 6.25 to 10 acres per 1,000 population. Over the next ten years Clarkdale would have to consider development of 18 to 33 acres of developed parks to meet these standards.

4.b. LEGISLATIVE REQUIREMENTS

Arizona Revised Statutes places special restrictions on a municipality's ability to designate private land as open space. ARS § 9-461.06.M. is as follows:

> In applying an open space element or a growth element of a general plan a municipality shall not designate private land or state trust land as open space, recreation, conservation or agricultural unless the municipality receives the written consent of the land owner or provides an alternative, economically viable designation in the general plan or zoning ordinance, allowing at least one residential dwelling per acre. If the landowner is the prevailing party in any action brought to enforce this subsection, a court shall award fees and other expenses to the landowner.

ARS § 9-461.05.D.1 defines the requirements of the Open Space Element as follows:

(a) A comprehensive inventory of open space areas, recreational resources and designations of access points to open space areas and resources.

(b) An analysis of forecasted needs, policies for managing and protecting open space areas and resources and implementation strategies to acquire additional open space areas and further establish recreational resources.

(c) Policies and implementation strategies designed to promote a regional system of integrated open space and recreational resources and a consideration of any existing regional open space plans.

4.c PARKS AND RECREATIONAL FACILITIES IN CLARKDALE

Existing Facilities

14.	Town Park Main Street Downtown	1.92 acres	Historic gazebo Children's playground Public restrooms Picnic tables
15.	Selna Ballfield Broadway Lower Clarkdale	2.41 aces	Lighted baseball field ½ basketball court 2 picnic ramadas Volleyball court
16.	Centerville Fire Station Avenida Guillermo	0.32 acres	½ Basketball court
17.	Cabellero Park Fiesta Street Patio Town	0.14 acres	Children's play area ½ Basketball court
18.	Swimming Pool Clark Memorial Clubhouse Downtown 8' x 10'		Main Pool: 150,000 gallons 6 lanes Splash Pool: 2,000 gallons Open summer months
19.	Peck's Lake (Private) East of Verde River		Day use area: 4 covered picnic ramadas Non-motorized boating Fishing

Hiking trails to Coconino National Forest

20. Tuzigoot Bridge (Private and State Land) Day use area:
Verde River Area
Parking area, fishing sites

21. Clarkdale Jerome School District
Elementary School
Main Street
Upper Clarkdale
Facilities open to public use with permission:
soccer / football field
softball field
basketball courts
(indoor/outdoor)
children's playground
nature trail system

Planned Facilities:

9. Centerville Park 2 acre park: Picnic ramadas, multi-use field
basketball court, playground

4.d PUBLIC LANDS BY AGENCY

A variety of public lands are located within the town of Clarkdale, including local, state, federal and Indian trust lands. The Town of Clarkdale owns a number of smaller parcels developed with various uses. The State Parks Board owns a number of undeveloped parcels indicated as the Verde River Greenway. The Town of Jerome has a parcel of land in the foothills area that is an historic cemetery. The Clarkdale Jerome School is located in Upper Clarkdale. The Verde Campus of Yavapai College is located off of Black Hills Drive. The Yavapai Apache Nation is not specifically public lands but falls under this category as part of the United States Government federal trust lands. A large area of the Prescott National Forest was annexed to Clarkdale in 2001.

Prior to the annexation of Prescott National Forest land:
Approximately 360.37 out of 4,640 acres indicated as public lands:
7.8% public land

After the annexation of Prescott National Forest lands:
Current Status: Approximately 2,077.38 acres out of 6,500 acres:
32% public land

Agency		Acres
Town of Clarkdale		**44.30**
Town Park	1.92 acres	

Selna Ballfield	2.41		
Cabellero Park	0.14		
New Centerville Park		2.00	
Centerville Fire	0.32		
Public Works/ Fire		1.31	
Town Hall complex		6.34	
Cemetery	20.00		
Wastewater Treatment Plant		9.86	
State Parks Board			**68.49**
Verde River Greenway	28.9		
	1.31		
	15.90		
	22.38		
Town of Jerome			**29.32**
Yavapai College			**120.85**
Clarkdale Jerome School			**40.48**
Yavapai Apache Trust Lands			**56.93**
United States Forest Service			**1,717.01**
TOTAL			**2,077.38 acres**

4.e TYPES OF PARKS AND RECREATION FACILITIES

A comprehensive park facility master plan to serve the interests of all segments of the population of Clarkdale includes both active recreational opportunities, such as play grounds, ball courts and athletic facilities, and other facilities, such as picnic areas, walking paths and sitting areas. A variety of park types and facilities will serve the diverse interests of a growing population. In addition to meeting the needs or residents and visitors, it is recognized that parks and recreation facilities have become standard amenities in communities all across the country and any future interest in promoting quality economic development in Clarkdale will have to contend with this fact as a consideration when competing for desirable economic development.

Neighborhood Park

The opportunity to walk to a neighborhood park facility from each home is a desirable amenity that addresses a range of quality of life issues, as well as economic development concerns. Neighborhood parks should be located within existing residential areas, as well as required as part of all new planned developments and subdivisions. Neighborhood parks are usually from one-half to five acres in size and would service an area approximately one-half mile in radius, or a convenient walking distance from surrounding homes. Each park should respond to the prevailing interests of the nearby residents but could

include a children's play area, picnic tables, walking paths, ball courts, ball fields, pet areas and open space areas.

Community Park

A Community Park would be 25 to 50 acres in size so as to serve a wider range of interests than neighborhood parks. Additional acreage may considered if areas of open space preservation are included with developed facilities. A town-wide community park would have both indoor and outdoor facilities. A multi-purpose building could include both recreational facilities, as well as meeting space for community groups, a senior center and for other community uses. Outdoor recreational facilities could include baseball, softball and soccer fields, basketball and tennis courts, a children's play area, walking trails, pet areas, covered picnic areas and quiet areas for sitting. This type of park should have adequate off-street parking and be separated from less intensive uses by adequate open space or landscaped area. Clarkdale should consider planning for a Community Park and Recreation facility to serve the entire town.

Regional Park

Regional park facilities generally encompass a larger area of land and may be 50 acres in size or larger. This type of park usually serves the residents of several towns and surrounding areas. It is in the interest of Clarkdale residents to support and participate in regional park facilities whether they are located within the town or in a neighboring community. Regional parks may include all the things found in a town-wide park, such as baseball and soccer fields, as well as larger developed facilities, including swimming pools, indoor recreational facilities, multi-purpose trails, an outdoor amphitheater, camping areas and larger areas of land preserved as open space.

4.f ECONOMIC IMPACTS OF PARKS AND OPEN SPACE

A number of studies have evaluated the economic impacts of open space, greenways and trail systems in proximity to developed areas. The studies conclude that open space systems provide positive economic benefits for nearby property values and local economies. The benefits are measured in terms of assessed valuations, business impacts, and social and environmental impacts. Individual projects have to be looked at in detail but overall when certain accepted principles are addressed there is a high likelihood of realizing positive benefits. In general, park areas should be compatible with surrounding development in terms of the scale of development and the expectation of neighbors. Such amenities are shown to increase nearby property values and this can ultimately lead to an increase in local tax revenues. Increased spending on parks and recreation-related activities can also assist local businesses. Quality of life improvements, such as parks and recreation facilities and open space systems, are critical components of a strategy for attracting new quality

economic development, as well as for assisting with business retention and expansion efforts.

A common concern of property owners is that the installation of parks, trails and open space systems will increase crime and vandalism and decrease property values. Although individual property owners and residents will experience unique experiences, there is ample evidence to show that in general such facilities provide positive or neutral impacts on surrounding properties. Impacts are relative to the expectations of individual residents. In more developed neighborhoods residents may expect a certain amount of activity or noise; in remote areas residents expect more solitude. Perceptions are just as important to evaluate as measurable statistics and residents concerns should be included in any proposals for development of public parks and facilities.

Economic Study Reports

Economic Impacts of Protecting Rivers, Trails and Greenway Corridors: A Resource Book, by the National Park Service, Rivers, Trails and Conservation Assistance Program, 1995.

The Impacts of Rail-Trails: A Study of User and Property Owners From Three Trails, National Parks Service, RTCA, 1992.

Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime, City of Seattle Engineering Department, 1987.

Trails and Greenways: The Quintessential Sustainable Development Public Works Project, Rails-to-Trails Conservancy, STPP Progress, February 1999.

SUMMARY OF ECONOMIC BENEFITS FROM PARKS AND OPEN SPACE

Real Property Values. Open space and parks are desirable amenities that contribute to increased resale values and increased property values for properties located in proximity.

Tax Benefits. Increased property values result in increased sales values, increased assessments and increased property tax revenue. Studies indicate increased tax revenues can offset initial park development costs. Assessed values may lag behind market values but will eventually show results.

Multiplier Effect. Economic models indicate recreational expenditures generate 1 ½ to 3 times more to the local economy than the actual amount of direct expenses. There are direct and indirect benefits of spending on recreation uses which contribute in a chain reaction to the local economy. Management and maintenance expenditures contribute to salaries, equipment costs and material expenses.

Resident Expenditures. National studies indicate that local residents typically spend from one to a few extra dollars per day in relation to use of local parks, trails and recreation facilities, which adds up to measurable benefits.

Tourism Revenues. Parks and recreation sites can attract visitors who spend on food, lodging, fuel and various hard goods. Tourists may be encouraged to spend extra days in the area.

Sporting Events. Certain organized sporting events, such as running and cycling races, triathlons and similar sanctioned events can generate hundreds of thousands to millions of dollars to a local economy from a single organized sporting event.

Corporate Relocation. Quality of life considerations are increasingly important in competitive relocation and retention of attractive businesses. Parks and recreation facilities are considered among the most important amenities in national surveys concerning quality of life indicators.

Other Benefits. Open space and park development addresses clean air, clean water and public health benefits. Healthy residents contribute to a range of intangible personal and community benefits, including lower medical expenses and higher worker productivity. Such facilities provide outstanding opportunities for healthy, family-oriented activities, which ultimately contributes to a range of positive social benefits, such as decreased juvenile crime and lower school drop-out rates.

4.g WILDLIFE AND PLANTS

A variety of plant and wildlife is found within the town limits of Clarkdale. The natural plant and wildlife found in Clarkdale provides enjoyment for both residents and visitors alike and should be protected as important and valued features of the community.

Wildlife

Some species of wildlife are permanent or semi-permanent residents; others are migratory, seasonal or infrequent visitors. There is a range of mammals, birds, reptiles, fish and other animals that may be found in Clarkdale. A partial list is included to illustrate the diversity of wildlife found in the area.

Mule deer	Beaver	Blue heron
Antelope	River otter	Turkey vulture
Mountain lion	Muskrat	Gambel's quail
Black Bear	Raccoon	Ducks and Geese
Javelina	Skunk	Bald eagle
Gray Fox	Jackrabbit	Rattlesnake
Coyote	Cottontail rabbit	Tarantula
		Lizard

Plant Communities

There are three major plant communities identified in Clarkdale. Plant communities are not always clearly defined with strictly delineated boundaries. Various species may well inhabit two or more different such communities. Plant communities or associations are typically dependent on or affected by such factors as geographical location, soil types, precipitation rates, angle and direction of slopes, elevations, microclimates and successional considerations, and thus it is not uncommon to find a particular plant or grouping of plants growing outside what would be thought of as its customary habitat if some of the above factors are advantageous to that growth. Depending upon what sources you refer to, there are many different types of plant communities defined. For Clarkdale this has been simplified as (1) Chaparral, (2) Upper Sonoran Desert Scrub, and (3) Riparian Woodland.

1. *Chaparral*. The dry rocky slopes above 3,500 feet elevation are characterized as a chaparral-type plant community. Here grasses are mixed with succulent plants, including agave century plants and prickly pear cactus. Tree-like mesquite and catclaw shrubs are dominant in some areas. There are scattered stands of larger shrubs, including crucifixion thorn, mountain mahogany, shrub live oak and ceonothus. Dense shrub thickets grow in pockets along the rolling dry rocky slopes and smaller drainage washes. The shrubs and small trees are drought-tolerant, tough and woody; they are typically 6'-12' or so high, and have deep roots for collecting moisture.
2. *Upper Sonoran Desert Scrub.* The desert scrub plant community is generally located below 4,000 feet elevation and includes large stands of mesquite, catclaw, crucifixion thorn and many smaller shrubs, grasses and cacti.
3. *Riparian Woodland.* The riparian plant communities along the major washes, the Verde River and Pecks Lake area are characterized by a wider range

of plant types, including cottonwood, willow and sycamore trees. A greater concentration of plant and wildlife of all kinds is typically found within the riparian zone due to the availability of water.

Native Plants

Native plants are generally identified as those that were naturally growing here before modern settlement arrived in the nineteenth century. They are the best adapted to the local environment and climate, including hot summers, cold winters, generally poor soils, little annual rainfall and long periods of drought. Native plants help define the southwest environment that has drawn so many people here in the first place and are strongly encouraged for landscaping within developed areas. Some native plants are difficult to establish through propagation or transplanting and are not typically available through commercial nurseries, therefore the best practice for native plants in the Clarkdale area is to preserve them in their natural habitat at the time of development.

Adaptive Plants

Adaptive plants are those that are appropriate for the area because of low water use, an ability to grow in the cold winter and hot summer climate, and to thrive in generally poor soils. Many common plants, such as the ubiquitous and quintessential western tumbleweed, which is actually Russian thistle, were non-native plants brought to this area either accidentally or on purpose by early pioneer settlers. A range of both native and adaptive drought-tolerant plants are commercially available and are encouraged for landscaping plants.

Clarkdale Area Landscape Plant List

The Clarkdale Area Landscape Plant List includes both native and adaptive plants that are appropriate for landscaping in the area of Clarkdale, Arizona. Native plants are indigenous to this area and are the best suited to the climate and location. Other low water use plants that may be suitable for this climate and environment are said to be adaptive. Water conservation is a major consideration in the selection of drought tolerant and low water use plants. In addition, plants should be adapted to hot summers and cold winters, as well as generally poor soil conditions.

The Landscape Plant List has been developed to address those plants which are both commercially available and the best suited to this environment. This list does not include all native or adaptive plants that may be available from different sources at all times nor does it guarantee survivability of individual plants in any given location. Understanding the criteria for proper selection, installation and

maintenance of landscaping plants should be considered in any location. Various types of trees can be transplanted in this area but special attention should be given to the unique concerns of the local environment. Transplanted trees, including drought tolerant varieties, usually require more watering for the first several years until their roots become established. Trees that grow in riparian habitats, meaning near rivers and streams, typically need to be near deep water sources and are not recommended for planting in non-riparian desert areas.

NATIVE TREES FOR THE CLARKDALE AREA

Common Name	Botanical Name	Size	Water Use	Notes
Arizona Alder	Alnus oblongifolia	25-50'	mod.	riparian
Arizona Ash (Velvet)	Fraxinus velutina	30-40'	mod.	riparian
Arizona Cypress	Cupressus arizonica	30-40'	very low	dry soils, evergreen
Arizona Sycamore	Platanus wrightii	40-100'	mod.	riparian
Box Elder	Acer negundo	40-60'	mod.	riparian, invasive
Common Chokecherry	Prunus virginiana	20-30'	low mod.	high canyons
Fremont Cottonwood	Populus fremontii	50-100'	low mod.	common, riparian
Narrowleaf Cottonwood	Populus augustifolia	to 60'	low mod.	riparian
Desert Willow	Chilopsis linearis	10-25'	low mod.	riparian edge, washes
Neatleaf Hackberry	Celtis reticulata	20-30'	low	riparian edge
Alligator Juniper	Juniperus deppeana	20-50'	low	high mtn. areas
One-seed Juniper	Juniperius monosperma	15-35'	very low	dry mesas, hillsides
Utah Juniper	Juniperius osteosperma	15-30'	very low	one main trunk, dry areas
Bigtooth Maple	Acer grandidentatum	10-40'	low	high washes with shade
Velvet Mesquite	Prosopis velutina	15-25"	low	riparian edge
White Oak	Quercus arizonica	20-50'	very low	typically above 5,500'
Emory Oak (Live Oak)	Quercus emoryi	20-50'	low	lower slopes, evergreen
Gambel Oak	Quercus gambelii	20-50'	low	typically above 5,000'
Blue Palo Verde	Cercidium floridum	20-50'	low	below 4,000', low desert
Singleleaf Pinon	Pinus monophylla	20-25'	low	above 4,000, rocky hills
Western Soapberry	Sapindus saponaria	20-30'	low	open slopes
Arizona Walnut	Juglans major	30-40'	low mod.	stream banks, riparian edge
Gooding Willow	Salix goodingii	30-50'	low mod.	riparian, invasive roots

NATIVE SHRUBS AND BUSHES FOR THE CLARKDALE AREA

Common Name	Botanical Name	Size	Water Use	Notes
Algerita (Barberry)	Berberis fremontii	3-10'	low	Fremont barberry
Catclaw Acacia	Acacia greggi	4-10'	very low	common shrub or small tree
Beargrass	Nolina microcarpa	4-6'	very low	Agave family, tall stalks, high slopes
Arizona Cliffrose	Purshia subintegra	3-6'	very low	Endangered Species, limestone outcrops
Cliffrose	Cowania mexicana	10-15'	low	dry, rocky, steep slops
Shrubby Coldenia	Tiquilia canescens	8"	very low	dry mesas, dome-shaped mound
Creosote Bush	Larrea tridentata	4-8'	very low	roots emit repellents
Crucifixion Thorn	Canotia holocantha	8-12'	very low	common, dry slopes
Desert Broom	Baccharis sarothroides	3-6'	very low	common, disturbed soil
Feather Dalea	Dalea formosa	1-2'	very low	dry, rocky slopes
Graythorn	Ziziphus obtusifolia	6-10'	very low	riparian edge, grasslands, bird habitat
Manzanita (pointleaf)	Arctostaphylus pungens	4-6'	low	dry hillsides above 4,000'
Mariola	Parthenium incanum	3'	very low	dry, rocky, well-drained soils
Mesquite, Velvet	Prosopis velutina	10-25'	low	washes, riparian edge below 4,000'
Mountain Mahogany	Cercocarpus montanus	15'	low	high slopes
Mormon Tea	Ephedra viridis	2-6'	very low	dry soil
Ocotillo	Fouquieria splendens	8-15'	very low	steep hillsides, needs drainage
Shrub Live Oak (Scrub)	Quercus turbinella	6-10'	very low	high slopes, dry washes
Palmer Oak (Dunn)	Quercus palmeri. dunnii	10-15'	very low	washes and canyons, large acorns
Range Ratany	Krameria parvifolia	1-2'	very low	dry hillsides, mesas
Four-wing Saltbush	Atriplex canescens	4-6'	very low	common, wildlife habitat
Broom Snakeweed	Gutierrezia sarothrae	2-4'	very low	common, over grazed areas

Smooth Sumac	Rhus glabra	4-8'	very low	well-drained soils
Sugar Sumac	Rhus ovata	2-15'	very low	part shade, dry slopes
Wait-a-minute Bush	Mimosa biuncifera	4-6'	very low	(catclaw mimosa)
Winter Fat	Eurotia lanata	2-3'	very low	(white sage) open rangeland

NATIVE CACTI AND SUCCULENTS FOR THE CLARKDALE AREA

Common Name	Botanical Name	Size	Water	Notes
Century Plant	Agave americana (parryi)	4-6'	very low	tall flower stalk
Plateau Cholla	Opuntia whipplei	2-4'	very low	long branching sections
Claret Cup Hedgehog	Echinocereus triglochidiatus	1-2'	very low	dense mounds of stems
Fendler Hedgehog	Echinocereus fendleri	6"-1'	very low	small clumps, rocky slopes
Desert Prickly Pear	Optuntia phaeacantha	2-5'	very low	dry hillsides
Banana Yucca	Yucca baccata	2-3'	very low	dense flower clusters
Soaptree Yucca	Yucca elata	2-15'	very low	tall single trunk, flowering spike

ADAPTIVE SHRUBS AND BUSHES FOR THE CLARKDALE AREA

Common Name	Botanical Name	Size	Water	Notes
Angel's Hair	Artemesia schmidtiana	2'	very low	fine silver leaves
Bird-of-Paradise Bush	Caesalpinia gilliesii	4-6'	moderate	tree var. 12'
Butterfly Bush, Fountain	Buddleia alternifolia	8-12'	low	long flower clusters
Cotoneaster, Spreading	Cotoneaster divaricata	5-6'	low	hardy deciduous
Dusty Miller	Artemisia stelleriana	2-3'	low	hardy in cold areas
Elaegnus	Elaeagnus ebbinger	10-12'	low	evergreen shrub
Heavenly Bamboo	Nandina domestica	6-8'	low	some water, shade
Juniper	Juniperius chinensis	2-15'	very low	

Juniper	Juniperius sabina	2-4'	very low	evergreen
Pittosporum (Tobira)	Pittosporum tobira	6-15'	low	evergreen best
Photinia, Chinese	Photinia serrulata	6-12'	low	some water
Pyracantha (Firethorn)	Pyracantha coccinea graberi	6-12'	low	water to establish
Rosemary	Rosmarinus officinalis	2-6'	very low	trains to fence needs drainage
Santolina, Gray	Santolina chamaecyparissus	1-2'	low	evergreen
Santolina, Green	Santolina virens	1-2'	low	evergreen good ground cover
Tower-of-Jewels	Echium wildpretii	4-10'	low	tall flower clusters
Toyon (California Holly)	Heteromeles arbutifolia	6-10'	low	coastal native
Viburnum, various	Viburnum	4-12'	low to mod	partial sun
Xylosma	Xylosma congestum	8-10'	low	heat tolerant

ADAPTIVE TREES FOR THE CLARKDALE AREA

Common Name	Botanical Name	Size	Water	Notes
Cedar, Deodar	Cedrus deodara	60-80'	very low	evergreen, check varieties
Cherry, Carolina Laurel	Prunus carolinianna	15-20'	low	drops fruit & litter
Chinaberry	Melia azedarach	30-50'	low	grows in poor soil
Crabapple, Flowering	Malus, varieties	6-30'	low-mod.	check avail. local varieties
Elm, Siberian	Ulmus pumila	20-40'	moderate	hardy growth, brittle wood
Gum, Sweet	Liquidambar styraciflua	40-60'	low	good street trees
Honeylocust, Thornless	Gleditsia, triacanthos	35-70'	low	check avail. local varieties

Locust, Idaho	Robinia idahoensis	30-40'	very low	aggressive roots
Mulberry, White	Morus alba	25-35'	low	from China (silkworms)
Olive, Russian	Elaeagnus angustifolium	15-20'	mod.	invasive, riparian, dry areas
Pine, Aleppo	Pinus halepensis	30-60'	low	hardy to heat, aridity, wind
Pine, Pinon Nut	Pinus edulis	10-35'	very low	hardy in desert mountains
Pine, Singleleaf Pinon	Pinus monophylla	10-25'	very low	hardy in desert mountains
Pine, Calabrian	Pinusbrutia	30-80'	very low	hardy, does not tolerate cold
Plum, Flowering	Prunus, varieties	20-30'	low	requires maintenance
Redbud, Western	Cercis occidentalis	10-20'	low	below 4,000'

4.h OPEN SPACE GOALS, OBJECTIVES AND POLICIES.

The following goals, objectives and policies provide direction and guidance for open space and recreation in Clarkdale:

GOAL 4-A PROVIDE AN INTEGRATED SYSTEM OF OPEN SPACE AND NATURAL RESOURCE AREAS TO SERVE THE RESIDENTS OF CLARKDALE.

Objective 4-A. a.

Encourage policies to identify and protect open space resources within existing and proposed developed areas by ensuring appropriate

standards for compatible development.

Policy Encourage the use of development incentives to promote integrated open space networks within planned developments.

Policy Pursue opportunities to identify and protect natural areas in proximity to existing neighborhoods.

Policy Adopt standards to encourage preservation of native landscaping in new developments, including native plant lists, plant survey methods and related procedures.

Objective 4-A. b.

Protect significant natural areas within the Town, including floodplains, the Verde River corridor, steep slopes and scenic view area.

Policy Provide adequate land development standards in the Town Zoning Code to address protection of sensitive natural resource areas.

Policy Provide public access opportunities to open space and river areas.

Policy Encourage development policies for floodplains and major drainage courses that allow such areas to be preserved in their natural condition to the greatest extent possible while meeting flood control objectives.

Objective 4-A. c.

Encourage policies to identify and preserve regional open space resources.

Policy Where applicable, provide linkage to and integration with other local and regional open space systems.

Policy Support regional planning efforts with local, county, state and federal governmental entities to create and maintain coordinated regional open space programs.

Policy Encourage development to be compatible with protection of Verde River riparian resources and major drainage washes through the town.

Policy Support the Verde River Greenway Program.

Objective 4-A. d.

Encourage citizen and agency participation in planning efforts to identify, implement and maintain open space and recreation resources for Clarkdale residents.

Policy Encourage neighborhood representatives, sports groups, schools, business representatives and others to participate in open space and recreation planning efforts.

GOAL 4-B PROVIDE A SYSTEM OF PARK AND RECREATIONAL FACILITIES TO MEET THE NEEDS OF CLARKDALE RESIDENTS.

Objective 4-B. a.

Increase the supply of park land in Clarkdale.

Policy Develop a Parks and Recreation Master plan for the coordination of short and long range objectives, that includes various levels of park development, funding mechanisms and implementation strategies.

Policy Evaluate and pursue various funding mechanisms to improve the parks and recreation program.

Policy Support efforts to develop neighborhood park and recreation facilities in all areas of Clarkdale, including existing neighborhoods and new developments.

Policy Support efforts to locate, design, fund, implement and manage a community park and recreation facility to address long-range, town-wide needs.

Policy Participate in regional efforts to ensure the development of adequate parks and recreation facilities for use by Clarkdale residents.

4.i OPEN SPACE IMPLEMENTATION STRATEGIES

Implementation measures for the Open Space Element are presented in response to the proposed Goals, Objectives and Policies. The suggested implementation measures are meant to provide general guidelines as examples to assist with understanding the scope of possible action and are not

meant to be considered as a specific operations plan. The Implementation Strategies are organized with the following information:

Description of Implementation Measure

Revise development standards to include incentives for open space preservation.

Planning Division
Parks and Recreation Commission

0-2 Years General Fund

Revise development standards to include native plant landscaping procedures and policies.

Planning Division

0-2 Years General Fund

Develop a Parks and Recreation Master Plan.

Planning Division
Parks and Recreation Commission

1-3 Years General Fund
Heritage Fund Grant

Identify opportunities for neighborhood park development in existing areas.

Parks and Recreation
Planning Division

Ongoing General Fund

Identify and pursue development of improved public access opportunities at the Verde River and other open space areas.

Planning Division
Town Council

Ongoing General Fund

Develop standards to encourage preservation of floodplains and major drainage courses in their natural condition to the greatest extent possible without compromising flood control and public safety objectives.

Planning Division

Public Works

0-2 Years General Fund

Open Space Implementation Strategies

Implementation Measure	Department or Program	Time Frame (Years)	Possible Funding Source
1. Revise development standards to include incentives for open space preservation.	Planning Department Parks & Recreation Commission	0-2 Years	General Fund
2. Revise development standards to include native plant landscaping procedures and policies	Planning Department	0-2 Years	General Fund
3. Develop a Parks and Recreation Master Plan.	Planning Department Parks & Recreation Commission	1-3 Years	General Fund Heritage Fund Grant
4. Identify opportunities for neighborhood park development in existing areas.	Parks and Recreation Planning Department	Ongoing	General Fund
18. Identify and pursue development of improved public access opportunities at the Verde River and other open space areas.	Planning Department Town Council	Ongoing	General Fund
6. Develop standards to encourage preservation of floodplains and major drainage courses in their natural condition to the greatest extent possible without compromising	Planning Department Public Works	0-2 Years	General Fund

flood control and public safety objectives.			

5. WATER RESOURCES ELEMENT

5.a INTRODUCTION

Water is critical for life. Life requires water. There is no alternative. Water is a precious resource that must be maintained and respected throughout the water cycle from individual use to management of entire watersheds. In a desert environment, such as Clarkdale, attention must be given to protection of existing water sources, maintenance of the highest levels of water quality, and identification of new sources to meet the needs of a growing population.

A key point to understand is that the Town of Clarkdale does not own or control any water source or water delivery infrastructure in the town. This makes it difficult to plan for future water needs for the town. People in Clarkdale get their water in two different ways: either they are connected to the water lines of the private water company or they have their own on-site wells. Cottonwood Water Works, a privately owned and operated company, has wells at Haskell Springs as their main supply source. They serve various areas of the town through an infrastructure of underground pipes which they also own and maintain. The Haskell Springs wells are located along the base of the foothills of Mingus Mountain near Mescal Gulch towards the southwest corner of the town. The second major water source within the town is from private on-site wells. Private wells are supposed to be registered with the Arizona Department of Water Resources but there is limited enforcement of this regulation so the exact number of private wells, how much water is drawn from them or where they are all located is not known.

It is the purpose of the Water Resources Element to address the following:

- Currently available surface water, groundwater and effluent supplies.
- Sources to provide projected new development with water.
- Opportunities to obtain additional new water supplies.
- Water conservation recommendations.

5.b LEGISLATIVE REQUIREMENTS

ARS § 9-461.05.5. requires the following:

A water resources element that addresses:

(a) The currently available surface water, groundwater and effluent supplies.

(b) An analysis of how the future growth projected in the general plan will be adequately served by the legally and physically available water supply or a plan to obtain additional necessary water supplies.

5.c WATER PROGRAM

The Town is currently limited in the types of programs or policies that can enacted to affect water sources and delivery systems since it does not own any water source or delivery infrastructure. A comprehensive water program would address availability and protection of existing sources, water conservation programs, and policies to find and develop new sources to meet the needs of a growing population.

Groundwater

Groundwater is the primary source for water in Clarkdale. Cottonwood Water Works, a private water company, uses the Haskell Springs wells as their main source. Individual private wells throughout the town also serve residential, commercial and other water uses. The total amount of water drawn from these well sources on an annual basis is unknown. The amount of groundwater potentially available from sources within the town is also unknown and without additional data any amount calculated would only be speculation.

One of the big questions to be answered regards challenges from the Salt River Project (SRP) concerning their senior surface water rights on the Verde River and the relation of "sub-flow" water in areas within the Verde River corridor. Since the water drawn from the sub-flow zone is said to be hydraulically connected to the Verde River, the water from these wells is considered the same

as surface water. There are questions as to the boundaries of the sub-flow zone associated with the Verde River and this could affect future abilities to locate new wells in those areas. It is generally considered that the wells at the lower elevations near the river are drawing on water associated with the Verde River sub-flow zone. There are additional questions concerning whether the water drawn from the Holocene alluvium, which is characterized by sand and gravel deposits near the side drainage washes, is also part of the Verde River sub-flow zone. The criteria for determining the delineation of the sub-flow zone still has to be determined by the Arizona Department of Water Resources. The determination of the sub-flow zone could have profound impacts on the ability to locate new private, commercial or municipal wells in Clarkdale.

Availability of Existing Supplies

The Town does not own any water source and therefore has no ability to address specific measures concerning availability of water sources. Surface water sources, such as from the Verde River or the privately owned Pecks Lake, are not considered as available sources due to prior allocations and claims. Groundwater sources are identified at Haskell Springs, which is owned by the private Cottonwood Water Works company, and at other private on-site wells located throughout the town. The development of new private wells in the vicinity of Haskell Springs and the Mingus foothills is considered a threat to the main town water source. Additional untapped groundwater sources may exist within the town but development of those sites would require additional study to identify potential sites for municipal well location.

Regional Water Planning

Coordination of comprehensive water programs, including source development, infrastructure development, wastewater treatment, and associated programs should be considered in terms of cooperative regional efforts that could potentially include adjacent municipalities, the County and various state agencies. Whether or not actual partnering occurs on specific projects, there should still be close coordination and communication of efforts between regional entities as that will ensure the most efficient and equitable approach for everyone in the region.

Municipal Town Water System

There are numerous questions concerning proposals to purchase the local private water company. This would include purchase of the land where the wells are located, the well facilities and the underground pipe delivery system. The condition of the delivery infrastructure is unknown but may be substandard for current and long-range needs. Substantial upgrades may be necessary to the water delivery infrastructure which has developed haphazardly over the years in terms of sizing, location, materials and maintenance.

Clarkdale could consider purchasing the water system separately and running it as a municipal system or it could consider partnership in a regional water utility that included the City of Cottonwood and/or other jurisdictions. A joint Water Resource Study has been underway by the Town of Clarkdale and the City of Cottonwood during 2001 and 2002 to consider a range of issues, including creation of a municipal water district. Purchase of the water system has to be carefully considered by all concerned to determine the functional, economic and

social feasibility.

Water Quality

Nitrates According to the Yavapai County Cooperative Extension Service, which has done testing of private well water from throughout the region, the most pressing concern for water quality in Clarkdale and throughout the Verde Valley comes from elevated levels of nitrate in the water. The exact source of nitrates in local water supplies is not known, however, it is suspected that nitrate contamination is linked to the wide spread development of residential septic systems. On-site wastewater disposal that occurs with septic systems is considered one of the greatest threats not only to private wells but also to ground water aquifers due to subsurface leachate infiltrating the water table. Other sources of nitrates include agricultural run-off and large areas of fertilized and irrigated turf. High nitrate levels can be associated with elevated levels of coliform bacteria and wells should be tested by a certified laboratory when high nitrate levels are indicated.

"Non-point source pollution" This term is used to describe water pollution that does not come from a single identifiable source but instead comes from a variety of dispersed locations. Run-off of oil and gas from street surfaces is a typical "non-point source pollution" condition that effects water quality. Automobiles and trucks commonly leak small amounts of fluids on to streets. Rain washes these trace amounts of toxic surface deposits into side ditches and this can eventually make its way to water sources. Another major problem that has long-term negative effects on water quality concerns the disposal of used motor oil and other automotive or household hazardous wastes into sewer systems, septic systems or simply into the street or a nearby ditch. Efforts to educate the public and provide alternative disposal sites for household and automotive hazardous wastes would provide some relief for this ongoing problem. The use of chemical fertilizers, herbicides and pesticides for landscaping and lawns can also be a major contributor to non-point source pollution.

Arsenic Federal standards for arsenic in drinking water have been reduced to levels lower than that which occurs naturally in many water sources in Arizona. The arsenic standard, which was previously set at 50 ppb (parts per billion), has been reduced to 10 ppb. There are questions as to whether the new lower standard is really necessary for safety. Relatively high levels of naturally occurring arsenic have been documented in certain Verde Valley water sources in the past. Mitigation to address the lower standard could be very costly for small systems. In order to meet the new standard, ADEQ Safe Drinking Water Division is working on a state-wide Arsenic Master Plan to assist small water systems in complying with the new standard.

Conservation Programs

Programs to encourage residents, businesses and other water users to reduce water use can result in substantial savings of water resources. This can pay off in the long term with reduced costs associated with developing new water sources and ensure adequate supplies during times of drought. Water

restrictions, even during temporary seasonal fluctuations, result in serious disruptions to people's lives, business operations and local economic considerations. Water rationing and shortages require costly organized efforts to provide alternative sources, such as hauling water in tanker trucks. In a desert setting an ethic of water conservation should be thought of as a standard component of the way of life. The following list summarizes a few conservation programs that are known to have a positive effect. Other ideas should be considered as part of a permanent coordinated program.

Drought resistant landscaping There is no excuse for having big green grass lawns in the desert southwest. A small patch of grass may be okay as part of an overall landscape plan but there is no need for an entire lawn of water-intensive turf. Even if a property owner has their own well, this is a major waste of a precious resource that is shared in common by everyone. Often people move to this region from areas of the country with rainy climates and they want to re-create familiar surroundings. The natural surroundings of our desert landscape provide more than enough inspiration for creating attractive and beautiful landscaping around homes and buildings. A wide range of drought tolerant native and adaptive plants are available from local nurseries and should be considered as the main option for landscaping around homes and businesses.

Mulch and Compost Programs Use of mulch around plants and trees helps reduce evaporation, reduce weed growth and provides necessary nutrients to the plants. Programs to encourage backyard composting and mulching of household and kitchen organic debris also help divert and recycle organic material from the municipal waste stream.

Drip irrigation systems Sprinkler systems use more water than efficient well designed drip irrigation systems due to increased evaporation and run-off of excess water sprayed through the air. Electronic control devices used with drip irrigation systems can regulate the flow of irrigation water so that it's applied only when needed to avoid over-watering.

Education Programs:

- School Curriculum. K-12 educational curriculums can be used to involve children and their families in water educations projects. A range of such materials currently exists.

- Resident and Business Services. Ongoing education projects can be directed to residents and businesses, including pamphlets, newsletters and other printed materials.

- Water Education Month. One month of the year can be designated for more intensive coordination of activities.

- **Workshops.** Workshops on desert landscaping, installation of drip irrigation systems, tree pruning, and composting and mulching are related to water conservation.

- **Demonstration Garden.** Establish a model garden for desert landscaping. A public area landscaped with native and adaptive plants can have informational signs to inform the public of attractive options.

Water saving plumbing fixtures Residents, businesses, schools and other water users should be encouraged to install water conserving plumbing fixtures, including low flow toilets, showerheads, dishwashers, faucet aerators and other water conserving fixtures.

Rebate Programs Funds can be set aside to provide rebates for a portion of the cost for switching to low flow toilets, low flow showerheads and other water conserving plumbing fixtures. Rebate programs can also be used to encourage residents to replace water-intensive landscaping with drought-resistant xeriscape-style landscaping. Criteria and management programs have to be carefully defined in association with plumbing and landscape rebate programs.

Development of New Sources

There may or may not be additional sources of water in Clarkdale that could be developed for use by Clarkdale residents. The Town has to decide whether it wants to address long range water concerns as a public function or leave it up to private sector interests. The Town's involvement with new source development would have to be tied into full control of the town-wide service authority, which means the Town would have to own the existing water company before considering additional expansion. Regional coordination of new water source development may also be considered.

5.d WASTEWATER PROGRAM

A coordinated program to address town-wide wastewater needs and operations is a major part of a comprehensive water program. Wastewater from homes, businesses and other uses flows through an underground system of pipes to a treatment plant. The treatment plant consists of a series of settling ponds that

processes and filters the wastewater. The treated effluent then has to be disposed of in some manner. If the effluent is treated to some acceptable level, then the water can be used for various types of secondary uses, such as for turf irrigation or some industrial uses. The use of recycled or reclaimed water saves clean water for other uses.

Wastewater Treatment Plant

The Town of Clarkdale owns and operates a wastewater treatment plant located adjacent to the Verde River near Tuzigoot Road. Sewer lines providing wastewater to this facility serve a portion of the town, including the historic townsite and industrial area, Centerville and a few properties along Highway 89A. The facility has a treatment capacity of 250,000 gallons per day (gpd) but capacity is also limited by the ability to properly dispose of effluent. The average daily flow to the wastewater treatment plant in 2002 is estimated to be approximately 200,000 gpd. By comparison, in 1991, the town's daily flows averaged approximately 100,000 gpd.

Effluent

As the wastewater goes through the treatment process, a certain amount of solids and biological contaminants are removed through settling, aeration and solar radiation on the surface of the ponds. The remaining water, know as effluent, must then be disposed of in some manner. Wastewater that is treated to high standards is appropriate for a variety of uses, including irrigation of landscaping and certain industrial uses. Lower quality effluent may be appropriate for groundwater recharge but is less advisable for situations where there might be any human contact due to potential contamination from biological material in the wastewater.

Gray Water

Household wastewater that originates from bathtubs, showers, bathroom sinks, or clothes washers is considered to be "gray water" and may be appropriate for certain types of household irrigation purposes. Water from toilets, dishwashers and kitchen sinks is not considered gray water and has higher requirements for treatment before secondary uses may be considered. Wastewater from toilets must go to septic systems or municipal sewage treatment plants. No special permit is required from the Arizona Department of Environmental Quality to install a household gray water system but their guidelines for gray water use must be followed. Although gray water may be diverted directly to irrigation uses, it is recommended that some type of pre-filtering system, such as a trickle-down sand filter, be used. Use of gray water systems requires some amount of education of residents. Residents must pay special attention to the type of soaps, detergents and other materials that are disposed of in the system. Household cleaners, chemicals, solvents and other toxic materials must not be disposed of in the gray water system at any time.

5.e WATER RESOURCES GOALS, OBJECTIVES AND POLICIES

The following Goals, Objectives and Policies provide direction and guidance for existing and future water resources concerns for Clarkdale:

GOAL 5-A ENSURE CLARKDALE HAS AN ADEQUATE, SAFE WATER SUPPLY TO MEET THE EXISTING AND LONG TERM NEEDS OF RESIDENTS, BUSINESSES AND OTHER USES.

Objective 5-A. a.
Develop a Water Resource Master Plan for Clarkdale to address short and long-range strategic planning for water sources, water treatment facilities, water distribution infrastructure, wastewater systems, reclaimed water systems, conservation programs and funding plans.

Policy The Water Resource Master Plan shall conform to and support the objectives and policies of the General Plan and the Capital Improvement Plan.

Policy The Water Resource Master Plan shall be updated annually and undertake comprehensive revisions on at least a five-year cycle so as to address ongoing growth in the area.

Policy Coordinate development of the Water Resource Master Plan with similar plans in the City of Cottonwood and Yavapai County.

Objective 5-A. b.
The Town shall pursue efforts to acquire the existing water supply system, including water sources, treatment facilities and distribution system.

Policy The Town shall consider a cooperative partnership with the City of Cottonwood and other regional entities for the purpose of owning the municipal water system.

Policy The Town shall actively pursue funding opportunities to address short and long range needs associated with purchase of the water system.

Objective 5-A. c.
The Town shall pursue efforts to locate and develop new water sources.

Policy Support efforts to acquire water rights either within the town or through regional partnerships.

Objective 5-A. d.
Develop and support comprehensive water conservation policies and programs.

Policy Support ongoing water conservation education programs.

Policy Revise building codes to require water conserving plumbing devices in all new construction, including low flow fixtures.

Policy Establish a rebate program to encourage conversion to water conserving plumbing fixtures in existing residences and businesses.

Policy Revise the Zoning Code to require drought tolerant and water conserving landscaping for new construction.

Policy Designate a staff-level water conservation coordinator to oversee a comprehensive program to encourage water conservation.

GOAL 5-B PROVIDE ADEQUATE WASTEWATER TREATMENT FACILITIES TO MEET THE EXISTING AND LONG TERM NEEDS OF CLARKDALE

Objective 5-B. a.
Maintain and update the Wastewater Master Plan as necessary to address the needs of Clarkdale.

Policy The Wastewater Master Plan shall conform to goals and policies of the General Plan in terms of meeting current and future community needs.

Policy Require new development, including commercial expansion, planned developments and subdivisions, to participate in wastewater facility programs and to provide adequate facilities to address the new development, including associated sewer lines and reclaimed water systems.

Objective 5-B. b.
Pursue expansion of the wastewater treatment plant to ensure current and long-range needs will be addressed.

Policy Support current and long-range efforts to provide an adequate wastewater system to serve the entire town, including collection lines, treatment plant and effluent disposal.

Objective 5-B. c.
Support efforts to find and develop uses for reclaimed water and effluent.

Policy Support a level of development for the wastewater treatment plant, such as through improved technological processes, to ensure a quality of effluent appropriate for secondary uses such as landscape irrigation.

Policy Develop incentives for the use of reclaimed water.

Policy Support development of a reclaimed water infrastructure to ensure adequate delivery of treated effluent to secondary uses within the town.

5.f WATER RESOURCES IMPLEMENTATION STRATEGIES

Description of Implementation Measure

1. Develop a Water Resource Master Plan.
   Public Works
   1-3 Years General Fund

2. Acquire the Town Water System.
   Town Council
   2-5 Years Bond Funds
   Development Fees
   Improvement District

3. Expand Water Conservation Programs.
   Town Clerk
   Ongoing General Funds

4. Develop a Reclaim Water System.
   Town Council
   Town Engineer
   2-5 Years Bond Funds
   Development Fees
   Improvement District

Water Resources Implementation Strategies

Implementation Measure	Department or Program	Time Frame (Years)	Possible Funding Source
Develop a Water Resource aster Plan.	blic Works	3 Years	eneral Fund
Acquire the Town Water System.	wn Council	5 Years	nd Funds velopment Fees provement District
Expand Water Conservation ograms.	wn Clerk	ngoing	eneral Funds
Develop a Reclaim Water System.	wn Council wn Engineer	5 Years	nd Funds velopment Fees provement District

6. ENVIRONMENTAL PLANNING ELEMENT

6.a INTRODUCTION

Preservation of the natural environment in a clean, healthy state is very important to the people of Clarkdale. It is the purpose of the Environmental Planning Element to ensure that growth and development that occurs should be balanced with the interest of protecting natural resources, including open space, wildlife habitat, natural washes and floodplains, as well as addressing related issues of energy conservation, recycling, and air and water quality.

The Environmental Planning Element includes analysis, policies and strategies to address the effects of plan elements on such issues as air quality, water quality, energy conservation and natural resources. These policies and strategies address town-wide concerns and do not address specific environmental assessments or impact statements.

6.b LEGISLATIVE REQUIREMENTS

Arizona Revised Statutes specifies that a general plan must have an Environmental Planning Element to address various concerns. Requirements of ARS § 9-461.05.3. are as follows:

> An environmental planning element that contains analysis, policies and strategies to address anticipated effects, if any, of plan elements on air quality, water quality and natural resources associated with proposed development under the general plan. The policies and strategies to be developed under this element shall be designed to have community-wide applicability and shall not require the production of an additional environmental impact statement or similar analysis beyond the requirements of state and federal law.

6.c ENVIRONMENTAL PLAN

The Environmental Plan consists of five major categories, including:

- Air Quality
- Water Quality
- Natural Resources
- Waste and Resource Recovery
- Energy Conservation

Air Quality

Poor air quality can have a significant effect on public health and welfare. Additionally, air pollution is associated with a range of environmental and economic impacts. Burning of fuels from automobiles and industrial sources contributes to a range of air pollutants, including carbon monoxide, ozone, sulfur dioxide, nitrogen dioxide and lead. Particulate matter whose aerodynamic size is less than ten micrometers (PM10) is primarily caused by a combination of wind borne dust, wood stoves and automotive travel on dirt roads and unpaved parking lots. The Arizona Department of Environmental Quality recommends paving dirt roads when use exceeds 250 vehicle trips per day; there are many sections of unpaved roadway in Clarkdale which already exceed that level of use.

During its early history Clarkdale was known to have very poor air quality due to the copper smelter. Historic photos show that very little vegetation grew in the vicinity during that period. After the smelter ceased operations in the early 1950's, air quality improved and the area has enjoyed very good air quality since that time. As Clarkdale and the region continue to grow, that expectation for good, clean air will become increasingly at risk. Automobiles and trucks, unpaved roads and parking lots, old-style wood burning stoves, general construction activities, sand and gravel mining operations, and other industrial uses contribute to air quality problems.

Land use planning that encourages mixed use and planned developments may result in fewer automobile trips which means a reduction in vehicle emissions. Circulation Element policies to encourage walking, bicycling and transit use also can result in lower automobile emissions. Programs to require paved roads and parking lots in association with new development will address significant air

quality concerns associated with particulate matter.

Water Quality and Conservation

Programs to affect water conservation through pricing and regulatory controls are limited by the Town's lack of ownership of the system. Water conservation programs can be more easily administered through a municipal system since individual use can be directly monitored and tracked. Conservation programs, whether voluntary incentives or regulatory controls, can be more readily linked to a centralized system than to independent private wells which operate with limited oversight. A significant and growing problem with water quality in Clarkdale and throughout the Verde Valley is associated with elevated levels of nitrates. Most of this contamination is suspected to be associated with the increase of on-site septic systems for treating household wastewater. Efforts to limit installation of septic systems will assist in reducing groundwater nitrate contamination. Other sources of water pollution include non-point source pollution, such as run-off from streets and dumping of household toxic and automotive wastes. Programs to encourage alternative disposal of household toxic wastes will also assist in reducing water contamination.

Natural Resources

Natural resources found in the Clarkdale area include a range of plant and wildlife species and their associated habitats. The Verde River corridor, several major drainage washes and areas of desert habitat define complex ecosystems that are home to many interrelated species of plants and animals. Land use policies that encourage preservation of natural areas in association with new development not only helps protect those natural areas but also provides a valuable amenity that adds value to the development. Circulation Element policies should evaluate the location of new streets within the town to consider compatibility with natural resource objectives.

Waste and Resource Recovery

Clarkdale residents depend on other jurisdictions to provide waste management facilities. A refuse transfer station is located in Cottonwood and the current landfill disposal site is located many miles away outside of the Verde Valley west of the Black Hills in Yavapai County. Participation in waste reduction and recycling programs addresses long-term regional interests in assuring adequate and affordable landfill capacity will be available in the future. Additionally, recycling programs can be associated with economic development through the promotion of secondary material markets, such as paper recycling mills.

Energy Conservation

Energy conservation can be applied to a range of areas, including electric power use, heating and cooling of buildings, and transportation needs. There are a number of things the Town can do to promote energy conservation, including retrofitting Town buildings to use energy efficient lighting, ensure new vehicles purchased are fuel-efficient models, support recycling by purchasing recycled content products when ever possible, and ensure any new Town buildings consider energy-efficient designs that incorporate solar and natural climatic principles, such as site orientation and use of local materials. In addition to the Town taking the lead on public projects, other energy conservation programs and policies can be directed to the general public. Land use policies can

encourage new development to recognize and offer incentives for site development, building orientation and appropriate material use that take advantage of natural energy-efficient principles.

6.d ENVIRONMENTAL PLANNING GOALS, OBJECTIVES AND POLICIES

The following Goals, Objectives and Policies provide direction and guidance for existing and future environmental planning concerns for Clarkdale:

GOAL 6-A ENSURE CLARKDALE HAS A SAFE, HEALTHY ENVIRONMENT FOR RESIDENTS, BUSINESSES AND OTHER USES.

Objective 6-A. a.
Support efforts to maintain high standards of air quality in Clarkdale.

Policy Support programs that result in paving of dirt and gravel roads.

Policy Support programs to pave non-residential parking lots.

Policy Provide support for application of dust control measures during construction and grading operations.

Policy Evaluate policies for cleaner burning wood burning stoves.

Policy Support and work with other incorporated and unincorporated communities and governments to ensure regional cooperation for clean air policies within the Verde Valley.

Objective 6-A. b.
Support programs to ensure the highest possible level of water quality and water conservation practices.

Policy Encourage efforts to provide town-wide municipal wastewater infrastructure to minimize the installation of new septic systems.

Policy Promote desert landscaping practices that minimize water use.

Policy Support a comprehensive water conservation program.

Policy Support gray water irrigation systems for residential uses.

Policy Promote drip irrigation systems for all new commercial developments and for any new park development.

Objective 6-A. c.
Support preservation of the natural resources in Clarkdale

Policy Support preservation of natural habitat in areas that are less desirable for development, such as floodplains, washes and steep slopes.

Policy Support efforts to preserve native landscaping in new developments.

Policy Support the Verde Valley Greenway Project.

Objective 6-A. d.
Support comprehensive waste reduction and resource recovery programs.

Policy Support recycling programs by continuing to make space available for the material collection facility and through on-going education programs.

Policy Encourage economic development programs that support use of secondary materials in local businesses.

Policy The Town should consider using recycled products and materials whenever possible in Town operations.

Objective 6-A. e.
Support energy conservation in Clarkdale.

Policy Support upgrading of Town buildings and facilities to use energy conservation techniques, including energy-efficient heating and cooling systems, and energy-efficient lighting.

Policy Ensure that any new vehicles obtained for Town use are fuel-efficient models.

Policy Support solar access easements for new developments.

6e. Environmental Element Implementation Strategies

Description of Implementation Measures

1. Develop a wood burning stove ordinance to the Town Code that will ensure a cleaner air quality during the winter months.

Planning Department — General Fund
2-5 years

2. Develop a policy to pave new and existing dirt roads and existing dirt parking areas.
Town Engineer
Town Council — Improvement Districts, General Fund
Finance Director
3-5 years

3. Develop a landscape ordinance for new development to ensure the utilization of drought tolerant plantings and water conservation watering techniques.
Planning Department
0-3 years — General Fund, Grant Funding

4. Develop Town ordinance to preserve sensitive natural habitat in areas such as flood plains, washes and steep slopes.
Town Engineer — General Fund
Planning Department
2-4 years

5. Upgrade current Town building facilities to energy efficient heating, cooling, and lighting to conserve energy.
Town Council — General Fund, Grant Funding
1-3 years

Environmental Element Implementation Measures

Implementation Measure	Department or Program	Time Frame (Years)	Possible Funding Source
1. Develop a wood burning stove ordinance to the Town Code that will ensure a cleaner air quality during the winter months.	Planning Department	2-5 years	General Fund
2. Develop a policy to pave new and existing dirt roads and existing dirt parking areas.	Town Engineer Town Council Finance Director	3-5 years	Improvement Districts General Fund
3. Develop a landscape ordinance for new development to ensure the utilization of drought tolerant plantings and water conservation watering techniques.	Planning Department	0-3 years	General Fund Grant Funding
4. Develop Town ordinance to preserve sensitive natural habitat in areas such as flood plains, washes and steep slopes.	Town Engineer Planning Department	2-4 years	General Fund
5. Upgrade current Town building facilities to energy efficient heating, cooling, and lighting to conserve energy.	Town Council	1-3 years	General Fund Grant Funding

7. COST OF DEVELOPMENT ELEMENT

7.a INTRODUCTION

As the town grows there will be a continuing need to provide more services and facilities for the public. Road improvement projects, sewer lines, waste water treatment plants, police and fire protection, parks and recreation programs, libraries, schools, general municipal administration and maintenance programs all must be financed through some source of funding. Although increases in property taxes generated by new residential development do provide some amount of additional funding, those gains are typically more than offset by increased demands for services and facilities. Property taxes alone do not provide adequate funding to cover the increased demand for services and improvements. Funding of new capital improvement projects generally requires substantial up front financing to be assembled prior to project initiation. The purpose of the Cost of Development Element is to identify the scope of impacts that are generated by new development and methods for providing funding for these new services and facilities.

7.b LEGISLATIVE REQUIREMENTS

ARS § 9-461.05.C.4. requires the following:

> A cost of development element that identifies policies and strategies that the municipality will use to require development to pay its fair share toward the cost of additional public service needs generated by new development, with appropriate exceptions when in the public interest. This element shall include:
>
> (a) A component that identifies various mechanisms that are allowed by law and that can be used to fund and finance additional public services necessary to serve the development, including bonding, special taxing districts, development fees, in lieu fees, facility

construction, dedications and service privatization.

(b) A component that identifies policies to ensure that any mechanisms that are adopted by the municipality under this element result in a beneficial use to the development, bear a reasonable relationship to the burden imposed on the municipality to provide additional necessary public services to the development and otherwise are imposed according to law.

7.c FINANCING ALTERNATIVES

Growth causes a range of public service needs to be generated both within new developments and at a town-wide level. Various infrastructure requirements can be addressed within new subdivisions and planned developments through the development application process but this only addresses a portion of new development in the town. Even with considerable responsibilities placed on the developer to address their own impacts, there will be additional impacts to town-wide systems that have to be addressed by other means. Typically new residential development must be subsidized by other revenue sources since property taxes only pay for a fraction of costs generated by that development. Infrastructure and service upgrades, such as sewer and water systems, street circulation facilities, fire and police protection, recreational facilities and general town administration, must all be addressed as the town grows unless people are willing to settle for reduced services. A number of financing alternatives are available to address the cost of development. A partial list includes the following:

General Fund. Current revenues, consisting of local sales tax and property tax, state-shared revenues, and various grant sources can be used to pay for all or part of service expansions. This is typically limited to smaller amounts due to competing interests with general operating expenses. General fund revenues can be used where a cash match is required for grant requests and funds can be set aside over a number of years to build up revenues.

Transaction Privilege (Sales) Tax. Sales of products and services to the end user are subject to retail sales tax. Sales tax includes state and local portions.

Specialty Industry Tax (Restaurants, Bars, Hotels). Many jurisdictions place a tax on certain types of specialty uses, such as restaurants, bars and hotels. Typically, these taxes are targeted towards uses that primarily depend on non-residents. The tax collected may be directed towards specific uses that also benefit those businesses being taxed, such as recreational, cultural or street improvement projects. The tax rate may be relatively small at 1-2%. Such tax would be required to be approved by a vote of the electorate.

Revenue Bonds. Funds borrowed to finance public service expansion that are

paid back through future revenues pledged to the bond issuer. This is generally from sales tax and Highway User Revenue Funds (HURF) that come to the town from state fuel taxes. Must be approved by public vote.

General Obligation Bonds. Funds borrowed to finance public service expansion, such as sewer, water and parks, that are paid back through future property tax revenues. Typically, the Town could borrow for up to 20 percent of its secondary assessed valuation with an additional 6 percent available for special projects. Must be approved by public vote.

Municipal Property Corporation Bonds. Funds borrowed for improvements to municipal facilities, such as Police and Library facilities, requires pledge of all Town's excise tax revenues. Excise taxes include local and state-shared taxes, franchise taxes, licenses, permits and fines collected, and state revenue sharing. No election is required.

Improvement District Bonds. Typically used to finance local sewer, water or street improvements, or to acquire an existing water operation. An assessment is determined for each parcel in the district based on the share of benefit to be derived. The assessment district may be defined as the entire town or as a specific area to be determined. Assessments may be paid by property owners up front in cash or financed through issuance of bonds. This allows the contractor to be paid in full for work completed while a schedule of payments is assessed to properties to be paid over a number of years. Bonds are secured by lien on property. Requires at least 51% of property owner approval of the affected area through a petition process.

Community Facility District Bonds. Allows financing of a range of public infrastructure projects through general obligation bonds, revenue bonds or assessment bonds within an improvement district. The property owners in the district and not the Town bear liability if default should occur. Water and wastewater projects, street improvements, downtown redevelopment and public facilities may be financed through issuance of Community Facility District Bonds.

Development (Impact) Fees. Municipalities may impose development fees on landowners in a benefit area to pay for a proportionate share of the public facilities required to serve a development. The statute applicable to municipalities allows development fees to be assessed for necessary public services, which has been interpreted to include parks and open space areas. A "benefit area" is a geographic area in which public facilities are of direct benefit to development within the area. For a development fee to be imposed, three standards must be met:

1. There must be a reasonable relationship between the cost of the public facilities for which the development fee is assessed and the service demands of the benefit area.

2. The development fees assessed must not exceed a proportionate share of the costs incurred or be incurred in providing a public facility.

3. Development fees must be used and expended for the benefit of the area that pays the development fee.

Development fees are typically assessed at the time of issuance of a building permit, if the open pace or planned park is not located near and proposed development, then the development fees will not be a viable mechanism for the funding of that park or open space.

User Fees. User fees are assessed for the specific use of a service or activity. A user fee can be utilized to defray a portion or the total cost of the entire project. One advantage of the user fee is that it is incurred by the person using the specific service.

Grant Sources. Grants are available for most public service expansion, including transportation related projects, water and sewer expansion, historic building renovation, economic development projects, police and fire vehicles, and public facility improvements. Grant sources may be federal, state, corporate or private funds. Grants may require matching funds through cash match or from in kind sources. Grants are typically competitive and can not be expected as a guaranteed source.

Community Development Block Grant (CDBG) Every four years the CDBG program provides direct grants to the Town of Clarkdale for a range of programs and facility improvements, including street and infrastructure upgrades. These grants are dispersed through the Arizona Department of Commerce. Public Hearings are held on the projects to be selected and rigorous criteria must be met and adhered during the expenditure of these funds. Potential projects must qualify through identification of meeting community needs and assisting low to moderate income areas.

Service Privatization. Various public services can be provided by municipal or private sources. Currently the Town water system and waste collection services are provided by private sources. Fees are then charged directly to the end user. Upgrades and service expansion is the responsibility of the private provider unless other agreements are arranged for joint development of infrastructure or service systems.

7.d FINANCING AUTHORITIES

Greater Arizona Development Authority (GADA) Through the GADA Fund, bonds to finance infrastructure can be issued. Additionally, they provide a range of professional assistance in securing financing for infrastructure development and construction.

Rural Economic Development Initiative (REDI) Arizona Department of Commerce program provides direct assistance to rural communities for

economic development programs. Qualified programs can be recognized through accreditation. REDI provides technical and matching grant assistance.

Water Infrastructure Financing Authority (WIFA) An independent entity authorized to finance water, wastewater, reclaimed water and other water projects. WIFA offers Water Quality Bonds which allows municipalities to borrow money at lower interest rates and lower financing costs for water-related infrastructure development. Typically they offer 20 year terms with simple interest payments. There is a limited state-wide loan pool and requests are competitive.

USDA Rural Development (USDA/RD) U.S. Department of Agriculture program provides assistance to rural towns in the form of direct grants, technical assistance, guaranteed loans, research and educational materials to address water, sewer and waste disposal, electricity, housing and business development.

7.e COST OF DEVELOPMENT GOALS, OBJECTIVES AND POLICIES

GOAL 7-A EQUITABLY ASSESS AND MANAGE THE FISCAL AND CAPITAL IMPACTS RESULTING FROM NEW DEVELOPMENT.

Objective 7-A. a.
Identify methods to measure the impacts of development on existing services so as to determine reasonable requirements imposed on the cost of development.

Policy Maintain annual traffic counts on major roadways throughout the Town as a baseline for traffic impact studies for new development projects.

Policy Support regional transportation planning programs that provide funding sources for roadway improvements that impact the Town of Clarkdale.

Policy Support efforts to annually update the wastewater master plan to measure the impacts of growth on the Town sewer system and wastewater facility.

Objective 7-A. b.
Maintain community development standards for public services and facilities.

Policy Establish minimum level of service standards to address various areas of the Town.

Policy Encourage new development to be located in areas already served

by existing infrastructure. (Infill development)

Policy Develop policies and guidelines for street and sidewalk development rules and regulations for all new commercial development including multi-family residential.

Objective 7-A. c.

Ensure that any mechanisms that are adopted by the municipality under this element result in a beneficial use to the development, bear a reasonable relationship to the burden imposed on the municipality to provide additional necessary public services to the development and otherwise are imposed according to law.

Policy Require new subdivisions, planned developments and major new commercial development to adequately assess the fiscal and capital impacts resulting from that new development.

Policy If additional capacity is needed at any municipally owned utility due to a new subdivision or planned area development, the developer shall be accessed a monetary amount equal to the amount determined for the upgrade.

Policy Support the development of a fee structure to develop parks, trails, and other recreational opportunities for any new planned area development or subdivision within the benefit area.

Policy Encourage local volunteers for maintenance of parks, trails, other recreational facilities.

7f. Cost of Development Implementation Strategies

Description of Implementation Measures

1. Develop a Streets and Sidewalks Development Rules and Regulations document to address street improvements for all new commercial development including multi-family dwelling units.

Planning Department — General Fund
Town Engineer
0-3 years

2. Develop program and methodology for annual traffic counts on major roadways in Clarkdale.

Public Works Department — General Fund, HURF
0-2 years

3. Establish a fee structure, for any Town owned utility, for new development to compensate for any additional costs of upgrades facilitated by the new development.

Town Council
Finance Department General Fund
1-3 years

4. Draft a set of Development Fees for park development, trails and other recreational facilities for all new Planned Area Developments and Subdivisions.

Parks and Recreation Commission General Fund
Town Clerk
2-4 years

Cost of Development Implementation Measures

Implementation Measure	Department or Program	Time Frame (Years)	Possible Funding Source
1. Develop a Streets and Sidewalks Development Rules and Regulations document to address street improvements for all new commercial development including multi-family dwelling units.	Planning Department Town Engineer	0-3 years	General Fund
2. Develop program and methodology for annual traffic counts on major roadways in Clarkdale.	Public Works Department	0-2 years	General Fund, HURF
3. Develop a fee structure, for any new development to compensate for any additional costs of upgrades facilitated by the new development.	Finance Department Town Council	1-3 years	General Fund
4. Draft a set of Development Fees for park development, trails and other recreational facilities for all new Planned Area Developments and Subdivisions.	Parks and Recreation Commission Town Clerk	2- 4 years	General Fund

8. GROWTH AREA ELEMENT

8.a INTRODUCTION

The Town of Clarkdale experienced a relatively high level of growth at more than 59% between 1990 and 2000. This was one of the highest of any town in the region. By comparison, this is almost four times higher than the national average. Adding 30 or 40 new homes per year may not seem like much but for a small town this adds up quickly. The majority of the growth through the past decade was attributed to custom homes built within recorded subdivisions. A slightly smaller amount can be attributed to manufactured homes and four-plex apartments. An increasing trend noticed over recent years was seen as individual homes were built on generally larger lots outside of recorded subdivisions.

As the number of homes built outside of recorded subdivisions in Clarkdale increased, a network of private access easements expanded to serve as the primary circulation system in those areas. Unfortunately, these private easements are typically unpaved, unmaintained and poorly constructed. There are issues with basic traffic safety operations, system planning and a lack of engineering. As growth continues and traffic levels increase, this system of unplanned roads contributes to growing problems with air quality and traffic safety. At first the slow growth of the system one parcel at a time seemed like something the town could live with. The simple regulations for splitting lots and developing outside of subdivisions were an attractive feature for individual property owners looking to exercise a certain amount of independent freedom and not coincidentally maximize their return on investment. As the system expanded, however, this lack of comprehensive area-wide planning has had a growing negative impact on the town at large. The private easement circulation network which has been constructed parcel by parcel has resulted in growing complaints about air quality, dangerous intersections, narrow bottlenecks and a range of localized drainage problems.

Based on current densities, zoning and development trends, Clarkdale's private land base can support a total population of approximately 16,000. At current development rates of between 3 and 4% per year the current population of 3,500 will nearly double by the year 2020. Orderly placement of new construction is paramount for a cost effective development pattern of current vacant land areas. Projection of an actual build out time will not be addressed in this General Plan update as it is too speculative.

The Growing Smarter Plus legislation which governs the general plan process in Arizona looks to address the problems with poorly planned growth patterns by identifying areas that are suitable for more efficient and coordinated growth patterns. Areas that are more suitable for future

development, referred to as 'growth areas,' are those areas in proximity to existing infrastructure and community facilities. The preferred growth areas are able to tie into existing roads, sewer and water infrastructure, and are in close proximity to various existing community amenities, such as schools and fire stations. Development patterns that provide a mix of uses within a general area so that people may be able to walk or ride a bike from their homes to nearby shopping areas or community facilities also help define the preferred growth areas. Additionally, the preferred growth areas are those that can best integrate the development with open space networks and natural areas.

In many ways, the objectives of the Growth Area Element result in a development pattern that resembles the traditional American neighborhood. These same ideas are seen in the historic neighborhoods of Upper and Lower Clarkdale. Even though Clarkdale was originally developed as a company town over ninety years ago, it was intended to be a complete planned community. The planned layout of the historic town had different styles of homes to meet a range of economic levels and different uses were all located relatively close to each other, including residential areas, the downtown commercial district, the administrative center, cultural facilities, parks and schools. Front porches and tree-lined streets are part of the environment that invites people to walk and visit neighbors and create the idea of neighborhood.

An important distinction to make is that a 'growth area' is not a growth boundary. Development is not restricted outside of any growth area. Instead, the 'growth area' concept identifies those areas, which at this time have certain advantages over other areas for development because of meeting the various considerations that define the ideas of the growth area. This is in no way meant to be exclusive of other areas or discourage other proposals. This merely points in a the direction to show where development should be encouraged. With changing circumstances other areas may also be considered as advantageous for meeting the "growth area' principles.

_8.b LEGISLATIVE REQUIREMENTS

ARS § 9-461.05.D.2. requires the following:

A growth area element, specifically identifying those areas, if any, that are particularly suitable for planned multimodal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses, such as residential, office, commercial, tourism and industrial uses. This element shall include policies and implementation strategies that are designed to:

(a) Make automobile, transit and other multimodal circulation more efficient, make infrastructure expansion more economical and provide for a rational pattern of land development.
(b) Conserve significant natural resources and open space areas in the growth area and coordinate their location to similar areas outside the growth area's boundaries.
(c) Promote the public and private construction of timely and financially sound infrastructure expansion through the use of infrastructure funding and financial planning that is coordinated with development activity.

8.c GROWTH AREA PLAN

The Growth Area Plan identifies areas that would be most suitable for future development according to the objectives of well planned, efficient, cost-effective, coordinated, community-oriented design criteria. These concerns are addressed in the Growing Smarter legislation according to the following concepts:

19. _ Provide a rational pattern of land development.
20. _ Support a planned concentration of a variety of uses.
21. _ Provide efficient automobile, transit and multi-modal transportation opportunities.
22. _ Conserve natural resources and open space resources.
23. _ Ensure economical infrastructure expansion.
24. _ Coordinate public infrastructure expansion with private development activity.

The areas identified in the Growth Area Plan according to the 'growth area' principles are presented as a starting point for addressing the issues and not as a complete list or a specific action plan. Most of the land areas identified are currently privately owned and are subject to the interests of those private land owners. However, these policies are intended to provide mutual benefits for both the property owners and the town in general. More efficient growth patterns are generally more cost-effective and they provide a range of desirable community amenities, such as less traffic, more open space and a stronger sense of community. But keep in mind that ultimately such developments driven by the private interests and not the Town. The Town can address incentives or policies to encourage a certain type of development, such as through the identification of 'growth areas'.

Growth Area Principles

The Growth Area Element identifies several areas within Clarkdale that are considered at this time to offer more advantageous considerations for development. Potential development is encouraged within the 'growth areas' based on the following principles:

25. _ Parcels of vacant or underutilized land, which either currently exist or may readily assembled into areas of sufficient size so as to accommodate a mix of uses, such as residential, commercial, industrial, tourism related and recreational, within master planned developments.

26. _ Areas that are strategically located in proximity to existing infrastructure, including improved public collector or arterial streets, various necessary utility sources, major sewer lines and adequate water sources.

27. _ Areas that offer opportunities for more economical and cost-effective expansion of infrastructure due to a logical progression of services in coordination with other planned development activity.
28. _ Areas that offer opportunities for higher intensity development based on proximity to adequate transportation and utility infrastructure, as well as adequate separation from other less intensive uses.

29. _ Areas that incorporate preservation of open space and natural resources, and provide community amenities, such as parks and recreational facilities.

<u>The Growth Areas</u>

Four areas in Clarkdale have been identified as offering the best opportunities for encouraging development practices in a way that most resembles the 'growth area' principles. The Eleventh Street Gateway District is the one area in Clarkdale at this time that most closely addresses the 'growth area' criteria. The Broadway Tuzigoot Gateway also offer opportunities for more efficient development, however, that area is more likely to develop after other surrounding development. Still, this area is worth identifying because it is such an important location as an entryway into historic Clarkdale and because of its proximity to the Verde River. The Historic Industrial Railroad District not only offers unique opportunities for commercial and industrial development but also could provide some amount of multi-unit residential development if it was carefully located. The Highway 89A Corridor is an area that is likely to see continued strip commercial development expanding out from Cottonwood. The concern and opportunity here is to consider how that infill development can occur in a way that addresses the forces of economic development while best integrating with the interests of the adjoining residents and neighborhoods.

The Eleventh Street Gateway

The area on both sides of Eleventh Street from Highway 89A to Upper Clarkdale and between Broadway and Centerville is identified as the Eleventh Street Gateway District. The Land Use Plan identifies this area as Mixed Use; the Circulation Plan identifies a major collector through a portion of the area to provide access through the area when it is developed. Development of this area would serve as a 'gateway' from Highway 89A which is the main arterial access route serving Clarkdale to the historic townsite area. This area is highly visible from throughout the town and development here will have a profound and lasting impact on the character of Clarkdale. This area is surrounded by major roads, is close to the wastewater treatment plant and is bisected by a couple of major washes, which help define natural boundaries to the area. Because of the high visibility of this area, it should be identified as a major planning priority to ensure that any future development is done in a manner that is sensitive to the historic context. A Planned Area Development designation would allow a mix of uses, including residential, commercial, recreational and open space.

The Broadway Tuzigoot Gateway

With development of the Eleventh Street Gateway District there is likely to be pressure on the Broadway corridor to address land use and traffic planning, especially in the vicinity of the intersection with the Tuzigoot Road. Zoning designations in this area currently include a mix of commercial, residential and industrial. The wastewater treatment plant is here, as well as important natural and cultural resources, such as the Verde River and Tuzigoot National Monument. The existing mix of uses and variety of land forms creates some unique challenges which could be assisted by a coordinated master planned development approach for this sub area.

The Historic Industrial Railroad District

The area that is defined by the historic smelter site and tourist railroad depot is identified as a unique kind of 'Growth Area'. The area between Bitter Creek Wash and Patio Park and back around by the slag pile and up the hill by the Clarkdale 'C' and over to the Yavapai Apache Community offers a unique opportunity for development. There could be higher density residential development, such as well-designed town homes, in the vicinity of Bitter Creek Wash while commercial and light industrial uses would be suitable around the railroad depot and back towards the hillside. If the area was carefully planned with just the right mix of uses, the result could be a great improvement over the existing conditions. This would take more study and more

imagination but could be well worth the effort.

The Highway 89A Corridor
Cities and towns throughout Arizona are becoming more and more defined by high speed, automobile-oriented arterial roads that link sprawling subdivisions with huge shopping complexes. If people like living in Clarkdale because they can avoid those eight-lane wide, high velocity, impersonal environments with vast endless parking lots, crowded intersections and massive stores, then they should look closely at what could happen along Highway 89A. The alternative to the typically development pattern is to consider this corridor as another kind of unique 'Growth Area'. With a partnership between property owners, residents and the Town, there could be solutions that would benefit everyone. A master plan approach for this corridor could define a vision that includes incentives for developments that address both buffering and linkages between adjacent neighborhoods, mixed use concepts, pedestrian amenities, and low volume secondary access roads.

8.d GROWTH AREA GOALS, OBJECTIVES AND POLICIES

The following goals, objectives and policies provide direction and guidance for identifying areas most suitable for growth according to the principles of the Growth Area Element.

GOAL 8-A ENCOURAGE EFFICIENT PLANNED DEVELOPMENT IN AREAS WHICH BEST SERVE THE LONG RANGE INTERESTS OF THE RESIDENTS OF CLARKDALE.

Objective 8-A. a.
Support mixed-use, planned developments in areas that can be served by an efficient expansion of infrastructure and that otherwise provide desirable community amenities, such as open space networks and pedestrian facilities.

Policy Support the designation of Planned Area Developments as a method to achieve desired objectives.

Policy Support the process of comprehensive sub-area planning, such as through Development Master Plans and Specific Area Plans, to achieve the objectives of the General Plan.

Objective 8-A. b.
Encourage development to occur in areas served by existing and planned infrastructure, including roads, sewer lines and water lines.

Policy Identify and prioritize infrastructure projects in the Town's Capital Improvement Program that support the objectives of the Growth Area Element.

Policy Support public investment in infrastructure expansion to serve growth areas where such development will directly and indirectly generate net benefits towards municipal revenues.

Policy Support public investment in capital facilities and services where it will induce additional private investment.

Objective 8-A. c.

Encourage mixed-use developments that provide attractive amenities, including a variety of housing type and densities, cultural and recreational opportunities, integration of natural open space, inviting public spaces, walking and bicycling facilities and a generally provide a strong sense of neighborhood character.

Policy Support infill development on vacant or underutilized parcels.

Policy Support the development of design guidelines to eliminate setbacks for commercial development along street frontage while providing parking at the rear.

Policy Provide incentives for commercial developments that provide attractive public spaces, such as entry courtyards, civic plazas and wide sidewalks.

8e. Growth Area Implementation Strategies

Description of Implementation Measures

1. Develop comprehensive, prioritized Capital Improvement Program for infrastructure development to ensure efficient development.

Town Council — General Fund
Town Engineer
Finance Department
1-4 years

2. Develop a policy for incentives for Planned Area Developments which include density transfers for mixed-use developments.

Planning Department
Town Council General Fund
2-5 years

3. Draft new deign standards for commercial development which would encourage enhanced streetscapes with parking at the rear of the building.

Planning Department
2-4 years General Fund

Growth Area Implementation Strategies

Implementation Measure	Department or Program	Time Frame (Years)	Possible Funding Source
1. Develop comprehensive, prioritized Capital Improvement Program for infrastructure development to ensure efficient development.	Town Council Town Engineer Finance Department	1-4 years	General Fund
2. Develop a policy for incentives for Planned Area Developments which include density transfers for mixed-use developments.	Planning Department	2-5 years	General Fund
3. Draft new design standards for commercial development that encourage enhanced streetscapes with parking in the rear.	Planning Department	2-4 years	General Fund

ACKNOWLEDGMENTS

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