

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE TOWN OF CLARKDALE HELD ON MONDAY, DECEMBER 13TH, 2004, IN THE MEN'S LOUNGE, CLARK MEMORIAL CLUBHOUSE, 19 N. NINTH STREET, CLARKDALE, ARIZONA.

A regular meeting of the Planning Commission of the Town of Clarkdale was held on Monday, December 13th, 2004, at 6:00 p.m. in the Men's Lounge of the Clark Memorial Clubhouse.

Planning Commission:

Chairperson	Susan Sammarco	Present
Vice Chairperson	Robyn Prud'homme-Bauer	Present
Commissioners	Dewey Reiersen	Present
	Bob Noland	Present
	Curt Bohall	Present

Staff:

Community Development Director	Steven Brown
Planning Manager	Beth Escobar
Planner II	Normalinda U. Zúñiga
Administrative Assistant	Charlene Stockseth

Others in attendance: Henri Prud'homme, Sue Lane, Leon Lane, Chris Boudurant, Monte Bondurant, Randy Walters, Jessie Walters, Larry Annen, Louise Annen, Anke Pittrella, Duane Norton, Lee Gilreath, Joe Gramont, Sharon Klatt, Jane Gary, Carolyn Gary, Victor Sammarco, Jim Cranford, Arlene Cranford, Stan Makow, Lynn Makow, Lelan Gregory, Deborah Behr, Otto Behr, Ray Dangelo, Mary Brunnemeyer, George Skoblin, and names that were not legible and others who did not sign in.

1. CALL TO ORDER

- 2. MINUTES:** Commissioner Bohall made a motion to approve the minutes of November 15th with the following correction: Vice-Chair Prud'homme-Bauer chaired the meeting, therefore her name should appear for signature. Vice- Chair Prud'homme-Bauer seconded the motion. The motion passed unanimously.

3. REPORTS:

Chairperson's Report: Chairperson Sammarco stated that she would like the Planning Manager to give a report on the Jerome Minor Subdivision Application

Planning Manager Report: Planning Manager Escobar reported that staff is participating in a regional planning effort sponsored by Yavapai County. All of the Towns and cities on this side of the mountain are participating in this effort. The County will be publishing a Request for Proposal for a consulting firm to assist in the production of a countywide land-use plan.

Escobar also reported that the Clarkdale Subdivision Committee met on December 2 to review the Jerome Minor Subdivision application. After review, the Committee approved the Preliminary Plat for the Minor Subdivision. The Town of Jerome must now submit their technical plans to Clarkdale's Town Engineer for review. Once they are approved, Jerome may present the Final Plat for the Minor Subdivision to the Clarkdale Town Council for approval

4. PUBLIC COMMENT:

Chair Sammarco open public comment for items not on the agenda.

Stan Makow, 820 Mescal Spur, requested a response to his question at last month's meeting regarding the maintenance of Scenic Dr.

Planning Manager Escobar stated that Scenic Dr. is maintained with funds from an account set aside by the developers of the Mingus View Estates as part of the development agreement for this subdivision. Public funds are not used for the maintenance of this road.

OLD BUSINESS

5. **CONSIDERATION AND POSSIBLE ACTION** on Cliffrose Village. Chair Sammarco opened the work session on the Cliffrose Village Planned Area Development by asking the applicant to make a presentation.

Kyle Spencer, with ProCube, gave a PowerPoint presentation highlighting the changes made in the Cliffrose Village PAD application. These changes were made in response to comments from the community and the Planning Commission.

These include:

- reduction in total number of units
- increase in open space
- reduction of Town home units
- realignment of commercial area
- increase in lot size along development boundaries

Mr. Spencer also presented a visual depiction of the Town Home.

Chair Sammarco asked for the Staff to report on this application. Planning Manager Escobar gave the following report:

The Wright Trust has submitted a new conceptual drawing for the development in response to the comments expressed at the Public Hearing and the neighborhood meeting. Additionally, representatives of the Wright Trust will be reviewing each of the concerns raised at the October 18, 2004 public hearing and providing responses to each, and pointing out modifications made as a result of consideration of those concerns.

Water

Applicant has advised the Planning Department that they are in negotiations with Cottonwood Water Works to drill a new well on the site to serve the Cliffrose Village Development.

Applicant has indicated their willingness to use effluent for dust control during construction if available.

In the Master Development Plan narrative, applicant stresses water conservation and preservation of the natural environment in the open space areas.

Sewer

Staff has prepared a draft development agreement that would stipulate the terms for financing an addition to the Town's planned 400,000-gallon/day treatment facility to bring it up to 600,000 gallons/day capacity. The agreement will also call for the applicants to be responsible for the construction of a sewer interceptor line to their project including force main, and pump stations as needed. The agreement will eventually contain provisions for the establishment of an overlay district, within which property owners would be assessed a proportional share of the expense for the construction of the interceptor line and the expansion of the Town's treatment facility, and the developers of Cliffrose would then be reimbursed for their cost of development of the additional capacity and the interceptor line construction.

The applicants have entered into discussion with the developers of the Mountain Gate subdivision regarding the possible sharing of a temporary wastewater treatment facility to serve the needs of both projects until the Town's new treatment facility can be constructed.

Density

The concept drawing reviewed by the Planning Commission on October 18 indicated a total of 323 units. (Forty-three of these units are located in Cottonwood.)

The new concept drawing proposes a total of 240 units for the Clarkdale project.

Product	Original Number	Revised Number	Lot Size
Custom Homes	63	58	9,000 square feet
Village Homes	95	82	7,000 square feet
Patio Homes	27	73	5,096 square feet
Town homes	138	27	2,975 square feet

Applicant has converted the row of homes that border along Redcreek Drive from patio home to custom lots that range in size from 11,000 to 16,000 square feet. The R1 zoning that is currently in place for this area requires a minimum lot size of 10,000 square feet.

The Town homes area between Redcreek Drive has been replaced with Patio Homes.

None of the lots that border other subdivisions are smaller than 10,000 square feet.

The applicants have provided a detail of the single-family attached homes in the northern part of the projects, showing the placement of driveways accessing from the one-way drive, and the orientation of the front porches onto the street frontage, in a style similar to that present in the area of Upper and Lower Old Town Clarkdale.

Circulation

Applicant has agreed to prepare a Traffic Impact Analysis (TIA) to be submitted with their Preliminary Plat application, if the PAD is approved. Staff will be providing a detailed Scope of Work for the TIA, but has asked that the applicant focus on the following:

- trip generation from the proposed residential & commercial development
- impact of additional traffic on existing intersections
- traffic calming opportunities on Old Jerome Highway 89A
- an alternative access to Hwy 89A between the two low water areas along Old Jerome Hwy
- identify any improvements necessitated by the new development

The Town of Clarkdale Public Works Department has provided traffic counts from Old Jerome Highway to the applicant to be used in their analysis.

Traffic using the Mescal Spur extension to access Hwy 89A will only have a right turn available at that location.

Arizona Department of Transportation (ADOT) is designing an improvement to Hwy 89A, that is set to go to construction in 2007. It will be necessary for the applicants to coordinate their road improvements with the ADOT project, as the TIA may point out that it will be necessary to include deceleration lanes at Mescal Spur and Scenic Drive. Improvements to the intersections of Old Jerome Highway and Scenic and Mescal Spur will likely turn up as recommendations coming out of the TIA. The TIA will also need to project traffic volumes that take into account the potential build-out of other properties that may make use of the Mescal Spur and Scenic Drive Collectors to reach Hwy 89A, and at some point when the commercial property at the intersection of Mescal Spur and Hwy 89A develops it is likely that another roundabout will be warranted at Mescal Spur. This improvement will be the responsibility of the owner of the commercial property at that location.

Staff has begun discussion with the owner of the property north of the PAD regarding the acquisition of dedicated right of way to extend Mescal Spur to Highway 89A, as indicated in the general plan. The applicants have acknowledged the existing Alamos Drive, that serves as a parallel access road west of Hwy 89A. Alamos Drive provides access to commercial properties off of Black Hills Drive, in the City of Cottonwood. By extending Alamos Drive through their project, the applicants have reinforced the concept of the access to commercial development along Hwy 89A being controlled at the roundabouts at Scenic Drive and Blackhills Drive. Through the Site Plan Review process, the Town of Clarkdale has the ability to require that this access road be used for all commercial development along that stretch of Hwy 89A.

The applicants have modified the street layout to provide for the eventual connection of Haskell Springs Unit IV (to the south) to the project, which will provide a secondary ingress/egress for emergency response services to access in the event that the crossing of Mescal Wash at Old Jerome Highway is flooded and impassable.

The applicants have agreed to continue Mescal Spur from their project to a connection with Hwy 89A. This will provide a secondary access from the project to Hwy 89A in the event that the North Fork of Mescal Wash is flooded and impassable. The applicants have begun discussions with the owner of the

property that fronts on Hwy 89A in that location, regarding the provision of right-of-way for the Mescal Spur extension. The applicants will be responsible for improving Mescal Spur to a Residential Collector Standard, east from Old Jerome Hwy to Hwy 89A and to a Commercial Collector Standard from Old Jerome Hwy to their eastern property boundary.

Commercial

Applicant has realigned the commercial area along Scenic Drive, and eliminated the row of patio homes north of Scenic Drive. Permitted uses for this commercial area would fit the neighborhood commercial zone recently recommended by the Planning Commission. Since the area along Highway 89A is zoned for commercial use, this proposed commercial area would provide a buffer to the residential areas.

The commercial area of this project has been designed to provide a loop road internally to provide access to the shops and businesses that will be developed in these areas. This loop road allows for the traffic to be directed off the collector road (Scenic Drive) before accessing drives to the individual parking areas.

All commercial development in the Town of Clarkdale must participate in Design Review and Site Plan Review. Members of the public have an opportunity at this time to contribute to the design of the commercial area.

Costs

The applicant will be responsible for all costs related to development of the infrastructure for this project, such as road improvements, drainage improvements, sewer, trails and parks. Staff and applicant are in negotiation regarding long-term maintenance costs of trails and parks.

Community Building

Applicant has agreed to construct a 1,000 square foot community building with a Library Book Drop and meeting/office area for use by the community.

Preservation of Natural Area

The applicants have removed all lots from the flood plain preserving it in its natural state, and utilizing it for its natural function as a drainage feature, and wildlife corridor. They will also be providing a natural trail along the edge of the wash, which because of the intermittent nature of Mescal Wash may require re-establishment of the pathway periodically. There is a total of 26.92 acres of open space in this development.

Staff has had preliminary discussions with the applicant regarding dedication of the 3.11-acre area at the northern tip of this development as a Town of Clarkdale park. Grant funds are available to improve and maintain this park. Improvements being considered are a public restroom, seating area, and a kiosk for display of community and educational information.

Impact on Schools

Applicant has begun discussions with both Mingus Union High School and Cottonwood-Oak Creek school district to negotiate a mutually agreeable solution to the impact of this new development.

Staff Recommendation:

The Planning Commission may recommend the Planned Area Development for approval, may recommend with revisions, may request additional information, or reject the application.

Staff requests that if the Planning Commission chooses to recommend approval of the PAD that it include the following stipulations:

1. That Applicant agrees to prepare the following to be submitted along with their application for Preliminary Plat:
 - a. Phase II Drainage report
 - b. Traffic Impact Analysis developed in accordance with the Town of Clarkdale Traffic Impact Analysis Preparation Guidelines
 - c. Details on building elevations and footprints for all phases of the proposed development.
 - d. Specific Landscaping Plan, for the common areas and parks, which includes a listing of specific species to be used, numbers of each species to be included in the various landscaped areas, size and height at planting and size and height at maturity. The Landscaping Plan shall also include a detailed planting plan that shows the locations of the materials listed and includes detailed specifications of the irrigations system to be use to maintain the landscaping. Materials for the landscaping shall be those included in the Town of Clarkdale General Plan 2002, Xeriscape Plant List. The Landscaping Plan shall be designed by a certified landscape architect, licensed to practice in the state of Arizona.
2. That the Preliminary Plat reflects applicants agreement to improve Scenic Drive to the Commercial Standard for the Town of Clarkdale and the portions of Old Jerome Highway and Mescal Spur included in their development to a Residential Collector Standard. The extension of Mescal Spur from Old Jerome Highway to Hwy 89A, and Scenic Drive from Old Jerome Hwy to Hwy 89A will be designed to a Commercial Collector Standard.
3. That prior to the submittal of the Preliminary Plat the applicant shall have entered into a Development Agreement that stipulates their provision of funding to cover the cost of the expansion of the Town's proposed New Sewer Treatment Plant from 400,000 gallons per day to 600,000 gallons per day. The Development Agreement shall stipulate that the applicants will be responsible for the cost of extending an interceptor line (including any force mains and pump stations) from their project to a connection with the existing Town sewer system at a point to be decided by the Town. The Development Agreement shall also stipulate that the applicant will also be responsible for the provision of over-sized lines in their project to provide for future connections to the south, west and north. The size of these connections and their locations will be stipulated as well. The Development Agreement will also provide for an Overlay District to be created that will include all properties that are within the service area identified for the Interceptor line that serves this project. Future development in the Overlay district will be required to make payments to cover the proportional share of the cost borne by the applicants in the furtherance of this agreement.

4. That the applicant will have entered into an agreement with the Cottonwood Oak-Creek School District and Mingus Union High School regarding potential school site, or other appropriate compensation, prior to approval of their Final Plat.
5. The Commercial area, Town Home area, Parks and Recreation facilities shall be subject to Site Plan Review and Design Review.
6. The applicant shall reimburse the Town of Clarkdale for all expenses incurred by the Town in effecting the change in zoning.
7. The Residential lots developed as a part of the Planned Area Development shall be designed in accordance with the lot sizes, setbacks, and Right-of-Way widths indicated on the Final Development Plan.
8. That applicant will make every effort to use non-potable water during construction if available from Clarkdale or Cottonwood.

Chair Sammarco opened the meeting to public comment:

Joe Gramont, 1985 Old Jerome Highway: Requested that staff look closely at the lighting planned for this community, and ensure that our dark skies are maintained. Asked that the Town encourages green building and maintaining our high quality of life. How will the Town deal with the added burden on their services?

Duane Norton, 2180 Old Jerome Highway 89A: Wants to know the amount of wastewater to be produced by this community. Cautioned about odors generated by effluent discharge. Wants to know why we are not encouraging the Phelps Dodge development, since they have their own aquifer. Has concerns regarding the capacity of the temporary treatment plant. Stated that these questions need to be answered.

Jim Gary, 410 Antelope: Had questions about the walking trails, doesn't want them by his house. Stated the retention ponds would cause a mosquito problem. The commercial area is not needed when there are services available in Cottonwood. Who will be responsible for the additional public safety personal required? This development will cause too much traffic and parking on the street.

Lee Gilreath, 1800 Old Jerome Highway: Commended the developer for making the changes. Still has a concern about the drainage. Presented some pictures of a storm event a few years ago that generated a significant amount of runoff. He expressed concerns about the natural wildlife that currently inhabits the area. Feels it is important to preserve gulches.

Monty Bondurant, 460 Antelope: Feels we are living with a false sense of security regarding water-need to look at the short term and long term. Appreciates the adjustments made by the developer. Stated that the lot sizes are still too small. Believes that the commercial area is a gift to developers. The washes need to be protected. Affordable housing is available in other areas, we don't need any in here.

Ray Dangelo, 2016 Austin Way: Everything is just a repeat from the October meeting and no real changes have been made. People need water to live. The project is too dense. Why are we trying to sandwich so much in between nice areas-it will be a future ghetto.

Mary Brudemeyer, 1400 Lynda: Has concerns that this development will add to the speeding problem through Foothill Terrace and sewer problems.

Jessie Walters, 1770 Rhinos Place: Also has sewer problem issues, lot sizes, response time for emergency vehicles and staff. Tapping a brand new well that will be taking away water from existing wells with no new water coming in. There is no water. She is also against any commercial.

Deborah Behr, 1881 Peregrine Lane: The commercial area is obnoxious. Petitions were signed and brought to the commission stating that they did not want this property to change from R1 and you are developing whether they want this or not even though they made it clear. The lot sizes should be larger. Also concerned about not having adequate water.

Leanne Gregory, 2120 Red Creek Road: Water is a concern. Worried about property values with this new development. Likes the quiet and small Town and would like it to remain the same.

Stan Makow, 820 Mescal Spur: Concerned with lot sizes, possibility of two story housing, flooding, pollution, garbage.

Anke Pittrella, 570 Antelope Drive: Also concerned about lack of water, wells drying up and wants the area preserved for future generations.

George Skoblin, 1921 Peregrine: Thanks developers for making revisions to the development. Concerned with water; irrigation water should be gray water. Wanted to know how many two story building there would be. The developer stated there is no design for homes at this time..

Larry Annen, 581 Antelope Drive: Concerned about water. Testing should be completed to see if there is enough water for the development. Also very concerned about water for the fire hydrants. Also concerned about filling the washes which would divert the water flow.

Carolyn Gary, 410 Antelope Drive: This is not a good stewardship of the land. Not building with the land but fighting it. Need to cut down the number of units in this development, get rid of the condos and low cost housing. The washes were also a concern.

Chris Bondurant, 460 Antelope Drive: The developer did make an effort to change the plans, but there are still a lot of patio homes. Concerned about the existing wildlife. This looks like a down Town Phoenix complex – it doesn't belong here. Concerned about the low price of the homes and the income of people moving in – will get lower income people. The community building is way too small and would not serve any purpose.

Chair Sammarco opened the meeting to allow the applicant to respond:

Kyle Spencer complimented the citizens for coming out and standing up and having a voice. He stated he really appreciated them taking the time to do that. He wanted to address the following concerns:

Water – He is not a hydrologist. They will contract that out. They will look at the neighboring well and affects of the existing wells and overall impact. The hydrologist will look at all the concerns. Water tanks are typically used for fire hydrants and are supposed to hold a certain amount of water for that purpose.

Storm Water – He pointed out the 100 year flood plain limit along Mescal wash on the plans, which is the outer limit of the concerned areas. They are not going to use any fill. They have moved lot lines out of the concerned areas. They will be meeting with FEMA.

Traffic – They will request a traffic impact study and will be interested to see the results of that study.

Sewer –When designing they will incorporate backup generators to prevent over flow. They will also get feedback from the city.

Trails – This will be a walker friendly/user friendly community and will have handicapped accessible ramps on the corners.

Dark Skies – Will meet the cities requirements.

Chair Sammarco invited comments from Planning staff:

Planner Escobar stated the first draft of this new concept was received December 6. It was available for public viewing and we did get comments in from the public and passed those along to the applicant so they did do some revisions. The final was available for the neighborhood meeting that was scheduled December 8 and was distributed at that time. So they met your requirements for having the information in. Mr. Gary brought up a question about what happens to the funds set aside for Scenic Drive improvements and the Council will have to seek legal guidance on what happens. We did not expect to have that problem at this time, so I cannot answer that, but we will be looking into it.

Regarding drainage and natural washes, Chairman you can comment on this also, we've seen a raised level of interest from the County Developments Department regarding what is happening in our area. They are paying much closer attention to open space issues and they will have an input during the preliminary plat process if this application goes to that. Drainage II report the part of the preliminary plat stipulations.

Community Development Director Brown wanted to add that as far as light pollution, the Town is operating now with a light ordinance that was revised last year through its Town light effort and does a pretty good job of controlling light pollution. It is not per say a dark sky ordinance, but there is only one community that I know of in Arizona that has qualified for that designation and that's Tucson. It is possible that if the Town wishes, we could pursue that designation (the tape ran out).

Replacement of the pump stations, regardless of who develops this property or whether it's the next developer down the line, we have a master waste water treatment plan for the Town of Clarkdale and it includes the provision of interceptor lines, not only to serve this area and down, but there is another interceptor line which is supposed to be developed to come along the east side of the Radley subdivision which would be approximately a quarter of a mile from the east down behind this subdivision along Mescal wash. So we have been planning for the future for how we are going to service the areas of the Town we can reach with our sewer system. What it depends on is development proposals coming forward and providing the way to bring this about. However, we want to extend sewer into these areas, as I presented earlier, so we can look forward to a time when we can help you with problems that are going to be surfacing. The septic systems in Black Hills for that matter and Haskell Springs and those areas are not going to last forever. Haskell Springs was put in with dry lines in anticipation of this very event so that whenever the systems start flowing we'll have the ability and this system will be sized adequately to handle the flow from your homes as well so that we can provide that service to you when that time comes.

Green building is another fine point. I think that there were several people today that raised the issue of why aren't we learning to build smarter so that we have more efficient use of resources. I think that's a fine goal. Right now we're working off the 2003 ICC code, we also include in the Town regulations a requirement for the provision of gray water collection systems. We could work with the builders such as Cliff Rose in the provision of how we get an interceptor line up to this project to carry away the waste, but to bring back the treated effluent so that it can be used in the park areas and for major landscaping of streets and to our commercial areas so we can start to reuse the sewage we send down stream and also until now have just been discharged into our rivers have not been made use of or making plans to do that. We'll be talking with the developers and started discussions with the folks developing Mountain Gate to talk about bringing in their line along their sewer interceptor line to provide service to Mountain Gate so that we can look forward to a time when we can link these up and be able to deliver up to the areas and provide irrigation for the cemetery and some of the public spaces/parks that would be developing. And, at some point the State is making noises like we want to try and provide the same kind of regulatory areas outside the AMA as they have inside the AMA. They too are concerned about water and they have their own approach about how to deal with it. I think we're going to see some proposals for regulations for the future for water conservation and for the State to take a larger roll in regulating water in this area however they develop the leverage to do that. In anticipation of that, in non AMA areas there are only two ways that you can provide for assured water for the development, you either bring in additional resources from outside the AMA so that you're not in a negative mining situation for ground water so that you're bringing in more than you're actually using, or you can recharge and get recharge credits in an exchange for recharging your water, you can then gain credits to draw more out of the aquifer because you're replenishing. So we're looking forward to a time when we can start to create a water balance in that way or a water budget to where we're starting to contribute for water that is currently just going down stream and not be recycled. We are moving on all of these fronts and attempting to try and solve some of these problems and we will be having serious discussions with these applicants so see what they can do to accomplish that.

Sidewalks and trails: One of the things I would recommend before we get finished with this project that we agree to either add in the development agreement or as a stipulation to their preliminary plat approval is that they develop a comprehensive plan for trails. They need to indicate not only where we're going to accommodate them but if it's going to be sidewalks along these streets or washes and that they provide the technical design for those trails. If their going to be improved at any extent at all we need to know where their going to be plus a section for what those trails are going to look like, to what extent their going to be improved and then we and then we need to have an agreement for how we're going to maintain these trails. We have an agreement we will be entering into a joint maintenance agreement with the developers with Mountain Gate to help them to maintain the trails their providing that system which provides linkages to other trails in the community. So the size and the initial installation of the trail, we need to make sure they are going to keep them up. So we need to have some sort of stipulated agreement for how that's going to come about.

The Community Development Director was asked by a Commissioner to explain the correlation between service personnel and the fire and police and the commercial, and also the correlation between higher density developments that provide more open space so that we can maybe understand why we decided to go with the PAD rather than a subdivision.

The Community Development Director stated that if you take a look at the needs that are demanded by the folks living in this community, the real estate taxes that we realize from properties—you're tax bill will maybe be 700 – 800 year, a minute portion of that is returned to the Town in the way of shared revenues from the County. So when you take a look at your property tax bill, there is a very small portion of that that the Town actually gets to use. So the real estate taxes you pay don't come close to providing the services that we try to provide for you. It doesn't come close to covering the cost for police or fire protection—that's why we're talking about forming a fire district so that we can start to provide those services for you and have a way to provide them to you in a way that will be meaningful so that we can have someone respond to you when you have an emergency in your home and a fire occurs across the street and we can have more than one person respond. The only way we can do that is by increased revenues in the Town. We can either support the development of sales tax revenues or, without the sales tax revenues, the only other vehicle we have is a special assessment or to increase the local property taxes to cover that. There are very little options as far as how to provide revenue to provide for the services that the residents demand. So we, as planners for the Town, have to take a more holistic approach to what's in the Town interest, and you're general plan does as well. It says that we need to have a mix of uses in the Town so that we can provide for the needs of residents. Part of that mix includes commercial development, because it provides the wherewithal for us to provide the other services that we like to provide for our citizens and that they demand.

The reason we are here considering a PAD vs a regular subdivision is that in our view it provides the Town the ability to not only when they come to us and ask for flexibility in the densities that they want to provide in their housing projects to serve a market they have identified that's out there, when they come to us with these proposals, the Town has also identified through it's general plan some objectives that the Town as a whole wants to see accomplished and those include the provision of open space, they include the

provision of adequate infrastructure, they also include the issue of affordable housing. We can get twisted around trying to define affordable housing, but whatever that is there is a median income, there's median house price some where people aren't able to afford to put a roof over their head. So it's that gap we have to try and close. There are people out there that need housing, they need it at a level that is not currently being provided – that the existing market is not providing and, so to that extent, we as planners have to work within the structure of the general plan that the Town adopted and try to achieve those goals, and when we see a project come forward that proposes a mixture of all of those elements, we facilitate a process. The Planning Department doesn't have a stake in how this process goes, these owners of this property have rights the same as you have rights to your property, and they have the right to put forward a proposal to develop that property in a way that they believe responds to the Town's general plan and responds to the needs as stated by staff and by the Town. The Planning Department has a service to the community—all we do is facilitate a process –we take a look at what is being proposed and we recommend to the commission and to the council the ways impacts of what's being proposed can be vacated, keep them out of the wash so that their not in an open wash, see that the sewage is some way delivered from this project to the treatment plant—the general plan says that we need to have a line come in—we recommend on these things and it's up to the bodies that you elect that they put in place or appoint a commission to take a look at this information and take a look at what's being proposed by the applicants, to listen to the community and then to come to some kind of decision. In that respect, all we are is facilitators and hope that everyone appreciates that role. We have no stake in how that comes out. We do have a stake in trying to help this Town achieve a goal to have a livable community and, when the dust settles—we can't make development go away, it's here, it's real. The last time there was a significant downturn on the population was Noah. It has to be accommodated somewhere, and unfortunately, if you walk outside on a day like today, you'll see why the development is coming this direction. It's no mystery—people move here from the East coast, some move to Phoenix and live out their first August and finally decide they don't want that. So their coming up North on their weekends and their taking a look at communities like Clarkdale and, unfortunately, we've been discovered. So we have to deal with that, it's a reality. So our process here trying to facilitate this discussion is just to help the Town deal with the process and, hopefully, when the dust settles, we still have a community we all want to live in.

The Chairperson stated that there are a number of people that talked about the fact that they don't want commercial there. We have commercial zones for these locations. The Community Development Director stated not in this particular instance. This would represent a change, however, the general plan did not anticipate the changes that ADOT was going to recommend to Hwy 89A. I think if it had, it would have also recommended that this be commercial because of the fact that there is going to be a major intersection there at Scenic Drive, and roundabouts provided. You definitely want to cluster your commercial development where access can be provided to the traffic to get them to the shopping opportunities and then back out into the larger community. Although, it's not zoned commercial, makes perfect sense given what we know what ADOT is planning for improvements on that highway.

Commissioner Prud'homme-Bauer stated that we need to also recognize that along Hwy 89A, there is already zoned a 300 ft deep commercial zoned land. So there is land along

there that's already zoned that way. The Community Development Director stated that this particular parcel is not currently zoned. As he pointed out, the parcel that the applicants proposed that Mescal Spur be punched out to Hwy 89A. It's definitely currently zoned, it's carried on our general plan as highway commercial and all up and down Hwy 89A, if you look at our zoning, for the most part, this is zoned from 300 ft from the center line Hwy 89A either side commercial. What that gives you is the opportunity for strip development. It doesn't recognize the opportunity or provide the opportunities for clustered development. You have 300 ft deep, you can't do much but put parking in the front and building in the back and you end up with the same type strip development that you see on Hwy 89A as you travel down it into Cottonwood. Hopefully we'll have better access control with the project that ADOT is proposing, but it's just not a good development pattern. What you want to do is in order to control access on the highway and traffic continue to function and to be safe conduits for traffic is to try to provide opportunities for clustered commercial development at the intersections where traffic where traffic can get off that main highway and enter those shopping areas rather than having individual driveways for a string of development projects all down the highway.

Commissioner Prud'homme-Bauer asked that she knows there has been a lot of comment here tonight about wanting to see straight R1 zoning. I'm not an advocate of that necessarily, but have you given any view of how this land would look in just a straight R1 zoning. Because we are talking about a zoning change tonight.

The applicant stated that they have not come in with a concept plan with just a straight subdivision. Planning Manager Escobar stated that the Planning Department had during the October meeting. If these particular parcels were developed strictly as R1 and subtracting 30% for infrastructure, you could get 320 new homes on here.

Commissioner Prud'homme-Bauer asked if Planning Manager Escobar could talk about a little bit more in terms of the wash and how that subdivision, if it were an R1, in the washes and some of the parks and stuff would be treated. Planning Manager Escobar stated that Community Development Director Brown mentioned, the planned area development process gives the commission and staff an opportunity to work with some of these negotiation points including the open space, the washes. The subdivision regulations, as they currently read, the applicant could come in with the subdivision 320 new lots. There would be 10,000 sq ft minimum lot, that's what the R1 zoning is, we would have very little control over where those lots go as far as restricting them out of the washes. We would also have less control about the improvements along the streets for that subdivision. We would have less control about requirements for open space or suggestions for open space.

Commissioner Noland asked if those homes with septic tanks rather than hookup to sewage. Planning Manager Escobar said they could. Otherwise, the Town as it being a PAD would gain a sewer trunk line and so on that would benefit. Planning Manager Escobar stated that they would have no more control over a R1 subdivision than over a PAD regarding water. Actually, the 320 new lots would be a greater burden on water than the current 240 lots.

Commissioner Prud'homme-Bayer asked Kyle Spencer if he could consider drainage outside of the flood plain that flows into the flood plain (she heard his response regarding the flood plain and understood). It's not like if we channel everything into the wash, it's all going to be great and wonderful up there—we already know, for those of us that live up there, it's a mess. It's a mess because of probably not well-designed subdivisions at the time and wildcat subdivisions that have occurred that have messed up the drainage out there already. Is there a way that this development, especially in this area along Mescal wash on the North side, be looked at a little more sensibly regarding drainage so as not to continue to compound the issue and force everything into Mescal wash which does channel down very narrowly there at Old Jerome Hwy. I don't know if it would be addressed in the PAD or if Community Development Director Brown could comment on this, or is that part of the preliminary plat discussion if we get that far.

Community Development Director Brown stated that the applicant would be required as part of the, as mentioned before, as part of the preliminary plat to submit a Phase II drainage study. Without going into a great deal of detail, what that means is that they are going to have to develop a drainage system that not only manages the run off that's developed by the properties, but has to take into account background drainage that already enters that project that has to be managed as well. We all know about the problems with drainage in this neighborhood. They are numerous and legendary. We recently had a drainage study completed which provides recommendations for how some of issues can be addressed and have the opportunity to look at before a new drainage study is how do they incorporate those recommendations –which would really just bring the water to their property, and how do we manage it beyond that point. So besides handling their own drainage, they are going to have deal with some of the ambient conditions. The whole subdivision will be reviewed by the Yavapai County Flood Control. The applicant's drainage study will be forwarded to them with the Phase II drainage study, by the time they get to the final plat or to their technical review they will be required to create a Phase III, which goes into even more detail about the hydrologic function of the drainage system that they designed. So flood control will be involved in all those stages.

Commissioner Noland stated he does not necessarily like the idea that the condo units by the community building do not have parking in front of the homes. Could there be parking for guests in front of the homes. There would be adequate parking in the rear.

Chairperson Sammarco asked the Commissioners how they felt about this plan as apposed to leaving it R1 in regard to density:

Commissioner Prud'homme-Bauer stated she felt the PAD allows them the maximum flexibility to protect the places we enjoy in the community; she is also an avid believer in a variety of housing. She wants to see a community that is of all people—not people of a certain income. Housing is a serious issue in our area. She felt the PAD process is much more desirable for us than the R1 zoning.

Commissioner Noland had mixed thoughts. The residential taxes do not pay for the services the Town provides. The only way we can improve the services in Clarkdale is to have commercial business come to this area. We need the commercial and the sewer

lines to help with this revenue. He also had concerns that the patio homes would become slums or rentals, however, he felt smaller homes are more desirable for retirees.

Commissioner Reiersen would prefer to wait until the Mountain Gage project is completed before starting another development. If the developers could lower the density and build nice houses with larger lots and raise that price point, that would probably be the better way to go. If we approve this PAD, are we locked into the number of lots? Community Development Director Brown stated that what the commission would be doing is making recommendation to council. The Town Council would be making the ultimate decision. Commissioner Reiersen asked if the commission would just be recommending that the PAD would be ok? Community Development Director Brown stated yes, that the commission is an advisory to the council in this regard. If the Planning Commission works through a lot of these details and then finally makes a recommendation to council. Right on the heels of this, you will likely be seeing a primarily plat which you would also be involved in shaping. Commissioner Reiersen stated that the Town sales tax revenue is low compared to the other area Towns and that we should take a realistic look at some commercial development in this area, but is not sure which way to go.

Commissioner Bohall stated that if it stays R1 it's possible to have about 80 more units than the applicant is proposing now. He didn't think that was the direction we want to go.

Chairperson Sammaraco agreed with the fact that affordable housing is needed for the Town. The options the Commissioners have is to postpone this and have the applicant go back to the drawing board and come back to us with another proposal or to approve it with stipulations that have been laid out for us as well as others that we have identified tonight. Or reject it entirely.

Commissioner Reiersen motioned that we ask the developers go back to go back to the drawing boards and come back to us with a different type of plan. A plan that would eliminate the Town homes, enlarge the lots and that money could be made if we looked at it at another angle. The Chairperson asked for a second. There was no second. The motion died for lack of second.

The Chairperson called for another motion.

Commissioner Prud'homme-Bauer motioned that we accept the proposal with the following staff stipulations

1. That Applicant agrees to prepare the following to be submitted along with their application for Preliminary Plat:
 - a. Phase II Drainage report
 - b. Traffic Impact Analysis developed in accordance with the Town of Clarkdale Traffic Impact Analysis Preparation Guidelines
 - c. Details on building elevations and footprints for all phases of the proposed development.

- d. Specific Landscaping Plan, for the common areas and parks, which includes a listing of specific species to be used, numbers of each species to be included in the various landscaped areas, size and height at planting and size and height at maturity. The Landscaping Plan shall also include a detailed planting plan that shows the locations of the materials listed and includes detailed specifications of the irrigations system to be use to maintain the landscaping. Materials for the landscaping shall be those included in the Town of Clarkdale General Plan 2002, Xeriscape Plant List. The Landscaping Plan shall be designed by a certified landscape architect, licensed to practice in the state of Arizona.
2. That the Preliminary Plat reflects applicants agreement to improve Scenic Drive to the Commercial Standard for the Town of Clarkdale and the portions of Old Jerome Highway and Mescal Spur included in their development to a Residential Collector Standard. The extension of Mescal Spur from Old Jerome Highway to Hwy 89A, and Scenic Drive from Old Jerome Hwy to Hwy 89A will be designed to a Commercial Collector Standard.
3. That prior to the submittal of the Preliminary Plat the applicant shall have entered into a Development Agreement that stipulates their provision of funding to cover the cost of the expansion of the Town's proposed New Sewer Treatment Plant from 400,000 gallons per day to 600,000 gallons per day. The Development Agreement shall stipulate that the applicants will be responsible for the cost of extending an interceptor line (including any force mains and pump stations) from their project to a connection with the existing Town sewer system at a point to be decided by the Town. The Development Agreement shall also stipulate that the applicant will also be responsible for the provision of over-sized lines in their project to provide for future connections to the south, west and north. The size of these connections and their locations will be stipulated as well. The Development Agreement will also provide for an Overlay District to be created that will include all properties that are within the service area identified for the Interceptor line that serves this project. Future development in the Overlay district will be required to make payments to cover the proportional share of the cost borne by the applicants in the furtherance of this agreement.
4. That the applicant will have entered into an agreement with the Cottonwood Oak-Creek School District and Mingus Union High School regarding potential school site, or other appropriate compensation, prior to approval of their Final Plat.
5. The Commercial area, Town Home area, Parks and Recreation facilities shall be subject to Site Plan Review and Design Review.
6. The applicant shall reimburse the Town of Clarkdale for all expenses incurred by the Town in effecting the change in zoning.
7. The Residential lots developed as a part of the Planned Area Development shall be designed in accordance with the lot sizes, setbacks, and Right-of-Way widths indicated on the Final Development Plan.

8. That applicant will make every effort to use non-potable water during construction if available from Clarkdale or Cottonwood.

And add the following stipulations:

9. Prior to approval of the preliminary plat applicant will have submitted a detailed trail plan, including location of proposed trails and materials to be used in trails, to be approved by staff.
10. That applicant move the location of the proposed community building to the commercial area and the minimum size of the building be 3,000 sq ft in size.
11. The applicant will meet the current light ordinance standard for the Town of Clarkdale.

Commissioner Noland seconded the motion. The motion passed 4 to 1.

6. MEETING TIMES: The Commissioners addressed scheduling a special meeting to continue working on the commercial zone project. They decided to maintain the regular meeting schedule

ADJOURNMENT: With no further business to discuss the meeting adjourned at 9:30 p.m.

APPROVED BY:

SUBMITTED BY:

Susan Sammarco
Chairperson

Charlene Stockseth
Admin. Assistant