

**CITY OF KINGMAN  
MEETING OF THE COMMON COUNCIL  
Council Chambers  
310 N. 4th Street**

**5:30 P.M.**

**AGENDA**

**Tuesday, May 19, 2015**

**REGULAR MEETING**

**CALL TO ORDER & ROLL CALL**

**INVOCATION** will be given by Phillip Shaw of Trinity Episcopal

**PLEDGE OF ALLEGIANCE**

THE COUNCIL MAY GO INTO EXECUTIVE SESSION FOR LEGAL COUNSEL IN ACCORDANCE WITH A.R.S.38-431.03(A) 3 TO DISCUSS ANY AGENDA ITEM. THE FOLLOWING ITEMS MAY BE DISCUSSED, CONSIDERED AND DECISIONS MADE RELATING THERETO:

**1. APPROVAL OF MINUTES**

**The Regular Meeting and Executive Session minutes of May 5, 2015**

**2. APPOINTMENTS**

**a. Appointment or reappointment of Board of Appeals members**

Three of the seven members of the Building Board of Appeals have expired terms of service, namely Tom Franks, Mike Van Zandt and Ronald Durgin. All three men have offered themselves for continued service. Three board members are needed. **Staff recommends reappointing Tom Franks for one additional term of two years and appointing Paul Selberg and Crandall Aaron to sever on the Board of Appeals for one term of two years.**

**b. Appointment of Commissioners to Transit Advisory Commission for KART**

Commission member Michele Walker is relocating outside of Arizona and therefore has resigned from the Transit Advisory Commission. Ms. Walker's resignation leaves the commission with just two active members, which is insufficient for a quorum. There are now two active commission members and three vacant positions. Ms. Walker's term was due to expire in October 2016. The other two vacancies are for terms that will expire in October 2017. KART has received applications from the following three interested members of the Kingman community. They include Jed Noble and Charles E. Hupp both of whom reside within Kingman city limits, and Fred D. Gilbert, Jr., who resides in an unincorporated area of Kingman. In addition, former commission member Bill Laity, a resident of the unincorporated area of Kingman, whose 2nd term expired in October, 2014 has requested that he be reappointed to a third term. Mr. Laity's appointment will require a Super Majority vote from Council. **Staff recommends Council appoint up to three members to fill vacant positions; one (1) to expire in 2016 and two (2) to expire in 2017.**

**3. CALL TO THE PUBLIC - COMMENTS FROM THE PUBLIC**

Those wishing to address the Council should fill out request forms in advance. Action taken as a result of public comments will be limited to directing staff to study the matter or rescheduling the matter for consideration and decision at a later time. Comments from the Public will be restricted to items not on the agenda with the exception of those on the Consent Agenda. There will be no

comments allowed that advertise for a particular person or group. Comments should be limited to no longer than 3 minutes.

**4. CONSENT AGENDA**

All matters listed here are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the CONSENT AGENDA and will be considered separately.

**a. Liquor License Application**

Applicant Joseph C. Fellers of Black Bridge Brewery has submitted a temporary Application for Extension of Premises/Patio Permit for an event on June 13, 2015. **Staff recommends approval.**

**b. Liquor License Application**

Applicant Paul A Allen Sr. of El Potrillo has applied for a Series 12 Liquor License for a restaurant at 2535 Hualapai Mtn. Rd. #A. **Staff recommends approval.**

**c. City of Kingman Letter of Support of Mohave County TIGER grants Application**

On April 27, 2015 the City of Kingman Public Works staff received a correspondence from Mr. Steve Latoski, Director of Mohave County Public Works, requesting a “letter of support” from the City of Kingman for a TIGER Grant application to resurface and provide Shoulder Betterments to 36 miles of Stockton Hill Road. The proposed project would include the resurfacing as well as installing concrete-capped gabion basket aprons to reduce shoulder erosion and road damage from the Kingman City limits on North Stockton Hill Road to Pierce Ferry Road. Mohave County staff has written the letter and addressed it to Mr. Anthony R. Foxx, Secretary of the US Department of Transportation. **Staff recommends authorizing the Mayor to sign the Letter of Support.**

**d. Special Event Liquor License Application**

Applicant Cynthia J. Levesque of Cornerstone Mission has applied for a Series 15 Special Event Liquor License for an event to take place Saturday, July 11, 2015 from 6:00 P.M. to 11:00 P.M., at 201 N Fourth Street in Kingman. **Staff recommends approval.**

**e. Dispatch Intergovernmental Agreement - Resolution 4952**

The Intergovernmental Agreement between the City Of Kingman and Northern Arizona Consolidated Fire District, Golden Valley Fire District, Pinon Pines Fire District, Pine Lakes Fire District, Lake Mohave Ranchos Fire District for dispatch services has been revised after review with the current user group. This revision accounts for all costs to be shared for the services rendered. The original Intergovernmental Agreement was entered into in 2012 and is set to expire June 30, 2015. Resolution 4952 has been completed in order to allow the city to enter into this agreement. Operating costs will be allocated to each entity based on the estimated budget and prorated to each entity based on the percentage of 2014 call volumes associated with each entity. The City Attorney and Finance Director have reviewed this agreement for compliance with current city policy. **Staff recommends approval.**

**f. Consideration of Amendment No. 1 to Engineering Contract ENG14-084 to include Phase Two projects**

On March 17, 2015, Council approved construction contract ENG14-084 with Freiday Construction, Inc. for Phase One projects which included five water and sewer projects and one water tank rehabilitation project. Staff has previously recommended that the CMAR

project be broken into separate construction phases. This amendment to the contract will add Phase Two projects to the construction contract. The second phase will include the following projects: ENG14-097: Water Line Replacement in Evans Street and Melody Street; 05-S-0030: Sewer Line Realignment in Maple Street and Walnut Street; ENG12-021: Sewer Line Extension in Southern Avenue, Jackson to Monroe; ENG14-088: Sewer Line Extension in Southern Avenue, Monroe to Adams; ENG14-098: Sewer Line Extension in Jerome Street; ENG14-099: Sewer Line Extension in Prescott Street. Staff has requested a Guaranteed Maximum Price (GMP) for the second phase of this project from Freiday Construction, Inc. The negotiated GMP for phase two is \$620,414.17. Phase Two will add an additional 180 calendar days to the original construction contract time, extending it to March 31, 2016. **Staff recommends approval.**

**g. Resolution #4953 – Revise Exhibit A, B and C – Classification and Compensation Schedule**

Attached Resolution #4953 amends the Classification and Compensation Plan for FY 2015-2016 via Exhibits A, B and C. Adopting the attached resolution will modify the classification and compensation schedule by: 1. Attached Exhibit A reflects an increase of 3% to the FTE salary scale and sets the total authorized budgeted full time positions for Fiscal Year 2015/2016 at 334 FTE and 40.5 FTE as authorized but unfunded. This is a net increase of 2 FTE and a decrease of 1 unfunded FTE over the prior year; 2. Attached Exhibits B and C reflect the following changes: a. Fire Department – re-fund 1 unfunded Battalion Chief position resulting in a decrease in the unfunded count and an increase to the funded Battalion Chief count. Also, reclassify 1 Assistant Fire Chief position to Battalion Chief and change the Salary Grade from 224 to a lower Salary Grade of 221. The result of this change decreases the Assistant Fire Chief count by 1 and increases the Battalion Chief count by 1, to a lower level classification; b. Police Department – reclassify 1 Administrative Secretary position to Administrative Assistant and change the Salary Grade from 204 to a higher Salary Grade of 206. The result of this change decreases the Administrative Secretary count by 1 and increases the Administrative Assistant count by 1, to a higher level classification; c. Public Works-Building Maintenance – add and fund 1 new Building Maintenance Technician position at Salary Grade 209. The result of this addition increases the Building Maintenance Technician count by 1. 3. Exhibit D, Certification Pay, will remain unchanged in Fiscal Year 2015/2016. **Staff recommends approval.**

**5. OLD BUSINESS**

**a. Smoking in Vehicle Ordinance 1797**

Following direction from City Council, staff has prepared an ordinance to address smoking in motor vehicles with a minor. The ordinance is a secondary violation and offers a diversionary program on smoking education for first time offenders. **Staff recommends approval.**

**b. Consideration of Resolution No. 4947 approving a preliminary plat for Airway Plaza, Tract 1984, a subdivision of airspace**

A request from Mohave Engineering Associates, Inc., applicant and project engineer, and Airway Plaza Association, LLC, property owner, for the approval of preliminary plat for Airway Plaza, Tract 1984. The subject property is located at the southeast corner of Airway Avenue and N. Burbank Street and is 3.62 acres. This will be a subdivision of airspace otherwise known as a condominium. The intent is to subdivide eight suites in an existing commercial building into eight separate condominium units. Each unit will be bounded and contained within the interior finished surfaces of the perimeter walls, floors and ceilings of

the unit. The area of each unit is 56 to 64 feet wide and 130 feet long. A property owner's association will be established to maintain areas held in common including the exterior parking lot and landscaping, utilities not within the units, bearing walls, and other walls and ceilings not contained within the units. The building was inspected by the Fire and Building Departments as required and no significant problems were identified that would need to be corrected before the approval of the final plat. The City Engineer, however, indicated that three existing driveways and sidewalk ramps at Burbank and Airway do not appear to meet current ADA standards. These areas should be revised. The project engineer indicated that the property owner did not want to make those revisions. There are several additional conditions that were recommended by staff as a result of department and agency comments. **The Planning & Zoning Commission voted 6-1 on April 14, 2015 to recommended approval of the preliminary plat with the recommended conditions in the commission report. Commission Kirkham voted no. Staff recommends approval.**

**c. Consideration of Resolution No. 4945 authorizing the Mayor to sign any and all documents to submit applications for funding of the Kingman Crossing Traffic Interchange and Rancho Santa Fe Parkway Traffic Interchange projects through the FY2015 TIGER Discretionary Grant Program.**

Upon direction of Council, Staff has prepared the application packages for this year's round of TIGER grants. If the City desires to submit applications for funding of the Kingman Crossing Traffic Interchange and Rancho Santa Fe Parkway Traffic Interchange projects through the FY 2015 TIGER Discretionary Grant program, Council will need to authorize the Mayor to sign any and all documents and certifications necessary to submit these applications, including the Federal Wage Certification stating that the City of Kingman will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2015 Consolidated and Further Continuing Appropriations Act. Applications are to be submitted by 5:00 p.m. EDT on June 5th, 2015. **Staff recommends approval.**

**d. Update, discussion and possible action concerning City funded events to celebrate the 4<sup>th</sup> of July.**

The Council will discuss options for a City sponsored 4<sup>th</sup> of July celebration and may take action and/or provide direction to staff accordingly. **Council discretion.**

**6. NEW BUSINESS**

**7. REPORTS**

**Board, Commission and Committee Reports by Council Liaisons**

**8. ANNOUNCEMENTS BY MAYOR, COUNCIL MEMBERS, CITY MANAGER**

*Limited to announcements, availability/attendance at conferences and seminars, requests for agenda items for future meetings.*

**If needed.**

**9. EXECUTIVE SESSION**

**THE COUNCIL MAY GO INTO EXECUTIVE SESSION IN ACCORDANCE WITH A.R.S.38-431.03(A)(1) TO DISCUSS ANY AGENDA ITEM. THE FOLLOWING ITEMS MAY BE DISCUSSED, CONSIDERED AND DECISIONS MADE RELATING THERETO:**

**Follow up – City Magistrate Recruitment**

The Council will review the City Magistrate finalist selection and discuss the next phase of the recruitment process.

**ADJOURNMENT**

Posted \_\_\_\_\_ by \_\_\_\_\_

**CITY OF KINGMAN  
MEETING OF THE COMMON COUNCIL  
Board of Supervisors Auditorium  
700 W. Beale St.**

5:30 P.M.

**MINUTES**

Tuesday, May 5, 2015

**REGULAR MEETING**

<b>Members</b>	<b>Officers</b>	<b>Visitors Signing in</b>
<b>Richard Anderson – Mayor</b>	<b>John Dougherty, City Manager</b>	<b>See attached list</b>
<b>Mark Wimpee, Sr. – Vice-Mayor</b>	<b>Jackie Walker, Human Resource Director</b>	
<b>Mark Abram</b>	<b>Carl Cooper, City Attorney</b>	
<b>Larry Carver</b>	<b>Jake Rhoades, Fire Chief</b>	
<b>Jen Miles</b>	<b>Greg Henry, City Engineer</b>	
<b>Stuart Yocum</b>	<b>Robert DeVries, Chief of Police</b>	
<b>Carole Young</b>	<b>Mike Meersman, Parks and Recreation Director</b>	
	<b>Diane Richards, Budget Analyst</b>	
	<b>Tina Moline, Financial Services Director</b>	
	<b>Gary Jeppson, Development Services Director</b>	
	<b>Joe Clos, Information Services Director</b>	
	<b>Keith Eaton, Assistant Fire Chief</b>	
	<b>Sydney Muhle, City Clerk</b>	
	<b>Lee Hocking, Assistant City Attorney</b>	
	<b>Erin Roper, Deputy City Clerk and Recording Secretary</b>	

**CALL TO ORDER & ROLL CALL**

Mayor Anderson called the meeting to order at 5:33 P.M. and roll call was taken. All councilmembers were present. The invocation was given by John Pool of Praise Chapel after which the Pledge of Allegiance was said in unison.

THE COUNCIL MAY GO INTO EXECUTIVE SESSION FOR LEGAL COUNSEL IN ACCORDANCE WITH A.R.S.38-431.03(A) 3 TO DISCUSS ANY AGENDA ITEM. THE FOLLOWING ITEMS MAY BE DISCUSSED, CONSIDERED AND DECISIONS MADE RELATING THERETO:

**1. APPROVAL OF MINUTES**

- a. The Regular and Executive Session Meeting minutes of April 7, 2015.

Councilmember Abram made a MOTION to APPROVE the Regular and Executive Session Meeting minutes of April 7, 2015. Councilmember Miles SECONDED and it was APPROVED by a vote of 7-0.

**b. The Work Session minutes of April 13, 2015.**

Councilmember Miles made a MOTION to APPROVE the Work Session minutes of April 13, 2015. Councilmember Young SECONDED and it was APPROVED by a vote of 6-0. Councilmember Abram ABSTAINED.

**c. The Regular Meeting minutes of April 21, 2015.**

Councilmember Miles made a MOTION to APPROVE the Regular Meeting minutes of April 21, 2015. Vice-Mayor Wimpee, Sr. SECONDED and it was APPROVED by a vote of 7-0.

**2. PROCLAMATION**

**a. VFW Buddy Poppy Days**

Mayor Anderson read the proclamation.

**b. Goodwill Industries Week**

Mayor Anderson read the proclamation and presented it to staff members from Goodwill.

**3. CALL TO THE PUBLIC - COMMENTS FROM THE PUBLIC**

Those wishing to address the Council should fill out request forms in advance. Action taken as a result of public comments will be limited to directing staff to study the matter or rescheduling the matter for consideration and decision at a later time. Comments from the Public will be restricted to items not on the agenda with the exception of those on the Consent Agenda. There will be no comments allowed that advertise for a particular person or group. Comments should be limited to no longer than 3 minutes.

Kingman resident Carol Decker-Noli asked Mayor Anderson why he distributed flyers telling Mohave County residents they would be able to vote on the General Plan Amendment. Ms. Decker-Noli stated County residents were never allowed to vote in City elections. Ms. Decker-Noli stated County residents had Mohave County Supervisors to represent them. Ms. Decker-Noli stated Mayor Anderson was trying to circumvent the vote cast by City residents in the last general election.

Kingman resident Bob Heron stated the City's chip seal roadwork was ineffective and costly. Mr. Heron stated he had extensive experience with asphalt, paving and chip seal and he could offer solutions to the City that would save money.

Mayor Anderson asked Mr. Heron to contact City Clerk Sydney Muhle to set up an appointment to talk about alternatives to chip seal maintenance.

**4. CONSENT AGENDA**

All matters listed here are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired that item will be removed from the CONSENT AGENDA and will be considered separately.

**a. Renewal of Indigent Defense Contract**

The current agreement between the City and Whitney and Whitney, PLLC will expire on 6-30-2015. The Court would ask the Council to approve renewal of the contract for a one year period. The parties have agreed there will be no increase in payment for services. **Staff recommends approval.**

**b. Expenditure from Local Court Enhancement Fund**

The Court needs to replace eight (8) staff chairs due to age and wear and tear. These chairs are 8-10 years old. **Staff recommends approval.**

**c. Award of Bid for Shipping Lane Site Cleanup to McCormick Construction - \$188,932**

The City of Kingman and Kingman Airport Authority, Inc. (KAA) accepted a grant offer from the Arizona Commerce Authority (ACA), Resolution No. 4925 in the amount of \$216,000 plus \$24,000 local match (KAA) for a 30 acre site cleanup located along Shipping Lane. A mandatory pre-bid meeting was held on March 31<sup>st</sup> with four contractors in attendance: Combs Construction, Lewis Equipment Service, McCormick Construction and T.R. Orr Construction. Of these four companies only two submitted formal bids on April 7<sup>th</sup>. Lewis Equipment Services bid \$189,900 and McCormick Construction bid \$188,932. C&S Engineers prepared the comparison between the two bids and is recommending the award go to McCormick Construction as the apparent low and most responsive bidder in the amount of \$188,932. At their meeting on April 23<sup>rd</sup> the Board of Directors of KAA approved the award and authorized the President to execute the contract documents. They further acted to recommend the City approve the award to McCormick Construction in the amount of \$188,932 and authorize the mayor to execute the contract document pursuant to Resolution No. 4925. **Staff recommends approval.**

**d. Special Event Liquor License Application**

Applicant Billy Ward of the Boys and Girls Club of Kingman has applied for a Series 15 Special Event Liquor License for an event to take place Saturday, June 27, from 5:00 P.M. to 11:59 P.M., at 301 N First Street in Kingman. **Staff recommends approval.**

**e. IGA with ADOT Data Access Agreement**

City of Kingman Human Resources has a due diligence to perform a Motor Vehicle Record check as a condition of employment and periodically thereafter. Currently the process is manual and takes weeks to receive the results of the records check. Electronic access to ADOT's motor vehicle records request system (MVRRS) will provide immediate results. Electronic access will also reduce staff time to complete paperwork and seek notary services, reduce costs by eliminating postage to mail the paper request to the Phoenix office and reduces liability by providing immediate results rather than waiting weeks to receive the results. **Staff recommends approval.**

**f. Water Department – one Portable Power Generating System for Fiscal Year 2014/2015**

The Public Works Water Department received a bid on 04/27/2015 for one Portable Power Generating System for the fiscal year 2014/2015 budget from Empire Power Systems for \$59,500 plus tax. **Staff recommends approval.**

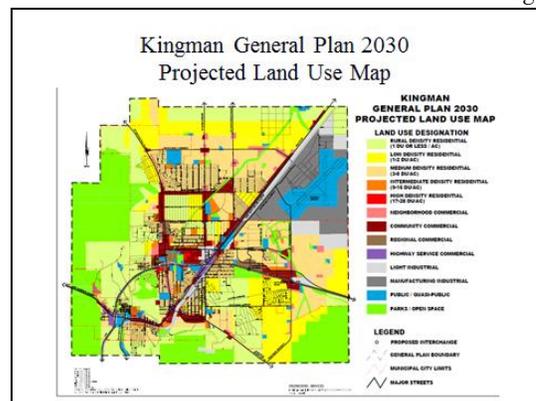
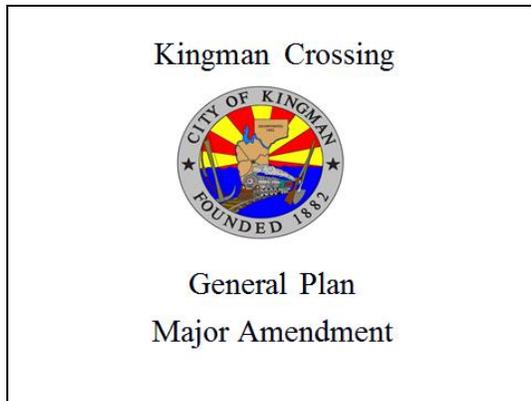
Vice-Mayor Wimpee, Sr. made a MOTION to APPROVE the Consent Agenda as presented. Councilmember Young SECONDED and it was APPROVED by a vote of 7-0.

5. **OLD BUSINESS**

a. **Public hearing and Consideration of Resolution #4949 Concerning a Major General Plan Amendment to Amend the Projected Land Use Map of the City of Kingman General Plan Update 2030 to designate 151.32 acres of the 168.42 acres located in the south portion of Section 9, Township 21 North, Range 16 West, Gila and Salt River Meridian from “Parks/Open Space” to “Regional Commercial.” The location of this property is located south of Interstate 40, north of the Airfield Avenue alignment, between the Sage Street and Cherokee Street alignments. Case No. GPA15-001**

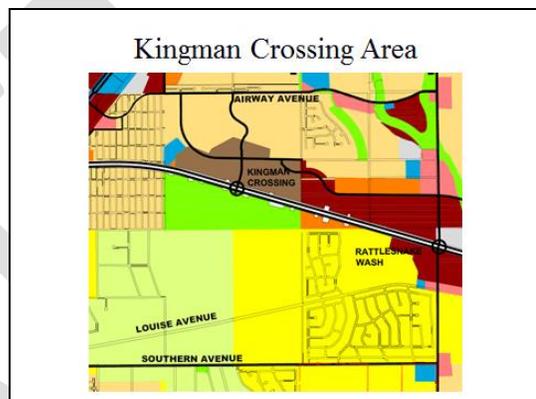
The Kingman General Plan designates the 168.42 acres located south of I-40, north of the Airfield Avenue alignment and between the Sage Street and Cherokee Street alignments as “Parks/Open Space.” On February 3, 2015, the City Council initiated an application for a major general plan amendment to change the designation of the eastern 151.32 acres of this property from “Parks/Open Space” to “Regional Commercial.” The current Projected Land Use Map was adopted on March 4, 2014 with the adoption of the City of Kingman General Plan Update 2030. The citizens ratified the General Plan Update on November 4, 2014, 3249 (55.43%) in the affirmative to 2612 (44.57%) in the negative. An element of the General Plan Update is the Transportation Element. This element adopts the Kingman Area Transportation Study Update (KATS), which was adopted May 3, 2011. The KATS Study identified two new traffic interchanges on I-40. One interchange is the Kingman Crossing Interchange and the other is the Rancho Santa Fe Parkway Interchange. Neither interchange has been funded. On May 7, 2007, the City Council adopted Resolution #4425 which amended the General Plan to designate the City’s land “Regional Commercial.” The citizens repealed Resolution #4425 by referendum on November 6, 2007 by a vote of 1498 (39.35%) “for” and 2309 (60.65%) “against.” The Design Concept Report for the Kingman Crossing Traffic Interchange was subsequently amended to have no access south of the interchange across the City’s property. The Planning and Zoning Commission held two public hearings in two different locations on this application. The first public hearing was held on April 14, 2015 in the City Council Chambers and the second public hearing was held on April 28, 2015 in the Mohave County Board of Supervisors Room. Planning and Zoning Commission deadlocked with a three-to-three vote with one abstention on a motion to recommend approval of the Kingman Crossing Major General Plan Amendment. The City Council is to hold at least one public hearing, which is scheduled for May 5, 2015 and then consider Resolution #4949. In order for this application to be approved there must be at least a two-thirds majority (a minimum of five votes). Major General Plan Amendments can be considered only in one month a year, which is the month of May. **Staff recommends approval; the Planning & Zoning Commission is deadlocked.**

Development Services Director Gary Jeppson displayed the following slides:



Slide one was an introductory slide. On slide two Mr. Jeppson stated the slide showed the current projected land use map.

- ### Major General Plan Amendments
- Major general plan amendments can be considered by the City Council only once a year in accordance with KMC §2-136.
  - The Arizona Revised Statutes §9-461.06.H, requires that major plan amendments are to be considered by the City Council in only one public hearing a year.
  - The City Council set the month of **May** as the month it would consider major general plan amendments.
  - The Planning and Zoning Commission must hold at least two public hearings in two different locations on a major general plan amendment before the City Council can consider such an amendment.
  - An application for a major general plan amendment must be submitted at least 60-days prior to the first Planning and Zoning Commission meeting. The first public hearing was held on April 14, 2015 at the Kingman City Hall. The second P&Z hearing was April 28, 2015, at the County Board of Supervisors Room.



Mr. Jeppson read the information on slide three. On slide four Mr. Jeppson stated the area under consideration was south of the proposed traffic interchange.

- ### PROPOSAL
- 148-acres on the north side of I-40 is presently designated on the General Plan as "Regional Commercial".
  - The City of Kingman owns 168.42 acres located south of I-40 and north of the State Trust Land Section (Section 16).
  - The land is currently designated on the General Plan as being entirely all "Parks/Open Space".
  - The General Plan is proposed to be amended in the following way: (1) Keep the west 17.1 acres as "Parks/Open Space"; and (2) have the remaining 151.32 acres be designated as "Regional Commercial".



Mr. Jeppson read the information on slide five and reviewed the map on slide six.

- ### Difference Between General Plan Designation and Rezoning
- The Projected Land Use Map in the General Plan designates how the City desires the City to develop and does not zone property.
  - Rezoning actions are to conform to the Projected Land Use Map of the General Plan.
  - In this case, if the General Plan Amendment is approved, the zoning classification will remain Rural Residential until an application is processed to rezone the property.

- ### Leakage Report
- The December 2010 Buxton Retail Leakage and Surplus Analysis revealed that the City was losing retail sales in:
- Electronics (50%)
  - Health and Personal Care (30%)
  - Clothing and Clothing Accessories (80%)
  - Sporting Goods, Hobby, Book & Music (30%)

Mr. Jeppson read the information on slides seven and eight.

<b>Rezoning</b>	<b>Traffic Interchange</b>
<ul style="list-style-type: none"><li>• The City Council has not discussed a zoning classification if the General Plan Amendment is approved.</li><li>• The property to the north is a C-3 Planned Development District and a C-2 Zoning District. The Planned Development Districts limits the C-3 Zoning District uses to prohibit truck sales and service, recreational vehicles parks, billboards, BMX tracks, motocross tracks, swap meets, tire recapping.</li><li>• A similar zoning classification can be developed for the City's parcel.</li></ul>	<ul style="list-style-type: none"><li>• The Kingman Crossing Traffic Interchange is at the 35% design stage.</li><li>• The Change of Access Report permits the interchange to only go north.</li><li>• An amended Change of Access Report would have to be commissioned and approved that would permit the interchange to have a southern access to the City's parcel.</li><li>• The access link would need to connect to a collector street, such as Louise Avenue.</li></ul>

Mr. Jeppson read the information on slides nine and 10.

<b>City Council Options</b>
<ul style="list-style-type: none"><li>• At the conclusion of the public hearing, the City Council can consider Resolution #4949, which would approve this application for a Major General Plan Amendment.</li><li>• A minimum 2/3 vote must vote in favor of a motion to approve Resolution #4949 in order for the application to be approved.</li><li>• Failure of a motion to approve Resolution #4949, will result in denial of the application and another application cannot be considered until May 2016.</li></ul>

Mr. Jeppson read the information on slide 11.

City Manager John Dougherty provided the following timeline for General Plan 2030:

- started in September, 2012 with a public hearing at a Planning & Zoning Commission meeting.
- review of the plan was completed on July 9, 2013 and distributed for a 60 day review period.
- the commission reviewed the comments on September 10, 2013.
- the first public hearing was held on October 8, 2013. There were no comments from the public.
- the second public hearing was October 22, 2013. One citizen recommended seeking a grant for economic development and another citizen spoke in opposition of the Kingman Crossing Interchange.
- the Council's public hearing took place on December 3, 2013.
- the Council adopted Resolution 4868 and the general plan update on March 4, 2014.
- General Plan 2030 was ratified in the general election on November 4, 2014.

Mr. Dougherty stated amending the general plan would be the first step in a long process. Mr. Dougherty stated interested developers did not bother pursuing the property when they learned of the current zoning. Mr. Dougherty stated the sale of the property would need to be voted on in a general election before occurring if the property appraised for over \$500,000. Mr. Dougherty stated legislation that would have raised the appraisal amount to \$1.5 million was defeated in the

Arizona House of Representatives; however, it was expected to pass next year. Mr. Dougherty stated he anticipated the property would still need to go before the voters before it was sold.

Mayor Anderson asked if the name of the most qualified bidder would be disclosed before the sale went onto a general election ballot.

Mr. Dougherty stated releasing the name of the bidder would most likely not be possible due to the fact that the City would need authorization from the voters to sell the property before requesting proposals or bids. Mr. Dougherty stated the City would also most likely enter into a statement of non-disclosure with the potential developer.

Mr. Jeppson stated the City did not need to wait for an interested buyer in order to re-zone the property if the amendment was approved.

Mayor Anderson stated the City did not distribute any fliers or other documents to the public. Mayor Anderson stated what may have been construed as a vote was in reality just a voiced opinion on whether citizens were in support or opposition of the proposed amendment. Mayor Anderson asked the citizens to clearly state whether they were in favor or not in favor of the proposed amendment when addressing the Council. Mayor Anderson stated he would ask the citizens to stand for or against the amendment based on what they heard from the group as a whole at the conclusion of the public hearing.

Mayor Anderson opened the public hearing at 6:10 P.M.

Regina Cobb, a member of the Arizona House of Representatives, stated she encouraged the Council to approve the amendment. Representative Cobb stated the City needed to move forward and it had done all it could with Stockton Hill Road. Representative Cobb stated opportunities were passing the City by and if the City did not show it was willing to be open to development there was a chance it could lose its involvement in the Interstate 11 (I-11) project.

Brian Turney, the Chief Executive Officer (CEO) of Kingman Regional Medical Center (KRMC), stated the KRMC Board of Directors supported Kingman Crossing in 2012 when it entered into a Memorandum of Understanding (MOU) for the proposed interchange. Mr. Turney stated the Board was again in support of Kingman Crossing, which could improve traffic flow on the east side of the City and access to the KRMC Hualapai Campus. Mr. Turney stated increasing retail would help attract and retain talented medical personnel. Mr. Turney stated employees' families looked for good weather, schools, housing and retail as well as a progressive community atmosphere when relocating. Mr. Turney stated attracting medical personnel would help improve the quality of life for Kingman residents, but it would not happen if the land was not prepared for development.

Kingman resident Stanley Hicks stated he was in support of the amendment as it provided the City opportunity to grow. Mr. Hicks stated he relocated to Kingman from Illinois where he saw his property taxes double. Mr. Hicks stated he did not want to see the same thing happen in Mohave County, but it would happen if the City did not have the ability to grow. Mr. Hicks stated the amendment process was built into the system to help facilitate changes.

Kingman resident George Cook stated he would like to see more town hall meetings to allow

questions to be answered, such as who would pay for the interchange, before the Council voted on the proposed amendment. Mr. Cook stated 60 acres of the land should be set aside for parks and water retention ponds. Mr. Cook stated the Council should table the resolution until after the town hall meetings. Mr. Cook stated he disapproved of the proposed amendment.

Kingman resident Theresa Evans stated she was neither for nor against the amendment because she was confused about who would pay for associated costs. Ms. Evans stated the issue needed to be placed on a ballot.

Kingman resident Marvin Robertson stated the City had grown 20-30% in population every single decade since 1970. Mr. Robertson stated there was more shopping available today than ever before and the idea that Kingman Crossing would fix the City's problems was misguided. Mr. Robertson stated any vote the Council made would not fit the needs of the City.

Kingman resident Joe Hart stated there was the opportunity for the City to have the first interstate west of the Mississippi River with the I-11 project. Mr. Hart stated the Rattlesnake Wash Interchange was identified in 1993, but it was ignored because City leadership felt Interstate 17 (I-17) would be more profitable. Mr. Hart stated the City needed to act to avoid missing its opportunity. Mr. Hart stated the City needed access to the KRMC Hualapai Campus hospital and the interstates.

Mike Bihuniak stated Mayor Anderson promised jobs when he was campaigning and people assumed they would be well paying jobs. Mr. Bihuniak stated the City would be taking a step back if it only considered retail jobs. Mr. Bihuniak stated he was not against the Kingman Crossing development, but he was against the amendment process. Mr. Bihuniak stated the entire population needed to be able to vote on the proposed amendment since it was a major change.

Mayor Anderson asked City Attorney Carl Cooper to discuss why the amendment could not be put on a ballot.

Mr. Cooper stated State statute dictated Major General Plan amendments are a legislative action in the Council and the Council could not refer the issue to a public vote.

Bob Simmons stated he was in support of Kingman Crossing and the City lost economic opportunities and jobs when it was not passed the first time. Mr. Simmons stated entry level jobs were equally important as people had to start their careers somewhere. Mr. Simmons stated property tax dollars were lost in the missed opportunity and the community needed to get that money back so it could be spent on education. Mr. Simmons stated Kingman Crossing also offered the chance to improve traffic on both sides of the interstate as well as get traffic out of the subdivisions and onto primary roadways.

Mike Christiansen stated he was in favor of the amendment. Mr. Christiansen stated the amendment process was put in place to allow flexibility in the government and community. Mr. Christiansen stated there were three facets of business: commercial, manufacturing and tourism/recreational. Mr. Christiansen stated retail needed to be in place to support the other industries. Mr. Christiansen stated the only options for the City were to cut services or increase revenue and there had been enough cuts. Mr. Christiansen stated the City needed to increase sales tax revenue.

Ms. Decker-Noli stated people who lived outside City limits should not have the right to speak on the issue. Ms. Decker-Noli stated Downtown Kingman used to have a variety of businesses and it was a great place to live and shop. Ms. Decker-Noli stated the businesses either closed or moved out of Downtown when Stockton Hill Road was developed. Ms. Decker-Noli stated this left Downtown with vacant, trashy buildings. Ms. Decker-Noli stated the same problems would occur on Stockton Hill Road if Kingman Crossing was developed. Ms. Decker-Noli stated Resolution 4949 should not be passed and the amendment should be put on a ballot.

Travis Lingenfelter stated he served as the Mohave County Economic Development Director and worked with the City. Mr. Lingenfelter stated the City needed more sales tax and the State was taking more and more of the shared revenues. Mr. Lingenfelter stated he supported Kingman Crossing. Mr. Lingenfelter stated it would help bring professors to Mohave Community College, managers to the industrial park and medical staff to the hospital. Mr. Lingenfelter stated firms loved the area, but did not want to relocate due to limited retail and dining. Mr. Lingenfelter stated he hoped the Council would vote yes.

Kingman resident Rad Green stated Kingman used to be listed as a desirable place to retire. Mr. Green stated the Arizona Department of Transportation (ADOT) and Kingman could not afford the proposed interchanges. Mr. Green stated Lake Havasu City and Bullhead City had failing malls. Mr. Green stated Kingman had streets that were not paved and flooding problems due to poor planning. Mr. Green stated the amendment was an attempt to circumvent the will of the people.

Kingman resident Erin Cochran stated Mr. Cooper informed the public that the amendment could not go to a vote. Ms. Cochran stated Kingman Crossing was discussed at every strategic planning meeting for the last four and half years. Ms. Cochran stated the City needed a wider sales tax base in order to avoid implementing a property tax. Ms. Cochran stated the City needed more jobs and entry level jobs required supervising managers. Ms. Cochran stated she and her family recreated in the area the City wanted to re-zone, but she was willing to give the land up for the betterment of the entire community. Ms. Cochran stated Kingman needed to show it was willing to grow in order to keep people in the community and have the sales tax dollars to provide services. Ms. Cochran asked the Council to vote yes.

Kingman resident Robbi Gunter stated she was in favor of the amendment. Ms. Gunter stated she was a local business owner as well as part of local humanitarian organizations for children and young people. Ms. Gunter stated youth in the community had limited funds for college. Ms. Gunter stated new business in Kingman would mean more tax dollars to be used for youth programming and jobs for their families. Ms. Gunter stated businesses that were looking to relocate wanted to be on main traffic arteries.

Kingman resident and local business owner Justin Chambers stated he was in support of the amendment. Mr. Chambers stated it would lay the groundwork for improving the City even though the interchange would not happen in the near future. Mr. Chambers stated there was no more room to expand on Stockton Hill Road and travelers could support new businesses. Mr. Chambers stated the community needed jobs, especially due to the influx of new residents.

Brian Zimmerman stated Kingman was the best kept secret in the west. Mr. Zimmerman stated

people enjoyed the weather, low cost real estate and a two hour radius for activities. Mr. Zimmerman stated it would only be a matter of time before Kingman expanded. Mr. Zimmerman stated people continued to shop out of town and without the ability to capture those sales tax dollars the City would not be able to support population growth without a property tax and/or increased sales tax. Mr. Zimmerman stated the City needed to increase the commercial opportunities in order to support its citizens. Mr. Zimmerman stated he was in favor of the amendment.

Local businesswoman Mary Smith stated she supported Resolution 4949. Ms. Smith stated the City should continue to grow so children could stay in the community and have the education they needed to get good jobs. Ms. Smith stated the City needed amenities to keep people in Kingman.

Richard Hamilton stated he was speaking on behalf of the Economic Development and Marketing Commission (EDMC) and at the March, 2015 meeting the commission voted to support the amendment. Mr. Hamilton stated the initiative would help job and sales tax growth as well as increase the value of the land. Mr. Hamilton stated the City needed to show developers it was growth friendly. Mr. Hamilton stated the City needed growth and jobs, even entry level jobs. Mr. Hamilton stated the naysayers should tell the 12 new hires at Jimmy John's Sandwiches that their jobs were not important. Mr. Hamilton stated other cities amended their general plans to suit the needs of the community. Mr. Hamilton stated he lived outside of the City limits, but he supported the City by spending his money in Kingman. Mr. Hamilton asked the Council to vote yes.

David Bailey stated he opposed the amendment. Mr. Bailey stated it was bad for the people living in the area and the community as a whole. Mr. Bailey stated the City needed more industrial and manufacturing jobs as they would sustain retail. Mr. Bailey stated he agreed Stockton Hill Road was too crowded, but that was the fault of the City. Mr. Bailey stated Downtown was dying. Mr. Bailey stated he owned a business on Beale Street and the City needed to develop more tourist attractions and improve the Downtown. Mr. Bailey stated the City should start underground tours and charge a fee. Mr. Bailey stated no one knew how long it would take for I-11 to be built. Mr. Bailey stated the City should use what it already had and bring tourists into Kingman.

Rachel Thalrose read a quote from an advertisement on the back page of the May 3, 2015 issue of the Kingman Daily Miner that stated the City would take on \$45 million in debt and semi-trucks on residential streets if Kingman Crossing was developed. Ms. Thalrose stated Louise Avenue would become a main traffic route for Kingman Crossing and wondered if her property value in Rancho Santa Fe would decrease. Ms. Thalrose stated Kingman had lost businesses and the replacements were poor quality dollar stores. Ms. Thalrose stated the City needed to fix Kingman.

Mayor Anderson urged the citizens to fully investigate any facts and figures they read or heard.

Lisa Bruno stated she opposed the amendment and the City should have to meet the same standards as a developer regarding thorough planning and funding. Ms. Bruno stated the Council was circumventing the vote and will of the people. Ms. Bruno stated Ms. Cochran pointed out that Kingman Crossing has been on the target list for four years. Ms. Bruno asked why the zoning was not included in the general plan presented in the November, 2014 general election, especially when the City had eight years since the referendum overturned the previous amendment. Ms. Bruno stated though it was legal to make the change, it should not be done. Ms. Bruno stated the

Council could send a revised general plan back to the polls for people to vote on.

Kingman resident Ted Stinson stated unemployment was 6.5% in Lake Havasu City, 7% in Bullhead City, 8.6% in Mohave County and 10.2% in Kingman. Mr. Stinson stated the community needed jobs and the City needed sales tax. Mr. Stinson stated he was in favor of Resolution 4949.

Steve Smith stated he lived in Rancho Santa Fe and the only issue being addressed tonight was whether to make a small piece of land next to the freeway more attractive to potential developers. Mr. Smith stated anything else that happened after that would be up to the Council or the people to vote on. Mr. Smith stated the City should allow the land to be used. Mr. Smith stated he was for the amendment.

Kingman resident Eve Garlyn stated the best decisions were those that allowed more options and if the amendment was not approved Kingman would have less opportunities for growth. Ms. Garlyn stated progress required work and risk and though it was impossible to know the future, it was possible to know what things could not happen if the amendment was not approved. Ms. Garlyn stated without the amendment it would be impossible to sell the land and use the money to fund City services or to alleviate traffic concerns for emergency vehicles. Ms. Garlyn stated even if the general plan was changed nothing could occur until the zoning was changed and even then there would need to be an interested developer. Ms. Garlyn stated there were safeguards in place that would address many people's concerns such as semi traffic on residential streets and debt. Ms. Garlyn stated she was in support of the amendment.

Kingman resident Doug Dickmeyer stated he was not in favor of the amendment. Mr. Dickmeyer stated approving the amendment would repeal a referendum passed by a majority of Kingman voters. Mr. Dickmeyer read Article 4, Section 1(6)(b) and Section 8 of the Arizona Constitution. Mr. Dickmeyer stated if the amendment was passed he would forward the information to the Attorney General's Office. Mr. Dickmeyer stated if the Council voted to approve the amendment they would lose his support as well as the support of many others. Mr. Dickmeyer stated a referendum could be placed on a ballot even if an amendment could not. Mr. Dickmeyer provided the councilmembers with a printout of the sections of the Arizona Constitution that he referenced.

Mayor Anderson asked Mr. Cooper to discuss how the amendment related to the previous referendum.

Mr. Cooper stated the prior referendum had no bearing on the current amendment since it was for a different general plan and resolution.

Kingman resident Brian Zach stated he was in favor of the amendment. Mr. Zach stated he agreed that Downtown needed revitalization, but the money would have to come from somewhere. Mr. Zach stated if Kingman did not expand it would become another Needles or Truxton. Mr. Zach stated the City had many ways to attract people due to the major interstates. Mr. Zach asked the Council to vote yes for the betterment of the community.

Mayor Anderson called for a recess at 7:24 P.M.

The Council returned at 7:32 P.M.

Amanda Kaufman stated she was not a City resident, but she owned Brown Drilling on Bank Street. Ms. Kaufman stated she was in support of the amendment. Ms. Kaufman stated she drove into town every day and the traffic on Andy Devine Avenue was a problem. Ms. Kaufman stated developing the property would help re-route large trucks and give large businesses that had outgrown Stockton Hill Road a place to relocate. Ms. Kaufman stated she hoped the Council would vote for the amendment to allow growth in the future.

Scott Bracket stated he was against the amendment due to the lack of information on cost. Mr. Bracket stated the interchange was the most important piece of developing the area, not the land, and Hualapai Mountain Road could not support an increase in traffic. Mr. Bracket stated retail workers would not have the disposable income to support new businesses.

Dwayne Patterson stated he was a realtor and the purpose of the amendment was to allow the land to be rezoned in the future, not to make tax payers pay for the interchange. Mr. Patterson stated adequate access for emergency responders was also important for homeowners because poor response times could increase their insurance rates. Mr. Patterson stated developers felt Kingman was difficult to work with. Mr. Patterson stated he had calls from retailers that wanted to relocate, but the available properties could not meet their needs. Mr. Patterson stated the City lost \$0.60 of every dollar to retailers outside of the City limits, which showed the City could support additional businesses. Mr. Patterson stated he was in favor of the amendment.

Beth Weisser stated she lived outside of City limits, but she worked in Kingman, used City water services and paid sales tax. Ms. Weisser stated she was a realtor and understood proper planning. Ms. Weisser stated land needed to be set aside to expand the City and allow preplanning for growth. Ms. Weisser stated it was time to use the City-owned land appropriately. Ms. Weisser stated City business affected those that lived outside of City limits, such as the increasing congestion on Stockton Hill Road and around Coyote Pass in the Downtown area. Ms. Weisser stated emergency access to the schools on Prospector Street also needed to be improved for the safety of the students. Ms. Weisser stated she was in support of the amendment.

Kingman resident Shawn Walsh stated he was in favor of the amendment. Mr. Walsh stated people were arguing that the amendment destroyed the general plan vote, but plans were there as a guide and needed to be flexible. Mr. Walsh stated he had never had a plan go exactly how it was intended. Mr. Walsh stated there were many positives to the amendment, such as working towards improving emergency access and expanding the sales tax base. Mr. Walsh stated local government served the community as a whole, not the individual, and approving the amendment was the right thing to do.

Kingman resident Harley Petit stated he was not for or against the amendment, but that the process was the most important issue. Mr. Petit asked the Council not to pass the amendment. Mr. Petit stated the issue should be put on a ballot.

Kingman resident Arlene Potash stated Kingman was destined to become a pivotal hub of growth due to its strategic location. Ms. Potash stated Mayor Anderson had the experience to get Kingman through the growing pains. Ms. Potash stated she was for the amendment.

Doug Angle stated he was the owner of Angle Homes and previously worked for KRMC. Mr.

Angle stated KRMC bought the Hualapai Mountain Campus with the expectation of access to the freeway. Mr. Angle stated the average salary for a KRMC employee was \$50,000 and if the hospital was fully opened and staffed it could provide up to 1,000 jobs. Mr. Angle stated new jobs in the hospital would increase home building, which would generate building jobs in addition to retail opportunities. Mr. Angle stated building permit fees and sewer hookup fees would boost City coffers. Mr. Angle stated a lot of revenue generated from interstate shopping opportunities would come from travelers and the City would benefit from the sales tax dollars. Mr. Angle stated he was for the amendment

Marianne van Hasselt stated she supported the amendment. Ms. Hasselt stated it would bring in jobs, sales tax revenue and prepare Kingman for future growth. Ms. Hasselt stated the public hearing was a legitimate way for the public to have a say in the process. Ms. Hasselt stated there was always a manager supervising minimum wage employees. Ms. Hasselt stated the sales tax dollars would support services that City residents did not want to pay for directly.

Rancho Santa Fe resident Bob Heron stated he once lived next to a large development in California. Mr. Heron stated he did not want to live next to one again as he could not sleep at night, there was terrible congestion and crime. Mr. Heron stated he was also opposed to the amendment process as the citizens already voted to approve the general plan.

William Shade stated he was a member of the Northwest Arizona Builders Association and the association was in favor of the amendment. Mr. Shade stated the amendment should be passed because it would be good for Kingman in the long run.

Kingman resident Chuck Waalkens stated at one point in the planning stages I-40 was going to bypass Kingman, which would have turned the town into another Seligman. Mr. Waalkens stated if the City did not act I-11 would bypass it, which would destroy the community. Mr. Waalkens stated improving emergency access was an issue, but it was not only about the initial response. Mr. Waalkens stated access needed to be improved so additional resources could get to the areas when the first responders requested them. Mr. Waalkens stated people were upset they would not get to vote on the amendment, but the people did vote when they elected the councilmembers into office to represent them. Mr. Waalkens stated he was confident the Council would do what was right for the community and he was in favor of the amendment.

Denis Luebbert stated he moved to the City outskirts two years ago, though he purchased property in Kingman 19 years ago when he discovered the community. Mr. Luebbert stated he watched Kingman over that time and was disappointed in the lack of development. Mr. Luebbert stated he and his wife relocated five times in the 19 years and each time they chose communities based on available amenities. Mr. Luebbert stated Kingman had potential for industrial and medical development, but the City needed to develop roads and retail first. Mr. Luebbert stated those areas would need to be developed before businesses with high paying jobs would be willing to relocate to the area.

Bob Bass stated he was local business owner and the president of the Realtors Association. Mr. Bass stated the association recommended approving the amendment. Mr. Bass stated he did not want a property tax in the City, which meant the City would need to expand sales tax revenue. Mr. Bass stated businesses walked away from Kingman because it did not have the structures to support them or their employees. Mr. Bass stated he personally supported the amendment and it

would help not only the City, but the region.

Kingman resident Don Vauter stated he saw opportunity in Kingman and it was a good place to live and raise children. Mr. Vauter stated the Kingman Crossing debate was going on for a long time, but the City now had the opportunity to take a first step towards making it happen. Mr. Vauter asked the Council to vote yes and stated he fully supported the amendment.

Kingman resident Donna Petersen stated she was neither for nor against the amendment. Ms. Petersen stated she read in the Kingman Daily Miner newspaper that the Supervisors discussed funding an interchange by Rancho Santa Fe. Ms. Petersen asked why two different interchanges were being considered. Ms. Petersen stated the City and County needed to communicate with each other. Ms. Petersen stated if I-11 bypassed Kingman the community would also lose traffic on I-40, which meant the interchange would be useless. Ms. Petersen stated the City should first secure I-11 and talk to the County about the interchanges.

Kingman resident and Chairman of the Mohave County Democratic Party Joe Longoria stated he opposed the amendment. Mr. Longoria stated there was a lot of other undeveloped land in the City. Mr. Longoria stated people were upset because the Council was not listening to their vote and the land was approved for a park. Mr. Longoria stated the City should research ways to develop the land for the residents and youth of Kingman such as creating a BMX park or water park. Mr. Longoria stated the malls in Bullhead City and Lake Havasu City were failing. Mr. Longoria stated the Council should table the amendment until it could investigate ways to create income through park usage on the land.

Kingman resident Sandra Wood stated Kingman reminded her of her childhood hometown Elgin, Illinois. Ms. Wood stated Elgin used to be a bustling town, but became a place she would rather leave. Ms. Wood stated Kingman had a lot of potential and she was in favor of Kingman Crossing. Ms. Wood stated she was in favor of anything that made Kingman a place she liked to come back to at the end of the day rather than a place she wanted to leave.

Kingman resident and realtor Larry Burlew stated he was tired of hearing the arguments. Mr. Burlew asked the Council to do what the people that voted them in needed them to do.

Mohave County Supervisor Jean Bishop stated she met with City officials that afternoon and the City and County communicated well. Supervisor Bishop stated she wanted Kingman to grow. Ms. Bishop stated the interchanges needed to be approved to go along with I-11.

Mayor Anderson asked the councilmembers to give three minute synopses of what they heard.

Councilmember Abram stated he attended the other public hearings and he felt people wanted to see growth and development in Kingman. Councilmember Abram stated the community needed retail, living wage jobs and residents. Councilmember Abram stated retail and manufacturing would not relocate to Kingman due to the lack of residents and residents would not relocate because there were no living wage jobs. Councilmember Abram stated the City needed to grow evenly in each area. Councilmember Abram stated the fact that it was hard to bring in qualified personnel was very clear. Councilmember Abram stated the City needed to expand and broaden its tax base.

Councilmember Carver stated the Council could not put the amendment on the ballot. Councilmember Carver stated US-93 routed a lot of traffic onto I-40 and while I-11 was not guaranteed the City needed to be ready. Councilmember Carver stated the City lived on sales tax and state shared revenues. Councilmember Carver stated the City would need to cut services if it could not get more sales tax revenue. Councilmember Carver stated the City was down 40 employees, but that had not reduced the work load for the remaining employees. Councilmember Carver stated adding another park would be great, but that would cost money the City did not have. Councilmember Carver stated the citizens approved Kingman Crossing, but the land use designation was not in place. Councilmember Carver stated the City would need the interchange and it could either be paid for by sales tax dollars or by the citizens.

Vice-Mayor Wimpee, Sr. stated he was happy that most of the people who spoke understood the vote was only to amend General Plan 2030 and that Kingman Crossing was in the future. Vice-Mayor Wimpee, Sr. stated he appreciated the citizens that took the time to study the issue.

Councilmember Young stated she agreed with the project and she heard the participants comment that the City needed the sales tax, I-40 access and growth. Councilmember Young stated the amendment would not bring those things any faster because the citizens would still have to give approval to sell the land. Councilmember Young stated the amendment would help the Council decide how to move forward with strategic planning. Councilmember Young stated the City needed to look at how to get funding for the necessary infrastructure.

Councilmember Miles stated she heard that a lot of questions went unanswered, such as infrastructure costs. Councilmember Miles stated this was not just an issue of amending the projected land use map so the City could sell the land, but an issue that dealt with budget priorities, vision and the integrity of the governing process. Councilmember Miles stated there needed to be a better plan that involved funding and budgeting.

Councilmember Yocum stated he wanted to see Kingman improve and grow responsibly.

Mayor Anderson stated there were very good ideas provided including the town hall meetings and underground tours. Mayor Anderson stated the Council was voting on the first step of a long process that must have strategic planning involved. Mayor Anderson stated the two interchanges were distinctly different; Kingman Crossing provided retail, medical and emergency services access while Rattlesnake Wash would tie into I-11 and the Kingman Airport. Mayor Anderson stated the developer to the north of Kingman Crossing could not begin construction until the interchange was in place and roadway access was an issue for the hospital and residents in Rattlesnake Wash. Mayor Anderson asked the audience members to stand if they were in favor of the amendment. The majority of the audience stood. Mayor Anderson asked the audience members to stand if they were opposed to the amendment. A small number of individuals stood.

Mayor Anderson closed the public hearing at 8:37 P.M.

Councilmember Carver made a MOTION to APPROVE Resolution 4949. Vice-Mayor Wimpee, Sr. SECONDED.

Mayor Anderson stated he attended an Arizona town hall on transportation and was on a panel with the corridor project manager and the second in command of ADOT. Mayor Anderson stated

the individuals made a comment that I-11 would happen and they had an idea of where it would go, but if cities did not show they were ready for the project there were other route options. Mayor Anderson stated if the community wanted to maintain or improve quality of life the City would need to be ready to embrace the change I-11 would bring.

Councilmember Miles stated there were efforts being made in Kingman's industrial sector to develop Kingman into a transportation and logistics hub. Councilmember Miles stated many conversations addressed the order and planning of interchanges. Councilmember Miles stated the City had limited resources and she was concerned the City's efforts to approve the amendment could dilute those resources.

Mayor Anderson asked for a roll call vote.

The MOTION was APPROVED by a VOTE of 5-2 with Mayor Anderson, Vice-Mayor Wimpee, Sr., Councilmember Abram, Councilmember Carver and Councilmember Yocum voting AYE, and Councilmember Miles and Councilmember Young voting NAY.

**b. Resolution 4948 – Adoption of Fiscal Year 2015-2016 Tentative Budget**

The tentative budget as presented includes changes recommended at the budget work sessions on April 13, 2015 and April 23, 2015. Additional modifications made to the tentative budget will be incorporated into the final budget scheduled for adoption in two weeks, on May 19, 2015. The tentative budget sets a ceiling on appropriations. This essentially means the final budget adopted May 19, 2015 can meet but not exceed the amounts adopted with this resolution. The tentative budget is within the state expenditure limitation as modified by the home rule option. The package presented will contain a resolution and tentative budget forms as required by the State of Arizona. The final budget book and capital improvements plan will be printed and distributed after adoption of the final budget. **Staff recommends approval.**

Financial Services Director Tina Moline stated there was a \$68,000 increase to revenue and \$641,000 increase to expenditures. Ms. Moline stated \$200,000 was for architectural costs for Fire Station 5, a small portion was for software, another small portion was for pay grade and classification changes and the remainder was for addressing compensation and compression.

Ms. Moline reviewed the State budget forms.

Mayor Anderson asked if funds for the contract employees' 3% raise were included.

Ms. Moline said they were.

Councilmember Miles asked if the funds to address compression were included.

Ms. Moline stated the information was included on the modifications page in the Council's packet and \$400,000 was included to address compression. Ms. Moline reviewed the figures on the modifications page.

Councilmember Miles stated she was concerned about the combined \$1 million being used to address compression and provide raises. Councilmember Miles stated she did not think the City had strategies to stay competitive and a salary analysis was needed. Councilmember Miles stated

she was also concerned that the funding was based on continuing improvement in the economy and felt it was too extravagant for this year.

Mayor Anderson stated he agreed there were compression areas that needed to be examined next year and the Council needed to schedule Work Groups to investigate the issues.

Councilmember Abram stated he agreed with Councilmember Miles that the Council needed to look at what the City paid people and why, but he also believed the City had some valued employees that stuck with the City even though they were not paid a marketable wage. Councilmember Abram stated the adjustments would show employees they are valued.

Vice-Mayor Wimpee, Sr. made a MOTION to ADOPT the Fiscal Year 2015-2016 Tentative Budget as presented. Councilmember Abram SECONDED and it was APPROVED with a vote of 6-1 with Councilmember Miles voting NAY.

6. **NEW BUSINESS**

**a. Consideration of Resolution No. 4947 approving a preliminary plat for Airway Plaza, Tract 1984, a subdivision of airspace**

A request from Mohave Engineering Associates, Inc., applicant and project engineer, and Airway Plaza Association, LLC, property owner, for the approval of preliminary plat for Airway Plaza, Tract 1984. The subject property is located at the southeast corner of Airway Avenue and N. Burbank Street and is 3.62 acres. This will be a subdivision of airspace otherwise known as a condominium. The intent is to subdivide eight suites in an existing commercial building into eight separate condominium units. Each unit will be bounded and contained within the interior finished surfaces of the perimeter walls, floors and ceilings of the unit. The area of each unit is 56 to 64 feet wide and 130 feet long. A property owner's association will be established to maintain areas held in common including the exterior parking lot and landscaping, utilities not within the units, bearing walls, and other walls and ceilings not contained within the units. The building was inspected by the Fire and Building Departments as required and no significant problems were identified that would need to be corrected before the approval of the final plat. The City Engineer, however, indicated that three existing driveways and sidewalk ramps at Burbank and Airway do not appear to meet current ADA standards. These areas should be revised. The project engineer indicated that the property owner did not want to make those revisions. There are several additional conditions that were recommended by staff as a result of department and agency comments. **The Planning & Zoning Commission voted 6-1 on April 14, 2015 to recommended approval of the preliminary plat with the recommended conditions in the commission report. Commission Kirkham voted no. Staff recommends approval.**

Mayor Anderson stated the requestor asked to have the item removed from the agenda.

**b. Discussion and possible action concerning City funded events to celebrate the 4<sup>th</sup> of July.**

This agenda item has been requested by Council for the purposes of discussing an alternate Fourth of July celebration in lieu of fireworks. The Council will discuss options for this celebration and may take action and/or provide direction to staff accordingly. **Council discretion.**

Mr. Dougherty stated there was \$35,000 in the budget for fireworks; however a fireworks display was no longer an option due to lawsuits.

Councilmember Young suggested holding a community picnic in Centennial Park.

Mr. Walsh addressed the Council and stated he was organizing a fundraiser for a fireworks show on the private land where the sand drags were held. Mr. Walsh stated the owners had bleachers and fencing. Mr. Walsh stated he contacted Acme Fireworks in Idaho and they were still available for a show. Mr. Walsh stated it was an option if the City wanted to work together on the display.

Mayor Anderson asked Mr. Cooper if the location would have an impact on city liability.

Mr. Cooper stated the liability would be the same, but there could be agreements and insurance put in place.

Mr. Dougherty directed Mr. Cooper, Parks & Recreation Director Mike Meersman and Human Resources and Risk Management Director Jackie Walker to work with Mr. Walsh on a proposal.

Councilmember Abram stated another idea would be to have a block party Downtown on Beale Street.

## 7. **REPORTS**

### **Board, Commission and Committee Reports by Council Liaisons**

Vice-Mayor Wimpee, Sr. stated he attended the Tri-City Council meeting and heard a legislative update from the League of Arizona Cities and Towns, a presentation from State Treasurer Jeff DeWitt and a proposal for a public safety data network.

Councilmember Yocum stated he attended the Clean City Commission and the next community clean up would be May 9, 2015 from 7:30 A.M. to 12:00 P.M. Councilmember Yocum stated there were new dumpsters along Topeka Street.

Councilmember Miles stated she attended a Municipal Utilities Commission meeting and the commission discussed expanding sewer infrastructure to develop Kingman Crossing and the Kingman Airport to the interstate.

Councilmember Abram stated he attended the Planning & Zoning Commission public hearings and they were a shortened version of what was heard tonight.

Mayor Anderson stated he attended the Kingman Airport Authority's (KAA) annual meeting and new officers and board members were elected. Mayor Anderson stated the new president was Krystal Burge.

## 8. **ANNOUNCEMENTS BY MAYOR, COUNCIL MEMBERS, CITY MANAGER**

*Limited to announcements, availability/attendance at conferences and seminars, requests for agenda items for future meetings.*

### **If needed.**

Councilmember Young stated the 3<sup>rd</sup> Annual Badges of Courage Basketball Game would occur on May 16<sup>th</sup> at 2:00 P.M. in the Lee Williams High School gym. Councilmember Young stated tickets were on sale at the City Complex for \$3 each.

Councilmember Abram stated Kingman was in the quarter finals for the America's Best Community Contest and the team was awarded \$50,000 to further economic development and healthy lifestyles in Kingman. Councilmember Abram stated the team would receive \$100,000 if it made it to the next round and the grand prize was \$3 million.

Mr. Dougherty stated Kingman would be featured in Route 66 magazine, which published 70,000 copies that were distributed in 14 countries. Mr. Dougherty stated the Small Business Development Center would have a class for small business owners in June at the Mohave Community College Lake Havasu City campus and the registration deadline was May 26, 2015.

Mayor Anderson stated he would participate in the Governor's Leadership Conference on May 14, 2015 in Phoenix, Arizona.

**9. Executive session**

THE COUNCIL MAY GO INTO EXECUTIVE SESSION IN ACCORDANCE WITH A.R.S.38-431.03(A)(1) TO DISCUSS ANY AGENDA ITEM. THE FOLLOWING ITEMS MAY BE DISCUSSED, CONSIDERED AND DECISIONS MADE RELATING THERETO:

**Follow up – City Magistrate Recruitment**

The Council will review the City Magistrate applications and select Semi-Finalists to move on to the next phase of the recruitment process.

Vice Mayor Wimpee, Sr. made a MOTION to ENTER Executive Session. Councilmember Young SECONDED and it was APPROVED by a vote of 7-0. The Council entered Executive Session at 9:29 P.M.

Council returned from Executive Session at 9:46 P.M.

Councilmember Abram made a MOTION to ADJOURN. Councilmember Young SECONDED and it was APPROVED by a vote of 7-0.

**ADJOURNMENT --- 9:47 P.M.**

ATTEST:

APPROVED:

\_\_\_\_\_  
Sydney Muhle  
City Clerk

\_\_\_\_\_  
Richard Anderson  
Mayor

STATE OF ARIZONA)  
COUNTY OF MOHAVE)ss:  
CITY OF KINGMAN)

**CERTIFICATE OF COUNCIL MINUTES**

I, Erin Roper, Deputy City Clerk and Recording Secretary of the City of Kingman, Arizona, hereby certify that the foregoing Minutes are a true and correct copy of the Minutes of the Regular Meeting of the Common Council of the City of Kingman held on May 5, 2015.

Dated this 19<sup>th</sup> day of May, 2015.

\_\_\_\_\_  
Erin Roper, Deputy City Clerk and Recording Secretary

DRAFT

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



TO: Honorable Mayor and Council Members

FROM: Jim McErlean - Building Official

MEETING DATE: May 19, 2015

AGENDA SUBJECT: Appointment or Reappointment of Board of Appeals Members

---

**SUMMARY:** Three of the seven members of the Building Board of Appeals have expired terms of service, namely Tom Franks, Mike Van Zandt and Ronald Durgin. All three men have offered themselves for continued service. Three Board members are needed.

**ATTACHMENTS:**

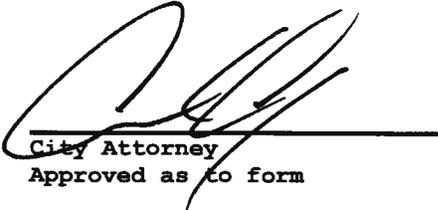
- 1) List of current Board of Appeals members with term expiration dates.
- 2) Completed Talent Bank Applications of additional prospective Board members.
  - Paul Selberg - architect
  - Jed Noble - Mohave County Public Works Engineer
  - Crandall Aaron - General Manager of Angle Homes Inc.

**FISCAL IMPACT:** N/A

**OPTIONS:** Select one to three new members from the Talent Bank applicants.

**RECOMMENDATION:** Reappoint Tom Franks for one additional term of two years; And Appoint Paul Selberg and Crandall Aaron to serve on the Board of Appeals for one term of two years.

  
Signature of Deputy Head

  
City Attorney  
Approved as to form

  
City Manager's Review

AGENDA ITEM: *2a*



**CITY OF KINGMAN**  
**Building Board of Appeals**

Meets as called.  
 City Council Chambers, City Complex  
 310 North Fourth St., Kingman Arizona

MEMBER NAME	ADDRESS	PHONE NUMBERS	E-MAIL	TERM EXPIRES
<b>Don Howard</b> <i>Chairman</i>	[REDACTED] Kingman, AZ 86401	928- [REDACTED]	<a href="mailto:peghl@frontiernet.net">peghl@frontiernet.net</a>	12/2016 (=)
<b>Tom Franks</b> <i>Vice Chairman</i>	[REDACTED] Kingman, AZ 86401	928- [REDACTED]	<a href="mailto:tefdesign@yahoo.com">tefdesign@yahoo.com</a>	12/2014 (-)
<b>Paul Shuffler</b>	[REDACTED] Kingman, AZ 86401	[REDACTED]	<a href="mailto:ktv@citlink.net">ktv@citlink.net</a>	12/2015 (=)
<b>Dennis Roberts</b>	[REDACTED] Fort Mohave, AZ 86426	928- [REDACTED] 928- [REDACTED]	<a href="mailto:d.roberts@wt-us-com">d.roberts@wt-us-com</a>	12/2015 (=)
<b>Mike VanZant</b>	ATTN: [REDACTED] [REDACTED] Kingman, AZ 86409	928- [REDACTED] 928- [REDACTED]	<a href="mailto:mvanzant@azkrmc.com">mvanzant@azkrmc.com</a>	12/2014 (-)
<b>Toby Orr</b>	[REDACTED] Kingman, AZ 86409	928- [REDACTED]	<a href="mailto:toby@tr-orr.com">toby@tr-orr.com</a>	12/2016 (-)
<b>Ronald Durgin</b>	Attention: Development Services PO Box 7000 Kingman, AZ 86402	928- [REDACTED]	<a href="mailto:ronald.durgin@mohave county us">ronald.durgin@mohave county us</a>	12/2014 (-)
<b>Larry Carver</b> <i>Council Liaison</i>	310 N. Fourth Street Kingman, AZ 86401	753-8102	<a href="mailto:lcarver@cityofkingman.gov">lcarver@cityofkingman.gov</a>	

\*Appointed to less than 18 month term, -serving first term, =serving second term

Information regarding the Board of Appeals can be obtained from Jim McErlan, Staff Liaison at the City of Kingman Development Services Department, Building Division, 310 N. Fourth Street.  
 Phone: (928) 753-8136, E-Mail: [jmcerlean@cityofkingman.gov](mailto:jmcerlean@cityofkingman.gov).

**Updated 4/17/2015**

*2a*



CITY OF KINGMAN  
BOARDS AND COMMISSIONS APPLICATION

15 MAR 6 11:28

FOR MEMBERSHIP ON THE Transit Advisory Commission  
Estimated hours per month you can devote to this group: 10 hours

Name Jed Noble Home Phone # 928- [REDACTED]

Address [REDACTED] Alternative Phone # 928- [REDACTED]

Zip Code 86409

Email jednoble@gmail.com Resident Located in -  
Kingman City Limits   
Mohave County

Length of Residency 11 currently, 36 total Are you a registered voter? Yes  No

If asked, I would be willing to serve on another board or Commission. Yes  No

List other boards or commissions interested in:

Building Board of Appeals

Planning and Zoning Commission

1. List your educational background. B.S. Civil Engineering, Professional Engineer (Civil),

ICC Commercial Building Inspector

2. Please state your occupational background as it relates to the board or commission you are applying for beginning with your current occupation and employer.

Mohave County Public Works Engineering Manager-Civil Infrastructure

Mohave County Public Works Engineering Manager - Facilities

3. Describe your involvement in the Kingman community. NAYSL Soccer Coach - 5 years

4. Describe your leadership roles and/or any special expertise you have which would be applicable to the position for which you are applying.

Member of the Mohave County Traffic Safety Committee. Staff assigned to the MC Transportation Commission and WACOG Transportation Advisory Committee. I conduct inspection, analysis, and planning for O&M, preservation, CIP, and expansion of Mohave County transportation systems.

5. Describe why you are interested in serving in this position. Serve the community and aid in the City's vision for transit improvements and needs.

6. If you are appointed to any of the boards or commissions you have listed interest in, please list potential conflicts of interest. Explain: If considered for the Building Board of Appeals, I am responsible for the Mohave County Public Works development reviews.

Appointment to this board, commission or advisory committee will require your consistent attendance at regularly scheduled meetings. Please note the times below for each Board or Commission. All meetings are held at the Council Chambers, 310 N. 4<sup>th</sup> Street, Kingman.

Board of Adjustment	As Needed
Building Board of Appeals	As Needed
Business License Review Board	As Needed
Clean City Commission	3rd Thursday/Monthly @ 5:00PM
Economic Development Marketing Commission	2 <sup>nd</sup> Wednesday/Monthly @ 7:30 AM
Golf Course Advisory Committee	3rd Wednesday/odd months @ 4:30PM
Historical Preservation Commission	4 <sup>th</sup> Tuesday/odd months @ 5:30PM
Industrial Development Board	As Needed
Local Public Safety Personnel Retirement Board	As Needed
Municipal Property Corporation	As Needed
Municipal Utilities Commission	4th Thursday/Monthly @ 5:30 PM
Parks & Recreation Commission	3rd Wednesday/odd months @ 6:00PM
Personnel Board	As Needed
Planning & Zoning Commission	2nd Tuesday/Monthly @ 6:00PM
Tourism Development Commission	1st Thursday/Monthly @ 7:30AM
Transit Advisory Commission	2 <sup>nd</sup> Tuesday/1 <sup>st</sup> month of Quarter @10:00

This application is subject to the Arizona Open Records law and should not be considered confidential.

Signature of Applicant  Date 3/6/15

Please return this application to:

City of Kingman  
 City Clerk's Office  
 310 North Fourth Street  
 Kingman, AZ 86401

Fax (928) 753-6867

For further information, please call: City Clerk's office at (928) 753-5561.

*Thank you for taking the time to fill out this application. Volunteers play a vital role in the City of Kingman government. We appreciate your interest.*



CITY OF KINGMAN  
BOARDS AND COMMISSIONS APPLICATION

15 MAR 11 10:24

FOR MEMBERSHIP ON THE Building Board of Appeals

Estimated hours per month you can devote to this group: as needed

Name Crandall Aaron

Home Phone # \_\_\_\_\_

Address \_\_\_\_\_

Kingman Alternative Phone # \_\_\_\_\_

Zip Code 86401

Email crandall@anglehomes.com

Resident Located in -

Kingman City Limits

Mohave County

Length of Residency 2 Yrs 9 Mos

Are you a registered voter?  Yes  No

If asked, I would be willing to serve on another board or Commission.

Yes  No

List other boards or commissions interested in: [see list on page 2.]

1. List your educational background. MA in Education But In Education

2. Please state your occupational background as it relates to the board or commission you are applying for beginning with your current occupation and employer. Angle Homes Inc, General Manager

new construction, former licensed contractor in Arizona

3. Describe your involvement in the Kingman community. NONE

4. Describe your leadership roles and/or any special expertise you have which would be applicable to the position for which you are applying. 10 years in the residential construction

industry.

CITY OF KINGMAN  
BUILDING

MAR 16 2011  
Revised June 3, 2014

RCV'D

5. Describe why you are interested in serving in this position. I would like to be involved in decisions that affect the building industry in Kingman.

6. If you are appointed to any of the boards or commissions you have listed interest in, please list potential conflicts of interest. Explain: NONE

Appointment to this board, commission or advisory committee will require your consistent attendance at regularly scheduled meetings. Please note the times below for each Board or Commission. All meetings are held at the Council Chambers, 310 N. 4<sup>th</sup> Street, Kingman.

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Tourism Development Commission	1st Thursday/Monthly @ 7:30AM
Transit Advisory Commission	2nd Tuesday/1st month of Quarter @10:00

This application is subject to the Arizona Open Records law and should not be considered confidential.

Signature of Applicant [Signature] Date 3-10-15

Please return this application to:

City of Kingman  
 City Clerk's Office Fax (928) 753-6867  
 310 North Fourth Street  
 Kingman, AZ 86401

For further information, please call: City Clerk's office at (928) 753-5561.

Thank you for taking the time to fill out this application. Volunteers play a vital role in the City of Kingman government. We appreciate your interest.



CITY OF KINGMAN  
BOARDS AND COMMISSIONS APPLICATION

15 FEB 20 8:52 59

FOR MEMBERSHIP ON THE \_\_\_\_\_ Boards of Appeals

Estimated hours per month you can devote to this group: \_\_\_\_\_ 10

Name \_\_\_\_\_ Paul Selberg \_\_\_\_\_ Home Phone # \_\_\_\_\_ (928) \_\_\_\_\_

Address \_\_\_\_\_ \_\_\_\_\_ Alternative Phone # \_\_\_\_\_ (928) \_\_\_\_\_

Zip Code \_\_\_\_\_ 86403

Email \_\_\_\_\_ pdssaibhc@frontiernet.net \_\_\_\_\_ Resident Located in -

Kingman City Limits

Mohave County

Length of Residency \_\_\_\_\_ 26 \_\_\_\_\_ Yrs \_\_\_\_\_ 6 \_\_\_\_\_ Mos Are you a registered voter?  Yes  No

If asked, I would be willing to serve on another board or Commission.  Yes  No

List other boards or commissions interested in: [see list on page 2.]

Boards of Appeals \_\_\_\_\_

1. List your educational background. Bachelor of Architecture-University of Arizona and a Master Architecture-University of California Los Angeles

2. Please state your occupational background as it relates to the board or commission you are applying for beginning with your current occupation and employer.

Principal Architect Selberg Associates Inc.-Architecture & Planning, licensed Architect in nine states, USGBC Accredited Professional, ICC Certified Plans Examiner,

3. Describe your involvement in the Kingman community. Architect and Designer of several building throughout Kingman, member of the Mohave County Planning and Zoning Commission, member of the Mohave County Building Board of Appeals

4. Describe your leadership roles and/or any special expertise you have which would be applicable to the position for which you are applying. ICC Certified Plans Examiner, Architect, on the building board of appeals for: Mohave County, Lake Havasu City and Bullhead City, member of: American Institute of Architects, National Council of Architectural Registrations Boards, International Code Conference, and United States Green Building Council

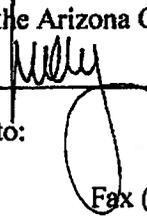
5. Describe why you are interested in serving in this position. My background in the building industry and desire to safeguard the public health and safety in Kingman, Arizona

6. If you are appointed to any of the boards or commissions you have listed interest in, please list potential conflicts of interest. Explain: hearing a case that I have a financial interest in designing the building

Appointment to this board, commission or advisory committee will require your consistent attendance at regularly scheduled meetings. Please note the times below for each Board or Commission. All meetings are held at the Council Chambers, 310 N. 4<sup>th</sup> Street, Kingman.

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Personnel Board	As Needed
Planning & Zoning Commission	2nd Tuesday/Monthly @ 6:00PM
Tourism Development Commission	1st Thursday/Monthly @ 7:30AM
Transit Advisory Commission	2nd Tuesday/1st month of Quarter @10:00

This application is subject to the Arizona Open Records law and should not be considered confidential.

Signature of Applicant  Date 2-20-15

Please return this application to:  
 City of Kingman  
 City Clerk's Office  
 310 North Fourth Street  
 Kingman, AZ 86401  
 Fax (928) 753-6867

For further information, please call: City Clerk's office at (928) 753-5561.

*Thank you for taking the time to fill out this application. Volunteers play a vital role in the City of Kingman government. We appreciate your interest.*

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



**TO:** Honorable Mayor and Council Members  
**FROM:** Sheri Furr, Public Transit Superintendent  
**MEETING DATE:** May 19, 2015  
**AGENDA SUBJECT:** Appointment of Commissioners to Transit Advisory Commission for KART

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**SUMMARY:** Commission member Michele Walker is relocating outside of Arizona and therefore has resigned from the Transit Advisory Commission. Ms. Walker's resignation leaves the commission with just two active members, which is insufficient for a quorum. There are now two active commission members and three vacant positions. Ms. Walker's term was due to expire in October 2016. The other two vacancies are for terms that will expire in October 2017.

KART has received applications from the following three interested members of the Kingman community. They include Jed Noble and Charles E. Hupp both of whom reside within Kingman city limits, and Fred D. Gilbert, Jr., who resides in an unincorporated area of Kingman. In addition, former commission member Bill Laity, a resident of the unincorporated area of Kingman, whose 2<sup>nd</sup> term expired in October, 2014 has requested that he be reappointed to a third term. Mr. Laity's appointment will require a Super Majority vote from Council.

**ATTACHMENT:** Board and Commission applications from Jed Noble, Charles E. Hupp and Fred D. Gilbert, Jr.

**FISCAL IMPACT:** None

**STAFF RECOMMENDATION:** Due to the lack of a quorum, staff respectfully requests that Council appoint up to three members to fill vacant positions; one (1) to expire in 2016 and two (2) to expire in 2017.

  
Signature of Dept. Head

  
City Attorney's Review

  
City Manager's Review



CITY OF KINGMAN  
BOARDS AND COMMISSIONS APPLICATION

*dw*  
15 MAR 6 11:28 Z

FOR MEMBERSHIP ON THE Transit Advisory Commission  
Estimated hours per month you can devote to this group: 10 hours

Name Jed Noble Home Phone # [REDACTED]  
Address [REDACTED] Alternative Phone # [REDACTED]  
Zip Code 86409  
Email jednoble@gmail.com Resident Located in -

Kingman City Limits   
Mohave County

Length of Residency 11 currently, 36 total Are you a registered voter? Yes  No

If asked, I would be willing to serve on another board or Commission. Yes  No

List other boards or commissions interested in:  
Building Board of Appeals  
Planning and Zoning Commission

1. List your educational background. B.S. Civil Engineering, Professional Engineer (Civil),  
ICC Commercial Building Inspector

2. Please state your occupational background as it relates to the board or commission you are applying for beginning with your current occupation and employer.  
Mohave County Public Works Engineering Manager-Civil Infrastructure  
Mohave County Public Works Engineering Manager - Facilities

3. Describe your involvement in the Kingman community. NAYSL Soccer Coach - 5 years

4. Describe your leadership roles and/or any special expertise you have which would be applicable to the position for which you are applying.  
Member of the Mohave County Traffic Safety Committee. Staff assigned to the MC Transportation Commission and WACOG Transportation Advisory Committee. I conduct inspection, analysis, and planning for O&M, preservation, CIP, and expansion of Mohave County transportation systems.

*2b*

5. Describe why you are interested in serving in this position. Serve the community and aid in the City's vision for transit improvements and needs.

6. If you are appointed to any of the boards or commissions you have listed interest in, please list potential conflicts of interest. Explain: If considered for the Building Board of Appeals, I am responsible for the Mohave County Public Works development reviews.

Appointment to this board, commission or advisory committee will require your consistent attendance at regularly scheduled meetings. Please note the times below for each Board or Commission. All meetings are held at the Council Chambers, 310 N. 4<sup>th</sup> Street, Kingman.

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Tourism Development Commission	1st Thursday/Monthly @ 7:30AM
Transit Advisory Commission	2nd Tuesday/1st month of Quarter @10:00

This application is subject to the Arizona Open Records law and should not be considered confidential.

Signature of Applicant \_\_\_\_\_



Date \_\_\_\_\_

3/6/15

Please return this application to:

City of Kingman  
 City Clerk's Office  
 310 North Fourth Street  
 Kingman, AZ 86401

Fax (928) 753-6867

For further information, please call: City Clerk's office at (928) 753-5561.

*Thank you for taking the time to fill out this application. Volunteers play a vital role in the City of Kingman government. We appreciate your interest.*



15 JAN 21 10:10 AM

CITY OF KINGMAN  
BOARDS AND COMMISSIONS APPLICATION

FOR MEMBERSHIP ON THE TRANSPORTATION (KART) COMMISSION  
Estimated hours per month you can devote to this group: WHATEVER IS NECESSARY

Name CHARLES E. HOPP Home Phone # [REDACTED]

Address [REDACTED] Alternative Phone # [REDACTED]

Zip Code 86407

Email charleyhopp@gmail.com Resident Located in -

Kingman City Limits

Mohave County

Length of Residency 14 YEARS Are you a registered voter? Yes  No

If asked, I would be willing to serve on another board or Commission. Yes  No

List other boards or commissions interested in:

NOT AT THIS TIME

1. List your educational background. BSEE PURDUE, TUCAT ELECTRONICS  
10 W A STATE COLLEGE, M B A, OTHER COURSES AT UNIVERSITY  
4 COLLEGES, GREAT COURSES AT GENERAL  
ELECTRIC AND TEXAS INSTRUMENTS,

2. Please state your occupational background as it relates to the board or commission you are applying for beginning with your current occupation and employer.  
RETIRED. HAVE RESEARCHED TRANSPORTATION  
EXTENSIVELY, WORKED WITH THE LAX WHO  
FIRST LAYED OUT KART AND FOUND THE BUSES

3. Describe your involvement in the Kingman community. MEMBER WITH THE REPUBLICAN  
NEWS CLUB, PRECINCT CHAIRMAN, WORKED AT MCC  
FOR SIX YEARS,

4. Describe your leadership roles and/or any special expertise you have which would be applicable to the position for which you are applying.  
I HAVE BEEN A SALES MANAGER, A ASSISTANT  
MANAGER, GENERAL MANAGER, PRES. OF A  
HOMEOWNERS ASSOCIATION - STARTED BOYS ICE  
HOCKEY PROGRAM IN 1970  
STILL GOING!

5. Describe why you are interested in serving in this position. CAN CONTRIBUTE  
BUS SERVICE CAN BE IMPROVED

6. If you are appointed to any of the boards or commissions you have listed interest in, please list potential conflicts of interest. Explain: NONE

Appointment to this board, commission or advisory committee will require your consistent attendance at regularly scheduled meetings. Please note the times below for each Board or Commission. All meetings are held at the Council Chambers, 310 N. 4<sup>th</sup> Street, Kingman.

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Personnel Board	As Needed
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Tourism Development Commission	1st Thursday/Monthly @ 7:30AM
Transit Advisory Commission	2nd Tuesday/1st month of Quarter @10:00

This application is subject to the Arizona Open Records law and should not be considered confidential.

Signature of Applicant Charles J. Hays Date 1-31-2015

Please return this application to:  
 City of Kingman  
 City Clerk's Office Fax (928) 753-6867  
 310 North Fourth Street  
 Kingman, AZ 86401

For further information, please call: City Clerk's office at (928) 753-5561.

Thank you for taking the time to fill out this application. Volunteers play a vital role in the City of Kingman government. We appreciate your interest.



CITY OF KINGMAN  
BOARDS AND COMMISSIONS APPLICATION

FOR MEMBERSHIP ON THE Kingman Area Regional Transit

Estimated hours per month you can devote to this group: \_\_\_\_\_

Name Fred D. Gilbert Jr. Home Phone # [REDACTED]

Address [REDACTED] Kingman Alternative Phone # [REDACTED]

Zip Code 86401

Email fgilbert@mohave.edu Resident Located in -

Kingman City Limits

Mohave County

Length of Residency 5 years Are you a registered voter? Yes  No \_\_\_\_\_

If asked, I would be willing to serve on another board or Commission. Yes  No \_\_\_\_\_

List other boards or commissions interested in:

Whichever one my backgrounds fits best.

1. List your educational background. Ph.D. in Public Administration and Higher Education Administration.

2. Please state your occupational background as it relates to the board or commission you are applying for beginning with your current occupation and employer.  
Mohave Community College Neal Kingman Campus Dean I have served on numerous local, Regional and National Board and I was Chairing of some.

3. Describe your involvement in the Kingman community. Served on Rotary Board, Rotarian of the Year, Served on Higher Education Regional and National Committees. Testified for U.S. Congress for Reauthorization of the Higher Education Act served on numerous boards and committees I was chair of some of them.

4. Describe your leadership roles and/or any special expertise you have which would be applicable to the position for which you are applying.  
I am club administrator of Rotary, Rotarian of the Year, Mohave Community College Foundation, MCC's Wine Festival, Neal Kingman Campus and served on several boards as well.

5. Describe why you are interested in serving in this position. Serving in this position would be important because of community needs that would also include the students from Mohave Community College in Kingman.

6. If you are appointed to any of the boards or commissions you have listed interest in, please list potential conflicts of interest. Explain: Anything that would have to do with Mohave Community College any other boards that I may serve on simultaneously i.e. Rotary.

Appointment to this board, commission or advisory committee will require your consistent attendance at regularly scheduled meetings. Please note the times below for each Board or Commission. All meetings are held at the Council Chambers, 310 N. 4<sup>th</sup> Street, Kingman.

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Tourism Development Commission	1st Thursday/Monthly @ 7:30AM
Transit Advisory Commission	2nd Tuesday/1st month of Quarter @10:00

This application is subject to the Arizona Open Records law and should not be considered confidential.

Signature of Applicant  Date March 11, 2015

Please return this application to:

City of Kingman  
 City Clerk's Office Fax (928) 753-6867  
 310 North Fourth Street  
 Kingman, AZ 86401

For further information, please call: City Clerk's office at (928) 753-5561.

*Thank you for taking the time to fill out this application. Volunteers play a vital role in the City of Kingman government. We appreciate your interest.*

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



TO: Honorable Mayor and Council Members

FROM: City Clerk's Office

MEETING DATE: May 19, 2015

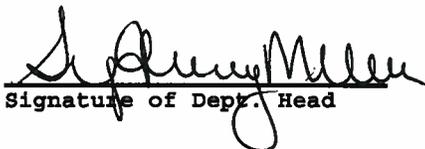
AGENDA SUBJECT: Liquor License Application

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**SUMMARY:** Applicant Joseph C. Fellers of Black Bridge Brewery has submitted a temporary Application for Extension of Premises/Patio Permit for an event on June 13, 2015.

**ATTACHMENT:** First page of the Liquor License Application.

**STAFF RECOMMENDATION:** Approve the Liquor License Application.

  
Signature of Dept. Head

  
City Attorney's Review

  
City Manager's Review

AGENDA ITEM: 4a

# ARIZONA DEPARTMENT OF LIQUOR LICENSES & CONTROL

800 W Washington 5th Floor  
Phoenix AZ 85007-2934  
www.azliquor.gov  
(602) 542-5141

Date payment received _____
CSR Initials _____

## APPLICATION FOR EXTENSION OF PREMISES/PATIO PERMIT

**THIS APPLICATION MUST BE RETURNED TO THE DEPARTMENT OF LIQUOR**

<input type="checkbox"/> Permanent change of area of service. A non-refundable \$50 fee will apply. Specific purpose for change: _____ _____
<input checked="" type="checkbox"/> Temporary change for date(s) of: <u>06 / 13 / 15</u> through <u>06 / 13 / 15</u> List specific purpose for change: _____ <u>June Live Street Concert</u>

1. Licensee's Name: \_\_\_\_\_  
 Last: Schritter Timothy J Middle
2. Mailing Address: \_\_\_\_\_  
 421 E. Beale St Kingman AZ 86401  
 City State Zip
3. Business Name: \_\_\_\_\_  
 Black Bridge Brewery LICENSE #: 03083006
4. Business Address: \_\_\_\_\_  
 421 E. Beale St Kingman Mohave AZ 86401  
 City COUNTY State Zip
5. Business Phone: (928) 377-3618 Residence Phone: \_\_\_\_\_
6. Do you understand Arizona Liquor Laws and Regulations?  YES  NO Fax #: (\_\_\_\_)
7. Have you received approved Liquor Law Training?  NO  YES If so, when does your Certificate expire? 1 / 31 / 2017
8. What security precautions will be taken to prevent liquor violations in the extended area? Barriers surrounding entire area, entrance monitored, patrons ID'ed
9. Does this extension bring your premises within 300 feet of a church or school?  YES  NO
10. **IMPORTANT: ATTACH THE REVISED FLOOR PLAN CLEARLY DEPICTING YOUR LICENSED PREMISES AND WHAT YOU PROPOSE TO ADD.**

<input type="checkbox"/> Barrier Exemption: an exception to the requirement of barriers surrounding a patio/outdoor serving area may be requested. Barrier exemptions are granted based on public safety, pedestrian traffic, and other factors unique to a licensed premises. List specific reasons for exemption: _____ _____
Investigation Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Disapproval by: _____ Date: ___/___/___

**\*\*\*\*After completing sections 1-10, please take this application to your local Board of Supervisors, City Council or Designate for their recommendation. This recommendation is not binding on the Department of Liquor.**

This change in premises is RECOMMENDED by the local Board of Supervisors, City Council or Designate:

\_\_\_\_\_  
 (Authorized Signature) (Title) (Agency)

I, Joseph C. Fellers, being first duly sworn upon oath, hereby depose, swear and declare, (Print full name)  
 under penalty of perjury, that I am the APPLICANT making the foregoing application. I have read this application and the contents and all statements are true, correct and complete.

Joseph C. Fellers  
 (Signature of Owner or Agent)

State of ARIZONA County of MOHAVE  
 SUBSCRIBED IN MY PRESENCE AND SWORN TO before me this date  
8th Day MAY Month 2015 Year

My commission expires on: 06/18/2018

Eric Roper  
 (Signature of NOTARY PUBLIC)

Investigation Recommendation  Approval  Disapproval by: \_\_\_\_\_ Date: \_\_\_/\_\_\_/\_\_\_  
 Director Signature required for Disapprovals \_\_\_\_\_ Date: \_\_\_/\_\_\_/\_\_\_



\*Disabled individuals requiring special accommodation, please call the Department (602) 542-9027.

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



TO: Honorable Mayor and Council Members

FROM: City Clerk's Office

MEETING DATE: May 19, 2015

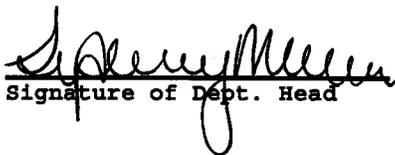
AGENDA SUBJECT: Liquor License Application

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SUMMARY: Applicant Paul A Allen Sr. of El Potrillo has applied for a Series 12 Liquor License for a restaurant at 2535 Hualapai Mtn. Rd. #A

ATTACHMENT: First page of the Liquor License Application.

STAFF RECOMMENDATION: Approve the Liquor License Application.

  
Signature of Dept. Head

  
City Attorney's Review

  
City Manager's Review

AGENDA ITEM: 4b

15 APR 13 11:47 AM 2 136

Arizona Department of Liquor Licenses and Control  
800 West Washington, 5th Floor  
Phoenix, Arizona 85007  
www.azliquor.gov  
602-542-5141

**APPLICATION FOR LIQUOR LICENSE**  
TYPE OR PRINT WITH BLACK INK

Notice: Effective Nov. 1, 1997, All Owners, Agents, Partners, Stockholders, Officers, or Managers actively involved in the day to day operations of the business must attend a Department approved liquor law training course or provide proof of attendance within the last five years. See page 5 of the Liquor Licensing requirements.

**SECTION 1** This application is for a:

- MORE THAN ONE LICENSE
- INTERIM PERMIT *Complete Section 5*
- NEW LICENSE *Complete Sections 2, 3, 4, 13, 14, 15, 16*
- PERSON TRANSFER (Bars & Liquor Stores ONLY)  
*Complete Sections 2, 3, 4, 11, 13, 15, 16*
- LOCATION TRANSFER (Bars and Liquor Stores ONLY)  
*Complete Sections 2, 3, 4, 12, 13, 15, 16*
- PROBATE/WILL ASSIGNMENT/DIVORCE DECREE  
*Complete Sections 2, 3, 4, 9, 13, 16* (fee not required)
- GOVERNMENT *Complete Sections 2, 3, 4, 10, 13, 15, 16*

**SECTION 2** Type of ownership:

- J.T.W.R.O.S. *Complete Section 6*
- INDIVIDUAL *Complete Section 6*
- PARTNERSHIP *Complete Section 6*
- CORPORATION *Complete Section 7*
- LIMITED LIABILITY CO. *Complete Section 7*
- CLUB *Complete Section 8*
- GOVERNMENT *Complete Section 10*
- TRUST *Complete Section 6*
- OTHER (Explain) \_\_\_\_\_

**SECTION 3** Type of license and fees LICENSE #(s):

1. Type of License(s): SERIES 12 RESTAURANT

12083520

2. Total fees attached:

Department Use Only  
\$ 194.00 + 13.00

**APPLICATION FEE AND INTERIM PERMIT FEES (IF APPLICABLE) ARE NOT REFUNDABLE.**  
**The fees allowed under A.R.S. 44-6852 will be charged for all dishonored checks.**

**SECTION 4** Applicant

1. Owner/Agent's Name:  Mr. ALLEN SR PAUL ADOLPH  
(Insert one name ONLY to appear on license) Last First Middle
2. Corp./Partnership/L.L.C.: AURELIO & KIKE, INC. 61054273  
(Exactly as it appears on Articles of Inc. or Articles of Org.)
3. Business Name: EL POTRILLO 61054272  
(Exactly as it appears on the exterior of premises)
4. Principal Street Location: 2535 HUALAPAI MTN RD #A KINGMAN MOHAVE 86401  
(Do not use PO Box Number) City County Zip
5. Business Phone: PENDING Daytime Phone: [REDACTED] Email: NONE
6. Is the business located within the incorporated limits of the above city or town?  YES  NO
7. Mailing Address: 2535 HUALAPAI MTN. RD #A KINGMAN AZ 86401  
City State Zip
8. Price paid for license only bar, beer and wine, or liquor store: Type \$ Type \$

**DEPARTMENT USE ONLY**

Fees:	100	—	50	44 <sup>00</sup>	194.00
	Application	Interim Permit	Site Inspection	Finger Prints	TOTAL OF ALL FEES

Is Arizona Statement of Citizenship & Alien Status For State Benefits complete?  YES  NO

Accepted by: [Signature] Date: 4-13-15 Lic. # 12083520

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



TO: Honorable Mayor and Council Members

FROM: Public Works

MEETING DATE: May 19, 2015

AGENDA SUBJECT: City of Kingman Letter of Support of Mohave County TIGER grants Application.

---

**SUMMARY:** On April 27, 2015, City of Kingman Public Works staff received a correspondence from Mr. Steve Latoski, Director of Mohave County Public Works, requesting a "letter of support" from the City of Kingman, for a TIGER Grant application to resurface and provide Shoulder Betterments to 36 miles of Stockton Hill Rd. The proposed project would include the resurfacing as well as installing concrete-capped gabion basket aprons to reduce shoulder erosion and road damage, from the Kingman city limits on North Stockton Hill Rd to Pierce Ferry Rd. Mohave County Staff has written the letter and addressed it to Mr. Anthony R. Foxx, Secretary of the US department of Transportation.

ATTACHMENT: Letter of Support

FISCAL IMPACT: NONE

RECCOMENDATION: Authorizing the Mayor to sign the Letter of Support for Mohave County's TIGER grant application

Signature of Dept. Head

City Attorney  
Approved as to form

City Manager's Review

AGENDA ITEM: 4c



# City of Kingman

310 NORTH FOURTH STREET • KINGMAN • ARIZONA • 86401 • (928)753-5561  
www.cityofkingman.gov

Anthony R. Foxx  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Letter of Support  
Mohave County Sponsored Grant Application for TIGER FY 2015 Discretionary Grant  
Stockton Hill Road Pavement Structural Resurfacing and Shoulder Betterments at Wash Crossings

Dear Secretary Foxx,

The City of Kingman is pleased to endorse Mohave County's TIGER FY 2015 Discretionary Grant application for the Stockton Hill Road Structural Resurfacing and Shoulder Betterments, located north of Kingman, Arizona. This 36 mile section of Stockton Hill Road is the main transportation corridor from Kingman to Lake Mead National Recreation Area and Hualapai Indian Reservation visitor attractions supporting the region's vibrant tourism industry. The Mohave County Project improves road surface condition and operations reliability, thus sustaining a critical link to City of Kingman schools, employment, and medical services to rural areas. Additionally, in the event of a closure of the U.S. 93 CANAMEX corridor, Stockton Hill Road provides an alternate route which would maintain connection between Las Vegas, Nevada and Phoenix, Arizona.

This Project provides 1.6:1 benefit-to-cost by reducing 37 crashes, including 1.3 fatal crashes, over 20 years. Completion of the Project's Shoulder Betterments Component through installation of concrete-capped gabion basket aprons will reduce shoulder erosion and road damage likelihood and, in turn, provide facility operations reliability during adverse weather conditions.

The City of Kingman supports Mohave County's TIGER FY 2015 Discretionary Grant application and requests favorable evaluation. Should you have further questions, please feel free to contact me at (928) 753-8101.

Thank you for your consideration of this application.

Sincerely,

Mayor  
City of Kingman  
May 19, 2015

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



TO: Honorable Mayor and Council Members

FROM: City Clerk's Office

MEETING DATE: May 19, 2015

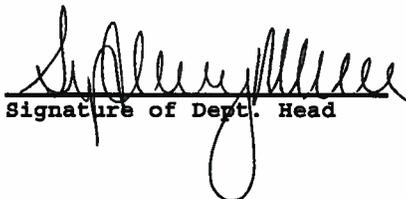
AGENDA SUBJECT: Special Event Liquor License Application

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**SUMMARY:** Applicant Cynthia J. Levesque of Cornerstone Mission has applied for a Series 15 Special Event Liquor License for an event to take place Saturday, July 11, 2015 from 6:00 P.M. to 11:00 P.M., at 201 N Fourth Street in Kingman.

**ATTACHMENT:** First page of the Liquor License Application.

**STAFF RECOMMENDATION:** Approve the special event liquor license application.

  
Signature of Dept. Head

  
City Attorney's Review

  
City Manager's Review

AGENDA ITEM: 4d

Arizona Department of Liquor Licenses and Control  
800 N. Washington Street  
Phoenix AZ 85007-2934  
www.aziquo.gov  
(602) 542-5141

FOR DLLC USE ONLY

Event date(s):

Event time start/end:

### APPLICATION FOR SPECIAL EVENT LICENSE

Fee= \$25.00 per day for 1-10 days (consecutive)

A service fee of \$25.00 will be charged for all dishonored checks (A.R.S. §44-6852)

**IMPORTANT INFORMATION: This document must be fully completed or it will be returned.**

The Department of Liquor Licenses and Control must receive this application ten (10) business days prior to the event. If the special event will be held at a location without a permanent liquor license or if the event will be on any portion of a location that is not covered by the existing liquor license, this application must be approved by the local government before submission to the Department of Liquor Licenses and Control (see Section 15).

**SECTION 1** Name of Organization: Cornerstone Mission

**SECTION 2** Non-Profit/IRS Tax Exempt Number: 86-0960036

**SECTION 3** The organization is a: (check one box only)

- Charitable (501.C)  Fraternal (must have regular membership and have been in existence for over five (5) years)  
 Religious  Civic (Rotary, College Scholarship)  Political Party, Ballot Measure or Campaign Committee

**SECTION 4** Will this event be held on a currently licensed premise and within the already approved premises?

- Yes  No

Name of Business

License Number

Phone (include Area Code)

**SECTION 5** How is this special event going to conduct all dispensing, serving, and selling of spirituous liquors? Please read R-19-318 for explanation (look in special event planning guide) and check one of the following boxes.

- Place license in non-use  
 Dispense and serve all spirituous liquors under retailer's license  
 Dispense and serve all spirituous liquors under special event  
 Split premise between special event and retail location

(If not using retail license, submit a letter of agreement from the agent/owner of the licensed premise to suspend the license during the event. If the special event is only using a portion of premise, agent/owner will need to suspend that portion of the premise.)

**SECTION 6** What is the purpose of this event?  On-site consumption  Off-site (auction)  Both

**SECTION 7** Location of the Event: Beale Celebrations  
Address of Location: 201 N. 4th St Kingman AZ 86401  
Street City County/State Zip

**SECTION 8** Will this be stacked with a wine festival/craft distiller festival?  Yes  No

**SECTION 9** Applicant must be a member of the qualifying organization and authorized by an Officer, Director or Chairperson of the Organization named in Section 1. (Authorizing signature is required in Section 13.)

1. Applicant: Levesque Cynthia J.  
Last First Middle Date of Birth

2. Applicant's mailing address: \_\_\_\_\_  
Street City State Zip

3. Applicant's home/cell phone: \_\_\_\_\_ Applicant's business phone: (928) 757-1535

4. Applicant's email address: lisa.cornerstone@hotmail.com

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



TO: Honorable Mayor and Council Members

FROM: Jake Rhoades

MEETING DATE: 05-19-2015

AGENDA SUBJECT: Dispatch Intergovernmental Agreement / Resolution 4952

**SUMMARY:** The Intergovernmental Agreement between the City Of Kingman and Northern Arizona Consolidated Fire District, Golden Valley Fire District, Pinon Pines Fire District, Pine Lakes Fire District Lake Mohave Ranchos Fire District for dispatch services has been revised after review with the current user group. This revision accounts for all costs to be shared for the services rendered. The original Intergovernmental Agreement was entered into in 2012 and is set to expire June 30, 2015. Resolution 4952 has been completed in order to allow the city to enter into this agreement.

Operating costs will be allocated to each entity based on the estimated budget and prorated to each entity based on the percentage of 2014 call volumes associated with each entity as outlined below:

Agency Name:	Percentage
City of Kingman Police Department	70.97%
City of Kingman Fire Department	13.63%
Northern AZ Consolidated Fire Dept.	8.80%
Golden Valley Fire Department	4.61%
Pinion Pines Fire Department	0.59%
Pine Lakes Fire Department	0.04%
Lake Mohave Ranchos Fire Department	1.36%

The City Attorney and Finance Director have reviewed this agreement for compliance with current city policy.

**ATTACHMENT:** Intergovernmental Agreement between the City Of Kingman and Northern Arizona Consolidated Fire District, Golden Valley Fire District, Pinon Pines Fire District, Pine Lakes Fire District Lake Mohave Ranchos Fire District.

**FISCAL IMPACT:**

The total dispatch operation cost per call is 27.50. Utilizing 2014 call volumes and current 911 Dispatch Center Operating Cost Allocations which allocates total personnel to all members of the Intergovernmental Agreement, the fiscal impact is as follows.

City of Kingman Police Department	\$973,524
City of Kingman Fire Department	\$186,971
Northern AZ Consolidated Fire Dept.	\$120,687
Golden Valley Fire Department	\$63,204
Pinion Pines Fire Department	\$8,114
Pine Lakes Fire Department	\$550
Lake Mohave Ranchos Fire Department	\$18,703

STAFF RECOMMENDATION: I move to allow the City of Kingman to enter the Intergovernmental Agreement between the City Of Kingman and Northern Arizona Consolidated Fire District, Golden Valley Fire District, Pinon Pines Fire District, Pine Lakes Fire District Lake Mohave Ranchos Fire District as stated within the city of Kingman Resolution No. 4952.

  
Signature of Dept. Head

 #2215/2 For  
City Attorney's Review

  
City Manager's Review

AGENDA ITEM: 4e

**CITY OF KINGMAN RESOLUTION NO. 4952**

**A RESOLUTION BY THE MAYOR AND COMMON COUNCIL  
OF THE CITY OF KINGMAN, ARIZONA, APPROVING AN  
INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF  
KINGMAN, NORTHERN ARIZONA CONSOLIDATED FIRE DISTRICT,  
GOLDEN VALLEY FIRE DISTRICT, PINION PINES FIRE DISTRICT, PINE  
LAKES FIRE DISTRICT, LAKE MOHAVE RANCHOS FIRE DISTRICT FOR  
DISPATCH SERVICES.**

**WHEREAS**, City of Kingman, Arizona is a political subdivision of the State of Arizona, (hereinafter the "City") as prescribed within the Arizona Constitution,; and

**WHEREAS**, A.R.S. 11-951, *et seq*, authorizes the City to enter into an agreement authorizing the joint exercise of powers between the City and another political subdivision, including Fire Districts; and

**WHEREAS**, the City desires to enter into the attached Intergovernmental Agreement ("the IGA") with which to provide dispatch services; and

**NOW THEREFORE, BE IT RESOLVED** the City Council hereby approves the attached IGA.

**PASSED, AND ADOPTED**, by the Mayor and Common Council, of the City of Kingman, Arizona this 19 day of May, 2015.

APPROVED

\_\_\_\_\_  
Richard Anderson, Mayor

ATTEST:

\_\_\_\_\_  
Sydney Muhle, City Clerk

APPROVED AS TO FORM

\_\_\_\_\_  
Carl Cooper, City Attorney

**INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF KINGMAN, NORTHERN ARIZONA CONSOLIDATED FIRE DISTRICT, GOLDEN VALLEY FIRE DISTRICT, PINION PINES FIRE DISTRICT, PINE LAKES FIRE DISTRICT, LAKE MOHAVE RANCHOS FIRE DISTRICT FOR DISPATCH SERVICES.**

**THIS INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF KINGMAN AND NORTHERN ARIZONA CONSOLIDATED FIRE DISTRICT, GOLDEN VALLEY FIRE DISTRICT, PINION PINES FIRE DISTRICT, PINE LAKES FIRE DISTRICT LAKE MOHAVE RANCHOS FIRE DISTRICT FOR DISPATCH SERVICES.** (the “**Agreement**”) is entered into, effective this 1st day of July, 2015, between the City of Kingman, a municipal corporation of the State of Arizona (“**City**”); Northern Arizona Consolidated Fire District, a political subdivision of the State of Arizona, (“**NACFD**”); Golden Valley Fire District, a political subdivision of the State of Arizona, (“**GVFD**”); Pinion Pines Fire District, a political subdivision of the State of Arizona, (“**PPFD**”), Pine Lakes Fire District, a political subdivision of the State of Arizona, (“**PLFD**”); and, Lake Mohave Ranchos Fire District (“**LMRFD**”). The fire districts are sometimes collectively called the “**Districts**”. The Districts and the City are sometimes collectively referred to as the “**Parties**” or individually as the “**Party**”.

**RECITALS**

**WHEREAS:**

- A.** The City is authorized under the Constitution of Arizona, Article XIII, Section 1, and other applicable laws including Arizona Revised Statutes, Title 9, Chapter 1; to provide police, fire, and emergency medical services within and outside of its corporate limits to include the providing of dispatch services.
- B.** The Districts are authorized under Arizona Revised Statutes, Title 48, Chapter 5 and Title 11, Chapter 6 to enter into intergovernmental agreements with other political subdivision for technical or administrative services.
- C.** The Districts and City are within the geographical boundaries of Mohave County, a body politic and corporate of the State of Arizona, (“Mohave County” or the “County”).
- D.** The Districts and City are separate and distinct political subdivisions, but each can provide for the benefit of the other(s), for the benefit of public health, safety and welfare, and other public purpose.
- E.** The City and Districts have a mutual aid agreement currently in force.

- F.** The City operates, manages and maintains a dispatching facility which includes an automated computer-aided dispatching system, telephones, recording equipment, two way radio system and dispatch personnel for the operation of the dispatch center. The City provides emergency dispatching for its police and fire department. The City wishes to enter into an agreement to dispatch for the Districts.
- G.** The Districts desire to contract for the dispatch services.
- H.** The City is willing to dispatch for the District under the following terms and conditions listed in this Agreement.
- I.** Pursuant to the requirements of and powers granted by Arizona Revised Statutes (“**A.R.S.**”) Title 11, Chapter 7, Article 3, Section 11-952; Title 48, Chapter 5, Article 1, Section 48-805; and, Title 9, Chapter 1, Article 2, Section 9-499.01, the Parties desire to enter into this Agreement.
- J.** Acting through their duly elected governing bodies, by Resolution, each of the Districts’ Boards has approved the Districts entering into this Agreement, and authorized each District’s Board Chairman as its representative to execute the same on behalf of the Districts.
- K.** Acting through its duly elected governing body, by Resolution, the City’s Council has approved the City to enter into this Agreement, and authorized the City’s Mayor as its representative to execute the same on behalf of the City.

## **AGREEMENTS**

**NOW THEREFORE**, for good and valuable consideration, including consideration of the mutual promises, terms and conditions hereinafter set forth, including the mutual promises and obligations to be performed by the Parties hereto, the Parties agree as follows:

- 1. INCORPORATION BY REFERENCE.** The above Recitals shall be incorporated by reference as part of the Parties’ agreements and/or as the basis of consideration for this Agreement.
- 2. COMMENCEMENT, DURATION, AND TERMINATION.** Performance under this Agreement shall commence following the effective date and it shall continue in full force and effect unless earlier terminated as provided hereinafter. This agreement shall be in effect from the date of signing noted above through June 30<sup>th</sup>, 2017 unless terminated pursuant to the provisions contained herein.

Any party may withdraw from this agreement as long as that party gives the other parties one hundred and eighty (180) days notice in writing.

This Agreement may be canceled in accordance with A.R.S. Title 38, Chapter 3, Article 8, Section 38-511.

**3. PURPOSES.** The basic purpose of this Agreement is to set forth the terms and conditions of this agreement to allow for the providing of dispatch services.

**4. RESPONSIBILITIES.**

**4.1 THE CITY SHALL:**

**4.1.1** Provide emergency dispatching services to the Districts, twenty-four hours a day and seven days a week as soon as all District data, GIS, or other information is provided or entered into the system.

**4.1.2** Provide automated dispatching utilizing computer-aided dispatching. The capabilities of the City will make available to the Districts include: location of events utilizing cross streets; addresses and varied map coordinates as may be available; maintenance of status time, including time received, time dispatched, time first unit on scene and time last unit cleared scene and other fire service benchmark times as available.

**4.1.3** Provide, if requested, summary listings to the Districts of call data by month, quarter or year as generated by the system.

**4.1.4** Record all Districts radio transmissions from the primary dispatch channel as received at the dispatch center, and all telephone transmissions on emergency lines. City will maintain all recordings for a period not to exceed 6 months. The City will provide copies of the recordings upon request to the Districts. Any costs associated with additional equipment or services required to record any additional radio frequencies will be the responsibility of the Districts.

**4.1.5** Maintain control of all hiring, supervision, and discipline of communications personnel.

**4.1.6** City of Kingman will maintain control of all connectivity to the City of Kingman system including, but not limited to, security policies, hardware, and software.

**4.1.7** At regular intervals, the City will provide the Districts with exception list of information that needs to be verified by District personnel. When notified of the verified and/or

corrected information, the City will make the needed changes to the GIS system in an appropriate timeframe.

**4.2 THE DISTRICTS SHALL:**

- 4.2.1** Comply with the radio, computer, electronic or other technical specifications required to support this agreement.
- 4.2.2** Provide all GIS data needed for dispatching. Districts will provide a single point of contact to facilitate this agreement and make someone available on-site at the City when needed to design and maintain District's GIS information. In addition, the Districts shall reimburse the City for any and all costs associated with the input and maintenance of the Districts' GIS data at the rate established by the City for actual cost.
- 4.2.3** Provide a single point of contact and on-site person to add and update run cards. The Districts shall reimburse the City for any and all costs associated with the input and maintenance of the Districts' run cards at the rate established by the City for actual cost.
- 4.2.4** Conform to the existing City naming conventions for GIS information.
- 4.2.5** Comply with existing City procedures and policies regarding dispatching.
- 4.2.6** Agree to pay the City for services rendered in quarterly payments, within thirty days following invoicing at the end of each quarter. Fees and costs associated with the City's provision of dispatch services to the Districts are attached as attachment A.
  - 4.2.6.1** A call for service shall be defined as any call where a field unit is sent to a location of an incident or to assist a citizen, or any time a field unit initiates activity that would, otherwise, have resulted in the dispatch of a field unit.

**4.3 JOINTLY. THE DISTRICTS AND CITY MUTUALLY AGREE:**

- 4.3.1** To not incur legal liability for the actions of one another, other than under the terms and conditions of this Agreement. Each Party will be solely and entirely responsible for its own acts and acts of its own Board or Council members, officials, agents, and employees during the performance of this Agreement.
- 4.3.2** Attached hereto are authenticated copies of the Resolutions of the Districts and City, authorizing said Parties to enter into this Agreement.

- 4.3.3** It is noted that as a part of this Agreement are the written determinations of the attorneys for the Parties that this Agreement is in proper form and within the powers and authority granted to said Parties under the laws of the State of Arizona.
- 4.3.4** To act for the good faith implementation of this Agreement and its covenants, including full and complete timely performance.
- 4.3.5** To create an advisory group composed of: the Chief of each district, the City Police Chief and Fire Chief; or their designees. This board shall meet as needed. It shall be advisory only and have no authority over the City or its dispatch services.
- 4.3.6** An electronic link is required if the call volume exceeds 1000 (one thousand) calls for service annually, all costs associated with the link such as equipment, software, data lines, recurring costs will be the responsibility of the District.

## **5. INDEMNIFICATION AND INSURANCE.**

To the fullest extent permitted by law, each Participating Jurisdiction (as “indemnitor”) shall defend, indemnify and hold harmless each of the other Participating Jurisdictions (as “indemnitees”) its officers, officials, employees, agents, volunteers, successors, and assigns (“Indemnified Group”) for claims, damages, losses, liabilities and expenses of any nature whatsoever (including but not limited to reasonable attorneys’ fees, court costs, the costs of appellate proceedings, and all claim adjusting and handling expense) relating to, arising out of, resulting from or alleged to have resulted from the indemnitor’s acts, errors, mistakes or omissions relating to any action or inaction of this Agreement (collectively, “Claims”) including but not limited to work, services, acts, errors, mistakes, or omissions in the performance of this Agreement by anyone directly or indirectly employed by or contracting with the indemnitor, or any person for whose acts and liabilities are the obligation of the indemnitor. If any claim, action or proceeding is brought against the Indemnified Group, indemnitor shall have a duty, at its sole cost and expense, to resist or defend such claim or action on behalf of the Indemnified Group but only to the extent that such claims result in vicarious/derivative liability to the indemnitee and are caused by the act, omission, negligence, misconduct or other fault of the indemnitor, its officers, officials, agents, employees or volunteers, provided, however, that the indemnitor shall have no obligation to indemnify the Indemnified Group for the Indemnified Group’s passive negligence.

Insurance provisions set forth in this Mutual Aid Agreement are separate and independent from the indemnity provisions of this Mutual Aid Agreement, and neither the insurance provisions nor the indemnity provisions shall be construed in any way to limit the scope, magnitude, or enforcement of the other provisions. The indemnity provisions of this Mutual Aid Agreement shall survive the termination of this Mutual Aid Agreement.

Without limiting the indemnification of each party as stated above, it is understood and agreed that City and Districts shall each maintain, at their sole expense, insurance policies to fund their respective liabilities throughout the term of this agreement. Coverage shall be provided for comprehensive general liability at no less than \$1,000,000/\$2,000,000 aggregate on occurrence base form and excess at no less than \$4,000,000. Each party shall also maintain automobile liability, professional liability, and workers compensation exposure. Evidence of insurance, insurance certificates or other similar documentation shall not be required of either party under this Agreement, but shall be provided upon written request of either party.

6. **LAWS.** The Parties shall each be fully responsible for compliance with all statutes, ordinances, codes, regulations, rules, court decrees or other laws (hereinafter collectively “**Laws**”) applicable to it as part of fully performing the Project with regards to their respective roles. This Agreement shall not relieve either Party of any obligation or responsibility imposed upon it by Laws.
7. **WORKERS’ COMPENSATION.** For purposes of workers' compensation, all personnel operating the dispatch center on behalf of the City shall be deemed to be an employee of the City, as provided in A.R.S. § 23-1022(D), and the City shall be solely liable for payment of said employees’ wages, benefits and insurance premiums including but not limited to compensation earned, including overtime, all withholdings, workers' compensation benefits and unemployment benefits. The City shall comply with provisions of AR.S. § 23-1022 (E) by posting the public notice required.
8. **NOTICE.** Any notice that is necessary shall be in writing and given by telefax, personal delivery, by deposit with an overnight express delivery service such as Federal Express, or by deposit in the United States Mail, certified mail-return receipt requested, postage prepaid, addressed to a Party at the address set forth below, or such other address as a Party may designate in writing by prior notice. The date notice is given shall be the date on which the notice is delivered if notice is given by personal delivery or overnight express delivery service, or three (3) days from the

date of deposit in the Mail, if the notice is sent through the United States Mail. Notice shall be deemed to have been received on the date on which the notice is delivered, if notice is given by personal delivery or overnight express delivery service, or three (3) days following the date of deposit in the mail, if notice is sent through the United States Mail.

**CITY:**

**Mail or Deliver To:**

John Dougherty  
City Manager  
310 N 4<sup>th</sup> St  
Kingman, Arizona 86401

**DISTRICTS**

**Mail or Deliver To:**

Chief Moore  
Northern Arizona Consolidated Fire District  
2470 Butler Ave  
Kingman, AZ 86401

Chief O'Donohue  
Golden Valley Fire District  
3809 N. Mayer Road  
Kingman, AZ 86401

Chief Jackson  
Pinion Pine Fire District  
2836 S. DW Ranch Road  
Kingman, AZ 86401

Chief Sticka  
Pine Lake Fire District  
4564 Hualapai Mountain Road  
Kingman, AZ 86401-9575

Chief Moore  
Lake Mohave Ranchos Fire District  
2470 Butler Ave  
Kingman, AZ 86401

**9. OTHER CONDITIONS OR PROVISIONS**

**9.1.1 Severability.** The terms of this Agreement are severable. Any waiver by the Parties of any provision herein shall not impair the right of any Party to enforce any other provision of the Agreement. Such provision of this Agreement shall be interpreted in a manner as to be effective and valid under applicable Laws. Such provision shall be ineffective solely to the extent of such prohibition or invalidity. Such prohibition or invalidity shall not invalidate the remainder of the provisions or any other provision.

- 9.1.2 Voluntary Execution.** The Parties acknowledge having read the Agreement in its entirety and voluntarily sign the Agreement with the intended purpose that it be fully binding as set forth.
- 9.1.3 Arbitration.** In the event of a dispute, the Parties agree to use arbitration only to the extent it is required by A.R.S. § 12-1518 or otherwise required by Arizona Rules of Civil Procedure. The Parties shall agree to fully exhaust administrative remedies before filing litigation
- 9.1.4 No Implied Authority.** This Agreement shall not be considered to imply authority to perform any tasks, accept any responsibility, or to do any other thing in relation hereto, not expressly set forth herein.
- 9.1.5 Construction of Contract.** This Contract shall be construed and interpreted according to its plain meaning, and no presumption shall be deemed to apply in favor of or against the party drafting this Contract. The parties acknowledge and agree that each has had the opportunity to seek and utilize legal counsel in the drafting of, review of, and entry into this Contract.
- 9.1.6 Legal Arizona Workers Act.** In compliance with A.R.S. § 41-4401, the Parties hereby warrants that they will, at all times during the term of this Agreement, comply with all federal immigration laws applicable to the Parties' employment of their employees, and with the E-Verify requirements of A.R.S. § 23-214 (A) (together the "State and Federal Immigration Laws"). The Parties shall further ensure that each subcontractor who performs any work for the Parties under this Agreement likewise complies with the State and Federal Immigration Laws.

The Parties agree and warrant that the Parties shall each have the right at any time to inspect the books and records of the other Parties and any subcontractor in order to verify such party's compliance with the State and Federal Immigration Laws. The Parties agree that any act by another Party or subcontractor that results in the impediment or denial of access of the books and records of the Parties or subcontractor shall be a material breach of this Agreement on the part of the that Party.

Nothing herein shall make the Parties or subcontractor an agent or employee of any of the other Parties. Nothing herein shall act to establish privity of contract between any of the Parties and any subcontractor.

Any breach of the Parties' or any subcontractor's warranty of compliance with the State and Federal Immigration Laws, or of any other provision of this section, shall be deemed to be a material breach of this Agreement subjecting the offending Party

to penalties up to and including suspension or termination of this Agreement. If the breach is by a subcontractor, and the subcontract is suspended or terminated as a result, the Party shall be required to take such steps as may be necessary to either self-perform the services that would have been provided under the subcontract or retain a replacement subcontractor, subject to each Parties' approval as soon as possible so as not to delay project completion and at no additional expense to the other Parties. Any additional costs attributable directly or indirectly to remedial action under this Article shall be the responsibility of the offending Party.

The Parties shall advise each subcontractor of the Parties' rights and the subcontractor's obligations under this Article by including a provision in its contract with each subcontractor in the following form:

“SUBCONTRACTOR hereby warrants that it will at all times during the term of this contract comply with all federal immigration laws applicable to SUBCONTRACTOR's employees, and with the requirements of A.R.S. § 23-214 (A). SUBCONTRACTOR further agrees that the Parties may inspect the SUBCONTRACTOR'S books and records to insure that SUBCONTRACTOR is in compliance with these requirements. Any breach of this paragraph by SUBCONTRACTOR will be deemed to be a material breach of this contract subjecting SUBCONTRACTOR to penalties up to and including suspension or termination of this contract.”

**9.1.7 Non-Discrimination.** The Parties will not discriminate on the grounds of age, race, color, national origin, religion, sex, disability, familial status, genetic information, political affiliation or any other protected basis in the selection, treatment and retention of employees, subcontractors or in the procurement of materials and leases of equipment. The Parties also will not participate, either directly or indirectly, in any type of discrimination prohibited by any federal, state, or local law, including but not limited to Titles VI and VII of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and the Genetic Information Nondiscrimination Act of 2008.

**9.1.8 HIPAA.** Each Party agrees to comply with the privacy regulations pursuant to Public Law 104-191 of August 21, 1996, known as the Health Insurance Portability and Accountability Act of 1996, Subtitle F – Administrative Simplification, Sections 261, et seq., as amended (“HIPAA”), to protect the privacy of any personally identifiable protected health information (“PHI”) that is collected, processed or learned as a result of this Agreement. Each Party

agrees not to use or disclose PHI except as permitted by law. The Parties agree to enter into a Business Associate Agreement with each other if required by law.

**9.1.9 No Third Party Interest.** This agreement shall be binding upon the Parties and any successor-in-interest. No provision herein is intended to create a third beneficiary interest in any person or entity, including but not limited to the respective employees or agents of any Party.

**9.1.10 Non-Appropriation.** Notwithstanding anything contained in this agreement to the contrary, with respect to any District governed under Title 48 of the Arizona Revised Statutes, in the event that it is determined by a District that it may not commit to payments of funds beyond a specific fiscal year in which funds have been actually appropriated for payment by the District under this agreement (including any period after termination of the Agency's participation), said District's obligation to make payments under this agreement and its participation in this agreement shall terminate on the last day of the fiscal year during which said funds were actually appropriated by said District. Said District shall immediately notify the City and each other District of such occurrence of non-appropriation. Each District shall be obliged only to make such payments as are duly and lawfully appropriated by the governing body for a specific fiscal period, including but not limited to any period of time after termination of participation under this agreement.

**9.1.11 Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

**IN WITNESS WHEREOF**, the Parties have signed this Agreement on the dates set forth below. This Agreement shall be effective as of the date first above written and upon being fully executed.

**CITY OF KINGMAN**, a municipal corporation of the State of Arizona

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Richard Anderson, Mayor

**NORTHERN ARIZONA CONSOLIDATED FIRE DISTRICT**,  
a political subdivision of the State of Arizona

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
James D. Bailey, Chairman of the Board

**GOLDEN VALLEY FIRE DISTRICT**,  
a political subdivision of the State of Arizona

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Curt Hardy, Chairman of the Board

**PINION PINE FIRE DISTRICT**,  
a political subdivision of the State of Arizona

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Doug Boulware, Chairman of the Board

**PINE LAKE FIRE DISTRICT**,  
a political subdivision of the State of Arizona

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Tom McLarty, Chairman of the Board

**LAKE MOHAVE RANCHOS FIRE DISTRICT**,  
a political subdivision of the State of Arizona

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
John Flynn, Administrator

**APPROVED AS TO FORM AND IN COMPLIANCE WITH A.R.S. § 11-952:**

**KINGMAN CITY ATTORNEY**

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Carl W. Cooper, City Attorney

**ATTORNEY FOR NORTHERN ARIZONA  
CONSOLIDATED FIRE DISTRICT**

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Charlotte Wells, Esq.

**ATTORNEY FOR GOLDEN VALLEY FIRE  
DISTRICT**

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Attorney

**ATTORNEY FOR PINION PINE FIRE  
DISTRICT**

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Attorney

**ATTORNEY FOR PINE LAKE FIRE DISTRICT**

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Attorney

**ATTORNEY FOR LAKE MOHAVE RANCHOS  
FIRE DISTRICT**

\_\_\_\_\_  
Date Signed By \_\_\_\_\_  
Attorney

**ATTESTATION OF CITY APPROVAL**

I, Sydney Muhle, Clerk of Kingman, Arizona, hereby certify that the City Council of Kingman, Arizona, on the \_\_\_\_\_ day of \_\_\_\_\_, 2015, approved on behalf of City of Kingman, an Arizona municipal corporation, for the purposes stated, the foregoing Agreement.

\_\_\_\_\_  
Sydney Muhle, Clerk

(Seal)

**ATTESTATION OF DISTRICT APPROVAL**

I, \_\_\_\_\_, Clerk of the Northern Arizona Consolidated Fire District, a body politic and corporate of the State of Arizona, a political subdivision of the State of Arizona, hereby certify that said District on the \_\_\_\_\_ day of \_\_\_\_\_ 2015, approved on for the purposes stated, the foregoing Agreement.

\_\_\_\_\_  
Mike Collins, Board Clerk

(Seal)

**ATTESTATION OF DISTRICT APPROVAL**

I, \_\_\_\_\_, Clerk of the Golden Valley Fire District, a body politic and corporate of the State of Arizona, a political subdivision of the State of Arizona, hereby certify that said District on the \_\_\_\_\_ day of \_\_\_\_\_ 2015, approved on for the purposes stated, the foregoing Agreement.

\_\_\_\_\_  
Barbara Samaniego, Board Clerk

(Seal)

**ATTESTATION OF DISTRICT APPROVAL**

I, \_\_\_\_\_, Clerk of the Pinion Pine Fire District, a body politic and corporate of the State of Arizona, a political subdivision of the State of Arizona, hereby certify that said District on the \_\_\_\_\_ day of \_\_\_\_\_ 2015, approved on for the purposes stated, the foregoing Agreement.

\_\_\_\_\_  
Lynn Pile, Board Clerk

(Seal)

**ATTESTATION OF DISTRICT APPROVAL**

I, \_\_\_\_\_, Clerk of the Pine Lake Fire District, a body politic and corporate of the State of Arizona, a political subdivision of the State of Arizona, hereby certify that said District on the \_\_\_\_ day of \_\_\_\_\_2015, approved on for the purposes stated, the foregoing Agreement.

\_\_\_\_\_  
John Becker, Board Clerk

(Seal)

**ATTESTATION OF DISTRICT APPROVAL**

I, \_\_\_\_\_, Clerk of the Lake Mohave Ranchos Fire District, a body politic and corporate of the State of Arizona, a political subdivision of the State of Arizona, hereby certify that said District on the \_\_\_\_ day of \_\_\_\_\_2015, approved on for the purposes stated, the foregoing Agreement.

\_\_\_\_\_  
Board Clerk

(Seal)

## **Attachment A**

Financial Obligations: The entities hereby agree that each entity's financial contributions shall be as follows:

### A. Capital Improvements

1. Capital improvements will be funded by utilizing the dispatch center's excess fund balance. In the event the excess fund balance will not meet the financial obligation of the capital improvement, the financial contribution allocations will be based on the estimated budget of the capital improvement and prorated to each entity based on the percentage of 2014 call volumes associated with each entity as outlined below:

<u>Agency Name</u>	<u>Percentage</u>
a. City of Kingman Police Department	70.97%
b. City of Kingman Fire Department	13.63%
c. Northern AZ Consolidated Fire Dept.	8.80%
d. Golden Valley Fire Department	4.61%
e. Pinion Pines Fire Department	0.59%
f. Pine Lakes Fire Department	0.04%
g. Lake Mohave Ranchos Fire Department	1.36%

2. Capital improvements may be adjusted as a result of changes in call volume, census data or other factors. In that regard, the entities agree that the financial contributions stated herein may be amended as agreed upon by all entities without amending or altering the remaining terms and conditions of this agreement.

### B. Operating Costs

1. Operating costs will be allocated to each entity based on the estimated budget and prorated to each entity based on the percentage of 2014 call volumes associated with each entity as outlined below:

<u>Agency Name</u>	<u>Percentage</u>
a. City of Kingman Police Department	70.97%
b. City of Kingman Fire Department	13.63%
c. Northern AZ Consolidated Fire Dept.	8.80%
d. Golden Valley Fire Department	4.61%
e. Pinion Pines Fire Department	0.59%
f. Pine Lakes Fire Department	0.04%
g. Lake Mohave Ranchos Fire Department	1.36%

### C. Payments

1. Contributions for capital improvements shall be made as agreed upon by all entities without amending or altering the remaining terms and conditions of this agreement.
2. Payments for each entities share of operating costs will be made on at least a quarterly basis.
3. The participating entities recognize and agree that future financial obligations may be adjusted as a result of changes in call volumes associated with each entity, census data or other factors. In that regard, the entities agree that financial contributions stated herein may be adjusted or amended as agreed upon by all parties without amending or altering the remaining terms and conditions of this agreement.

### D. New Participants

The Parties hereto acknowledge that new participants may be added from time to time. No new participants may be added without the consent of each existing entity. In the event a new participant is admitted, that new participant shall be obligated to pay its share of the operating costs, based on the percentage of anticipated call volume. In addition, said new participant shall be obliged to reimburse each of the original participating entities that amount of the capital improvements which would have been attributable to that participating entity if it were an original participant, using the same method established under the agreement dated September 6<sup>th</sup>, 2011, less the depreciated value of said capital improvements.

### E. Contingency Funds

In the event of an unexpected expenditure not included in the operating budget, contingency funds retained in the dispatch center's fund balance can be requested for use, given the approval of City Council.

## Attachment B

**Radio System Provisions:** Under this agreement the City of Kingman will provide the following two way voice radio system components connecting the users to the dispatch center:

- A. Dispatch alerts and communications for participating fire department entities will be provided on a repeated VHF channel pair from a fixed site called Potato Patch in the Hualapai Mountain Range. The frequencies are:

Transmit 153.9200    Receive 155.0550    PL Tone 114.8

- B. Secondary channel for use in the radio system will be provided on repeated VHF channel pair from Radar Hill in Kingman. The frequencies are:

Transmit 153.8300    Receive 154.3700    PL Tone 114.8

- C. The Mohave County mutual aid fire frequency, commonly known as WAX, will be a channel provided on the radio dispatch console system. The frequencies are:

Transmit 153.8900    Receive 154.3550    PL Tone 173.8

- D. Connectivity to the radio system components provided by the City of Kingman beyond what is currently in place will be the responsibility of the contract user. The contract user may provide additional licensed radio frequencies and related components to enhance system redundancy and coverage which, at the discretion of the City, will be connected to the dispatch system.

- E. The City of Kingman representatives and Fire Chief representatives of the contract users will collectively provide a radio use plan and standardized use order model. Participants will meet regularly to deal with user operations, concerns or changes to the plan. Dispatching issues needing immediate attention will be communicated to a dispatch supervisor designated by the City of Kingman.

- F. Maintenance of radio infrastructure components is the responsibility of the owner. Maintenance or repair activities causing change of channel use or availability to either the City or contract user system will be notified to all effected users of the system.

- G. All radio or related computer system connectivity will be coordinated, planned and approved on City of Kingman equipment through the dispatch supervisor after review by the user group (E.)

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



**TO:** Honorable Mayor and Council Members  
**FROM:** Engineering Services  
**MEETING DATE:** May 19, 2015  
**AGENDA SUBJECT:** Consideration of Amendment No. 1 to Engineering Contract ENG14-084 to include Phase Two projects

**SUMMARY:** On March 17, 2015, Council approved construction contract ENG14-084 with Freiday Construction, Inc. for Phase One projects which included five water and sewer projects and one water tank rehabilitation project. Staff has previously recommended that the CMAR project be broken into separate construction phases. This amendment to the contract will add Phase Two projects to the construction contract. The second phase will include the following projects:

ENG14-097: Water Line Replacement in Evans Street and Melody Street  
05-S-0030: Sewer Line Realignment in Maple Street and Walnut Street  
ENG12-021: Sewer Line Extension in Southern Avenue, Jackson to Monroe  
ENG14-088: Sewer Line Extension in Southern Avenue, Monroe to Adams  
ENG14-098: Sewer Line Extension in Jerome Street  
ENG14-099: Sewer Line Extension in Prescott Street

Staff has requested a Guaranteed Maximum Price (GMP) for the second phase of this project from Freiday Construction, Inc. The negotiated GMP for phase two is \$620,414.17. Phase Two will add an additional 180 calendar days to the original construction contract time, extending it to March 31, 2016.

**ATTACHMENTS:** Amendment No. 1 with GMP Attachments

**FISCAL IMPACT:** The guaranteed maximum price of \$620,414.17 will be paid as follows:  
\$349,917.17 from the Sewer Expansion Fund (512-3720-536.92-93)  
\$270,497.00 from the Water Line Distribution Fund (510-3515-590.92-89)

**RECOMMENDATION:** It is recommended that Amendment No. 1 to the Construction Services Agreement with Freiday Construction Inc. be approved and that the Mayor be authorized to sign on behalf of the City.

  
Signature of Dept. Head

  
City Attorney  
Approved as to Form

  
City Manager's Review

AGENDA ITEM: 4F

**AMENDMENT NO. 1**

**BETWEEN THE CITY OF KINGMAN AND FREIDAY CONSTRUCTION, INC.  
FOR CONSTRUCTION MANAGER AT RISK SERVICES  
RELATED TO THE CONSTRUCTION OF WATER AND SEWER PROJECTS  
ENGINEERING CONTRACT ENG14-084**

This Amendment shall be made to the Construction Services Agreement dated March 18, 2015 by and between the City of Kingman (City) and Freiday Construction, Inc. (Contractor).

The effective date of this Amendment is \_\_\_\_\_, 2015.

The undersigned agree to the following additions to the original scope of work as follows:

1. Freiday Construction, Inc. agrees to furnish labor, material and equipment necessary for or incidental to the construction and completion of all work for various water and sewer projects as follows: ENG14-097, 05-S-0030, ENG12-021, ENG14-088, ENG14-098, ENG14-099 and as further described on the proposal attached as Exhibit A. The City agrees to pay Freiday Construction, Inc. a Not to Exceed sum of \$620,414.17 as compensation for this work.
2. The new completion date for all Work under the Agreement shall be March 31, 2016.
3. Both parties agree that the above described work shall be in accordance with the MAG Standards and Specifications, the 2012 International Building Code (IBC) and other applicable City Ordinances.

.....  
CITY OF KINGMAN, ARIZONA

Attest:

\_\_\_\_\_  
RICHARD ANDERSON, MAYOR

\_\_\_\_\_  
SYDNEY MUHLE, CITY CLERK

.....  
FREIDAY CONSTRUCTION, INC.



\_\_\_\_\_  
WILLIAM FREIDAY, PRESIDENT

State of Arizona )  
                                  )ss  
County of Mohave )

Subscribed and Sworn to Before Me  
This 15 day of May, 2015.

  
\_\_\_\_\_  
Notary Public



My Commission Expires: December 28, 2017

# **EXHIBIT A**

**FREIDAY CONSTRUCTION, INC.**

**GMP PROPOSAL**

**EXHIBIT A**

**FREIDAY CONSTRUCTION, INC.**

**GUARANTEED MAXIMUM PRICE**

**CITY OF KINGMAN WATER AND SEWER PROJECTS CMAR, AMENDMENT ONE (ENG14-084)**

Project No.	Description	Total
ENG14-097	Evans/Melody Street Water Line Replacement	\$ 270,497.00
05-S-0030	Maple/Walnut Street Sewer Line Realignment	\$ 108,889.32
ENG12-021	Southern Avenue, Jackson-Monroe, Sewer Line Extension	\$ 44,480.53
ENG14-088	Southern Avenue, Monroe-Adams, Sewer Line Extension	\$ 21,500.80
ENG14-098	Jerome Street Sewer Line Extension	\$ 90,354.04
ENG14-099	Prescott Street Sewer Line Extension	\$ 84,692.48
<b>TOTAL GMP, AMENDMENT ONE:</b>		<b>\$ 620,414.17</b>

**SUBMITTED:**



**DATE:**

5/13/15

**FREIDAY CONSTRUCTION, INC.**

**GUARANTEED MAXIMUM PRICE**

**CITY OF KINGMAN EVANS/MELODY STREET WATER LINE REPLACEMENT (ENG14-097)**

Item No.	Description	Quantity	Unit	Unit Price	Total
1	6 Inch Diameter Water Main (Class 235 PVC, AWWA C-900)	5190	LF	\$ 31.30	\$ 162,447.00
2	6 Inch Resilient Wedge Water Gate Valve and Box	7	EA	\$ 1,500.00	\$ 10,500.00
3	Fire Hydrant Assembly, C.O.K. Detail No. 360	6	EA	\$ 5,100.00	\$ 30,600.00
4	1 Inch Diameter Single Water Service, C.O.K. Detail No. 344-1 (with New Meter Box)	50	EA	\$ 700.00	\$ 35,000.00
5	1 Inch Diameter Double Water Service, C.O.K. Detail No. 344-3 (with New Meter Boxes)	7	EA	\$ 850.00	\$ 5,950.00
6	Switch water service connection from existing water meter to adjacent new water meter installed with this project. Salvage/return old water meter and meter box to the City. (Item to be Completed only after ADEQ "Approval of Construction" has been granted.)	64	EA	\$ 125.00	\$ 8,000.00
<b>TOTAL COST OF WORK:</b>					<b>\$ 252,497.00</b>

**TAXES**

State / County Tax Rate:	0%
City Tax Rate:	0%
Total Tax Rate:	0%
<b>Tax Burden:</b>	<b>0%</b>

**ESTIMATE SUMMARY**

Cost of Work:	\$ 252,497.00
Contractor Fee:	\$ -
Subtotal:	\$ 252,497.00
Bond:	\$ 5,000.00
Tax:	\$ -
<b>TOTAL CONSTRUCTION COST:</b>	<b>\$ 257,497.00</b>

**CONTINGENCIES**

Contractor's:	\$ 5,000.00
Owner's:	\$ 8,000.00
<b>TOTAL CONTINGENCIES:</b>	<b>\$ 13,000.00</b>

<b>TOTAL GMP:</b>	<b>\$ 270,497.00</b>
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FREIDAY CONSTRUCTION, INC.

GUARANTEED MAXIMUM PRICE

CITY OF KINGMAN MAPLE-WALNUT STREET SEWER LINE EXTENSION (05-S-0030)

Item No.	Description	Quantity	Unit	Unit Price	Total
1	8 Inch Sewer Line (PVC SDR 35, Trench per C.O.K. Std Detail 400)	340	LF	\$ 38.00	\$ 12,920.00
2	8 Inch Sewer Line (Class 350 DIP, Ceramic Epoxy Lined, Poly Wrap, Trench per C.O.K. Std Detail 400)	509	LF	\$ 60.00	\$ 30,540.00
3	4" Sewer Service Stubout (7')	5	EA	\$ 800.00	\$ 4,000.00
4	4" Sewer Service, Locate and Connect to Existing Sewer Service Line (20')	2	EA	\$ 2,000.00	\$ 4,000.00
5	Install 4 Feet Dia., Type 'A' Top, Precast Manhole, Per C.O.K. Std Detail 420-1, W/24 Inch Manhole Frame/Lid/Cover, per M.A.G. Std Detail 423-1	6	EA	\$ 2,200.00	\$ 13,200.00
6	Install 4 Feet Dia. Precast Manhole with Type 'A' MAG 426 Drop Sewer Connection Frame/Lid/Cover, per M.A.G. Std Detail 423-1	1	EA	\$ 2,500.00	\$ 2,500.00
7	Install 6" MAG 441 Sewer Cleanout	3	EA	\$ 1,200.00	\$ 3,600.00
8	Pavement Replacement Per COK Detail 200-2, 2"AC/6"ABC, Hand Patching	42	SY	\$ 60.00	\$ 2,520.00
9	Remove/Replace Sidewalk Sections	53	SF	\$ 20.00	\$ 1,060.00
10	Remove/Replace Concrete Drainage Swale	48	SF	\$ 35.00	\$ 1,680.00
11	Remove Existing Manhole (MH to be replaced with new MH from Pay Item 5)	1	LS	\$ 4,500.00	\$ 4,500.00
12	Grouted Rip-Rap, D50= 8" at 1 ft Deep	129	SY	\$ 70.00	\$ 9,030.00
13	Clear and Grub 16 ft wide PUE	1	LS	\$ 2,500.00	\$ 2,500.00
<b>TOTAL COST OF WORK:</b>					<b>\$ 92,050.00</b>

**TAXES**

State / County Tax Rate:	0.00%
City Tax Rate:	5.43%
Total Tax Rate:	5.43%
<b>Tax Burden:</b>	<b>5.43%</b>

**ESTIMATE SUMMARY (05-S-0030)**

Cost of Work:	\$ 92,050.00
Contractor Fee:	\$ 0.00
Subtotal:	\$ 92,050.00
Bond:	\$ 1,841.00
Tax:	\$ 4,998.32
<b>TOTAL CONSTRUCTION COST:</b>	<b>\$ 98,889.32</b>

**CONTINGENCIES**

Contractor's:	\$ 5,000.00
Owner's:	\$ 5,000.00
<b>TOTAL CONTINGENCIES:</b>	<b>\$ 10,000.00</b>

<b>TOTAL GMP:</b>	<b>\$ 108,889.32</b>
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**FREIDAY CONSTRUCTION, INC.**

**GUARANTEED MAXIMUM PRICE**

**CITY OF KINGMAN SOUTHERN AVENUE SEWER LINE EXTENSION, JACKSON-MONROE (ENG12-021)**

Item No.	Description	Quantity	Unit	Unit Price	Total
1	8" PVC SDR 35 SEWERLINE, TRENCH PER COK STD. DETAIL 400	505	LF	\$ 40.00	\$ 20,200.00
2	8" Sewer Line with Restrained or Mechanical Joints (Class 350 DIP, Ceramic Epoxy Lined, Poly Wrap, Trench per C.O.K. Std Detail 400)	20	LF	\$ 65.00	\$ 1,300.00
3	4" PVC SEWER SERVICE STUBOUT (6')	9	EA	\$ 500.00	\$ 4,500.00
4	INSTALL 4' DIA. MANHOLE W/ 24" FRAME AND COVER PER COK STD. DETAIL 420-1 & MAG 423-1, ADJUST PER COK STD. DETAIL 422	3	EA	\$ 2,200.00	\$ 6,600.00
5	SAWCUT, REMOVE & REPLACE EXISTING ASPHALT PER COK STD. DETAIL 200-1 (LAYDOWN MACHINE PATCHING)	63	SY	\$ 50.00	\$ 3,150.00
6	REMOVE EXISTING CLEANOUT & CONNECT TO EXISTING SEWER	1	EA	\$ 1,000.00	\$ 1,000.00
<b>TOTAL COST OF WORK:</b>					<b>\$ 36,750.00</b>

**TAXES**

State / County Tax Rate:	0.00%
City Tax Rate:	5.43%
Total Tax Rate:	0.00%
<b>Tax Burden:</b>	<b>5.43%</b>

**ESTIMATE SUMMARY**

Cost of Work:	\$ 36,750.00
Contractor Fee:	\$ 0.00
Subtotal:	\$ 36,750.00
Bond:	\$ 735.00
Tax:	\$ 1,995.53
<b>TOTAL CONSTRUCTION COST:</b>	<b>\$ 39,480.53</b>

**CONTINGENCIES**

Contractor's:	\$ 2,500.00
Owner's:	\$ 2,500.00
<b>TOTAL CONTINGENCIES:</b>	<b>\$ 5,000.00</b>

<b>TOTAL GMP:</b>	<b>\$ 44,480.53</b>
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FREIDAY CONSTRUCTION, INC.

**GUARANTEED MAXIMUM PRICE**

**CITY OF KINGMAN SOUTHERN AVENUE SEWER LINE EXTENSION, MONROE-ADAMS (ENG14-088)**

Item No.	Description	Quantity	Unit	Unit Price	Total
1	8" PVC SDR 35 SEWERLINE, TRENCH PER COK STD. DETAIL 400	275	LF	\$ 35.00	\$ 9,625.00
2	4" PVC SEWER SERVICE STUBOUT (7')	6	EA	\$ 500.00	\$ 3,000.00
3	INSTALL 4' DIA. MANHOLE W/ 24" FRAME AND COVER PER COK STD. DETAIL 420-1 & MAG 423-1, ADJUST PER COK STD. DETAIL 422	1	EA	\$ 2,200.00	\$ 2,200.00
4	CONNECT TO EXISTING STUBOUT FROM MANHOLE	1	EA	\$ 1,000.00	\$ 1,000.00
				\$ -	\$ -
<b>TOTAL COST OF WORK:</b>					<b>\$ 15,825.00</b>

**TAXES**

State / County Tax Rate:	0.00%
City Tax Rate:	5.43%
<b>Total Tax Rate:</b>	<b>0.00%</b>
<b>Tax Burden:</b>	<b>5.43%</b>

**ESTIMATE SUMMARY**

Cost of Work:	\$ 15,825.00
Contractor Fee:	\$ 0.00
<b>Subtotal:</b>	<b>\$ 15,825.00</b>
Bond:	\$ 316.50
Tax:	\$ 859.30
<b>TOTAL CONSTRUCTION COST:</b>	<b>\$ 17,000.80</b>

**CONTINGENCIES**

Contractor's:	\$ 2,000.00
Owner's:	\$ 2,500.00
<b>TOTAL CONTINGENCIES:</b>	<b>\$ 4,500.00</b>

<b>TOTAL GMP:</b>	<b>\$ 21,500.80</b>
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**FREIDAY CONSTRUCTION, INC.**

**GUARANTEED MAXIMUM PRICE**

**CITY OF KINGMAN JEROME STREET SEWER LINE EXTENSION (ENG14-098)**

Item No.	Description	Quantity	Unit	Unit Price	Total
1	8 Inch Sewer Line (PVC SDR 35, Trench per C.O.K. Std Detail 400)	631	LF	\$ 40.00	\$ 25,240.00
2	8 Inch Sewer Line with Restrained or Mechanical Joints (Class 350 DIP, Ceramic Epoxy Lined, Poly Wrap, Trench per C.O.K. Std Detail 400)	20	LF	\$ 65.00	\$ 1,300.00
3	Replace existing 8" PVC Water Line with Restrained or Mechanical Joints at Sewer Line Crossing (Class 350 DIP, Ceramic Epoxy Lined, Poly Wrap, Trench per C.O.K. Std Detail 392)	20	LF	\$ 75.00	\$ 1,500.00
4	4" Sewer Service Stubout	16	EA	\$ 800.00	\$ 12,800.00
5	Install 4 Feet Dia., Type 'A' Top, Precast Manhole, Per C.O.K. Std Detail 420-1, W/24 Inch Manhole Frame/Lid/Cover, per M.A.G. Std Detail 423-1	3	EA	\$ 2,400.00	\$ 7,200.00
6	Pavement Replacement Per COK Detail 200-2, 2"AC/6"ABC, Hand Patching for Sewer Service (4' wide by 13'long by 6 sewer services)	35	SY	\$ 50.00	\$ 1,750.00
7	Pavement Replacement, 2"AC/6"ABC, Laydown Machine Placement (13' wide by 630 'long)	941	SY	\$ 30.00	\$ 28,230.00
8	Remove Existing Clean Out	1	EA	\$ 500.00	\$ 500.00
<b>TOTAL COST OF WORK:</b>					<b>\$ 78,520.00</b>

**TAXES**

State / County Tax Rate:	0.00%
City Tax Rate:	5.43%
Total Tax Rate:	5.43%
<b>Tax Burden:</b>	<b>5.43%</b>

**ESTIMATE SUMMARY**

Cost of Work:	\$ 78,520.00
Contractor Fee:	\$ 0.00
Subtotal:	\$ 78,520.00
Bond:	\$ 1,570.40
Tax:	\$ 4,263.64
<b>TOTAL CONSTRUCTION COST:</b>	<b>\$ 84,354.04</b>

**CONTINGENCIES**

Contractor's:	\$ 3,000.00
Owner's:	\$ 3,000.00
<b>TOTAL CONTINGENCIES:</b>	<b>\$ 6,000.00</b>

<b>TOTAL GMP:</b>	<b>\$ 90,354.04</b>
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**FREIDAY CONSTRUCTION, INC.**

**GUARANTEED MAXIMUM PRICE**

**CITY OF KINGMAN PRESCOTT STREET SEWER LINE EXTENSION (ENG14-099)**

Item No.	Description	Quantity	Unit	Unit Price	Total
1	8 Inch Sewer Line (PVC SDR 35, Trench per C.O.K. Std Detail 400)	610	LF	\$ 40.00	\$ 24,400.00
2	8 Inch Sewer Line with Restrained or Mechanical Joints (Class 350 DIP, Ceramic Epoxy Lined, Poly Wrap, Trench per C.O.K. Std Detail 400)	20	LF	\$ 65.00	\$ 1,300.00
3	Replace existing 8" PVC Water Line with Restrained or Mechanical Joints at Sewer Line Crossing (Class 350 DIP, Ceramic Epoxy Lined, Poly Wrap, Trench per C.O.K. Std Detail 392)	20	LF	\$ 75.00	\$ 1,500.00
4	4" Sewer Service Stubout	13	EA	\$ 800.00	\$ 10,400.00
5	Install 4 Feet Dia., Type 'A' Top, Precast Manhole, Per C.O.K. Std Detail 420-1, W/24 Inch Manhole Frame/Lid/Cover, per M.A.G. Std Detail 423-1	2	EA	\$ 2,400.00	\$ 4,800.00
6	Pavement Replacement Per COK Detail 200-2, 2"AV/6"ABC, Hand Paching for Sewer Services (4' wide by 13' long by 7 sewer services)	41	SY	\$ 50.00	\$ 2,050.00
7	Pavement Replacement, 2"AC/6"ABC, Laydown Machine Placement (13' wide by 630 'long)	910	SY	\$ 30.00	\$ 27,300.00
8	Connect to Existing Manhole	1	EA	\$ 1,500.00	\$ 1,500.00
<b>TOTAL COST OF WORK:</b>					<b>\$ 73,250.00</b>

**TAXES**

State / County Tax Rate:	0.00%
City Tax Rate:	5.43%
Total Tax Rate:	5.43%
<b>Tax Burden:</b>	<b>5.43%</b>

**ESTIMATE SUMMARY**

Cost of Work:	\$ 73,250.00
Contractor Fee:	\$ 0.00
Subtotal:	\$ 73,250.00
Bond:	\$ 1,465.00
Tax:	\$ 3,977.48
<b>TOTAL CONSTRUCTION COST:</b>	<b>\$ 78,692.48</b>

**CONTINGENCIES**

Contractor's:	\$ 3,000.00
Owner's:	\$ 3,000.00
<b>TOTAL CONTINGENCIES:</b>	<b>\$ 6,000.00</b>

<b>TOTAL GMP:</b>	<b>\$ 84,692.48</b>
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# CITY OF KINGMAN COMMUNICATION TO COUNCIL



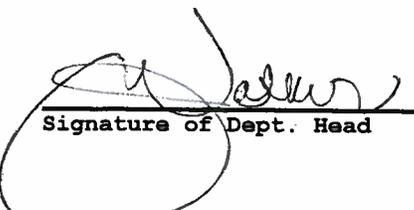
**TO:** Honorable Mayor and Council Members  
**FROM:** Jackie Walker, Human Resources/Risk Mgt Director  
**MEETING DATE:** May 19, 2015  
**AGENDA SUBJECT:** Resolution #4953 - Revise Exhibit A, B and C - Classification and Compensation Schedule

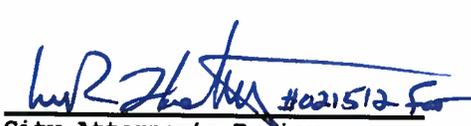
**SUMMARY:** Attached Resolution #4953 amends the Classification and Compensation Plan for FY 2015-2016 via Exhibits A, B and C. Adopting the attached resolution will modify the classification and compensation schedule by:

1. Attached Exhibit A reflects an increase of 3% to the FTE salary scale and sets the total authorized budgeted full time positions for Fiscal Year 2015/2016 at 334 FTE and 40.5 FTE as authorized but unfunded. This is a net increase of 2 FTE and a decrease of 1 unfunded FTE over the prior year.
2. Attached Exhibits B and C reflect the following changes:
  - a. Fire Department – re-fund 1 unfunded Battalion Chief position resulting in a decrease in the unfunded count and an increase to the funded Battalion Chief count. Also, reclassify 1 Assistant Fire Chief position to Battalion Chief and change the Salary Grade from 224 to a lower Salary Grade of 221. The result of this change decreases the Assistant Fire Chief count by 1 and increases the Battalion Chief count by 1, to a lower level classification;
  - b. Police Department – reclassify 1 Administrative Secretary position to Administrative Assistant and change the Salary Grade from 204 to a higher Salary Grade of 206. The result of this change decreases the Administrative Secretary count by 1 and increases the Administrative Assistant count by 1, to a higher level classification;
  - c. Public Works-Building Maintenance – add and fund 1 new Building Maintenance Technician position at Salary Grade 209. The result of this addition increases the Building Maintenance Technician count by 1.
3. Exhibit D, Certification Pay, will remain unchanged in Fiscal Year 2015/2016.

**ATTACHMENT:** Resolution #4953 and Exhibits A, B and C.

**STAFF RECOMMENDATION:** Adopt Resolution #4953

  
Signature of Dept. Head

  
City Attorney's Review

  
City Manager's Review

AGENDA ITEM: 4g

CITY OF KINGMAN, ARIZONA

RESOLUTION NO. 4953

A RESOLUTION BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF KINGMAN, ARIZONA; AMENDING THE PERSONNEL RULES AND REGULATIONS OF THE CITY OF KINGMAN BY REVISING EXHIBITS A, B, AND C – CLASSIFICATION AND COMPENSATION PLAN FOR FISCAL 2015-2016

WHEREAS, the Common Council has the authority under Rule 6 and Rule 7 of the City of Kingman Personnel Rules and Regulations to amend the Personnel Classification plan, and

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Common Council of the City of Kingman, Arizona as follows:

- A. That the amendments to the Classification and Compensation Plan for Fiscal Year 2015/2016, attached hereto as Exhibits A, B, and C be incorporated herein by reference. Exhibit D, Certification Pay, will remain unchanged in Fiscal Year 2015/2016.
- B. That the attached Exhibit A reflects an increase of 3% to the FTE salary scale and sets the total authorized budgeted full time positions for Fiscal Year 2015/2016 at 334 FTE and 40.5 FTE as authorized but unfunded.
- C. That the attached Exhibits B and C reflect the following changes:
  - a. Fire Department – re-fund 1 unfunded Battalion Chief position resulting in a decrease in the unfunded count and an increase to the funded Battalion Chief count. Also, reclassify 1 Assistant Fire Chief position to Battalion Chief and change the Salary Grade from 224 to a lower Salary Grade of 221. The result of this change decreases the Assistant Fire Chief count by 1 and increases the Battalion Chief count by 1, to a lower level classification;
  - b. Police Department – reclassify 1 Administrative Secretary position to Administrative Assistant and change the Salary Grade from 204 to a higher Salary Grade of 206. The result of this change decreases the Administrative Secretary count by 1 and increases the Administrative Assistant county by 1, to a higher level classification;
  - c. Public Works-Building Maintenance – add and fund 1 new Building Maintenance Technician positon at Salary Grade 209. The result of this addition increases the Building Maintenance Technician count by 1.

PASSED AND ADOPTED by the Mayor and Common Council of the City of Kingman, Arizona, on May 19, 2015.

ATTEST:

\_\_\_\_\_  
Sydney Muhle, City Clerk

APPROVED:

\_\_\_\_\_  
Richard Anderson, Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
Carl Cooper, City Attorney

**SALARY STRUCTURE - FY 2016**  
**Market Range Spreads - Scale Adjustment 3%**

EXHIBIT A

CLASSIFICATION	BUDGETED FTE	UNFUNDED FTE	FLSA EXEMP	Salary Grade	Entry Level	Step Two	Step Three	Step Four	Step Five	Step Six	Step Seven	Step Eight	Step Nine
Mayor & Council	7												
City Manager	1		X										
City Attorney	1		X										
City Magistrate	1		X										
					Contract Contract Contract								
OPEN				229	96607				114103				133485
OPEN				228	92007				108670				127128
GRADE				227	87625				103495				121074
Bi-Weekly					3370.2071	3538.7175	3680.2662	3827.4768	3980.5759	4139.7990	4305.3909	4477.6066	4656.7108
Development Services Director	1		X	227	87625				103495				121074
City Engineer	1		X	227	87625				103495				121074
Financial Service Director	1		X	227	87625				103495				121074
Fire Chief	1		X	227	87625				103495				121074
Human Resources/Risk Mgt Director	1		X	227	87625				103495				121074
Information Technology Director	1		X	227	87625				103495				121074
Parks & Rec Director	1		X	227	87625				103495				121074
Police Chief	1		X	227	87625				103495				121074
Public Works Director	1		X	227	87625				103495				121074
OPEN				226	83453				97628				112571
GRADE				225	79479				91204				104658
Bi-Weekly					3056.8772	3163.8679	3274.6033	3389.2144	3507.8369	3630.6112	3757.6826	3889.2015	4025.3236
GRADE				224	75694				88551				102106
Bi-Weekly					2911.3116	3027.7641	3148.8747	3274.8297	3405.8228	3542.0558	3666.0277	3794.3387	3927.1405
Asst City Attorney	1		X	224	75694				88551				102106
Asst City Engineer	3		X	224	75694				88551				102106
Asst Fire Chief	1		X	224	75694				88551				102106
Captain - Police	0	1	X	224	75694				88551				102106
City Clerk	1		X	224	75694				88551				102106
Deputy Police Chief	1		X	224	75694				88551				102106
Special Projects Administrator	0	1	X	224	75694				88551				102106
OPEN				223	72090				84335				97243
OPEN				222	68657				80319				92613
GRADE				221	65387				76494				88203
Bi-Weekly					2514.9005	2615.4965	2720.1163	2828.9210	2942.0778	3059.7609	3166.8526	3277.6924	3392.4117
Associate Magistrate	0.5		X	221	65387				76494				88203
Battalion Chief	6		X	221	65387				76494				88203
Lieutenant	3		X	221	65387				76494				88203
GRADE				220	62274				72851				84003
Bi-Weekly					2395.1433	2490.9490	2590.5870	2694.2105	2801.9789	2914.0580	3016.0501	3121.6118	3230.8682
City Surveyor	1		X	220	62274				72851				84003
Finance Administrator	2		X	220	62274				72851				84003
Support Services Administrator	1		X	220	62274				72851				84003
OPEN				219	59308				69382				82344
GRADE				218	56484				66078				78423
Bi-Weekly					2172.4656	2259.3642	2349.7388	2443.7283	2541.4774	2643.1365	2762.0777	2886.3712	3016.2579
Asst City Surveyor	0	1	X	218	56484				66078				78423
Building Official	1		X	218	56484				66078				78423
Communications Administrator	1		X	218	56484				66078				78423
Court Administrator	1		X	218	56484				66078				78423
Human Resources Administrator	1		X	218	56484				66078				78423
Information Technology Administrator	1		X	218	56484				66078				78423
Project Engineer	0	1	X	218	56484				66078				78423
Prosecutor	1		X	218	56484				66078				78423
Superintendent	8	1	X	218	56484				66078				78423
GRADE				217	53794				62932				74688
Bi-Weekly					2069.0148	2151.7754	2237.8464	2327.3603	2420.4547	2517.2729	2630.5502	2748.9249	2872.6266
Asst Fire Marshal	0	1	X	217	53794				62932				74688
Principal Planner	2		X	217	53794				62932				74688
Project Manager	1	1	X	217	53794				62932				74688
Sr. Accountant/Budget Analyst	1		X	217	53794				62932				74688

BAND D - FLSA EXEMPT  
DEPART DIRECTORS / DIVISION MANAGERS

**SALARY STRUCTURE - FY 2016**  
**Market Range Spreads - Scale Adjustment 3%**

EXHIBIT A

CLASSIFICATION	BUDGETED FTE	UNFUNDED FTE	FLSA EXEMP	Salary Grade	Entry Level	Step Two	Step Three	Step Four	Step Five	Step Six	Step Seven	Step Eight	Step Nine
GRADE				216	51233	53794	56484	59308	62274	65387	68657	72090	
Bi-Weekly					1970	2069	2172	2281	2395	2515	2641	2773	
Hourly					24.6311	25.8627	27.1558	28.5136	29.9393	31.4363	33.0081	34.6585	
Fire					18.5895	19.5190	20.4950	21.5197	22.5957	23.7255	24.9117	26.1573	
Captain - Fire	12			216	51233	53794	56484	59308	62274	65387	68657	72090	
Sergeant	7			216	51233	53794	56484	59308	62274	65387	68657	72090	
GRADE				215	48793	51233	53794	56484	59308	62274	65387	68657	
Bi-Weekly					1876.6574	1970.4903	2069.0148	2172.4656	2281.0889	2395.1433	2514.9005	2640.6455	
Hourly					23.4582	24.6311	25.8627	27.1558	28.5136	29.9393	31.4363	33.0081	
GRADE				214	46470	48793	51233	53794	56484	59308	62274	65387	
Bi-Weekly					1787.2928	1876.6574	1970.4903	2069.0148	2172.4656	2281.0889	2395.1433	2514.9005	
Hourly					22.3412	23.4582	24.6311	25.8627	27.1558	28.5136	29.9393	31.4363	
Fire Prevention Specialist	3			214	46470	48793	51233	53794	56484	59308	62274	65387	
Information Technology Coordinator	4			214	46470	48793	51233	53794	56484	59308	62274	65387	
Planner	1			214	46470	48793	51233	53794	56484	59308	62274	65387	
GRADE				213	44257	46470	48793	51233	53794	56484	59308	62274	
Bi-Weekly					1702.1836	1787.2928	1876.6574	1970.4903	2069.0148	2172.4656	2281.0889	2395.1433	
Hourly					21.2773	22.3412	23.4582	24.6311	25.8627	27.1558	28.5136	29.9393	
Fire					16.0583	16.8613	17.7043	18.5895	19.5190	20.4950	21.5197	22.5957	
Construction Project/Mt Supervisor	1			213	44257	46470	48793	51233	53794	56484	59308	62274	
Engineer - Fire	15			213	44257	46470	48793	51233	53794	56484	59308	62274	
Engineering Technician Supervisor	1			213	44257	46470	48793	51233	53794	56484	59308	62274	
Survey Party Chief	2			213	44257	46470	48793	51233	53794	56484	59308	62274	
Wastewater Treatment Pl Op IV	3			213	44257	46470	48793	51233	53794	56484	59308	62274	
GRADE				212	42149	44257	46470	48793	51233	53794	56484	59308	
Bi-Weekly					1621.1273	1702.1836	1787.2928	1876.6574	1970.4903	2069.0148	2172.4656	2281.0889	
Hourly					20.2641	21.2773	22.3412	23.4582	24.6311	25.8627	27.1558	28.5136	
Administrative Supervisor	4			212	42149	44257	46470	48793	51233	53794	56484	59308	
Electrician II	1			212	42149	44257	46470	48793	51233	53794	56484	59308	
Engineering Technician II	1			212	42149	44257	46470	48793	51233	53794	56484	59308	
Police Officer	43			212	42149	44257	46470	48793	51233	53794	56484	59308	
Sr. Building Inspector	3	6		212	42149	44257	46470	48793	51233	53794	56484	59308	
GRADE				211	40142	42149	44257	46470	48793	51233	53794	56484	
Bi-Weekly					1543.9307	1621.1273	1702.1836	1787.2928	1876.6574	1970.4903	2069.0148	2172.4656	
Hourly					19.2991	20.2641	21.2773	22.3412	23.4582	24.6311	25.8627	27.1558	
Fire					14.5654	15.2937	16.0583	16.8613	17.7043	18.5895	19.5190	20.4950	
Communications Crew Leader	4			211	40142	42149	44257	46470	48793	51233	53794	56484	
Crew Leader	6			211	40142	42149	44257	46470	48793	51233	53794	56484	
Deputy City Clerk	1			211	40142	42149	44257	46470	48793	51233	53794	56484	
Evidence Technician II	1			211	40142	42149	44257	46470	48793	51233	53794	56484	
Firefighter	13	2		211	40142	42149	44257	46470	48793	51233	53794	56484	
Lab Analyst	1			211	40142	42149	44257	46470	48793	51233	53794	56484	
Recreation Coordinator	2			211	40142	42149	44257	46470	48793	51233	53794	56484	
Water Quality Program Manager	1			211	40142	42149	44257	46470	48793	51233	53794	56484	
Wastewater Treatment Pl Op III	2			211	40142	42149	44257	46470	48793	51233	53794	56484	

BAND C  
SUPERVISORS / DEGREES-ADVANCED SKILLS OCCUPATIONS

**SALARY STRUCTURE - FY 2016**  
**Market Range Spreads - Scale Adjustment 3%**

EXHIBIT A

CLASSIFICATION	BUDGETED FTE	UNFUNDED FTE	FLSA EXEMP	Salary Grade	Entry Level	Step Two	Step Three	Step Four	Step Five	Step Six	Step Seven	Step Eight	Step Nine
OPEN				210	38231	40525	42956	45533	48265	51161	54231		
GRADE				209	36410	38595	40910	43365	45967	48725	51649		
Bi-Weekly					1400.3907	1484.4141	1573.4790	1667.8877	1767.9610	1874.0386	1986.4809		
Hourly					17.5049	18.5552	19.6685	20.8486	22.0995	23.4255	24.8310		
Accountant	1			209	36410	38595	40910	43365	45967	48725	51649		
Administrative Assistant II	3			209	36410	38595	40910	43365	45967	48725	51649		
Blue Stake Coordinator	1			209	36410	38595	40910	43365	45967	48725	51649		
Building Inspector	0			209	36410	38595	40910	43365	45967	48725	51649		
Building Maintenance Technician	2			209	36410	38595	40910	43365	45967	48725	51649		
Code Enforcement Officer	4			209	36410	38595	40910	43365	45967	48725	51649		
Communications Specialist	11			209	36410	38595	40910	43365	45967	48725	51649		
Electrician	1			209	36410	38595	40910	43365	45967	48725	51649		
Employee Safety Coordinator	0			209	36410	38595	40910	43365	45967	48725	51649		
Engineering Technician	4	2		209	36410	38595	40910	43365	45967	48725	51649		
Equipment Mechanic	6			209	36410	38595	40910	43365	45967	48725	51649		
Equipment Operator A	12	1		209	36410	38595	40910	43365	45967	48725	51649		
GIS Technician	1			209	36410	38595	40910	43365	45967	48725	51649		
Human Resources Technician	1.5			209	36410	38595	40910	43365	45967	48725	51649		
Loss Control Technician	1			209	36410	38595	40910	43365	45967	48725	51649		
Survey Instrument Technician	0	2		209	36410	38595	40910	43365	45967	48725	51649		
Wastewater Collections A	2			209	36410	38595	40910	43365	45967	48725	51649		
Wastewater Treatment Pl Op II	2			209	36410	38595	40910	43365	45967	48725	51649		
Water Technician A	2	1		209	36410	38595	40910	43365	45967	48725	51649		
Welder	1			209	36410	38595	40910	43365	45967	48725	51649		
GRADE				208	34676	36757	38962	41300	43778	46405	49189		
Bi-Weekly					1333.7054	1413.7277	1498.5514	1588.4645	1683.7723	1784.7987	1891.8866		
Hourly					16.6713	17.6716	18.7319	19.8558	21.0472	22.3100	23.6486		
Evidence Technician	1			208	34676	36757	38962	41300	43778	46405	49189		
Permit Technician	1			208	32845	34816	36905	39119	41466	43954	46591		
Wastewater Collections B	0			208	34676	36757	38962	41300	43778	46405	49189		
Wastewater Treatment Pl Op I	0			208	34676	36757	38962	41300	43778	46405	49189		
Water Technician B	0	1		208	34676	36757	38962	41300	43778	46405	49189		
OPEN				207	33025	35007	37107	39333	41693	44195	46847		
GRADE				206	31452	33340	35340	37460	39708	42090	44616		
Bi-Weekly					1209.7101	1282.2927	1359.2303	1440.7841	1527.2312	1618.8650	1715.9969		
Hourly					15.1214	16.0287	16.9904	18.0098	19.0904	20.2358	21.4500		
Administrative Assistant	10	2		206	31452	33340	35340	37460	39708	42090	44616		
Call Taker - Police	0	1		206	31452	33340	35340	37460	39708	42090	44616		
Equipment Operator B	20	6		206	31452	33340	35340	37460	39708	42090	44616		
Transit Operator	9	1		206	31452	33340	35340	37460	39708	42090	44616		

BAND B  
SKILLED / PARA-PROFESSIONAL OCCUPATIONS

**SALARY STRUCTURE - FY 2016**  
**Market Range Spreads - Scale Adjustment 3%**

EXHIBIT A

CLASSIFICATION	BUDGETED FTE	UNFUNDED FTE	FLSA EXEMP	Salary Grade	Entry Level	Step Two	Step Three	Step Four	Step Five	Step Six	Step Seven	Step Eight	Step Nine
GRADE				205	29955	31752	33657	35677	37817	40086			
Bi-Weekly					1152.1049	1221.2312	1294.5050	1372.1753	1454.5059	1541.7762			
Hourly					14.4013	15.2654	16.1813	17.1522	18.1813	19.2722			
Animal Control Officer	0			205	29955	31752	33657	35677	37817	40086			
Court Collections Officer	1			205	29955	31752	33657	35677	37817	40086			
Payroll/Accts Payable Clerk	2	1		205	29955	31752	33657	35677	37817	40086			
GRADE				204	28528	30240	32054	33978	36016	38177			
Bi-Weekly					1097.2427	1163.0773	1232.8619	1306.8337	1385.2437	1468.3583			
Hourly					13.7155	14.5385	15.4108	16.3354	17.3155	18.3545			
Administrative Secretary	6	1		204	28528	30240	32054	33978	36016	38177			
Chemical Applicator	1			204	28528	30240	32054	33978	36016	38177			
Court Clerk	5	0.5		204	28528	30240	32054	33978	36016	38177			
Customer Svc Representative	4			204	28528	30240	32054	33978	36016	38177			
Irrigation Mechanic	3			204	28528	30240	32054	33978	36016	38177			
Legal Secretary	2	1		204	28528	30240	32054	33978	36016	38177			
Pool Operator	2			204	28528	30240	32054	33978	36016	38177			
Water Service Worker	0	1		204	28528	30240	32054	33978	36016	38177			
OPEN				203	27170	28800	30528	32360	34301	36359			
GRADE				202	25876	27429	29074	30819	32668	34628			
Bi-Weekly					995.2315	1054.9454	1118.2421	1185.3367	1256.4569	1331.8443			
Hourly					12.4404	13.1868	13.9780	14.8167	15.7057	16.6481			
Building Maintenance Worker	4			202	25876	27429	29074	30819	32668	34628			
Fire Maintenance Worker	2			202	25876	27429	29074	30819	32668	34628			
Groundskeeper	15.25	4		202	25876	27429	29074	30819	32668	34628			
GRADE				201	24644	26122	27690	29351	31112	32979			
Bi-Weekly					947.8395	1004.7099	1064.9925	1128.8921	1196.6256	1268.4231			
Hourly					11.8480	12.5589	13.3124	14.1112	14.9578	15.8553			
Cadet - Police	0			201	24644	26122	27690	29351	31112	32979			
Park Ranger	0.75			201	24644	26122	27690	29351	31112	32979			
Recreation Leader	0			201	24644	26122	27690	29351	31112	32979			
<b>TOTAL FTE</b>	<b>334</b>	<b>40.5</b>											

BAND A  
SERVICE MAINTENANCE/GENERAL SUPPORT

PERSONNEL CLASSIFICATIONS BY DEPARTMENT	SALARY GRADE	AUTHORIZE/ BUDGETED FTE	AUTHORIZE /UNFUNDED FTE	FLSA EXEMPT
<b>MAYOR &amp; COUNCIL (1310)</b>				
Mayor		1.00		
Vice Mayor		1.00		
Councilmember		5.00		
<b>DEPARTMENT TOTAL</b>		<b>7.00</b>	<b>0.00</b>	
<b>CITY MAGISTRATE (1243)</b>				
City Magistrate	Contract	1.00		X
Associate Magistrate	221	0.50		X
Court Administrator	218	1.00		X
Court Collections Officer	205	1.00		
Court Clerk	204	5.00	0.50	
<b>DEPARTMENT TOTAL</b>		<b>8.50</b>	<b>0.50</b>	
<b>CITY ATTORNEY (1530)</b>				
City Attorney	Contract	1.00		X
Asst City Attorney	224	1.00		X
Prosecutor	218	1.00		X
Administrative Supervisor	212	1.00		
Legal Secretary	204	2.00	1.00	
<b>DEPARTMENT TOTAL</b>		<b>6.00</b>	<b>1.00</b>	
<b>CITY MANAGER (1320)</b>				
City Manager	Contract	1.00		X
Special Project Administrator	224	0.00	1.00	X
Administrative Assistant	206	0.00	1.00	
<b>DEPARTMENT TOTAL</b>		<b>1.00</b>	<b>2.00</b>	
<b>CITY CLERK (1540)</b>				
City Clerk	224	1.00		X
Deputy City Clerk	211	1.00		
Administrative Assistant	206	1.00		
Administrative Secretary	204	0.00		
<b>DEPARTMENT TOTAL</b>		<b>3.00</b>	<b>0.00</b>	
<b>HUMAN RESOURCES &amp; RISK (1550)</b>				
Human Resources/Risk Director	227	1.00		X
Human Resources Administrator	218	1.00		X
Human Resources Technician	209	1.00		
Human Resources Technician	209	0.50		
<b>Program Sub-Total</b>		<b>3.50</b>	<b>0.00</b>	
<b>RISK MANAGEMENT (xxxx)</b>				
Loss Control Technician	209	1.00		
<b>Program Sub-Total</b>		<b>1.00</b>	<b>0.00</b>	
<b>DEPARTMENT TOTAL</b>		<b>4.50</b>	<b>0.00</b>	
<b>INFORMATION TECHNOLOGY (3840)</b>				
Information Technology Director	227	1.00		X
Information Technology Administrator	218	1.00		X
Information Technology Coordinator	214	4.00		
GIS Technician	209	1.00		
<b>DEPARTMENT TOTAL</b>		<b>7.00</b>	<b>0.00</b>	
<b>FINANCIAL SERVICES DEPARTMENT</b>				
<b>Finance Administration (1512)</b>				
Financial Service Director	227	1.00		X
Finance Administrator	220	1.00		X
Sr. Accountant/Budget Analyst	217	1.00		X
Accountant	209	1.00		
Payroll/Accts Payable Clerk	205	2.00	1.00	
<b>Program Sub-Total</b>		<b>6.00</b>	<b>1.00</b>	
<b>Utility Billing Services (3410)</b>				
Finance Administrator	220	1.00		X
Administrative Supervisor	212	1.00		
Administrative Assistant II	209	1.00		
Customer Svc Representative	204	4.00		
<b>Program Sub-Total</b>		<b>7.00</b>	<b>0.00</b>	
<b>DEPARTMENT TOTAL</b>		<b>13.00</b>	<b>1.00</b>	

EXHIBIT B  
FY 2016

PERSONNEL CLASSIFICATIONS BY DEPARTMENT	SALARY GRADE	AUTHORIZE/ BUDGETED FTE	AUTHORIZE/ UNFUNDED FTE	FLSA EXEMPT
<b>ENGINEERING</b>				
Engineering & Survey (3490)				
City Engineer	227	1.00		X
Asst City Engineer	224	3.00		X
City Surveyor	220	1.00		X
Asst City Surveyor	218	0.00	1.00	X
Project Engineer	218	0.00	1.00	X
Project Manager	217	0.00	1.00	X
Engineering Technician Supervisor	213	1.00		
Survey Party Chief	213	2.00		
Engineering Technician II	212	1.00		
Administrative Assistant II	209	1.00		
Engineering Technician	209	4.00	2.00	
Survey Instrument Technician	209	0.00	2.00	
Administrative Assistant	206	1.00	1.00	
Administrative Secretary	204	0.00		
<b>DEPARTMENT TOTAL</b>		<b>15.00</b>	<b>8.00</b>	
<b>DEVELOPMENT SERVICES</b>				
Planning & Zoning (1910)				
Development Services Director	227	1.00		X
Planning & Zoning Administrator	224	0.00		X
Principal Planner	217	2.00		X
Planner	214	1.00		
Administrative Assistant	206	1.00		
Administrative Secretary	204	0.00		
<b>Program Sub-Total</b>		<b>5.00</b>	<b>0.00</b>	
Building Inspection (2420)				
Building Official	218	1.00		X
Sr. Building Inspector	212	3.00	6.00	
Building Inspector	209	0.00		
Permit Technician	208	1.00		
Administrative Assistant	206	0.00		
Administrative Secretary	204	0.00		
<b>Program Sub-Total</b>		<b>5.00</b>	<b>6.00</b>	
<b>DEPARTMENT TOTAL</b>		<b>10.00</b>	<b>6.00</b>	
<b>PARKS &amp; RECREATION</b>				
Parks (5210)				
Parks & Rec Director	227	1.00		X
Superintendent	218	1.00		X
Crew Leader	211	1.00		
Equipment Mechanic	209	2.00		
Administrative Assistant	206	1.00		
Chemical Applicator	204	1.00		
Irrigation Mechanic	204	2.00		
Groundskeeper	202	10.00	3.00	
Park Ranger	201	0.75		
<b>Program Sub-Total</b>		<b>19.75</b>	<b>3.00</b>	
Recreation (5111)				
Superintendent	218	1.00		X
Recreation Coordinator	211	2.00	0.00	
Recreation Leader	201	0.00	0.00	
<b>Program Sub-Total</b>		<b>3.00</b>	<b>0.00</b>	
Pools (5124)				
Pool Operator	204	2.00		
<b>Program Sub-Total</b>		<b>2.00</b>	<b>0.00</b>	
Golf Course (5125)				
Superintendent	218	0.00	1.00	X
Crew Leader	211	1.00		
Equipment Mechanic	209	1.00		
Irrigation Mechanic	204	1.00		
Groundskeeper	202	5.25	1.00	
<b>Program Sub-Total</b>		<b>8.25</b>	<b>2.00</b>	
<b>DEPARTMENT TOTAL</b>		<b>33.00</b>	<b>5.00</b>	

EXHIBIT B  
FY 2016

PERSONNEL CLASSIFICATIONS BY DEPARTMENT	SALARY GRADE	AUTHORIZE/ BUDGETED FTE	AUTHORIZE /UNFUNDED FTE	FLSA EXEMPT
<b>FIRE DEPARTMENT</b>				
<b>Uniformed Personnel (2210)</b>				
Fire Chief	227	1.00		X
Asst Fire Chief	224	1.00		X
Battalion Chief	221	6.00		X
Asst Fire Marshal	217	0.00	1.00	X
Captain - Fire	216	12.00		
Fire Prevention Specialist	214	3.00		
Engineer - Fire	213	15.00		
Firefighter	211	13.00	2.00	
<b>Program Sub-Total</b>		<b>51.00</b>	<b>3.00</b>	
<b>Support Staff (2210)</b>				
Administrative Assistant	206	1.00		
Administrative Secretary	204	1.00		
<b>Program Sub-Total</b>		<b>2.00</b>	<b>0.00</b>	
<b>911 Dispatch Center (2911)</b>				
Communications Administrator	218	1.00		X
Communications Crew Leader	211	4.00		
Communications Specialist	209	11.00		
<b>Program Sub-Total</b>		<b>16.00</b>	<b>0.00</b>	
<b>DEPARTMENT TOTAL</b>		<b>69.00</b>	<b>3.00</b>	
<b>POLICE DEPARTMENT</b>				
<b>Sworn Personnel (2110)</b>				
Police Chief	227	1.00		X
Deputy Chief	224	1.00		X
Captain - Police	224	0.00	1.00	X
Lieutenant	221	3.00		X
Sergeant	216	7.00		
Police Officer	212	43.00		
<b>Program Sub-Total</b>		<b>55.00</b>	<b>1.00</b>	
<b>Support Staff (2110)</b>				
Support Services Administrator	220	1.00		X
Administrative Supervisor	212	1.00		
Evidence Technician II	211	1.00		
Code Enforcement Officer	209	4.00		
Evidence Technician	208	1.00		
Administrative Assistant	206	2.00		
Call Taker	206	0.00	1.00	
Animal Control Officer	205	0.00		
Administrative Secretary	204	5.00	1.00	
<b>Program Sub-Total</b>		<b>15.00</b>	<b>2.00</b>	
<b>DEPARTMENT TOTAL</b>		<b>70.00</b>	<b>3.00</b>	
<b>PUBLIC WORKS DEPARTMENT</b>				
<b>Administration (3100)</b>				
Public Works Director	227	1.00		X
Project Manager	217	1.00		X
Administrative Assistant II	209	1.00		
<b>Program Sub-Total</b>		<b>3.00</b>	<b>0.00</b>	
<b>Transit System (3115)</b>				
Superintendent	218	1.00		X
Administrative Assistant	206	1.00		
<b>Program Sub-Total</b>		<b>2.00</b>	<b>0.00</b>	

**EXHIBIT B**  
FY 2016

PERSONNEL CLASSIFICATIONS BY DEPARTMENT	SALARY GRADE	AUTHORIZE/ BUDGETED FTE	AUTHORIZE /UNFUNDED FTE	FLSA EXEMPT
<b>Transit System (3120)</b>				
Transit Operator	206	9.00	1.00	
<b>Program Sub-Total</b>		<b>9.00</b>	<b>1.00</b>	
<b>TRANSIT TOTAL</b>		<b>11.00</b>	<b>1.00</b>	
<b>Streets (3110)</b>				
Superintendent	218	1.00		X
Crew Leader	211	1.00		
Electrician I	209	1.00		
Equipment Operator A	209	7.00	1.00	
Equipment Operator B	206	1.00	4.00	
<b>Program Sub-Total</b>		<b>11.00</b>	<b>5.00</b>	
<b>Water Operations (3510)</b>				
Superintendent	218	1.00		X
Construction Project/Mt Supervisor	213	1.00		
Administrative Supervisor	212	1.00		
Electrician II	212	1.00		
Fire Crew Leader	211	1.00		
Water Quality Program Manager	211	1.00		
Blue Stake Coordinator	209	1.00		
Cross Connection Specialist/Adm Asst II	209	0.00		
Water Technician A	209	2.00	1.00	
Equipment Operator A	209	5.00		
Water Technician B	208	0.00	1.00	
Administrative Assistant	206	1.00		
Equipment Operator B	206	4.00	2.00	
Water Service Worker	204	0.00	1.00	
Fire Maintenance Worker	202	2.00		
<b>Program Sub-Total</b>		<b>21.00</b>	<b>5.00</b>	
<b>Wastewater Operations (3730)</b>				
Superintendent	218	1.00		X
Wastewater Treatment Plant Op IV	213	3.00		
Lab Analyst	211	1.00		
Wastewater Treatment Plant Op III	211	2.00		
Wastewater Treatment Plant Op II	209	2.00		
Wastewater Treatment Plant Op I	208	0.00		
Wastewater Collections A	209	2.00		
Wastewater Collections B	208	0.00		
<b>Program Sub-Total</b>		<b>11.00</b>	<b>0.00</b>	
<b>Sanitation (3320)</b>				
Superintendent	218	1.00		X
Crew Leader	211	1.00		
Equipment Operator B	206	15.00		
<b>Program Sub-Total</b>		<b>17.00</b>	<b>0.00</b>	
<b>Fleet Services (3810)</b>				
Superintendent	218	1.00		X
Crew Leader	211	1.00		
Equipment Mechanic	209	3.00		
Welder	209	1.00		
Administrative Assistant	206	1.00		
<b>Program Sub-Total</b>		<b>7.00</b>	<b>0.00</b>	
<b>Building Maintenance Services (3830)</b>				
Building Maintenance Technician	209	2.00		
Building Maintenance Worker	202	4.00		
<b>Program Sub-Total</b>		<b>6.00</b>	<b>0.00</b>	
<b>DEPARTMENT TOTAL</b>		<b>87.00</b>	<b>11.00</b>	
<b>TOTAL FTE</b>		<b>334.00</b>	<b>40.50</b>	

**EXHIBIT B  
FY 2016**

PERSONNEL CLASSIFICATIONS BY CLASSIFICATION	SALARY GRADE	BUDGETED FTE	UNFUNDED FTE	FLSA EXEMPT	EXHIBIT C FY 2016
Mayor		1.00			
Vice Mayor		1.00			
Councilmember		5.00			
City Attorney	Contract	1.00		X	
City Magistrate	Contract	1.00		X	
City Manager	Contract	1.00		X	
City Engineer	227	1.00		X	
Development Services Director	227	1.00		X	
Financial Service Director	227	1.00		X	
Fire Chief	227	1.00		X	
Human Resources/Risk Director	227	1.00		X	
InformationTechnology Director	227	1.00		X	
Parks & Rec Director	227	1.00		X	
Police Chief	227	1.00		X	
Public Works Director	227	1.00		X	
Asst City Attorney	224	1.00		X	
Asst City Engineer	224	3.00		X	
Asst Fire Chief	224	1.00		X	
Captain - Police	224	0.00	1.00	X	
City Clerk	224	1.00		X	
Deputy Police Chief	224	1.00		X	
Special Project Administrator	224	0.00	1.00	X	
Associate Magistrate	221	0.50		X	
Battalion Chief	221	6.00		X	
Lieutenant	221	3.00		X	
City Surveyor	220	1.00		X	
Finance Administrator	220	2.00		X	
Support Services Administrator	220	1.00		X	
Asst City Surveyor	218	0.00	1.00	X	
Building Official	218	1.00		X	
Communications Administrator	218	1.00		X	
Court Administrator	218	1.00		X	
Human Resources Administrator	218	1.00		X	
Information Technology Administrator	218	1.00		X	
Project Engineer	218	0.00	1.00	X	
Prosecutor	218	1.00		X	
Superintendent	218	8.00	1.00	X	
Asst Fire Marshal	217	0.00		X	
Principal Planner	217	2.00	1.00	X	
Project Manager	217	1.00	1.00		
Sr. Accountant/Budget Analyst	217	1.00		X	
Captain - Fire	216	12.00			
Sergeant	216	7.00			
Fire Prevention Specialist	214	3.00			
Information Technology Coordinator	214	4.00			
Planner	214	1.00			
Construction Project/Mt Supervisor	213	1.00			
Engineer - Fire	213	15.00			
Engineering Technician Supervisor	213	1.00			
Survey Party Chief	213	2.00			
Wastewater Treatment Pl Op IV	213	3.00			
Administrative Supervisor	212	4.00			
Electrician II	212	1.00			
Engineering Technician II	212	1.00			
Police Officer	212	43.00			

<b>PERSONNEL CLASSIFICATIONS BY CLASSIFICATION</b>	<b>SALARY GRADE</b>	<b>BUDGETED FTE</b>	<b>UNFUNDED FTE</b>	<b>FLSA EXEMPT</b>	<b>EXHIBIT C FY 2016</b>
Sr. Building Inspector	212	3.00	6.00		
Communications Crew Leader	211	4.00			
Crew Leader	211	6.00			
Deputy City Clerk	211	1.00			
Evidence Technician II	211	1.00			
Firefighter	211	13.00	2.00		
Lab Analyst	211	1.00			
Recreation Coordinator	211	2.00			
Water Quality Program Mgr	211	1.00			
Wastewater Treatment Pl OP III	211	2.00			
Accountant	209	1.00			
Administrative Assistant II	209	3.00			
Blue Stake Coordinator	209	1.00			
Building Inspector	209	0.00			
Building Maintenance Technician	209	2.00			
Code Enforcement Officer	209	4.00			
Communications Specialist	209	11.00			
Electrician	209	1.00			
Employee Safety Coordinator	209	0.00			
Engineering Technician	209	4.00	2.00		
Equipment Mechanic	209	6.00			
Equipment Operator A	209	12.00	1.00		
GIS Technician	209	1.00			
Human Resources Technician	209	1.50			
Loss Control Technician	209	1.00			
Survey Instrument Technican	209	0.00	2.00		
Wastewater Collections A	209	2.00			
Wastewater Treatment Pl OP II	209	2.00			
Water Technician A	209	2.00	1.00		
Welder	209	1.00			
Evidence Technician	208	1.00			
Permit Technician	208	1.00			
Wastewater Collections B	208	0.00			
Wastewater Treatment Pl Op I	208	0.00			
Water Technician B	208	0.00	1.00		
Administrative Assistant	206	10.00	2.00		
Call Talker	206	0.00	1.00		
Equipment Operator B	206	20.00	6.00		
Transit Operator	206	9.00	1.00		
Animal Control Officer	205	0.00			
Court Collections Officer	205	1.00			
Payroll/Accts Payable Clerk	205	2.00	1.00		
Administrative Secretary	204	6.00	1.00		
Chemical Applicator	204	1.00			
Court Clerk	204	5.00	0.50		
Customer Svc Representative	204	4.00			
Irrigation Mechanic	204	3.00			
Legal Secretary	204	2.00	1.00		
Pool Operator	204	2.00			
Water Service Worker	204	0.00	1.00		
Building Maintenance Worker	202	4.00			
Fire Maintenance Worker	202	2.00			
Groundskeeper	202	15.25	4.00		
Park Ranger	201	0.75			
<b>TOTAL FTE</b>		<b>334.00</b>	<b>40.50</b>		

**CERTIFICATION PAY**  
 (For certifications beyond those required for the position)

**EXHIBIT D**  
**FY 2016**

ELIGIBLE CLASSIFICATIONS	HOURLY RATE	CERTIFICATION
All Depts	\$ 0.30	Bilingual Pay - Basic
	\$ 0.60	Bilingual Pay - Advanced
Asst Fire Chief	\$ 1.00	Paramedic
	\$ 1.08	HAZMAT
Battalion Chief	\$ 1.00	Paramedic
Fire Prevention	\$ 1.08	HAZMAT
Fire Captain	\$ 1.50	Paramedic
Fire Engineer	\$ 0.82	HAZMAT
Firefighter		
Public Works	\$ 0.30	Weed & Pest Sprayer
Park & Golf Course		Swimming Pool Chemicals
Public Works	\$ 0.30	OSHA Competent Person
Engineering		
Park & Public Works	\$ 0.30	Inmate Supervision
Water & Wastewater	\$ 0.30	Water Technician A
		Water Technician B
		Wastewater Technician A
		Wastewater Technician B
		Max of \$.90 per hour per employee
Golf Course Superintendent	\$ 1.08	Qualifying Party
Parks Crewleader		
Chemical Applicator		
KPD	\$ 0.80	Bomb Technician
KPD	\$ 0.80	Detective
KPD	\$ 0.80	Field Training Officer
		Communication Training Officer
		Only for hours actually training
KPD	\$ 1.00	Communication Specialist
		Only for hours during OIC

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



**TO:** Honorable Mayor and Council Members  
**FROM:** Chief Robert J. DeVries  
**MEETING DATE:** May 19, 2015  
**AGENDA SUBJECT:** Smoking in Vehicle Ordinance #1797

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**SUMMARY:** Following direction from City Council, staff has prepared an ordinance to address smoking in motor vehicles with a minor. The ordinance is a secondary violation and offers a diversionary program on smoking education for first time offenders.

**ATTACHMENT:** City Ordinance #1797

**FISCAL IMPACT:** None

**STAFF RECOMMENDATION:** Staff recommends formal adoption City Ordinance #1797

  
Signature of Dept. Head

  
City Attorney  
Approved as to form

  
City Manager's Review

AGENDA ITEM: 5a

**CITY OF KINGMAN**

**ORDINANCE NO. 1797**

**AN ORDINANCE BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF KINGMAN, ARIZONA, AMENDING CHAPTER 7 OF THE CITY OF KINGMAN CODE OF ORDINANCES BY BANNING SMOKING IN MOTOR VEHICLES WITH MINORS.**

**WHEREAS**, the Mayor and Common Council has determined that the public health, safety, and welfare will be promoted by modifying the following provision to the City of Kingman Code of Ordinances;

**NOW THEREFORE, BE IT ORDAINED** by the Mayor and Common Council of the City of Kingman, Arizona as follows:

**SECTION 1** Chapter 7, Article II of the Code of Ordinances of the City of Kingman, is created by adding text to read as follows

**Sec. 7-84. Smoking in motor vehicles with a minor.**

- A. It shall be unlawful for the operator or any passenger in a motor vehicle to smoke cigarettes, pipes, cigars, or other combustible substances or to use an electronic nicotine delivery system designed for the purpose of inhaling and exhaling aerosol or vapor in any manner or form in a motor vehicle when a person under the age of 18 is present in that motor vehicle.
  - 1. It is not a defense to a violation of this section that the windows of the motor vehicle are down, the motor vehicle is a convertible, or that the vehicle was not in motion.
  - 2. A police officer may enforce this section only if the police officer has already stopped and detained the driver operating the motor vehicle for a separate traffic violation or offense. A police officer may not stop a driver only for suspected violation of this section.
- B. A violation of this section shall be considered a nonmoving civil violation.
  - 1. Each person in the motor vehicle under the age of 18 is a separate violation of this section subject to fine.
  - 2. For a first offense of this section, there shall be a fine of fifty dollars (\$50). For each subsequent offense, the fine shall be one hundred dollars (\$100).
- C. The Court may suspend the fines for violations of this section if:
  - 1. The person has not previously been found responsible of a violation of this section; and
  - 2. The person proves to the Court that the person has completed an approved smoking education program.

**SECTION 2** Penalties for violation of Chapter shall be in accordance with Section 1-8 of the Code of Ordinances for the City of Kingman.

**SECTION 3** If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

**PASSED AND ADOPTED** by the Mayor and Common Council of the City of Kingman, Arizona, on the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

ATTEST:

APPROVED:

\_\_\_\_\_  
Sydney Muhle, City Clerk

\_\_\_\_\_  
Richard Anderson, Mayor

APPROVED AS TO FORM:

\_\_\_\_\_  
Carl Cooper, City Attorney

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



**TO:** Honorable Mayor and Council Members

**FROM:** Development Services Department

**MEETING DATE:** May 19, 2015

**AGENDA SUBJECT:** Consideration of Resolution No. 4947 approving a preliminary plat for Airway Plaza, Tract 1984, a subdivision of airspace

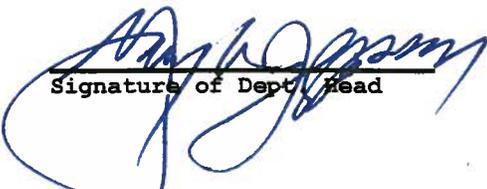
**SUMMARY:** A request from Mohave Engineering Associates, Inc., applicant and project engineer, and Airway Plaza Association, LLC, property owner, for the approval of a preliminary plat for Airway Plaza, Tract 1984. The subject property is located at the southeast corner of Airway Avenue and N. Burbank Street and is 3.62 acres.

This will be a subdivision of airspace otherwise known as a condominium. The intent is to subdivide eight suites in an existing commercial building into eight separate condominium units. Each unit will be bounded and contained within the interior finished surfaces of the perimeter walls, floors and ceilings of the unit. The area of each unit is 56 to 64 feet wide and 130 feet long. A property owner's association will be established to maintain areas held in common including the exterior parking lot and landscaping, utilities not within the units, bearing walls, and other walls and ceiling not contained within the units.

The building was inspected by the Fire and Building Departments as required and no significant problems were identified that would need to be corrected before the approval of the final plat. The City Engineer, however, indicated that three existing driveways and sidewalk ramp at Burbank and Airway do not appear to meet current ADA standards. These areas should be required to be revised. The project engineer indicated that the property owner did not want to make those revisions. There are several additional conditions that were recommended by staff as a result of department and agency comments.

**The Planning and Zoning Commission voted 6-1 on April 14, 2015 to recommend approval of the preliminary plat with the recommended conditions in the commission report. Commissioner Kirkham voted no.**

**ATTACHMENT:** Proposed Resolution No. 4947, P&Z Commission Report  
**FISCAL IMPACT:** None expected at this time.  
**RECOMMENDATION:** Approve Resolution No. 4947.

  
Signature of Dept. Head

  
City Attorney  
Approved as to form

  
City Manager's Review

AGENDA ITEM: **5b**

WHEN RECORDED HOLD FOR  
KINGMAN CITY CLERK  
310 N. 4<sup>th</sup> Street  
Kingman, Arizona 86401

PAGE 1 OF 3

## **CITY OF KINGMAN RESOLUTION NO. 4947**

### **A RESOLUTION BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF KINGMAN, ARIZONA: APPROVING A PRELIMINARY SUBDIVISION PLAT FOR AIRWAY PLAZA, TRACT 1984 AND PRESCRIBING CONDITIONS.**

**WHEREAS**, Airway Plaza Association, LLC, property owner, and Mohave Engineering Associates, Inc., applicant and project engineer, have requested the approval of a preliminary plat of a subdivision of airspace (condominium), known as Airway Plaza, Tract 1984, located on property described as a Portion of the North Half of the Northwest Quarter of Government Lot 2, Section 7, T.21N., R.16W., of the G&SRM, Mohave County, Arizona, as shown in the attached Exhibit "A", and

**WHEREAS**, said proposed subdivision is 3.62 acres and will consist of eight condominium units within an existing commercial building with exterior common areas, and

**WHEREAS**, a preliminary plat was prepared by Mohave Engineering Associates, Inc., a licensed engineering firm in the State of Arizona, and

**WHEREAS**, the proposed preliminary plat, original site and building construction plans, and draft of the property owner's association Articles of Incorporation, CC&Rs and bylaws, have been reviewed by the City Engineer, City Development Services Department, and other concerned agencies, and were found to be generally in compliance with the Subdivision Ordinance, the Zoning Ordinance, and other applicable codes, and

**WHEREAS**, the preliminary plat was reviewed and recommended for approval with certain conditions by the City of Kingman Planning and Zoning Commission at the regular meeting of April 14, 2015 by a 6-1 vote, and

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Common Council of the City of Kingman, Arizona: That upon the recommendation of the Planning and Zoning Commission, the preliminary plat for Airway Plaza, Tract 1984, as shown in Exhibit "A", and generally described as a Portion of the North Half of the Northwest Quarter of Government Lot 2, Section 7, T.21N., R.16W., of the G&SRM, Mohave County, Arizona, is hereby approved, with the following conditions:

1. Driveways and sidewalk ramps shall be revised to meet current ADA standards where any deficiencies occur.
2. The final plat shall address the City Surveyor's comments regarding the benchmark for this subdivision as well as the boundary markers.
3. Existing and any proposed easements shall be clearly identified on the final plat.
4. UniSource facilities shall be located within public utility easement(s).
5. Per Section 4.15(3) provide an updated Articles of Incorporation for the property owners association, a declaration of CC&Rs, and bylaws, to include provisions for the maintenance of common areas.

**PASSED AND ADOPTED** by the Mayor and Common Council of the City of Kingman, Arizona this 5<sup>th</sup> day of May, 2015.

**ATTEST:**

**APPROVED:**

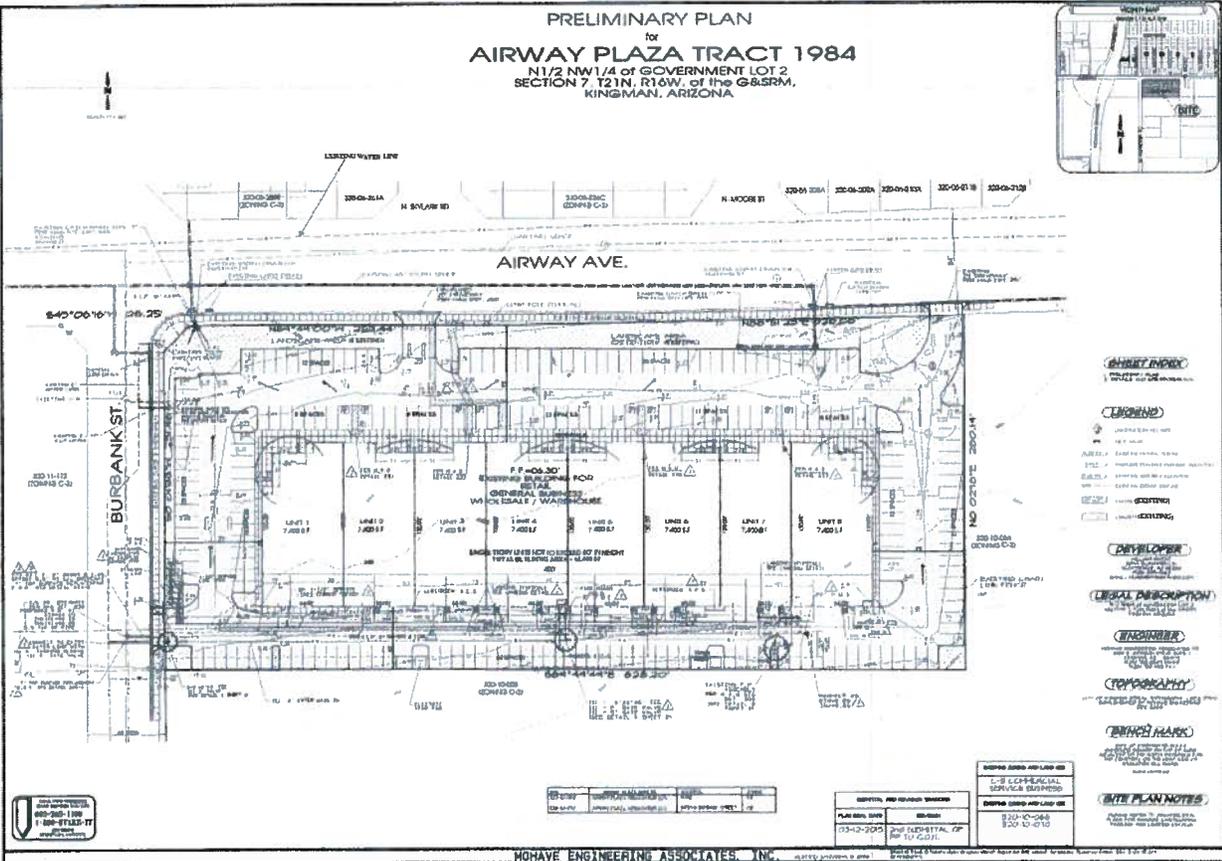
\_\_\_\_\_  
Sydney Muhle, City Clerk

\_\_\_\_\_  
Richard Anderson, Mayor

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Carl Cooper, City Attorney

**EXHIBIT "A"**





**CITY OF KINGMAN**  
**Development Services Department**  
**Airway Plaza, Tract 1984**  
**Preliminary Plat Case: SB15-001**  
**Planning and Zoning Commission Report**

**Summary of Request:** This request is for the approval of a preliminary subdivision plat for Airway Plaza, Tract 1984. The proposal is to create a commercial condominium consisting of eight units within an existing commercial building located at 2110-2180 Airway Avenue.

**Applicant:** Mohave Engineering Associates, Inc.  
P.O. Box 6547  
Kingman, Arizona 86402  
(928) 753-2627  
[ju@meaiaz.com](mailto:ju@meaiaz.com)

**Property Owner:** Airway Plaza Association, LLC  
4653 Carmel Mountain Road, Suite 308-321  
San Diego, CA 92130  
(928) 699-0162  
[wlnugent48@yahoo.com](mailto:wlnugent48@yahoo.com)

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**RECOMMENDATION**

The Planning and Zoning Commission voted 6-1 to recommend approval of the preliminary plat for Airway Plaza, Tract 1984 with certain conditions, based on the standards for review, findings of fact, and conclusions as stated in the commission report.

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**STANDARDS FOR REVIEW**

**APPLICABLE GOALS, OBJECTIVES AND POLICIES OF THE KINGMAN GENERAL PLAN 2030:**

- Chapter 4: Land Use Element, Land Use Categories: Community Commercial.
- Projected Land Use Map.

**APPLICABLE SECTIONS OF THE CITY OF KINGMAN ZONING ORDINANCE:**

- Section 13.000: C-3: Commercial Service Business

## **APPLICABLE SECTIONS OF THE CITY OF KINGMAN SUBDIVISION ORDINANCE:**

- Section 2.2: Preliminary Plat
- Section 4.15: Subdivisions of Airspace (Condominiums)

## **FINDINGS OF FACT**

**Location and Size:** The proposed subdivision is on property that is approximately 3.90 acres and is located at the southeast corner of Airway Avenue and N. Burbank Street. The property consists of two parcels; one parcel that is 3.62 acres and the other one that is 0.28 acres. The existing commercial building, located on the larger parcel, has an address range of 2110 to 2180 Airway Avenue.

**Legal Description:** Subject property is described as a Portion of the N ½ of the NW ¼ of Government Lot 2, Section 7, T.21N., R.16W. of the G&SRM, Mohave County, Arizona.

**Existing Land Use and Zoning:** The subject property is developed with a 62,400 square foot commercial building with eight separate suites. A medical lab currently occupies proposed Unit 1, while a physical therapy business occupies proposed Unit 2. The building is surrounded by a parking lot with 220 spaces and landscaped areas. The property is zoned C-3: Commercial Service Business.

**General Plan Designation:** The property is designated as Community Commercial under the Kingman General Plan 2030. The C-3 zoning is in compliance with the General Plan.

### **Surrounding Land Use and Zoning:**

- North across Airway Avenue are several commercial businesses and other uses including a mosque, a body shop, a chiropractic clinic and an optometrist all zoned C-3.
- East of the site are several utility yards, an electric substation, and offices for UniSource on property zoned C-3.
- South of the site is the Kingman Academy of Learning High School located on property zoned R-1-40: Residential, Single Family, 40,000 square foot lot minimum.
- West across Burbank Street is the ARC Center and Store. Vacant property, which is owned by Mohave County, is located to the south of this parcel. All property to the west is zoned C-3.

### **Zoning and Development History:**

- The subject property was annexed into the City of Kingman on November 8, 1971. The property was zoned R-1-40 at that time and it included a residence with horse stables.
- On December 19, 1988, the Council passed Ordinance No. 731 which rezoned a 0.38 acre portion of the northwest corner of the subject property from R-1-40 to C-3. The purpose of the rezoning was for the construction of a video rental and wood stove sales store. The development did not occur.
- Airway Avenue was widened with street improvements in the mid-1990s.

- The residence and horse stables on this site were demolished in 2003.
- On March 15, 2004, the rest of the subject property was rezoned to C-3 under Ordinance No. 1415 and a preliminary plat was approved for Airway Plaza, Tract 1984 under Resolution No. 3934.
- In February, 2005 a final plat was submitted for review for Airway Plaza. During the review process the developer, Bill Nugent, decided to construct the building first, and then have an as-built survey done for the building and record the plat creating the condominium.
- The building was completed in April, 2006.
- The preliminary plat approvals for Airway Plaza lapsed after 24 months in March, 2006 since the final plat was never approved and no extensions of time were sought or approved for the preliminary plat.

**Physical Characteristics:**

- The topography of the subject property is generally flat with drainage flowing north into several catch basins which lead to a 48-inch storm sewer in Airway Avenue.
- According to FIRM Map Number 04015C4557G dated 11-18-09 the subject property lies within Zone "X." This is an area of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

**Public Utilities:**

- There are 8-inch city water and sewer lines in Airway Avenue and N. Burbank Street. The building is served from public utility lines which are extended from the lines located in N. Burbank Street.

**Transportation:**

- There are two existing 25-foot wide driveways that access Airway Avenue.
- Airway has an 84-foot wide right-of-way with four lanes and a center turn lane. The street is fully improved with curb, gutter and sidewalk on both sides of the street.
- There is one existing 25-foot wide driveway that accesses N. Burbank Street.
- N. Burbank has a 60-foot wide right-of-way and is improved with curb, gutter and sidewalk adjacent to the subject property.
- A traffic count conducted on February 20, 2015 in the east bound lanes of Airway Avenue just west of Harrison Street showed 8,157 vehicle trips, while west bound Airway east of Harrison Street showed 7,136 trips. Effectively the traffic in the area on Airway is 15,293 vehicles per day. That compares to 15,116 trips per day in the same location on July 7, 2010 which is the last previous count in this area.

**Public Noticing/Comments:**

- The site was posted with a public notice on March 27, 2015.
- A public notice ran in the Kingman Daily Miner on March 29, 2015 and April 19, 2015.
- No comments have been received from the public as of the time this report was finished on April 22, 2015.

**Department and Agency Comments:**

- *Mohave County Flood Control District:* The site is not within a FEMA designated Special Flood Hazard Area. No objections to this development.
- *City Engineering Department:* Comments are attached and have been incorporated in this report.
- *City Surveyor:* 1) Benchmark shown is over two miles away from this project, over on Stockton Hill Road next to cemetery. 2) If any easements exist for sewer and water or are to be given it should be addressed and shown. 3) Boundary markers for property should also be identified and reference to recorded surveys.
- *City Building Department:* Comments are for the final plat submittal there are no objections to processing of the preliminary plat. These comments are attached. Additional inspection comments are incorporated into this report and are attached.
- *City Fire Department:* No objection to the processing of the preliminary plat. Additional inspection comments are incorporated into this report and are attached.
- *UniSource:* UNS electric and gas facilities must be located within a public utility easement or within common areas which are designated as PUEs. Existing facilities are not contained within the designated 20' PUE shown on the plan.

## **ANALYSIS**

The preliminary plat for Airway Plaza, Tract 1984 proposes to subdivide eight business suites in an existing commercial building located at 2110 to 2180 Airway Avenue into eight separate condominium units. Each unit is depicted on the plat as 7,400 square feet in size and is approximately 56 to 64 feet wide and 130 feet long. The exterior areas of the building, including the landscape areas and the existing 220-space parking lot, will be common areas.

### **Sections 4.3, 4.4, & 4.5: BLOCKS, LOTS, AND LOT NUMBERING:**

Each proposed condominium unit is identified on the preliminary plat. No block or lots numbers are needed or required. The unit numbering sequence appears to be in accordance with the Subdivision Ordinance.

### **Section 4.6: ROADS:**

Airway Avenue and N. Burbank Street are currently improved to City standards adjacent to the subject site with full pavement width, vertical curb, and sidewalks. The proposed subdivision contains two existing driveways on Airway and one existing driveway on Burbank.

The City Engineer has noted that the driveways do not meet current ADA standards which require a three foot "flat" area behind the driveway pan. Likewise the existing

sidewalk ramp at the intersection of Airway and Burbank does not meet current ADA requirements with respect to truncated domes. The sidewalk ramp has not been surveyed to verify whether it meets current ADA slope requirements.

#### Section 4.7: DRAINAGE:

Drainage on the site currently is collected in the landscape area along Airway Avenue. At that point storm water enters into two catch basins which tie into a 48-inch storm sewer in Airway Avenue. Any drainage flowing into Burbank Street and Airway Avenue ultimately enters the Mohave Wash via the Airway storm sewer. No changes are proposed to the existing drainage pattern.

#### Sections 4.8 & 4.9: WATER AND SEWER FACILITIES:

An 8-inch sewer line and an 8-inch water line run along the length of the property on Airway Avenue. 8-inch water and sewer lines are also located in Burbank Street.

The existing 8-inch sewer line, which serves the building, is located to the rear of the building and ties into the 8-inch sewer line in Burbank Street. Additionally there is an 8-inch water line behind the building that connects to the water line in Burbank Street. This water line services a fire riser between Units 4 and 5 and a fire hydrant assembly located near the rear of Unit 7. These water and sewer lines are shown as being located in a 20-foot wide public utility easement. The recording information for this public utility easement and any other existing or proposed easement on the subject site will need to be identified on the final plat.

#### Section 4.12: UTILITIES:

The commercial building is currently served by gas, electric, and telephone facilities. According to an inspection by the City Building Department, there are four gas meters at both the southeast corner and at the southwest corner of the building. Electric service is split between two locations on the south side of the building.

UniSource commented that their existing facilities will need to be placed within a public utility easement or within common areas which must then be designated as public utility easements. Their existing facilities are not contained within the existing 20-foot wide PUE south of the building.

#### Section 4.15: SUBDIVISION OF AIRSPACE (CONDOMINIUMS):

As required by Section 4.15(2)a, a detailed site plan has been submitted showing the existing building location, drainage control, parking areas, streets, driveways, sidewalks, and landscaping. In accordance with Section 4.15(2)b, the original 2005 plans for the construction of the building were submitted. Finally, per Section 4.15(3), a draft of the property owner's association Articles of Incorporation, CC&Rs, and bylaws has been submitted. A final version of these documents will be required to be submitted at the final plat stage for recordation with the plat.

As this development is proposed to be a subdivision of airspace, each unit will be bounded and contained within the interior finished surfaces of the perimeter walls, floors

and ceilings. The area of each unit will be about 130-feet in length and 56-feet to 64-feet in width. The vertical height of each unit will be about 20 feet. A property owner's association is proposed to be established to maintain the areas held in common such as the parking lot, landscaping area, utilities, except those within each unit, bearing walls, other walls and ceilings not contained within the unit.

In accordance with Section 4.15(6) of the Subdivision Ordinance the conversion of an existing building to subdivisions of airspace is required to undergo a pre-conversion inspection. An inspection was conducted by the City of Kingman Building and Fire Departments on April 2, 2015. Written findings from these inspections are attached.

Currently only Units 1 and 2 are completely finished inside and are occupied. The remaining units have partial demising walls between the units. These walls will need to be completed between each unit will require a 1-hour fire rating. There is already a 4-hour CMU wall between Units 5 and 6. The Building Inspector wrote in his inspection that water and gas lines for the units run through the trusses and into each unit or space. According to the draft Articles of Incorporation for the condominium association, such utilities will be among the common elements for the condominium. The association board will retain an easement over these common elements for maintenance purposes.

The entire building has a fire sprinkler system. Fire Department inspection revealed an issue with the fire alarm at the sprinkler riser that will need to be fixed. As each unit is completed the Fire Code will require each unit to have a fire alarm for duct or smoke detection along with an audio/visual device to indicate water flow from the sprinkler system.

Overall the inspections did not reveal any significant deficiencies that will need to be corrected prior to the approval of the final plat.

## **RECOMMENDATION**

Based on the standards for review, findings of fact, and conclusions contained in this report, the Planning Zoning Commission voted 6-1 to recommend that the preliminary plat for Airway Plaza, Tract 1984 be approved with the following conditions:

1. Driveways and sidewalk ramps shall be revised to meet current ADA standards where any deficiencies occur.
2. The final plat shall address the City Surveyor's comments regarding the benchmark for this subdivision as well as the boundary markers.
3. Existing and any proposed easements shall be clearly identified on the final plat.
4. UniSource facilities shall be located within public utility easement(s).
5. Per Section 4.15(3) provide an update Articles of Incorporation for the property owners association, a declaration of CC&Rs, and bylaws, to include provisions for the maintenance of common areas.

## **ATTACHMENTS**

1. Section 13.000 of the Zoning Ordinance
2. Sections 2.2 and 4.15 of the Subdivision Ordinance
3. Preliminary Plat Subdivision Application
4. Zoning Map
5. Aerial Map
6. Preliminary Plat Map
7. Existing Site Plan
8. Existing Building Floor Plan
9. Department and Agency Comments

## 13.000 COMMERCIAL: SERVICE BUSINESS (C-3)

### 13.100 INTENT AND PURPOSE

This district is intended to provide for the development of business and service uses designed to meet the needs of the community, region and public at large. Such areas will provide a wide variety of goods and services in establishments whose operating characteristics require good exposure in a readily identifiable and accessible commercial setting. Provisions of this district are designed to ensure that such commerce will be compatible with adjacent, non-commercial development and to minimize any undesirable effects of heavy traffic or other operating characteristics.

### 13.200 GENERAL PROVISIONS

#### 13.210 PERMITTED USES

Land shall be used and buildings/structures shall hereafter be erected, altered, enlarged, or otherwise modified for the following permitted uses:

All uses enumerated as **permitted uses** in the **C-2** district, **also**,  
All uses enumerated as permitted by Conditional Use Permit in the C-2 district, unless otherwise noted, **and**

Animal hospitals

Automobile and truck sales and service, new and used

Automobile body repair, conducted entirely in an enclosed building

Automobile, truck and trailer rental and service

Building material sales

Building material yards

Cabinet shops

Caskets and casket supplies – not including outside storage

Catering establishments

Cleaning and dyeing, coin operating, pick-up station and/or using non-explosive solvents

Cold storage lockers

Computer services

Contractor's and construction offices – including equipment rental or storage yards

Drafting service

Equipment and appliances, household – service and repair shops

Exterminating shops

Food lockers

Fuel and ice sales – retail only

Furniture transfer and storage

Glass replacement and repair (including auto glass)

Greenhouses, does not include medical marijuana cultivation facilities.

Heating, plumbing, ventilating, refrigeration and air-conditioning sales and service

High-density multiple-family developments

Instructional Schools or Trade Schools, not involving any danger of fire, explosion nor offensive noise, vibration, smoke, dust, odor, glare, heat or other objectionable influences (not providing housing, dormitories or sleeping overnight)

Linen supply services

Machinery and tool rental

Mail order houses

Medical Marijuana Dispensary and Cultivation only in conjunction with the dispensary, subject to the following conditions and limitations:

- a. Applicant shall provide a copy of the Application for a Dispensary Registration Certificate to the Arizona Department of Health Services.
- b. Shall be located in a permanent building and may not locate in a trailer, cargo container or motor vehicle.

- c. Shall not be located within 500-feet of the same type of use. This distance shall be measured from the exterior walls of the building or portion thereof in which the businesses are conducted or proposed to be conducted.
- d. Shall not be located within 500-feet of a residentially zoned property. This distance shall be measured in a straight line from the exterior walls of the building or portion thereof in which the business is conducted or proposed to be conducted to the zoning boundary line of the residentially zoned property.
- e. Shall not be located within 2500-feet of a preschool, kindergarten, elementary, secondary or high school, place of worship, public park, mental health facility, substance abuse rehabilitation center or public community center. This distance shall be measured in a straight line from the exterior walls of the building or portion thereof in which the business is conducted or proposed to be conducted to the property line of the protected use.
- f. Shall have operating hours not earlier than 8:00 a.m. and not later than 6:00 p.m. of the same day and only Monday through Saturday.
- g. Drive-through services are prohibited.
- h. Shall provide for proper disposal of marijuana remnants or by-products, and not to be placed within the facility's exterior refuse containers.

Microfilm service

Monument sales

Motor vehicle and motor equipment sales

Music and dance studios

Packing and crating

Parcel delivery services

Parking lots and storage garages for automobiles

Public and private utility service yards

Recording studios

Restaurants – including live entertainment and dancing

Schools, commercial or trade, not involving any danger of fire, explosion nor offensive noise, vibration, smoke, dust, odor, glare, heat or other objectionable influences

Secretarial services

Second hand stores and rummage shops

Sheet metal shops

Sign printing shops

Small animal boarding

Taxidermists

Tool and cutlery sharpening or grinding

Trailer, camper and mobile home sales

Travelers aid societies

Vehicle towing and storage – subject to the following conditions:

1. There shall be a business building of at least one-thousand (1,000) square feet on the site. Thus within C-3, a fenced storage yard alone is not allowed to be established,
2. For the opportunity to have a towing and storage yard, the proposed site for the business must be at least forty-thousand (40,000) square feet in area,
3. No more than one (1) acre of the total site of the business can be used for outdoor storage of vehicles, unless storage occurs inside a building,
4. Total number of vehicles stored outdoors at any one time shall not exceed thirty (30),
5. The storage area shall be fenced with site obstructing fences, in accord with Section 26.800 of the Zoning Ordinance,
6. No vehicle stored shall be observed above the fence line,
7. No parting out, crushing, wrecking, or similar activities concerning the stored vehicles are permitted. **NOTE: IF A TOWING AND STORAGE BUSINESS WISHES TO OPERATE OUTSIDE OF THE CONDITIONS ABOVE, THEY SHOULD BE LOCATED IN I-1 OR I-2 ZONING DISTRICTS AS APPROPRIATE.**

Warehousing of non-noxious products or materials

Wireless Communication Facilities located or co-located on an existing building or structure, if concealed or camouflaged. Maximum height of all facilities is fifty (50) feet. (See also

Subsection 26.1000: WIRELESS COMMUNICATION FACILITIES in Section 26.000: GENERAL DEVELOPMENT STANDARDS.)

Accessory uses to the above permitted uses. Uses not explicitly enumerated in this section as permitted uses but closely similar thereto, provided that these uses are not explicitly mentioned as permitted or conditional uses elsewhere in this ordinance.

**13.220 USES WHICH MAY BE PERMITTED BY CONDITIONAL USE PERMIT**

The following uses may be permitted subject to approval of a Conditional Use Permit as provided in Section 29.000: CONDITIONAL USE PERMITS:

Auction rooms

BMX racetrack

Car washes

Dog kennels

Instructional Schools or Trade Schools, not involving any danger of fire, explosion nor offensive noise, vibration, smoke, dust, odor, glare, heat or other objectionable influences (providing housing, dormitories or sleeping overnight)

Mechanical equipment, such as but not limited to vehicle hoists, used for vehicle repair and service that are located outside of an enclosed building.

Mini-storages

Off-premises signs (billboards) subject to bulk regulations within the Sign Code

One (1) detached caretaker, owner or manager's residence only. Residence may be site built or manufactured home. Recreational vehicles shall not be caretaker's residence. Any such residence will adhere to the bulk regulations of the C-3 Commercial District.

Pre-fabrication units – used for offices only

Recreational vehicle parks

Research, development and testing laboratory facilities

Schools, Private School, Charter School, or Community College (providing housing, dormitories or sleeping overnight)

Storage of gasoline and/or diesel fuel in an above-ground tank with a maximum 15,000 gallon capacity for use in vehicles associated with permitted activities on the premises. An approved structure must be provided that will contain on-site 100-percent of any fuel in the event of a tank leak or rupture.

Swap Meet, Indoor; Also, by Conditional Use Permit in I-1 (Light Industry).

1. Permanent restroom facilities shall be available on site prior to opening to the public.
2. All uses associated with the operation of a swap meet other than parking, including but not limited to concession stands shall take place indoors.
3. Parking shall be improved in the manner prescribed under Section 22.000 of this code that is with improved surfaces. The number of parking spaces shall be one (1) space for each vendor space and one (1) space for each one-hundred (100) feet of vendor area.

Swap Meet, Outdoor; Also, by Conditional Use Permit in I-1 (Light Industry).

1. This activity or any accessory use, including concession stands, shall take place no closer than two-hundred-fifty (250) lineal feet from a residentially zoned area.
2. Parking is permitted within the two-hundred-fifty (250) foot buffer and shall be improved in the manner prescribed under Section 22.000 of this code that is with improved surfaces.
3. The number of improved parking spaces shall be one (1) space for every three-hundred (300) square feet of lot area where the swap meet exists, plus one (1) parking space for each vendor space.
4. Site obstruction fences may be required based on the circumstances of the site, intensity of use and adjacent uses.
5. Permanent restroom facilities shall be provided on site prior to opening to the public.
6. Operation of swap meet shall be limited to the hours of 6:00 A.M. to 9:00 P.M. The site shall be cleared of all storage containers, merchandise and tables between the hours of 9:30 P.M. and 5:30 A.M.

7. No vendor storage will be allowed unless the swap meet site has specific permanent indoor storage facilities in place.

Tire retreading and recapping

Travel trailer park

Truck stops – for truck stop facilities (not withstanding all other conditions and standards set forth in this ordinance) performance standards for these facilities shall include:

1. The site for a truck stop must be a minimum of two (2) acres;
2. Any fuel dispenser, perimeter of underground storage tanks or pumps must be one-hundred (100) feet from any residence or residential district line and at least forty (40) feet from a right-of-way line;
3. A sight obstructing masonry fence of not less than six (6) feet in height or more than eight (8) feet in height shall be erected between the perimeter of the truck stop and any residential district or use;
4. All truck washing shall be under a canopied bay;
5. Truck engine repair shall be under a roofed structure.

Wireless Communication Facilities located or co-located on an existing building or structure, if concealed or camouflaged. Maximum height of all facilities is two-hundred-fifty (250) feet. (See also Subsection 26.1000: WIRELESS COMMUNICATION FACILITIES in Section 26.000: GENERAL DEVELOPMENT STANDARDS.)

Uses not explicitly enumerated in this section as permitted uses but closely similar thereto, provided that these uses are not explicitly mentioned as permitted or conditional uses elsewhere in this ordinance.

## **13.300 GENERAL**

### **13.310 LOT AREA**

All lots hereafter created in this district shall contain a minimum of seventy-five-hundred (7,500) square feet. The specified lot area size is not intended to prohibit two (2) or more separate uses on a lot where the lot is in undivided ownership.

### **13.320 LOT WIDTH**

Not less than seventy-five (75) feet

### **13.330 YARDS**

Yard abutting street: no minimum

Side yard and rear yard: There shall be no requirements, except where a side or rear lot line coincides with a lot line in an adjacent residential district. Such yard shall not be less than ten (10) feet in depth and such yard may be used for parking.

### **13.340 BUILDING HEIGHT**

Not to exceed fifty (50) feet

### **13.350 DISTANCE BETWEEN BUILDINGS**

Buildings not actually adjoining shall be provided with a minimum six (6) foot separation.

### **13.360 OFF-STREET PARKING AND OFF-STREET LOADING**

See Section 22.000: OFF-STREET PARKING AND LOADING REQUIREMENTS

### **13.370 CONDUCT OF USES**

All business, service, storage, and merchandise display shall be conducted wholly within an enclosed building or an opaque enclosure, including porches, except for off-street automobile parking, off street loading, and the usual pumping operations of gasoline sales and permitted open sales or storage lots. Vehicle repair and service work may be performed outside of an enclosed building. Any vehicle that does not have the repair completed by the end of the business day must be placed in an enclosed building or behind a screen enclosure that meets the standards of Section 26.800 STORAGE FACILITIES, subsection 26.810 ALL COMMERCIAL AND INDUSTRIAL USES HAVING PERMITTED OUTSIDE STORAGE OR DISPLAY OF MERCHANDISE, MATERIAL, OR EQUIPMENT. Mechanical equipment erected or constructed outside an enclosed building necessary to repair or service vehicles may be permitted by conditional use permit.

When a lot is used for commercial purposes and abuts a lot within any developed residential district, a masonry wall of not less than six (6) feet or more than eight (8) feet in height shall be erected and maintained along the abutting side and/or rear yard line prior to occupancy of the building.

Said wall shall be reduced to thirty-six (36) inches in height within a required front yard of the adjacent residential property. In the case where the developed commercial lot abuts an undeveloped residential district, which has been identified as having commercial potential by an approved land use plan, the masonry wall requirement may be deferred until such time as the abutting lot is developed in a residential manner. At this point in time, the owner of the abutting commercial property shall have six (6) months, from the date of Certificate of Occupancy for the residence is issued, to construct the required masonry wall. If there is a dedicated alley or public roadway separating the commercial property from the residential property, the alley or public roadway shall serve as the buffer and the masonry wall shall not be required unless so specified by ordinance relating to the rezoning of the subject property.

Revised 2/05/03 per Ord. No. 1362  
Revised 4/07/03 per Ord. No. 1370  
Revised 5/04/09 per Ord. No. 1652  
Revised 6/04/10 per Ord. No. 1675  
Revised 4/05/11 per Ord. No. 1700-B



**SECTION 2.000**  
**SUBDIVISION APPLICATION PROCEDURE**  
**AND APPROVAL PROCESS**

**2.1 GENERAL PROCEDURE**

Whenever any subdivision of land is proposed, before any contract is made for the sale of any part thereof, and before any permit for the erection of a structure in such proposed subdivision is granted, the subdividing owner, or his authorized agent, shall apply for and secure approval of such proposed subdivision in accordance with the following procedure.

**2.2 PRELIMINARY PLAT**

(1) Application Procedure

- a. Before preparing the preliminary plat for a subdivision, the applicant should discuss with the Development Services Director, the procedure for processing a subdivision plat and the requirements as to general layout of streets and for reservations of land, street improvements, drainage, sewerage, fire protection, zoning and similar matters, as well as the availability of existing services. The Development Services Director shall also advise the applicant, where appropriate, to discuss the proposed subdivision with those officials who must eventually approve these aspects of the subdivision plat coming within their jurisdiction. The Development Services Director shall assign a tract number to the proposed subdivision if it is evident that action will be taken to pursue the development.
- b. The subdivider or his representative shall submit fifteen (15) copies of the preliminary plat to the Development Services Director.
- c. The subdivider or his agent shall submit the required application fee.

(2) Data Requirements

- a. The preliminary plat shall meet the minimum standards for design and the requirements as set forth by these regulations.
- b. The preliminary plat shall be clearly and legibly drawn to a scale of 1" = 200', or 1" = 100', or 1" = 50'. A scale of 1" = 100' is preferred. Whenever possible, scales should be adjusted to produce an overall drawing not exceeding 24" x 36" in size, providing sufficient detail can still be shown.

(3) Map Contents

- a. The proposed name and assigned tract number, north point, scale and date of preparation.
- b. The names and addresses of the subdividers, owner, planner, surveyor and/or engineer associated with the project.
- c. A sufficient description to locate the proposed subdivision, including the township, range, and section.

- d. The location, names, width, and purpose of all existing or proposed highways, streets, rights-of-way, utilities, lots, blocks, easements, or drainage channels within the proposed subdivision or contiguous to it.
- e. The approximate boundaries, if any, of all areas subject to special flood hazards, as indicated on the Flood Insurance Maps. Arrows should indicate general flow in all water courses and streets.
- f. The following contour intervals, as established by field or aerial survey methods, under the direction of a qualified registrant shall be required sufficient to indicate drainage for all lots and streets:

Gradual Slopes	0 to 2% - 2 foot intervals
Medium Slopes	2 to 15% - 5 foot intervals
Steep Slopes	above 15% - 10 foot intervals

Topography shall be based on the City of Kingman datum. At least one permanent bench mark shall be established for each 160 acres of subdivision or fractional part thereof and a description and location of same shall be included as a part of the preliminary plat. Regular U.S.G.S. topographic maps, enlargements or similarities of same will not be acceptable as a source of topography.

- g. The approximate lot boundaries (location and dimensions) and the proposed lot number shall be identified.
  - h. The acreage of proposed subdivision, number of lots proposed, approximate area of the lots, minimum lot size, and density (lots per acre).
  - i. A small scale location or vicinity map showing the relative location of the subdivision with respect to township, range, section, existing roads, existing or proposed access to the tract, the nature and status of such access roads, and the ownership of lands traversed by the access roads.
  - j. The date, name, seal, and registration number of the engineer responsible for the preparation of the subdivision.
- (4) Additional Requirements and Accompanying Statements. The following information shall be included as a part of the preliminary plat, or accompanying statement:
- a. The existing uses of the land and existing zoning classification.
  - b. The proposed use of each lot or parcel and the proposed zoning classification.
  - c. An application for proposed rezoning where applicable.
  - d. A statement regarding the availability, location, and type of water system for domestic use and fire protection.
  - e. A statement as to the type of facilities or method of sewage disposal proposed.
  - f. A statement regarding availability of utilities and the direction and distance to the nearest such useable utility as required by these regulations.
  - g. In addition to statements about water and sewer locations, general preliminary water and sewer layouts should be shown on a map submittal. For sewers, this will include location and minimum size of proposed lines; and location and depths of existing manholes and cleanouts. For proposed and existing water installations, this should include a map showing locations for lines, fire hydrants, valves, meter vaults, etc., along with minimum proposed line sizes. Detailed and specific construction improvement plans may be submitted at the Final Plat Stage.

- h. A list of proposed street names.
- i. A general summary description of any protective covenants or private restrictions to be incorporated in the final plat.

**(5) Preliminary Drainage Report**

A preliminary drainage report, prepared by an engineer registered to practice in the State of Arizona, covering the details of flood conditions and the specific effects of floods on the area being subdivided, shall be submitted with from upstream flows on the project, and impacts of the project on downstream properties and shall be prepared as required by the Kingman Area Drainage Design and Administrative Manual.

The Preliminary Drainage Report shall be typed and five (5) copies shall be submitted.

**(6) Staff Review of the Preliminary Plat**

- a. The Development Services Director shall forward a copy of the preliminary plat to the following agencies for evaluation and recommendations: Engineering Department, Health Department, Fire Department, Public Works Department, utility companies, and other agencies who may be concerned. Interested agencies shall have twenty (20) working days from the date the preliminary and "all" supportive information is received by the Development Services Director, to complete their review. Agencies shall submit their evaluation report to the Development Services Director. No reply by an agency within the time limit specified shall be deemed as having no objection.
- b. When all replies have been received, or the specified date of reply reached, the Development Services Director shall prepare a correlated report, including replies or comments from the reviewing agencies, and forward a copy to the reviewing agencies, and forward a copy to the subdivider's and/or agent's engineer. If the preliminary plat is in conformance with these regulations, the Development Services Director shall schedule the review of the preliminary plat by the Planning and Zoning Commission at their next regularly scheduled public meeting.

**(7) Planning and Zoning Commission Review of the Preliminary Plat**

- a. The subdividers or their representatives shall be notified by mail fifteen (15) days prior to a meeting of the time and place set for review of the preliminary plat.
- b. The Planning and Zoning Commission shall, upon said review or such further meeting to which said matter may be continued, hear or consider all evidence relating to said preliminary plat.
- c. If satisfied that all objectives of these regulations have been met, the Planning and Zoning Commission may recommend approval, conditional approval, or denial of the preliminary plat and by the conclusion of their next regularly scheduled meeting shall make their recommendation to the Common Council.
- d. If the Commission finds that the preliminary plat requires a major revision, the preliminary plat may be held over until the next regularly schedule Planning and Zoning Commission meeting.

- e. The recommendations of the Planning and Zoning Commission on said preliminary plat shall be written.
- f. If the Planning and Zoning Commission does not make a recommendation to the Common Council by the conclusion of the next regularly scheduled meeting held after the public hearing, the preliminary plat shall be submitted to the Common Council without a recommendation.
- g. A subdivider may withdraw the preliminary plat or request postponement at any time, through a written signed statement, submitted to the Development Services Director. Any withdrawal shall mean that the property owner(s) must resubmit a new preliminary plat application.

(8) Common Council Review of the Preliminary plat

- a. On receipt of the recommendation from the Planning and Zoning Commission, the Common Council shall, at their next regularly scheduled meeting, approve, conditionally approve, or deny the preliminary plat. If a preliminary plat is denied by the Common Council, the new filing of another preliminary plat for the same tract, or any part thereof, shall follow the aforementioned procedures and shall be subject to the required fee. The Common Council shall forward within fifteen (15) days, in writing, a statement to the subdivider stating the reason the preliminary plat was denied.
- b. Preliminary plat approval is based upon the following terms and conditions:
  - (i) The basic conditions under which the preliminary plat is approved shall not be changed prior to expiration date.
  - (ii) Approval of the preliminary plat is valid for a period of twenty-four (24) months from the date of Council action.
  - (iii) Preliminary plat approval may, upon written application to the Development Services Department by the subdivider, be considered for an extension of time. The Common Council may extend the original preliminary plat approval two-years if there is no change in conditions within or adjoining the preliminary plat that would warrant a revision in the design of the original preliminary plat. If there have been major changes in the area affecting the preliminary plat or changes in development standards, the Common Council may extend the preliminary plat validity for an additional 95-days to allow the subdivider to redesign the preliminary plat to include the necessary modifications and resubmit the modified preliminary plat for review by the Planning and Zoning Commission and subsequently by the City Council. The City Council may then determine whether to approve the modified preliminary plat or not extend the approval of the preliminary plat. The City Council may grant a greater than a 95-day modification period at its discretion.
  - (iv) If the subdivider does not process the final plat or phase thereof within the twenty-four (24) month time frame, or ask for and received an extension of time, then all proceedings relating to the preliminary plat shall be terminated.
- c. The Common Council approval of the preliminary plat shall specify that required improvements shall be completed to minimum City Standards prior to recording of the final plat; or an agreement in writing shall be arrived at prior to said recordation assuring construction of all required improvements, utilizing one or more of the methods described in Section 3.000 of these regulations and acceptance of said improvements into the City maintenance system upon completion to City standards and the approved improvement plans.
- d. If any other improvements are required, at this time by the Common Council, they shall be so specified.

A non-residential subdivision shall also be subject to all the requirements of site plan approval and development standards set forth in the City of Kingman Zoning Ordinance. Site plan approval and non-residential subdivision plat approval may proceed simultaneously at the discretion of the Planning and Zoning Commission. A non-residential subdivision shall be subject to all the requirements of these regulations, as well as such additional standards required by the City Council, and shall conform to the proposed land use and standards established in the City of Kingman Master Plan, Official Map, Zoning Ordinance and Standard Specifications for Public Works Improvements.

(2) Standards

In addition to the principles and standards in these regulations, which are appropriate to the planning of all subdivisions, the applicant shall demonstrate to the satisfaction of the commission that the street, parcel and block pattern proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity.

#### **4.15 SUBDIVISIONS OF AIRSPACE (CONDOMINIUMS)**

(1) General

A subdivision of airspace shall be subject to all the requirements of site plan approval and development standards set forth in the City of Kingman Zoning Ordinance. A subdivision of airspace shall be subject to all applicable requirements of these regulations, as well as such additional standards required by the City Council, and shall conform to the proposed land use, density, and standards established in the City of Kingman Master Plan, Official Map, Zoning Ordinance and Standard Specifications for Public Works Improvements.

(2) Standards

In addition to the principles and standards in these regulations, which are appropriate to the planning of all subdivisions, the applicant shall demonstrate to the satisfaction of the Commission that the density, internal street system, common area, and recreational amenities are specifically adapted to the development anticipated and take into account other uses in the vicinity. The following principles, standards and information shall be incorporated into the preliminary plan.

a. Detailed Site Plan

The preliminary plan shall include the following information:

- (i) Location of the proposed building site(s), indicating relationship to adjoining areas, existing structures and proposed uses.
- (ii) Drainage control and systems of drainage.
- (iii) Outline of motor vehicle parking.
- (iv) General traffic circulation features, public and private streets, width of right-of-way and roadways; location of vehicular access points thereto.
- (v) Pedestrian circulation features, walks and paved areas.
- (vi) Swimming pools and other recreational facilities.
- (vii) Landscaping features.
- (viii) Internal street, pedestrian and security lighting.

**b. Building Plans**

At the time the preliminary plat is submitted, three (3) prints of the building plan shall be submitted showing the following:

- (i) Typical floor plans of the buildings indicating horizontal dimension and the floor area.
- (ii) General floor and roof elevations of the buildings, indicating height and number of stories.

**NOTE:** The detailed building plans, submitted at the time a building permit is applied for, shall be prepared and stamped by an architect registered to practice in the State of Arizona.

**c. Utilities**

- (i) Available and necessary utilities with connections to each dwelling unit within the subdivision shall be constructed, including electricity, water and sewerage.
- (ii) Where available, natural gas, telephone and cable television should be installed.
- (iii) All service utility lines shall be placed underground. The owner or developer shall be responsible for complying with this requirement and shall make necessary arrangements with the serving agencies for the installation of such facilities.
- (iv) For the purpose of this section, appurtenances and associated equipment such as, but not limited to, surface mounted transformers, concealed ducts, and pedestal mounted terminal boxes and meter cabinets may be placed above ground.
- (v) Fire Protection. Fire hydrants conforming to these regulations and/or the City of Kingman Fire Marshal's recommendation. Additional fire protection measures may be required by the Fire Marshal.

**d. Accessways, Driveways, and Parking Areas**

All accessways, driveways, and parking areas shall be paved to City Standards as outlined in the City of Kingman Standard Specifications for Public Works Improvements, Article XV of the Kingman Code of Ordinances.

**(3) Property Owners' Association**

A property owners' association that is compulsory and non-revocable shall be established by recordation of the following, at the same time the final plat is recorded.

- a. Articles of Incorporation of the Association.
- b. Declaration of covenants, conditions and restrictions.
- c. Bylaws of the Association, to include provisions for maintenance of common open space.
- d. Included in the recorded documents specified above, shall be provisions for at least, but not limited to, the following:
  - (i) The association shall be responsible for the maintenance of all facilities in private vehicular access ways whenever the facilities are not maintained by a public utility agency.
  - (ii) A statement that in the case of a public nuisance or emergency any emergency vehicle or personnel may enter the property to abate the nuisance or respond to the emergency.

- (iii) A provision that an individual owner cannot avoid liability for his prorated share of the expenses for the common area by renouncing his rights in the common area except as provided by law.
- (iv) The City shall have the power to enforce the maintenance provisions of the property owners' association if the property owners' association failed to do so, and shall have the right to recover all costs incurred by the City in a shared, prorate basis by all parcels, collected as assessment along with the City/County property taxes.

**(4) Horizontal Property Regimes**

At the time the final plat is filed with the City for review, the applicant shall also submit the Horizontal Property Regime to be recorded along with the final plat, as required by law.

**(5) Management by Council of Co-owners: Rules and Regulations**

- a. The Council of Co-owners shall be required to make provisions for maintenance of common elements, limited common elements where applicable, assessment of expenses, payment of losses, division of profits, disposition of hazard insurance proceeds, and similar matters, and shall be required to adopt bylaws, rules and regulations.
- b. The bylaws, rules and regulations, as amended, shall be reduced to writing and be available to every owner of any interest in the horizontal property regime.

**(6) Conversion to Subdivision of Airspace**

In addition to any other applicable requirements, conversion projects shall comply with the following:

- a. All existing units proposed for conversion to subdivisions of airspace shall be subject to a pre-conversion inspection. These inspections shall be performed by the City staff for compliance with all current codes and ordinances. The developer shall agree to provide access to all buildings.
- b. Following the inspection, the City staff shall forward written findings of fact to the developer and the Planning and Zoning Commission.
- c. The Planning and Zoning Commission shall consider the aforementioned findings of fact in conjunction with the preliminary plan. Corrections of deficiencies may be required by the City Council prior to approval of the final plat.
- d. All existing developments proposed for conversion to subdivisions of air space shall meet all requirements and standards as set forth in these regulations.

**(7) Improvements to be Covered by Assurance**

All off-site improvements shall be covered by the Assurance for Completion and Maintenance of Improvements, as outlined by Section 3.000 of these regulations. The off-site improvements shall include streets (public and/or private), water, sewerage, curb, gutters, sidewalks, parking areas, and lighting. Additional amenities, such as swimming pools, tennis courts, recreation buildings, etc., are not required to be covered by the off-site improvements assurance for the City; however, if included in the plans, these amenities shall be included on the State Subdivision Questionnaire.

MAR 16 2015



RCY'D  
TIME

*[Handwritten signature]*

**CITY OF KINGMAN**  
**PRELIMINARY SUBDIVISION PLAT APPLICATION FORM**  
**CASE # SB- 15 - 001**

APPLICATION FEE \$500 PLUS \$10.00 PER LOT, TRACT OR PARCEL

STAFF USE ONLY: FEE PAID? YES  NO  PAYMENT DATE 3/16/15

Application Date: 03-10-2015

Proposed Subdivision Name and Tract Number: Airway Plaza Tract 1984

Description of Location and/or Legal Description: Portion of Section 07, T 21N, R16W  
Kingman, Mohave County, AZ

Mohave County Tax Parcel Number(s): 320-10-068 and 320-10-070      Size of Parcel(s): 3.90 Acres

PROPERTY OWNER'S NAME: OWNER(S) MUST SIGN APPLICATION. ATTACH ADDITIONAL SIGNATURE PAGES FOR EACH OWNER (IF ANY) AND DATES OF SIGNATURE(S).

Airway Plaza Association LLC

Mailing Address: 4653 Carmel Mountain Road, Suite 308-321

City/State/Zip: San Deigo, California 92130

Phone Number: 928-6990162      E-mail: wlnugent48@yahoo.com

I (WE) THE UNDERSIGNED PROPERTY OWNER(S) REQUEST THE APPROVAL OF THE ABOVE DESCRIBED PRELIMINARY SUBDIVISION PLAT.

Signature: \_\_\_\_\_ Date: 03-10-2015

OWNER'S AGENT OR REPRESENTATIVE:

Mohave Engineering Associates, Inc

Mailing Address: PO Box 6547

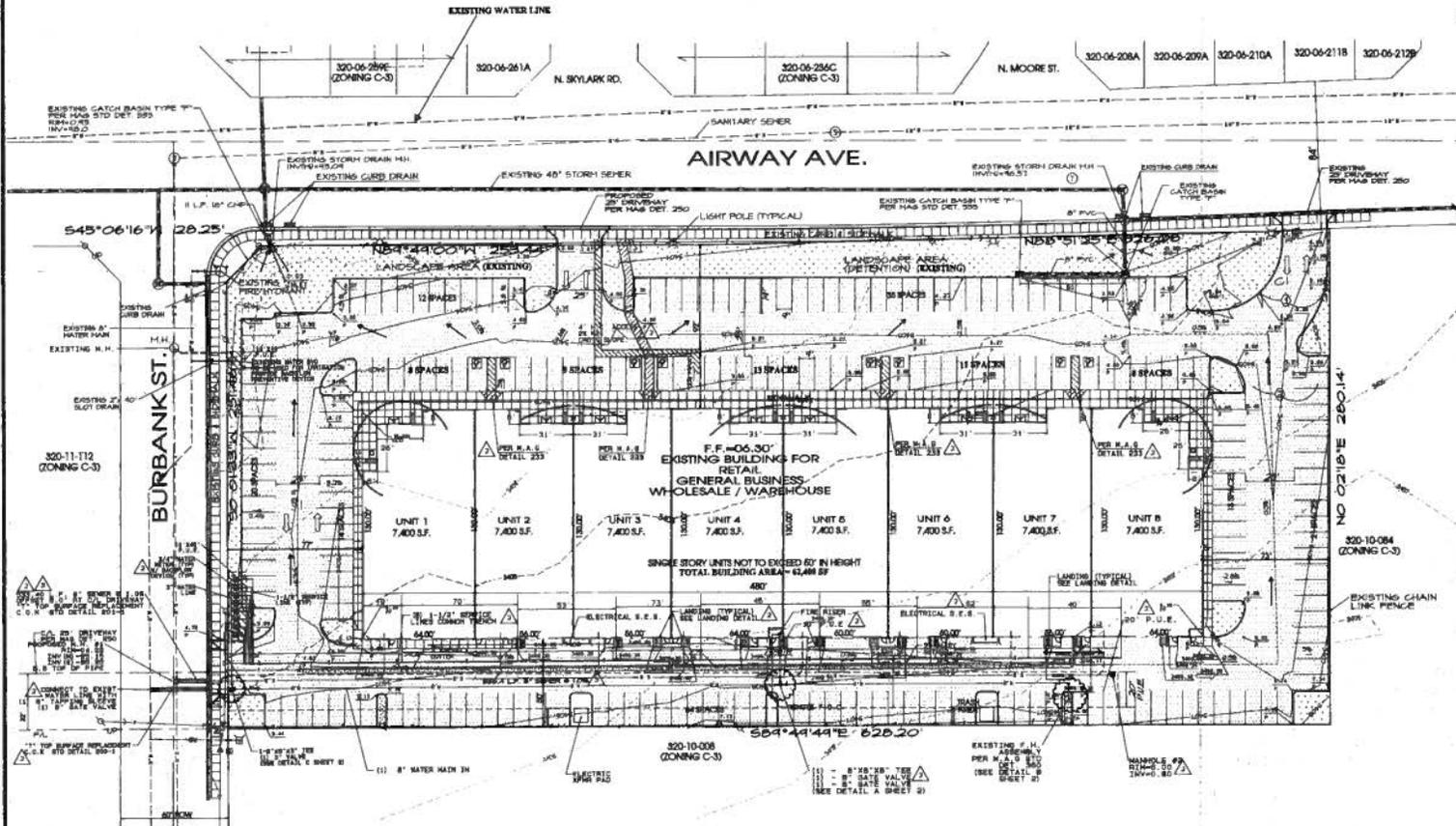
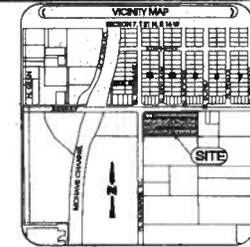
City/State/Zip: Kingman, AZ 86402

Phone Number: 928-7532627      E-mail: ju@meaiaz.com

Signature: *[Handwritten signature]* Date: 03-10-2015

ITEMS FROM THE "PRELIMINARY SUBDIVISION PLAT APPLICATION CHECKLIST" SHALL BE SUBMITTED WITH THIS PRELIMINARY SUBDIVISION PLAT APPLICATION FORM.

**PRELIMINARY PLAN**  
for  
**AIRWAY PLAZA TRACT 1984**  
N1/2 NW1/4 of GOVERNMENT LOT 2  
SECTION 7, T21N, R16W, of the G&SRM,  
KINGMAN, ARIZONA



**SHEET INDEX**  
1. DETAILS AND SITE INFORMATION

**LEGEND**

- ⊙ CONSTRUCTION KEY NOTE
- ⊕ SITE VALVE
- EXISTING NATURAL BOUNDARY
- PROPOSED FINISHED PAVEMENT ELEVATION
- EXISTING SIDEWALK ELEVATION
- EXISTING CURB CONTOUR
- PAVING (EXISTING)
- CONCRETE (EXISTING)

**DEVELOPER**

MELISSA HUBERT  
2800 S. PLATON BL.  
SOUTHFIELD, MI 48034  
TEL: 313.287.7400 FAX: 313.287.7400

**LEGAL DESCRIPTION**

N1/2 NW1/4 of GOVERNMENT LOT 2,  
SECTION 7, T21N, R16W, of the G&SRM,  
KINGMAN, ARIZONA

**ENGINEER**

MOHAVE ENGINEERING ASSOCIATES, INC.  
200 S. GORDON DRIVE SUITE 100  
KINGMAN, AZ 86401  
TEL: 928.848.7400 FAX: 928.848.7400

**TOPOGRAPHY**

CITY OF KINGMAN AERIAL TOPOGRAPHY - DEC 2000  
ENLARGED BY MOHAVE ENGINEERING, DEC 2005

**BENCH MARK**

CITY OF KINGMAN 86-80-84  
CORNER BENCH MARK TOP OF CURB  
ADJUSTED TO THE NORTH CORNER FOR  
THE CENTER OF THE FIRST BLOCK OF  
STOCKTON HILL ROAD.  
S.I.V. = 8448.80

**SITE PLAN NOTES**

PLANS REFER TO ARCHITECTURAL  
PLANS FOR BUILDING, LANDSCAPE,  
PAVING, AND LIGHTING DETAILS.

CALL FOR RECORDS  
DATE APPROX 10/01/05  
602-265-1100  
1-800-874-8111  
MOHAVE ENGINEERING ASSOCIATES, INC.

NO.	DATE	BY	REVISION
02-10-06	02-10-06	ARROYO PLAZA ASSOCIATES, LLC	PRELIMINARY PLAN
02-10-07	02-10-07	ARROYO PLAZA ASSOCIATES, LLC	0400 N BURBANK STREET

PLAN SEAL DATE	REVISION
09-12-2015	2nd SUBMITTAL OF PP TO C.O.R.

EXISTING ZONING AND LAND USE
C-3 COMMERCIAL SERVICE BUSINESS

EXISTING ZONING AND LAND USE
320-10-066
320-10-070

NO.	DATE	BY	REVISION
02-10-06	02-10-06	ARROYO PLAZA ASSOCIATES, LLC	PRELIMINARY PLAN
02-10-07	02-10-07	ARROYO PLAZA ASSOCIATES, LLC	0400 N BURBANK STREET

400 E. SCALE STREET  
KINGMAN, ARIZONA 86401  
TEL: 928.848.7400  
FAX: 928.848.7400  
**MOHAVE ENGINEERING ASSOCIATES, INC.**

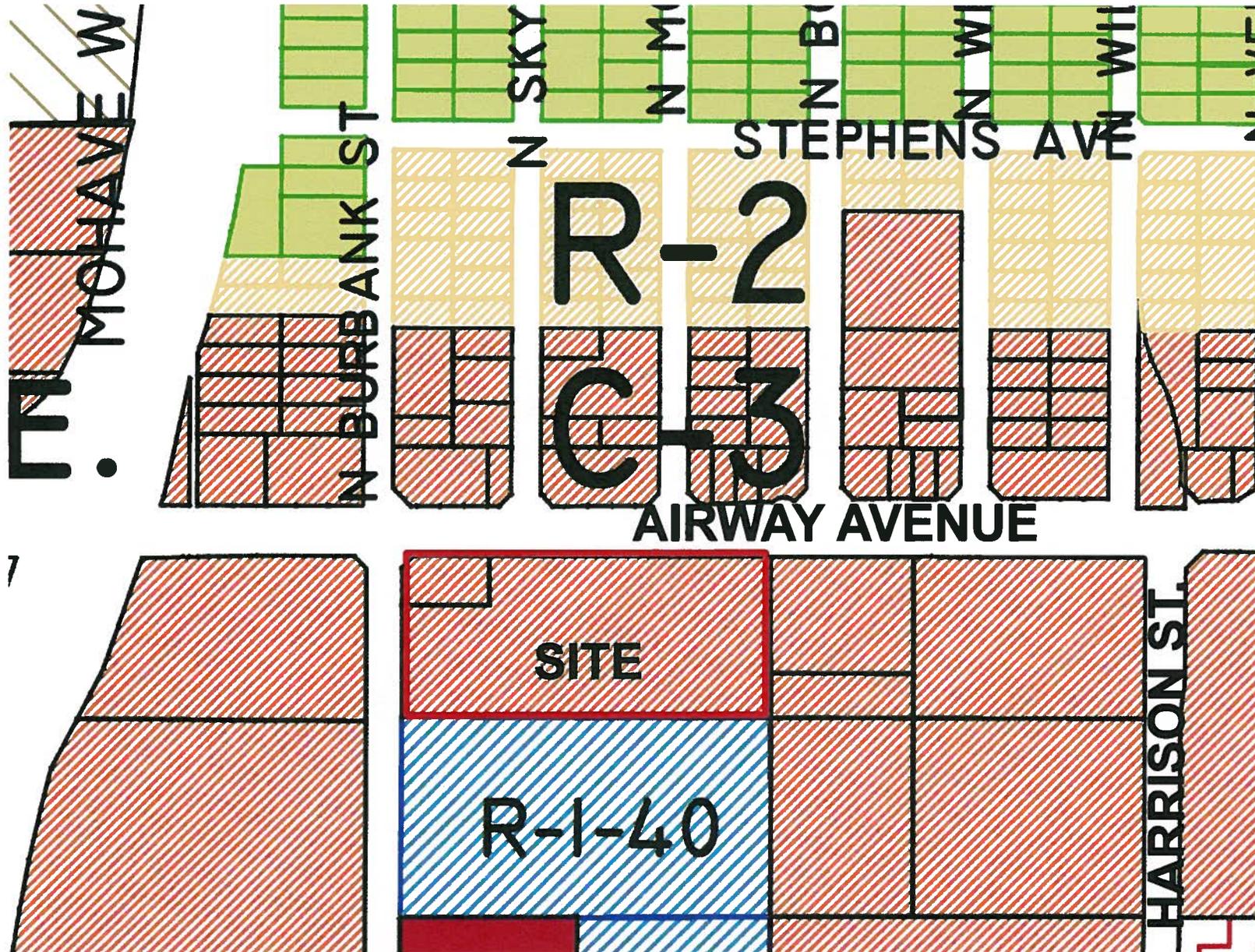
**PRELIMINARY PLAN**  
**AIRWAY PLAZA TRACT 1984**  
N1/2 NW1/4 of GOVERNMENT LOT 2,  
SECTION 7, T21N, R16W, of the G&SRM,  
KINGMAN, ARIZONA



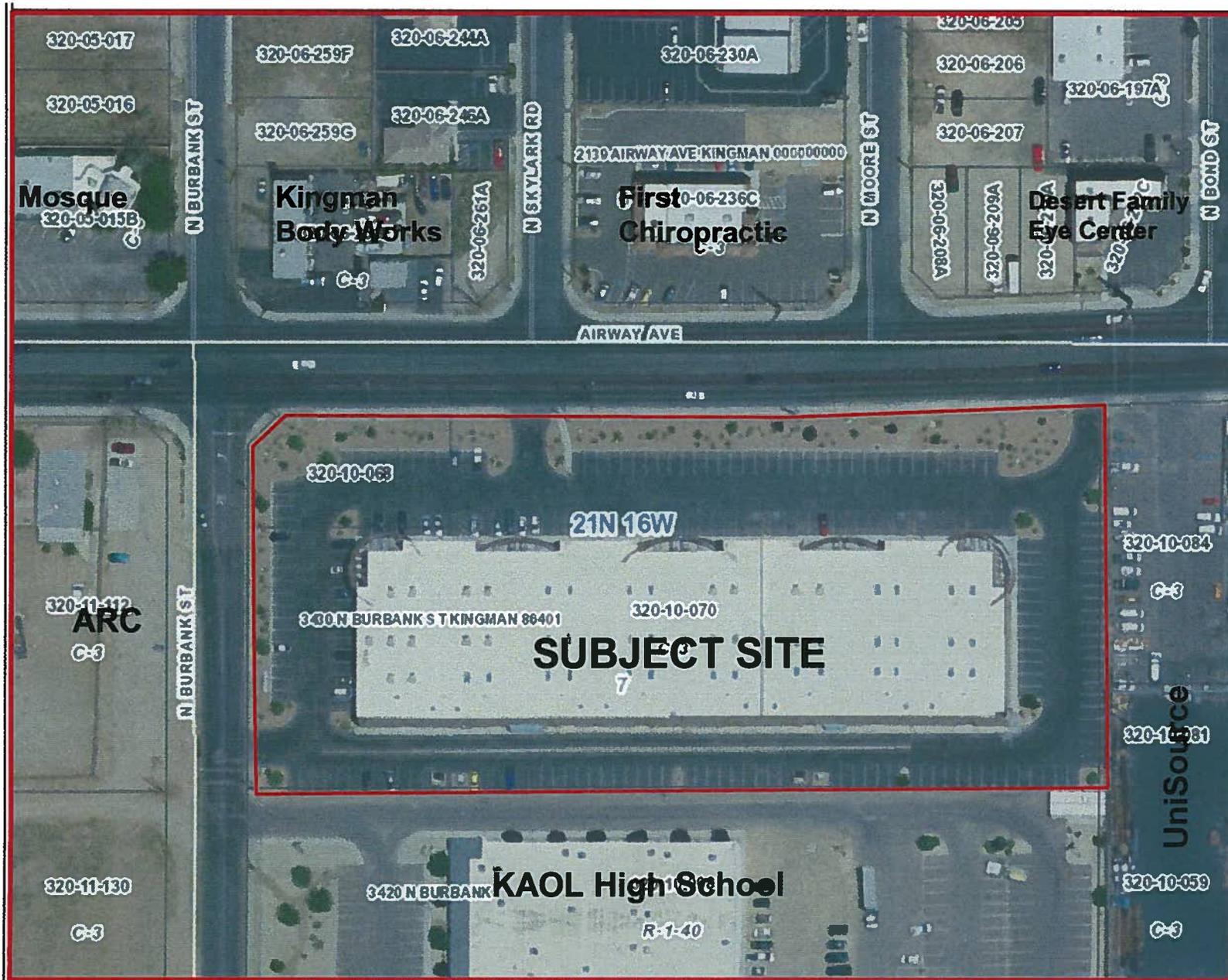
NO.	DATE	BY	REVISION
03-04-00	3/12/2015	P. Prof/ESL	
03-04-01	3/12/2015	P. Prof/ESL	
03-04-02	3/12/2015	P. Prof/ESL	
03-04-03	3/12/2015	P. Prof/ESL	



# AREA ZONING MAP



# AERIAL MAP



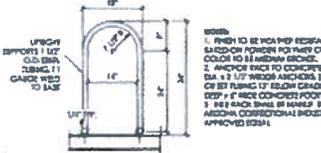
# SITE PLAN

**RESERVED PARKING**

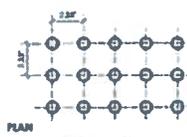


FOR VEHICLES SHOWING DISABLED INDIVIDUAL OR LICENSE PLATE ONLY  
SEE 107 SIGN

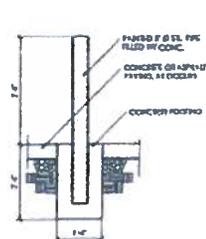
**107 ACCESSIBLE PARKING SPACE SIGN**



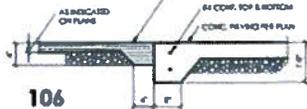
**108 SIGN BACK PLAN VIEW**



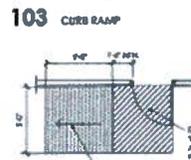
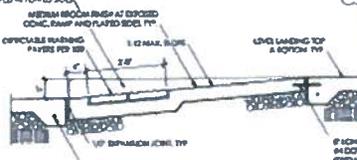
**109 DETACHABLE WARNING**



**110 SIGN BOLLARD SECTION**



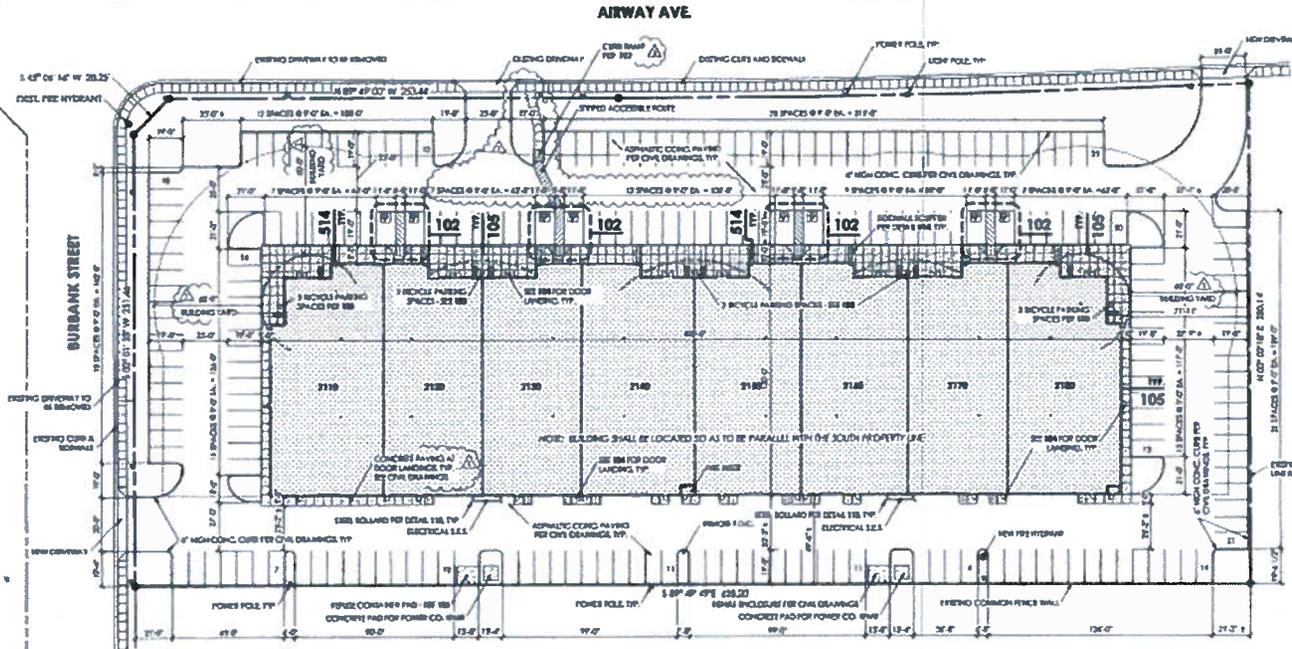
**106 TYPICAL SIDEWALK TURN DOWN**



**103 CURB RAMP**



**104 LANDINGS AT EXTERIOR DOORS, TYPICAL**



**101 SITE PLAN** SCALE: 1" = 20'-0"

**SITE PLAN NOTES**

1. GRADING OF SITE AND DRAINAGE PLAN, WHICH IS REQUIRED FOR APPROVAL BY THE CITY, SHALL BE ACCOMPANIED BY A GEOTECHNICAL INVESTIGATION REPORT BY A REGISTERED PROFESSIONAL ENGINEER, DATED MARCH 28, 2004.
2. ALL SIDEWALKS AND DRIVEWAYS OF FINISH SHOWN ON THE SITE PLAN ARE PART OF THE EXTERIOR ACCESSIBLE ROUTE. SECTORS AT ACCESSIBLE ROUTES SHALL NOT EXCEED 30" IN THE SPACING OF SIDEWALK JOINTS. JOINTS SHOULD BE SLOPED PERPENDICULAR TO SIDEWALK TRAVEL. DRIVEWAY JOINTS SHALL HAVE A SLOPE NOT GREATER THAN 1:7.
3. COORDINATE SITE PLAN, GRADING & DRAINAGE PLAN, AND LANDSCAPE PLAN. VERIFY LOCATION OF ANY GEOTECHNICAL OR CONDUIT DURING BIDDING OF THE PROJECT.
4. SEE ELECTRICAL FLOOR PLAN FOR ALL SITE LIGHTING. COORDINATE LOCATION OF BUILDING LIGHTS RELATED WITH BUILDING EXTERIOR.
5. ALL JOINTED CONCRETE JOINTS SHALL BE PROVIDED AS SHOWN FOR SIDEWALKS. WALLS SHALL BE FINISHED WITH ONE (1) COURSE OF 1/2" DIA. REBAR. JOINTS SHALL BE FINISHED WITH ONE (1) COURSE OF 1/2" DIA. REBAR. JOINTS SHALL BE FINISHED WITH ONE (1) COURSE OF 1/2" DIA. REBAR. JOINTS SHALL BE FINISHED WITH ONE (1) COURSE OF 1/2" DIA. REBAR.
6. SEE FRESH PAINT SCHEDULE, SHEET 3 FOR PAINTING OF EXTERIOR WALLS.

**Architectural Association**

1000 N. CENTRAL AVENUE, SUITE 1000, PHOENIX, AZ 85004

1000 N. CENTRAL AVENUE, SUITE 1000, PHOENIX, AZ 85004

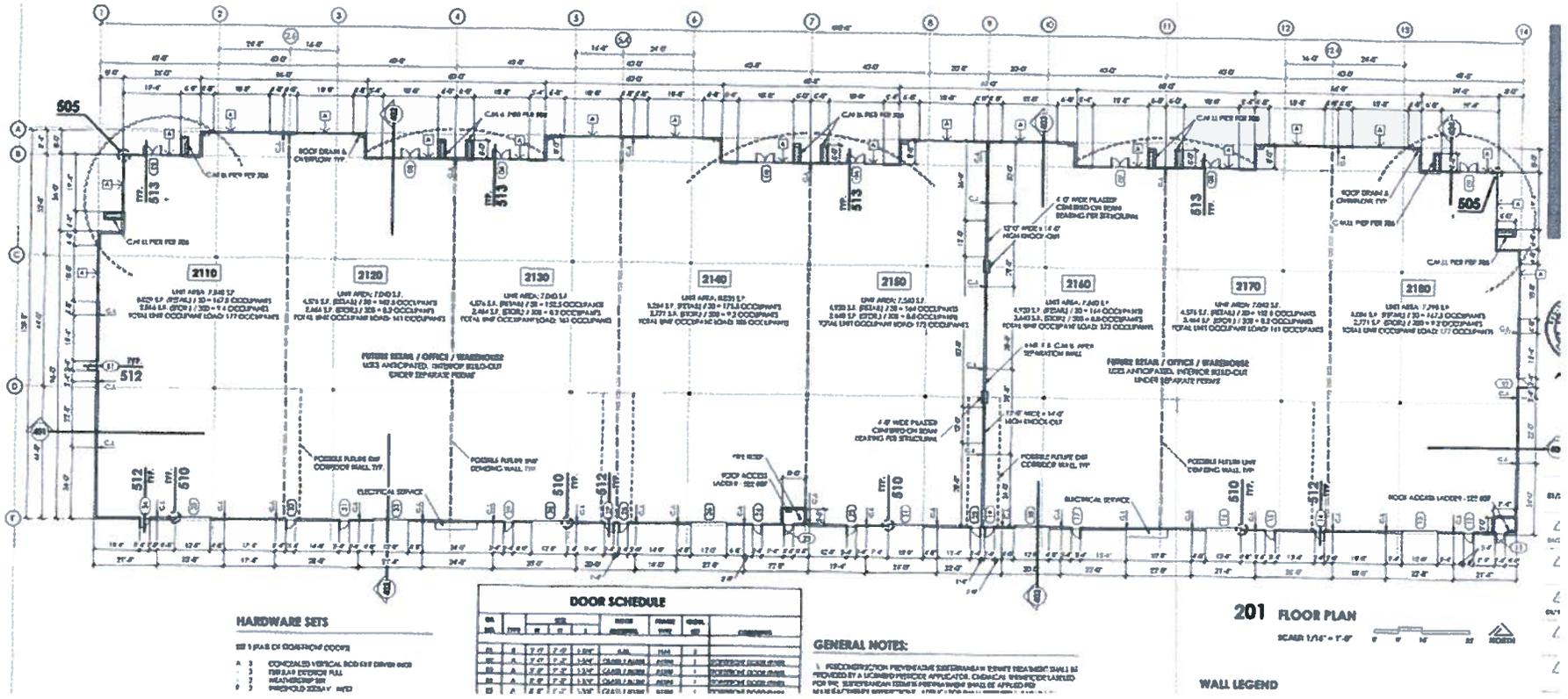
- REVISIONS: SEE REVISED DATE
- DATE: CITY COMMENTS
- DATE: CITY COMMENTS
- DATE: CITY COMMENTS
- DATE: CITY COMMENTS

**AIRWAY PLAZA TRACT 1984**

AT 2110 - 2180 AIRWAY AVENUE KINGMAN, AZ.

BY WILLIAM L. HUGGERT

# FLOOR PLAN



### HARDWARE SETS

SEE 1 PLAN OF CONSTRUCTION (OCCUP)

- 1 CONCEALED VERTICAL ROD END DRIVER SET
- 2 TIE-BAR EXTERIOR RAIL
- 3 HEATSET/SPRINT
- 4 PREHOLD ZENITH HVT

### DOOR SCHEDULE

NO.	TYPE	SIZE	SWING	FRAME	GLASS	FINISH	REMARKS
510	A	7'-0" x 7'-0"	L	CHAMFER	1/2"	SS	STAIRS
511	A	7'-0" x 7'-0"	L	CHAMFER	1/2"	SS	STAIRS
512	A	7'-0" x 7'-0"	L	CHAMFER	1/2"	SS	STAIRS
513	A	7'-0" x 7'-0"	L	CHAMFER	1/2"	SS	STAIRS

### GENERAL NOTES:

1. FLOOR CONSTRUCTION PREVENTATIVE SYSTEMS WITH TREATMENT SHALL BE PROVIDED BY A LICENSED PESTICIDE APPLICATOR. CHEMICALS SHOWN/RECORDED FOR THE SYSTEMS SHALL BE APPLIED AS APPLICABLE.

### 201 FLOOR PLAN

SCALE: 1/4" = 1'-0"

### WALL LEGEND





# City of Kingman

DEVELOPMENT SERVICES---BUILDING DEPARTMENT  
310 NORTH FOURTH STREET • KINGMAN • ARIZONA • 86401

Rich,

Good morning.

March 18, 2015

**Re: Airway Plaza Commercial Subdivision**  
**Project No: SB15-001**

## GENERAL COMMENTS:

1. This Building was originally constructed under COK Building Permit BLD05-0270. PDF plans are available at <K:\Building\Historic Permits Plan File\2005 Building Grading Sign Plans\BLD05-0270 Airway Plaza Shell 2110-2180 Airway\Plans> which specify the following original design criteria:

### CODE SUMMARY

GOVERNING CODES: 1997 UNIFORM BUILDING CODE (UBC)  
1997 UNIFORM MECHANICAL CODE (UMC)  
1994 UNIFORM PLUMBING CODE (UPC)  
1997 UNIFORM FIRE CODE (UFC)  
1996 NATIONAL ELECTRIC CODE  
CITY OF KINGMAN CODES & ORDINANCES  
ADAAG (AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES)

SEISMIC ZONE: 2B  
WIND SPEED: 80 MPH  
EXPOSURE: C  
SNOW LOAD: 20 PSF (NON-REDUCIBLE)  
RAINFALL: SIX INCHES PER HOUR

 OCCUPANCY: M / B / F-1 / S-1 ANTICIPATED  
TYPE OF CONSTRUCTION: II-N  
FIRE SPRINKLERS: YES  
FIRE ALARM: NO  
OCCUPANT LOAD: SEE FLOOR PLAN FOR ANTICIPATED OCCUPANT LOAD PER UNIT BASED ON A COMBINATION OF RETAIL AND STORAGE USES.

NUMBER OF EMPLOYEES: UNKNOWN. SHELL BUILDING FOR FUTURE OCCUPANTS.

 ALLOWABLE BUILDING AREA: FOR OCCUPANCIES M, B, F-1, S-1: BASIC = 12,000 S.F.  
(EACH SIDE OF AREA SEPARATION WALL) INCREASE FOR YARD ON TWO SIDES (60') =  $(60' - 20') \times 0.125 = 50\%$   
THEREFORE, ALLOWABLE AREA WITH YARD INCREASE IS 12,000 + 6,000 = 18,000 S.F.  
INCREASE FOR FIRE SPRINKLERS IN A ONE STORY BUILDING IS THREE TIMES,  
THUS, TOTAL ALLOWABLE AREA =  $3 \times 18,000 \text{ S.F.} = 54,000 \text{ S.F.}$

BUILDING AREA PROVIDED: 37,660 S.F. (WEST OF AREA SEPARATION WALL, UNITS 2110 - 2150)  
22,440 S.F. (EAST OF AREA SEPARATION WALL, UNITS 2160 - 2180)  
60,000 S.F. TOTAL

 EXTERIOR WALL RATING REQ'D: FOUR HOUR  
EXTERIOR WALL OPENING PROTECTION REQ'D: NONE

OCCUPANCY SEPARATIONS: NO OCCUPANTS AT THIS TIME. FUTURE DEMISING WALLS WILL MOST LIKELY BE 1-HR TO ACCOMMODATE VARIOUS TYPES OF OCCUPANTS.

HAZARDOUS MATERIALS: SPEC BUILDING FOR FUTURE OCCUPANTS - ANY AND ALL HAZARDOUS MATERIALS USED AND / OR STORED SHALL BE VERIFIED AND APPROVED BY THE CITY OF KINGMAN UNDER FUTURE INTERIOR IMPROVEMENT APPLICATIONS.

2. The original proposed CCRs are also available on the COK K drive. For the **Final Plat** submittal, the current CCRs shall be submitted. The Final Plat combined with the CCRs shall address each and all of the following:
  - a) Identify the Boundary for each condominium.
  - b) Shared utility pipes, conduits etc.. for – electric, water, sewer, gas, etc...
  - c) Water Line Backflow Protection locations and maintenance.
  - d) Exterior water and electric, lighting, landscape irrigation, etc...
  - e) On-Site Utility facilities such as Transformers, Junction Boxes, Pull Boxes,
  - f) Fire Department Access to the building
  - g) Egress from all current man doors shall have a legal clear path to the ROW which shall be maintained. [Just a heads-up: These units are 7,400sf – Depending upon the floor plan and use, Occupant loads > 50ppl are more than possible and will require not less than two separated ADA EXITS.]
  - h) Allowable Conex Box locations – if any!
  - i) Roof Drainage Discharge shall be unobstructed.
  - j) Structural Building Members not to be altered. [Any question will require the applicant to provide sealed calculations by an AZ licensed Engineer.
  - k) Common Ownership Walls between units shall be designed and constructed as **Fire Walls** per the current adopted Building Code at the time of permit application.
  - l) Roof Access – Common or Each Unit has its own.
  
3. The Building Department has no general objection to approving the Preliminary Plat application.

If you have any questions regarding these comments or would prefer to schedule an appointment please don't hesitate to call me.

Respectfully,

*Jim McErlean*

Jim McErlean  
Building Official  
(928)753 8136 office  
(928)753 8579 fax  
e-mail: [jmcerlean@cityofkingman.gov](mailto:jmcerlean@cityofkingman.gov)

cc:

## Rich Ruggles

---

**From:** Rod Ward  
**Sent:** Thursday, March 19, 2015 8:44 AM  
**To:** Rich Ruggles  
**Subject:** Preliminary Plan Airway Plaza Review

As far as these plans are concerned my comments at this time are as follows;

- 1.) Benchmark shown is over Two miles away from this project, over on Stockton Hill Rd. next to cemetery.
- 2.) If any easements exist for sewer and water or are to be given it should be addressed and shown.
- 3.) Boundary markers for property should also be identified and reference to recorded surveys.

Rod Ward  
City Surveyor

# Memo

**To:** Rich Ruggles  
**From:** Greg Henry  
**CC:** File  
**Date:** March 30, 2015  
**Re:** Airway Plaza Tract 1984  
File SB15-001



**Engineering Department**

---

We have reviewed the proposed Preliminary Subdivision Plat have no objection to its continued processing. The following comments are provided:

1. The proposed subdivision contains two existing driveways on Airway Avenue and one existing driveway on Burbank Street. It is noted that the driveways do not meet current ADA standards which require a three foot "flat" area behind the driveway pan. Likewise, the existing sidewalk ramp at the intersection of Airway and Burbank does not meet current ADA requirements with respect to truncated domes. The sidewalk ramp has not been surveyed to verify whether it meets current ADA slope requirements.

## **Rich Ruggles**

---

**From:** Dave Lash  
**Sent:** Thursday, April 02, 2015 3:58 PM  
**To:** Rich Ruggles  
**Subject:** 2110 thru 2180 airway

Rich

The water mains are all on the west side of the building and run thru the trusses to each unit or space.

Gas meter are split 4 at each end of the building with 2 gas stub ups from the gas co. and run thru the trusses, east and west sides.

The electric services are split up at two locations and are on the south side of the building.

Please contact the fire department for any questions regarding the sprinkler system.

## Rich Ruggles

---

**From:** Chris Weaver  
**Sent:** Friday, April 03, 2015 9:51 AM  
**To:** Rich Ruggles  
**Cc:** Keith Eaton  
**Subject:** RE: Proposed Preliminary Plat for Airway Plaza Tract 1984 at 2110-2180 Airway Avenue

Rich,

The phone line for the Fire Alarm at the Sprinkler Riser shows “low voltage” which usually means either the phone line has an issue or is disconnected. After discussing this with Frank Moore he is looking into remedying this issue now. The Sprinkler System itself is in operation and it is due its annual inspection which Frank is also taking care of. As the spaces are built out it will be required for tenants to install a Fire Alarm for duct or smoke detection along with having an Audio/Visual device to indicate water flow from the sprinkler system. This will all be during the build out.

Let me know if you have any further questions.

---

**From:** Rich Ruggles  
**Sent:** Friday, April 03, 2015 8:58 AM  
**To:** Chris Weaver  
**Cc:** Keith Eaton  
**Subject:** Proposed Preliminary Plat for Airway Plaza Tract 1984 at 2110-2180 Airway Avenue

Chris:

I understand you inspected this building yesterday with Dave Lash. They are in the process of converting the building into a commercial condominium with eight separate units. Dave mentioned to me that there was an issue with the fire alarm being tied into a phone line that was apparently disconnected. I was just wondering if you had any comments on this. Also I don't know if there are any issues with the fire sprinkler system. Thanks.

### Rich Ruggles

Principal Planner

City of Kingman Development Services Dept.

Phone: (928) 753-8160

E-mail: [rruggles@cityofkingman.gov](mailto:rruggles@cityofkingman.gov)



# MOHAVE COUNTY FLOOD CONTROL DISTRICT

DEPARTMENT OF DEVELOPMENT SERVICES

P. O. Box 7000, Kingman, Arizona 86402-7000 3250 E Kino Ave, Kingman, AZ 86409 Telephone (928) 757-0925 FAX (928) 757-0912

[www.mohavecounty.us](http://www.mohavecounty.us)

David West, P.E., C.F.M.  
Flood Control District Engineer

Nicholas S. Hont, P.E.  
Department Director

## MEMORANDUM

Date: March 20, 2015

To: Rich Ruggles, Principal Planner

From: Randall Gremlich, PE, CFM, MCFCD project manager *RKG*

Thru: Dave West, PE CFM, MCFCD Engineer

Re: Submittal of the Preliminary Plan for: Airway Plaza Tr. 1984, a proposed commercial condominium on Airway in Kingman. Subdivision Case SB15-001

I have reviewed the submittal by Mohave Engineering Associates, Inc. for the subject development. The site is not located in a FEMA designated Special Flood Hazard Area. The MCFCD has no objections to this development.



## Rich Ruggles

---

**From:** LHawkins@tep.com  
**Sent:** Monday, April 06, 2015 1:23 PM  
**To:** Rich Ruggles  
**Cc:** MGibelyou@uesaz.com; JFjeld@uesaz.com  
**Subject:** RE: Case SB15-001 Pre.Plat Airway Plaza Track 1984  
**Attachments:** map1.pdf

Rich:

We have no objection to this request. However, if the intent is for separately owned condominium parcels, we would like to know how the areas outside these units/parcels will be held. Assuming this would be common area of an HOA ownership, then from UNS Electric and UNS Gas perspectives, our existing facilities serving the proposed units must be within either a proposed PUE area or within common areas which must then be designated as PUEs. Note that our existing facilities are not contained within the designated 20' PUE shown on this plan.

Thank you,

*Laurie Hawkins*, SRWA, CGREA  
Right of Way Agent  
UniSource Energy Services, Inc.  
6405 Wilkinson Dr  
Prescott, AZ 86301  
[lhawkins@uesaz.com](mailto:lhawkins@uesaz.com)  
928.226.2245  
7am – 3:30pm

---

**From:** Rich Ruggles [<mailto:rruggles@cityofkingman.gov>]  
**Sent:** Friday, March 27, 2015 11:39 AM  
**To:** Hawkins, Laurie  
**Subject:** RE: Case SB15-001 Pre.Plat Airway Plaza Track 1984

Laurie:

Here you go. Just let me know if you have any questions or concerns. Thanks!

**Rich Ruggles**  
Principal Planner  
City of Kingman Development Services Dept.  
Phone: (928) 753-8160  
E-mail: [rruggles@cityofkingman.gov](mailto:rruggles@cityofkingman.gov)

---

**From:** LHawkins@tep.com [<mailto:LHawkins@tep.com>]  
**Sent:** Friday, March 27, 2015 11:29 AM  
**To:** Rich Ruggles  
**Subject:** Case SB15-001 Pre.Plat Airway Plaza Track 1984

Hi Rich:

Thanks for letting me know you would scan this map for me. I only have your letter dated 3/17/15 and work out of Prescott.

We not sure when Mike will return, but I'm trying to cover as best possible for him.

Thank you,

*Laurie Hawkins*, SRWA, CGREA

Right of Way Agent

UniSource Energy Services, Inc.

UNS Gas, Inc.

6405 Wilkinson Dr

Prescott, AZ 86301

[lhawkins@uesaz.com](mailto:lhawkins@uesaz.com)

928.226.2245

7am – 3:30pm

## Rich Ruggles

---

**From:** Jaimini Upadhyaya <jupadhyaya@meaiaz.com>  
**Sent:** Monday, April 13, 2015 4:33 PM  
**To:** Rich Ruggles  
**Cc:** Peter Proffit  
**Subject:** Re: Preliminary Plat for Airway Plaza, Tract 1984

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Rich

We have reviewed the staff recommendations for Airway plaza and feel that the sidewalk ramps at the corner of the Burbank and Airway Avenue were built with the street improvements for Airway Avenue much before this development was approved/constructed and the 3 existing driveways were previously approved by the city before granting the certificate of occupancy for this project in 2005. Due to this we feel that the developer is not responsible to make modifications to the existing Sidewalk ramps and driveway entrances. Thanks.

On Wed, Apr 8, 2015 at 3:43 PM, Rich Ruggles <[rruggles@cityofkingman.gov](mailto:rruggles@cityofkingman.gov)> wrote:

Jaimini:

I have attached a cover letter and a staff report for the preliminary plat for Airway Plaza, Tract 1984. Thanks!

**Rich Ruggles**

Principal Planner

City of Kingman Development Services Dept.

Phone: [\(928\) 753-8160](tel:(928)753-8160)

E-mail: [rruggles@cityofkingman.gov](mailto:rruggles@cityofkingman.gov)

# CITY OF KINGMAN COMMUNICATION TO COUNCIL



TO: Honorable Mayor and Council Members

FROM: Public Works

MEETING DATE: May 19, 2015

AGENDA SUBJECT: Consideration of Resolution No. 4945 authorizing the Mayor to sign any and all documents to submit applications for funding of the Kingman Crossing Traffic Interchange and Rancho Santa Fe Parkway Traffic Interchange projects through the FY2015 TIGER Discretionary Grant Program.

SUMMARY: Upon direction of Council, Staff has prepared the application packages for this year's round of TIGER grants.

If the City desires to submit applications for funding of the Kingman Crossing Traffic Interchange and Rancho Santa Fe Parkway Traffic Interchange projects through the FY 2015 TIGER Discretionary Grant program, Council will need to authorize the Mayor to sign any and all documents and certifications necessary to submit these applications, including the Federal Wage Certification stating that the City of Kingman will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2015 Consolidated and Further Continuing Appropriations Act. Applications are to be submitted by 5:00 p.m. EDT on June 5th, 2015.

ATTACHMENTS:	Resolution No. 4945
FISCAL IMPACT:	None
STAFF RECOMMENDATION:	Adoption of Resolution No. 4945

  
Signature of Dept. Head

  
City Attorney  
Approved as to form

  
City Manager's Review

AGENDA ITEM: 

When recorded mail to:  
City Clerk  
CITY OF KINGMAN  
310 N. 4<sup>th</sup> Street  
Kingman, AZ 86401

## **RESOLUTION 4945**

### **A RESOLUTION BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF KINGMAN, ARIZONA AUTHORIZING SUBMITTAL OF APPLICATIONS FOR THE FUNDING UNDER THE U.S. DEPARTMENT OF TRANSPORTATION'S NATIONAL INFRASTRUCTURE INVESTMENTS UNDER THE CONSOLIDATED AND FURTHER CONTINUING APPROPRIATIONS ACT, 2014, COMMONLY REFERRED TO AS THE "FY 2015 TIGER" DISCRETIONARY GRANT PROGRAM**

**WHEREAS**, President Barack Obama signed the Consolidated and Further Continuing Appropriations Act, 2014(Public Law 113-235, December 16<sup>th</sup>, 2014) ("FY2015 Appropriations Act"); and

**WHEREAS**, The FY 2015 Appropriations Act appropriated \$500 million to be awarded by the U.S. Department of Transportation ("DOT") for National Infrastructure Investments; and

**WHEREAS**, This appropriation is similar, but not identical to the appropriation for the Transportation Investment Generating Economic Recovery, or "TIGER Discretionary Grant", program authorized and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act"); and

**WHEREAS**, Because of the similarity in program structure, DOT will continue to refer to the grants for National Infrastructure Investments under the FY 2015 Appropriations Act as "TIGER Discretionary Grants"; and

**WHEREAS**, As with the previous TIGER programs, funds for the FY2015 Tiger program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region; and

**WHEREAS**, The City of Kingman submitted applications for funding for the capital improvement projects of the Kingman Crossing Traffic Interchange and Rancho Santa Fe Parkway Traffic Interchange through the TIGER, TIGER II, TIGER III TIGER IV, TIGER V, and VI Programs and none of these projects were funded; and

**WHEREAS**, The City of Kingman desires to submit applications for the funding of the capital improvement projects of the Kingman Crossing Traffic Interchange and Rancho

Santa Fe Parkway Traffic Interchange through the FY2015 TIGER Discretionary Grant Program; and

**NOW THEREFORE, BE IT RESOLVED** that the Mayor and Common Council of the City of Kingman, Arizona, find that the Kingman Crossing Traffic Interchange and Rancho Santa Fe Parkway Traffic Interchange Projects fully meet all the FY2015 TIGER Discretionary Grant Program long-term outcomes and selection criteria and would stimulate a rapid increase in the economic activity of the Kingman region;

**AND FURTHERMORE AUTHORIZES** the Mayor to sign any and all documents and certifications necessary to submit this application, including the Federal Wage Rate Certification stating that the City of Kingman will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2015 Appropriations Act;

**PASSED AND ADOPTED** by the Mayor and Common Council of the City of Kingman, Arizona, on this 19th day of May, 2015.

**ATTEST:**

**APPROVED:**

\_\_\_\_\_  
**Sydney Muhle, City Clerk**

\_\_\_\_\_  
**Richard Anderson, Mayor**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**Carl Cooper, City Attorney**

## Grant Application Package

Opportunity Title:	FY 2015 National Infrastructure Investments
Offering Agency:	U.S. Department of Transportation
CFDA Number:	20.933
CFDA Description:	National Infrastructure Investments
Opportunity Number:	DTOS59-15-RA-TIGER7
Competition ID:	TIGER7-FY15
Opportunity Open Date:	05/05/2015
Opportunity Close Date:	06/05/2015
Agency Contact:	Robert Mariner TIGER Program Director E-mail: robert.mariner@dot.gov Phone: 202-366-8914

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

Application Filing Name: Rancho Santa Fe Parkway and I-40 Traffic Interchange

### Select Forms to Complete

#### Mandatory

[Application for Federal Assistance \(SF-424\)](#)

[Attachments](#)

#### Optional

### Instructions

[Show Instructions >>](#)

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here.

If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

Application for Federal Assistance SF-424		
<b>* 1. Type of Submission:</b> <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		<b>* 2. Type of Application:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision
<b>* If Revision, select appropriate letter(s):</b> [ ] <b>* Other (Specify):</b> [ ]		
<b>* 3. Date Received:</b> Completed by Grants.gov upon submission.	<b>4. Applicant Identifier:</b> City of Kingman Arizona	
<b>5a. Federal Entity Identifier:</b> 35.20369	<b>5b. Federal Award Identifier:</b> [ ]	
<b>State Use Only:</b>		
<b>6. Date Received by State:</b> [ ]	<b>7. State Application Identifier:</b> [ ]	
<b>8. APPLICANT INFORMATION:</b>		
<b>* a. Legal Name:</b> City of Kingman		
<b>* b. Employer/Taxpayer Identification Number (EIN/TIN):</b> 86-6000769	<b>* c. Organizational DUNS:</b> 8034009800000	
<b>d. Address:</b>		
<b>* Street1:</b> 310 N. 4th Street	[ ]	
<b>Street2:</b>	[ ]	
<b>* City:</b> Kingman	[ ]	
<b>County/Parish:</b> Mohave	[ ]	
<b>* State:</b>	AZ: Arizona	
<b>Province:</b>	[ ]	
<b>* Country:</b>	USA: UNITED STATES	
<b>* Zip / Postal Code:</b> 896401-3454	[ ]	
<b>e. Organizational Unit:</b>		
<b>Department Name:</b> Public Works	<b>Division Name:</b> Administration	
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>		
<b>Prefix:</b> Mr.	<b>* First Name:</b> Burley	
<b>Middle Name:</b>	[ ]	
<b>* Last Name:</b> Hambrick	[ ]	
<b>Suffix:</b>	[ ]	
<b>Title:</b> Project Manager		
<b>Organizational Affiliation:</b> [ ]		
<b>* Telephone Number:</b> 928-692-3117	<b>Fax Number:</b> 928-757-8340	
<b>* Email:</b> bhambrick@cityofkingman.gov		

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

**Type of Applicant 2: Select Applicant Type:**

**Type of Applicant 3: Select Applicant Type:**

**\* Other (specify):**

**\* 10. Name of Federal Agency:**

U.S. Department of Transportation

**11. Catalog of Federal Domestic Assistance Number:**

20.933

**CFDA Title:**

National Infrastructure Investments

**\* 12. Funding Opportunity Number:**

DTOS59-15-RA-TIGER7

**\* Title:**

FY 2015 National Infrastructure Investments

**13. Competition Identification Number:**

TIGER7-FY15

**Title:**

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

[Add Attachment](#)

[Delete Attachment](#)

[View Attachment](#)

**\* 15. Descriptive Title of Applicant's Project:**

Rancho Santa Fe Parkway and Interstate 40 Traffic Interchange

Attach supporting documents as specified in agency instructions.

[Add Attachments](#)

[Delete Attachments](#)

[View Attachments](#)

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="37,871,418.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="37,871,418.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

## ATTACHMENTS FORM

**Instructions:** On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

**Important:** Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
2) Please attach Attachment 2	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
3) Please attach Attachment 3	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
4) Please attach Attachment 4	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
5) Please attach Attachment 5	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
6) Please attach Attachment 6	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
7) Please attach Attachment 7	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
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# City of Kingman

"The Heart of Historic Route 66"



## **FY2015 TIGER**

Discretionary Grant Application

Proposed Highway Project

# **Rancho Santa Fe Parkway**

(Formerly known as "Rattlesnake Wash")

Traffic Interchange



Submitted to:

U.S. Department of Transportation  
TIGER Discretionary Grants Program Manager

By:

**City of Kingman, Arizona**



# FY2015 TIGER Discretionary Grant

## Rancho Santa Fe Parkway and I-40 Traffic Interchange Project Application

The City of Kingman, Mohave County, Arizona

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**Project Name**

Rancho Santa Fe Parkway and I-40 Traffic Interchange

**Contact Information**

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## I. Project Description

### Proposed Project

This proposal is for a highway project, eligible under Title 23, United States Code.

### Project Location

This project is located in Arizona's Second Congressional District, in the City of Kingman, Central Mohave County.

### Urban or Rural Designation

The project is within the incorporated limits of a rural area, with a 2010 population of 28,068 according to the [US Census Bureau](#).

### Proposal Request

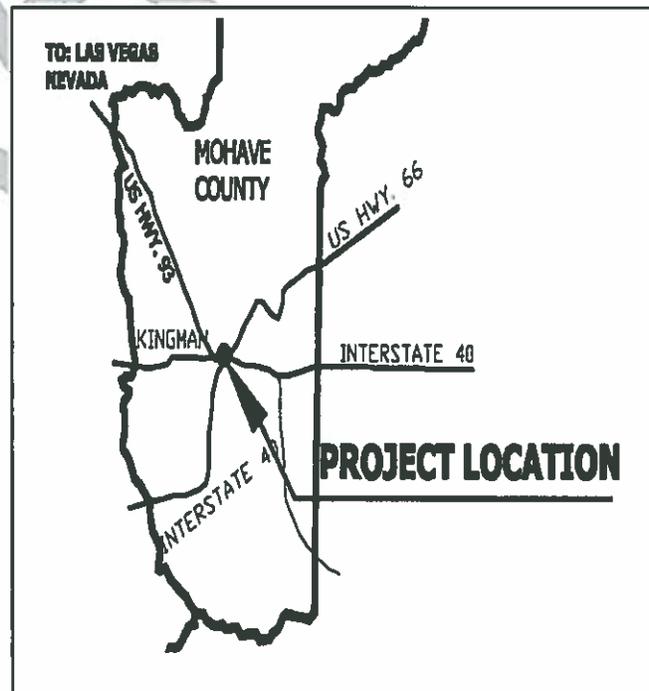
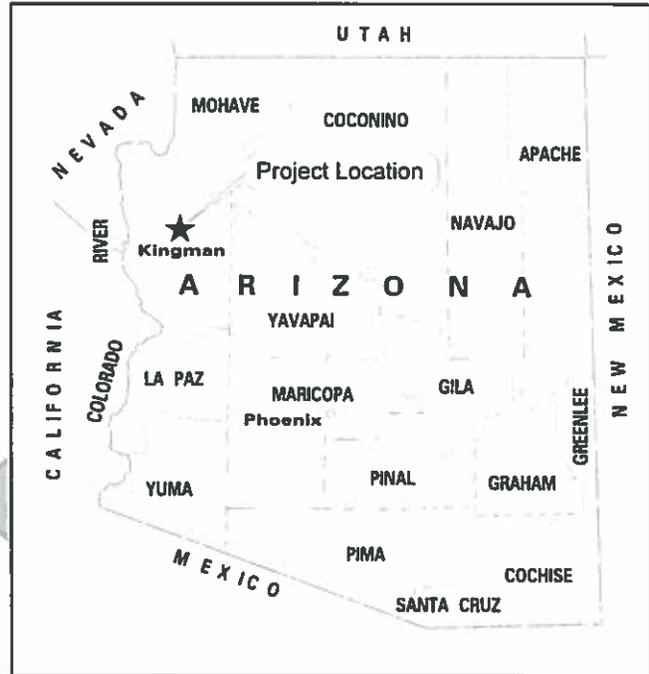
The City of Kingman is seeking grant funds in the amount of \$37,871,418.

### City of Kingman DUNS Number

The City of Kingman DUNS number is 803400980.

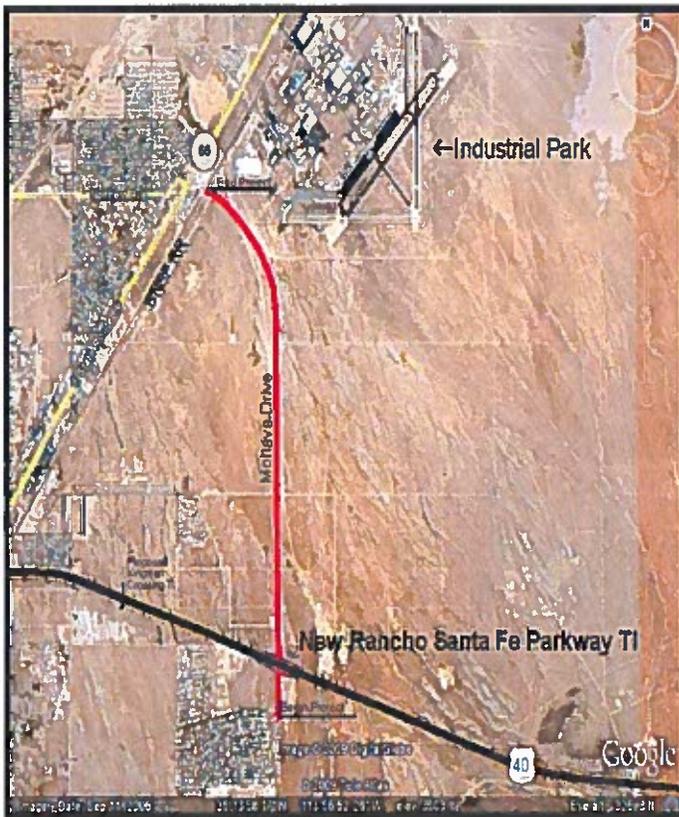
### System For Award Management (SAM)

Current active status in SAM



## Introduction

The Rancho Santa Fe Parkway Traffic Interchange project (formerly known as Rattlesnake Wash Traffic Interchange project), will construct a new traffic interchange (TI) on Interstate 40 (I-40) at Milepost (MP) 56.6, approximately 3 miles East of the existing I-40/State Route (SR) 66 (East Kingman) TI. The project also includes the construction of a new arterial street along the proposed Mohave Drive (now known as Rancho Santa Fe Parkway) alignment between Louise Avenue on the south and Industrial Boulevard near the Kingman Airport on the north. A total of approximately 3.7 miles of new roadway will be constructed. The project limits are shown in red on the map below.



**NOTE:** Mohave Drive is now known as Rancho Santa Fe Parkway

### Interchange

Compact, diamond interchange.

### Overpass Structures

Two, single-span, cast-in-place and post-tensioned concrete box girder superstructures with a total span length of 186 feet.

### Ramps

Standard one-lane parallel type entrance and exit ramps. The parallel portion of the west side entrance and exit ramps will be elongated and extended to the west to lay the groundwork for the auxiliary lanes between the Rancho Santa Fe Parkway TI and the proposed Kingman Crossing TI.

### Rancho Santa Fe Parkway & I-40 Grades

Rancho Santa Fe Parkway (Formerly Mohave Drive) crossroad will be depressed under I-40 with I-40 remaining at grade.

### Traffic Signals and Street Lighting

Traffic signals will be provided at the two TI ramp intersections. Street lighting will be provided along Rancho Santa Fe Parkway and at the ramp freeway entrance and exit locations.

## Progress

The [Design Concept Report \(DCR\)](#), Change of Access Report, and Environmental Document have all been approved and signed. Final design is currently on hold and at the 95% plan stage.

## Benefits/Need

The Southwest triangle is on a trajectory to be the strongest American region that maintains linkages to the world's fastest emerging economies in both Asia and Latin America. For the last half century, Southern California has built America's most significant connections to Asia, displacing San Francisco as the nation's leading region for this trade. Southern California is now hyperlinked to Asia, and Las Vegas and the Sun Corridor are actively engaged in establishing new trade with Latin America. The key issue now is to determine what infrastructure improvements would facilitate greater economic integration of this megaregion. This region has the weakest ground-based transportation connectivity of any U.S. megapolitan cluster. The Southwest triangle, especially Phoenix and Las Vegas, has an underdeveloped Interstate network that does not meet current demand- which is expected to double between these cities by 2040 (Nelson and Lang 2011).

The City of Kingman is an important regional transportation center for the southwestern United States. It is the crossroads of Interstate - 40, US Highway 93, State Route 66, and the Burlington, Northern & Santa Fe (BNSF) Southwest Main Track. The Rancho Santa Fe Parkway Project lies in the proposed Interstate 11 (I-11) alignment. I-11 is intended to be a new high-capacity, multimodal transportation facility connecting the metropolitan areas of Las Vegas and Phoenix. When extended north of Las Vegas and south of Phoenix, this facility has the potential to become a major north-south transcontinental corridor through the Intermountain West. The Corridor is proposed to include an upgraded highway facility, but could be paired with rail and other major infrastructure components—such as energy and telecommunications—to serve the nation's needs from Mexico to Canada.

The proposed Interstate 11, together, with I-40 and US 93 are considered, a High Priority Corridor

Last summer (2014), the Arizona and Nevada Departments of Transportation completed the two-year Interstate 11 (I-11) and Intermountain West Corridor Study [Intermountain West Corridor Study](#) Congress recognized the importance of the section of the Corridor between Phoenix and



Las Vegas and designated it as future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21). The study included detailed corridor planning of a possible interstate link between Phoenix and Las Vegas, and high-level visioning for extending the corridor south to Mexico and potentially north to Canada. Some sections of this corridor are currently under construction, and others will be enhanced in coming years.

The concept of an access controlled, high-capacity transportation facility connecting Phoenix and Las Vegas (with connections further north and south) has been around for decades, initiating with the CANAMEX corridor discussions in 1991. An approach for comprehensive corridor implementation was furthered by the Maricopa Association of Governments as a bypass route around the western and southern edges of metropolitan Phoenix, and further conceptualized through statewide planning efforts by ADOT to extend outside the state of Arizona. Nevada has been an equal partner with Arizona since the early 1990s, planning for a regional corridor with improved access between Las Vegas and Phoenix and a potential northern extension to Reno – creating a better connected Intermountain West with greater economic opportunities. Both states have already implemented various planning, design and construction projects for potential corridor components, with the most notable being the completion of the Hoover Dam Bypass and Mike O’Callaghan – Pat Tillman Memorial Bridge, and the Boulder City Nevada By-Pass is currently under development.

With Congress recognizing the importance of the portion of the Corridor between Phoenix and Las Vegas and designating it as future I-11, and intending it to be a new high-capacity, multimodal transportation facility connecting the two cities, and when extended, it has the potential to become a major multimodal north-south transcontinental Corridor through the Intermountain West, connecting cities, trade hubs, ports, intersecting highways, and railroads.

Kingman is the only incorporated city along the Intermountain West corridor between Wickenburg, Arizona, 129 miles to the southeast of Kingman, and Boulder City, Nevada, which is 75 miles to the northwest of Kingman. This traffic interchange and related commercial development would meet the community’s and traveling public’s need for hospitality, dining and retail services. Kingman is approximately three and one-half hours driving time from the Phoenix metropolitan area and two hours from the Las Vegas metropolitan area.

Kingman serves as a regional hub for transportation, commerce and government administration. There is significant industrial and residential development growth potential on Kingman’s east side. However, the area is physically separated from the rest of the city by both I-40 and the Burlington Northern Santa Fe (BNSF) railroad, with three existing grade separated crossings.

The provision of a new I-40 grade-separated crossing by the project would also meet the need for improved public safety response times both north and south of the highway. This improved access would allow for the more efficient distribution of public safety resources and personnel, eliminating the burden of duplicating facilities to serve each side of I-40. The interchange itself

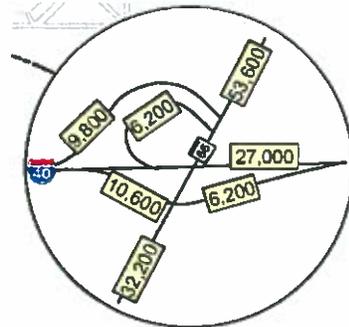
would allow the use of I-40 for any additional units responding from other areas of the city, reducing response times.



This project would also meet the need of helping to preserve Historic State Route 66.

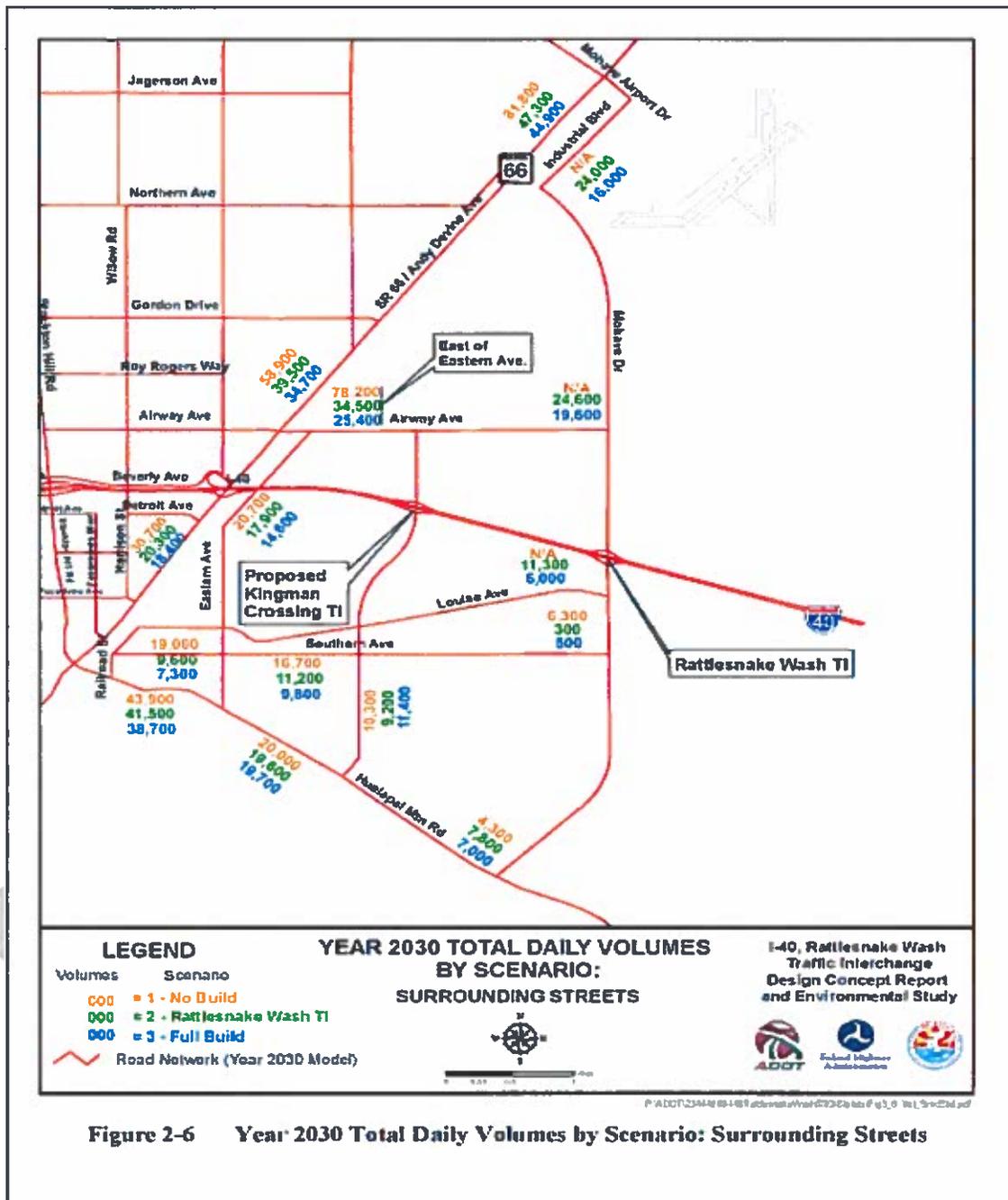
Currently truck traffic traveling to the Kingman Airport Industrial Park must exit at the East Kingman TI and travel on SR 66. ADOT has completed a milling and resurfacing project in 2012 at a cost of \$4,743,000.

Under a “no-build” scenario for both Rancho Santa Fe Parkway and Kingman Crossing TI’s, traffic on SR 66 at the East Kingman TI is projected at 53,600 Average Daily Trips (ADT) for year 2030. Other projections for 2030 on SR 66 show 58,900 at Gordon Drive, and 81,800 at the Kingman Airport Industrial Park entrance. All of these SR 66 projections far exceed the projected 2030 traffic of 39,400 on I-40. Traffic projections for Airway Avenue in 2030 of 78,200 also greatly exceed the 2030 I-40 projection under this scenario.



The Rancho Santa Fe Parkway traffic interchange and connecting roadway would meet the need for a more direct link from the I-11 Intermountain West corridor to the Kingman Airport Industrial Park, three miles north of I-40. This link will allow the more efficient delivery of goods to and from the industrial park. The industrial park provides for intermodal connections with the BNSF Railway, one of the busiest freight rail corridors in the nation.

In conjunction with the proposed Grace Neal Parkway project and Hualapai Mountain Road, this project would form a loop road around the Kingman area, addressing a regional need to improve community-wide access through the barriers that divide our community. This project would provide a new grade separated crossing of I-40 and the overall loop road would also utilize two existing grade-separated crossings of the BNSF railroad.

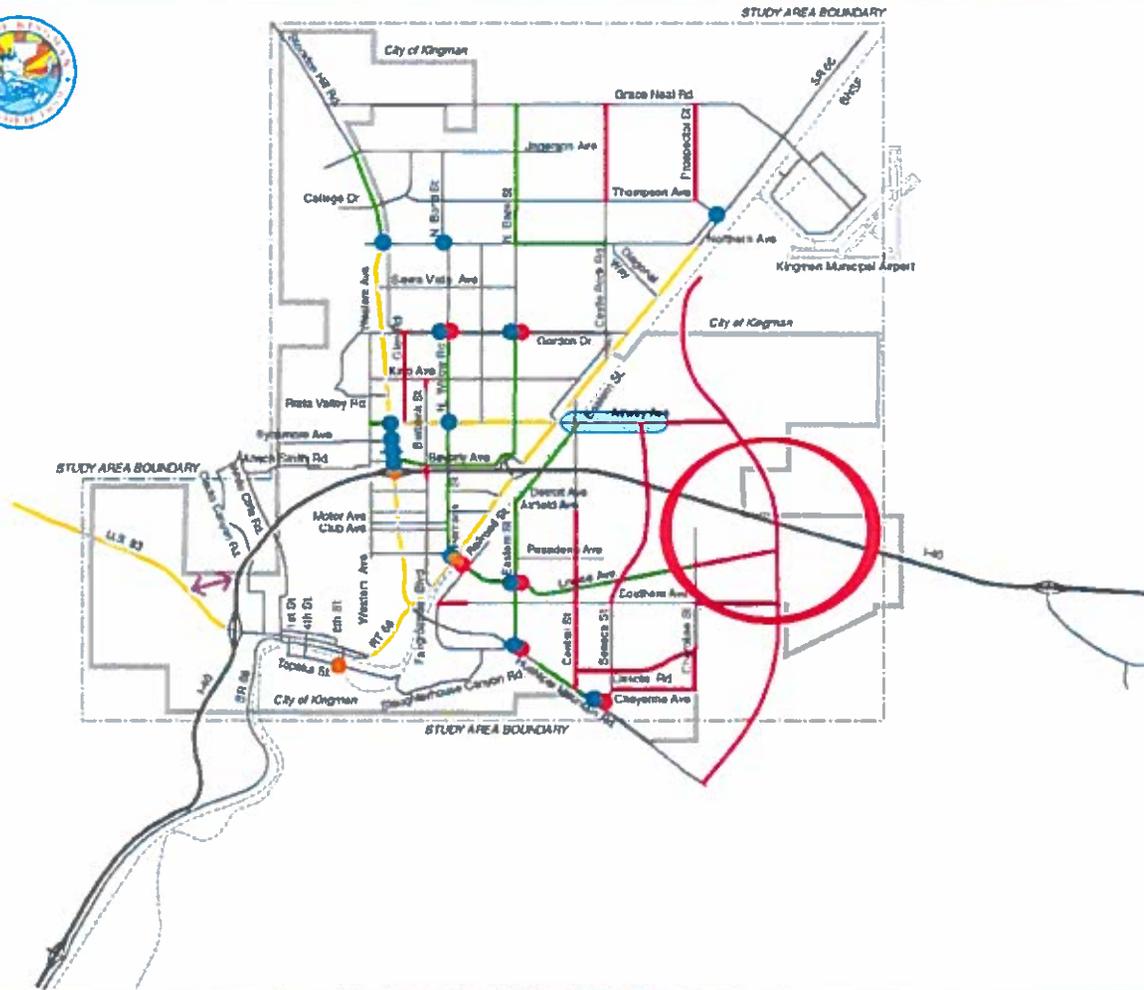


**Figure 2-6 Year 2030 Total Daily Volumes by Scenario: Surrounding Streets**

**NOTE:** Mohave Dr. is now known as Rancho Santa Fe Parkway. Rattlesnake Wash Traffic Interchange (TI) is now known as Rancho Santa Fe Parkway TI.



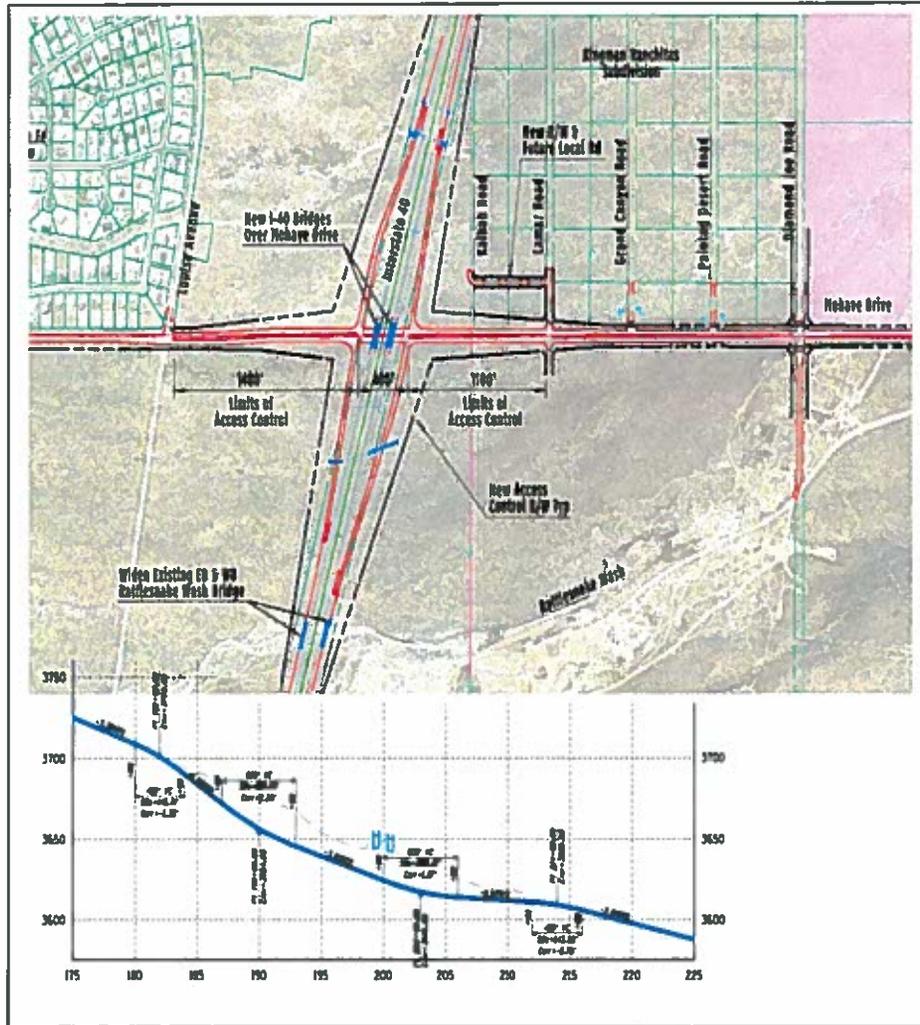
**Transportation Challenges**



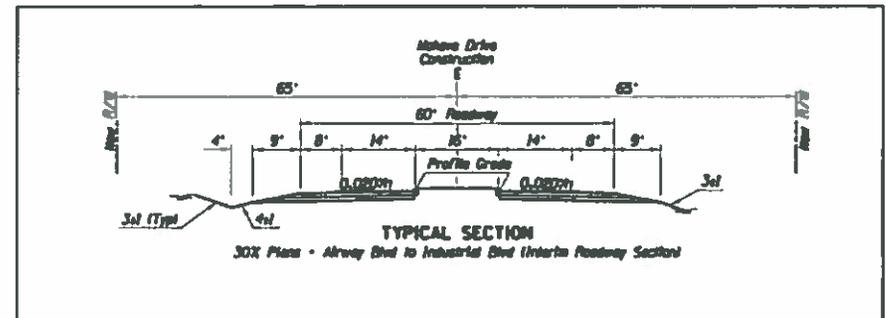
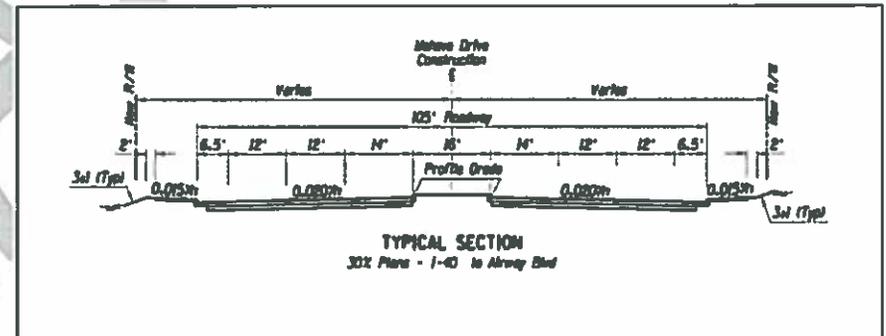
2023 Recommended Plan

FIGURE 32

## Rancho Santa Fe Parkway Street Sections:



Segment	Lanes	Concrete Median	Curb, Gutter, Sidewalk	Bike Lane	Paved Shoulder
Louise Avenue to south ramps	2 through lanes in each direction	✓	✓	✓	
South ramps to north ramps	2 through lanes and 2 left-turn lanes southbound 3 through lanes with 1 left-turn lane northbound	✓	✓	✓	
North ramps to Airway Avenue	3 through lanes in each direction	✓	✓	✓	
Airway Avenue to Industrial Boulevard	1 lane in each direction	✓			✓



## II. Project Parties

<b>PARTY</b>	<b>ROLE</b>
City of Kingman	Grant Recipient, Project Manager
Arizona Department of Transportation	Design Review and Approval, DCR and Design Funding Agency
Federal Highway Administration	Design Review and Interstate Access Approval
Federal Aviation Administration	Airport Access Approval
Western Arizona Council of Governments	Regional Planning Agency, Transportation Improvement Planning and Programming
Mohave County	Design Review
Kingman Airport Authority	Design Review, FAA Coordination
Area Property Owners	Design Review, Property Access Coordination

## III. Grant Funds and Sources/Uses of Project Funds

### Total Project Costs

The estimated total construction cost for this project is \$37,871,418 [ADOT Cost Estimate](#) Final design is underway at a contract amount of \$1,717,444.

### Grant Funding Request

The City of Kingman is requesting \$37,871,418.

### Project Funding Sources and Uses

TIGER Discretionary Grant funds would be used for all construction costs. ADOT has funded project scoping work at \$598,533 and final design at \$1,717,444. The City of Kingman is responsible for all right-of-way acquisition.

#### **IV. Selection Criteria**

The Rancho Santa Fe Parkway TI will generate many public benefits including a reduction in automobile crashes, travel time savings, fuel use savings, and air pollution reductions. Multi-modal traveler mobility and access will be expanded with improved bicycle and pedestrian facilities, and bus service expansion. Public safety response times will be reduced. Improved access will spur the development of large areas of industrial, commercial, and residential land, generating significant long and near term employment opportunities in our economically distressed area. This project will also prolong the life and help preserve the existing transportation system by relieving congestion. These project benefits and others are thoroughly elaborated upon in the following sections.

##### **i. Safety**

Construction of the Rancho Santa Fe Parkway TI and Rancho Santa Fe Parkway reduces the number of crashes resulting in property damage by .79 yearly, and 12.06 over a twenty year period. Injury crashes are reduced by .36 yearly and 5.5 over twenty years. Fatalities from crashes would be reduced .008 yearly, and .123 over a twenty year period. (CBA)

In conjunction with the proposed Grace Neal Parkway project and Hualapai Mountain Road, this project would form a loop road around the Kingman area, addressing a regional need to improve community-wide access through the barriers that divide our community. This project would provide a new grade separated crossing of I-40 and the overall loop road would also utilize two existing grade-separated crossings of the BNSF railroad.

##### **ii. State of Good Repair**

Construction of this project would improve and prolong the life of existing transportation facilities by relieving congestion at the East Kingman traffic interchange and State Route 66 which currently provide the lone access from I-40 to the Kingman Airport Industrial Park. Airway Avenue with its grade-separated crossing of the BNSF railroad would also see reduced congestion due to this project. By providing a direct link from I-40 to the Kingman Airport Industrial Park, this project will reduce overuse of these existing routes and minimize their life cycle maintenance and reconstructions costs. Without this project, the congestion on these other routes, as well as, the resultant roadway deterioration and high costs of maintenance activities would impede linkages between the CANAMEX Corridor (specifically the proposed Interstate 11 project), the industrial park, commercial developments, and residential areas, threatening future economic growth. Life-cycle cost reductions on the existing transportation infrastructure will be measured by lane mile maintenance cost reductions.

This project is consistent with state and local efforts to maintain transportation systems. The Arizona Department of Transportation will maintain all improvements including the traffic interchange, within the state right-of-way. The City of Kingman will be responsible for all maintenance of Rancho Santa Fe Parkway outside of the state right-of-way. Both parties have been extensively involved in the development of the Design Concept Report and final design process for this project, and have emphasized low maintenance design features, specifically drainage improvements that will minimize the impact of storm water runoff to the interstate, ramps, Rancho Santa Fe Parkway, and other area streets.

ADOT receives state allocated funds for roadway maintenance. The City of Kingman receives Highway User Revenue Funds (HURF) for transportation facility maintenance. The City of Kingman also utilizes sales tax revenue for street maintenance. Increased sales tax revenue generated by commercial development associated with this project will contribute to funding for the long term operation and maintenance costs of the capital improvements proposed in this project.

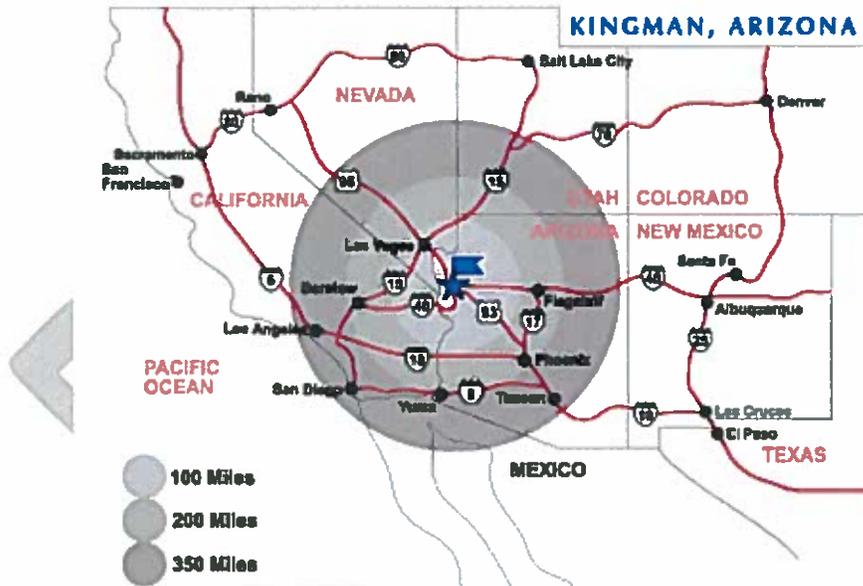
The measurement of performance of the project will be in the following terms: (1) the reduction of projected traffic volumes on the East Kingman traffic interchange, State Route 66, and Airway Avenue, from the “No Build” options in comparison to the traffic volumes projected after construction of the Rancho Santa Fe Parkway traffic interchange; (2) the reduction of public safety response time north and south of I-40 on the east side of the city; (3) the increased industrial development at the Kingman Airport Industrial Park resulting from improved access; and (4) the increased sales tax volume generated by the commercial development permitted as a result of the Rancho Santa Fe Parkway traffic interchange being constructed. This project will open great economic opportunity and spur residential growth along with the commercial and industrial development in the area.

### **iii. Economic Competitiveness**

Kingman is within an economically distressed area, with a February 2015 unemployment rate of 10.2 percent. The Lake Havasu-Kingman Metropolitan Statistical Area had a February unemployment rate of 7.5 percent. This unemployment rate is higher than the State of Arizona (6.5-percent in February 2015) and the national unemployment rate of 5.5-percent ([workforce.az.gov](http://workforce.az.gov)). The new jobs created at the Kingman Airport Industrial Park and Rancho Santa Fe Parkway area will be diverse and provide greater opportunities for people in manufacturing, distribution, service industries, retail, and hospitality industries.

The City of Kingman is an important regional transportation center for the southwestern United States. It is the crossroads of Interstate-40, US Highway 93, State Route 66, and the Burlington, Northern & Santa Fe (BNSF) Southwest Main Track. Together, I-40 and US 93 are designated as part of the CANAMEX Trade Corridor, a High Priority Corridor, as defined by Congress in the 1995 National Highway Systems Designation Act (Public Law 104-59, November 28, 1995), and the proposed Interstate 11 project. ([Intermountain West Corridor Study](#)) The Rancho Santa Fe Parkway traffic interchange and connecting roadway provide a direct link from the Intermountain West corridor to the Kingman Airport Industrial Park, three miles north of I-40. This link will allow the more efficient delivery of goods to and from the industrial park. The industrial park provides for intermodal connections with the BNSF Railway, one of the busiest freight rail corridors in the nation.

There are over thirty-two million consumers within a 350 mile radius of Kingman, making this a prime location for all intermodal connections Interstate, Railroad, and Air.

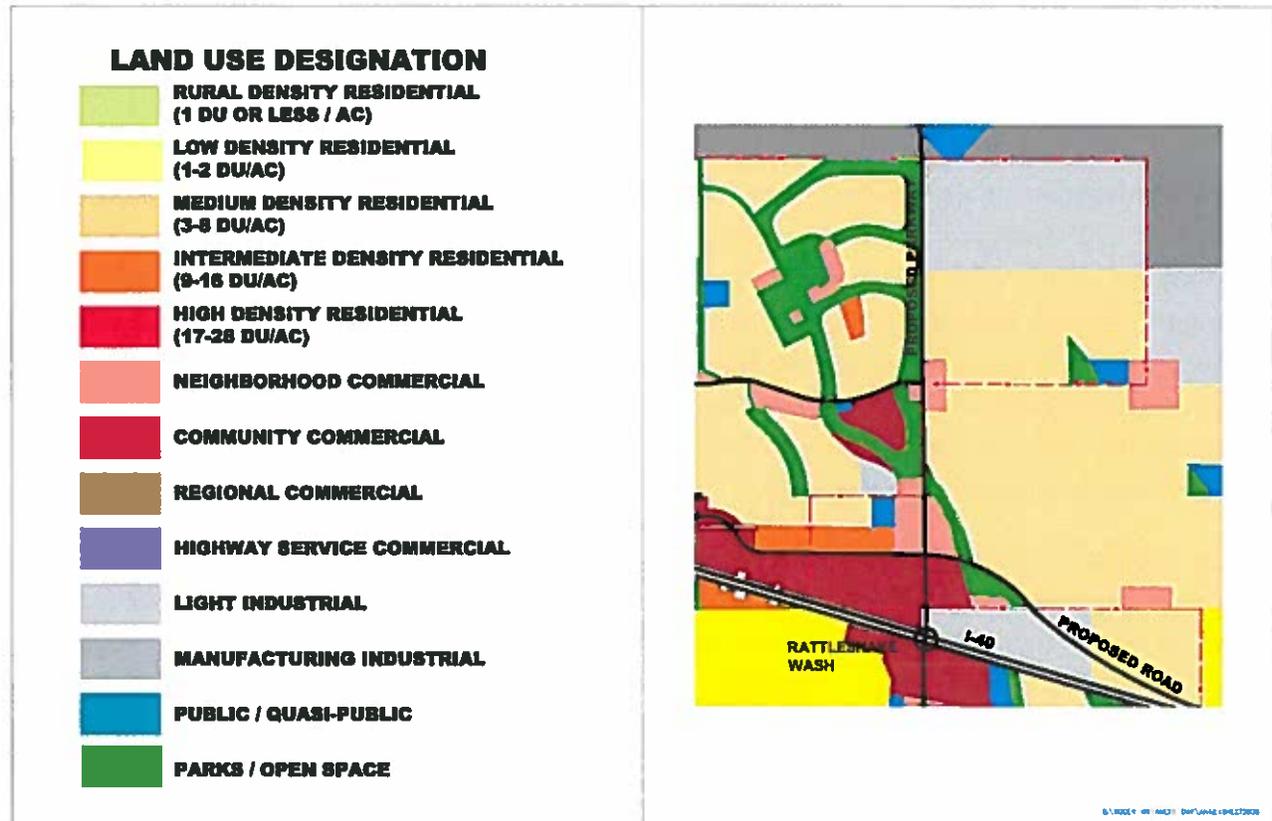


Originally a World War II Army Air Corp training facility, the Kingman Airport and Industrial Park is approximately 4,000 acres in size. It is situated along historic Route 66, five miles from Interstate 40 and Highway 93. The main line of the Burlington Northern & Santa Fe Railroad is adjacent to the facility with rail switching operations within the park five days a week. The airport is rated for DC-9 and 737-type aircraft with a 6,830-foot by 150-foot main runway. Commuter air service to Phoenix is offered daily.



The Kingman Airport Industrial Park has more than 70 corporate tenants, employing approximately 2,000 people. Seventy-two percent of employees at the industrial park work in the manufacturing sector, with the remaining workers in the distribution and services sectors. Entry-level pay rates ranges from \$ 8.00 to \$13.00 an hour, and climb to \$13.00 to \$20.00 an hour after one year of employment.

Approximately 1,400 acres remain undeveloped at the industrial park. This area is designated for industrial development on the [Kingman General Plan 2020](#), and is currently zoned for industrial use. Based upon current site development and employment patterns at the park, up to 5,000,000 square feet of additional industrial development is anticipated on this acreage, generating another 2,500 jobs.



There are another 625 acres of land designated for industrial development at the Rancho Santa Fe Parkway traffic interchange area on I-40. Using current industrial park site development and employment patterns as a guide, this additional industrial acreage would generate 2,500,000 square feet of industrial development and 1,375 new jobs upon build out.

240 acres of commercially designated land is also located at this traffic interchange location. Subtracting 25% of this land area for needed infrastructure improvements, and assuming building area lot coverage of 21%, 1,646,568 square feet of commercial building floor area would be developed on this property. Using employment projections for similar interstate frontage commercial development, over 7,000 jobs would be generated by this commercial development.

Jobs created as a result of this project will be for all skill level workers. There will be a great diversity of jobs from multiple private employers ranging from manufacturing, distribution, service industries, retail, and hospitality services. Many unemployed and underemployed members of our economically distressed community will find work as a result of this project.

In addition to industrial and commercial development, the improved access afforded by this project will open up over 1,500 acres of residentially designated land for development. New residents in this area will provide a consumer base for expanded commercial development.

This project will measurably contribute to long-term growth in employment and economic activity. Assuming an absorption or growth rate of 3.5%, several years of construction activity associated with the development of the industrial, commercial, and residential land in this area will occur before full build out.

The construction of the Rancho Santa Fe Parkway traffic interchange and Rancho Santa Fe Parkway will improve the long-term efficiency, reliability and cost-competitiveness in the movement of workers and goods in the Kingman area. It will provide a direct link to the Kingman Airport Industrial Park allowing shorter and more efficient trips for goods and workers. This project will also expand intermodal connectivity between, overland truck traffic, the airport, and railroad modes of transportation. The existing limited access in this area is inefficient and reduces the effectiveness of the area transportation system by overloading the East Kingman traffic interchange and State Route 66.

This project is also designed to accommodate other transportation modes. Bicycle lanes are incorporated into the proposed street sections. Kingman Area Regional Transit (KART) buses will serve the area with transit stops on the private property rather than in the public rights-of-way. Continual sidewalks are planned and are being constructed to encourage pedestrian movement because the sidewalks provide for safe pedestrian walkways.

#### **iv. Quality of Life**

This project will improve the quality of life in the Kingman area by reducing travel time, fuel consumption, air pollution, and automobile crashes as summarized in tables 1 and 2 below. Cost Benefit Analysis ([CBA](#))

The provision of a new I-40 grade-separated crossing by the project will improve livability by reducing public safety response times both north and south of the highway. This improved access would allow for the more efficient distribution of public safety resources and personnel, eliminating the burden of duplicating facilities to serve each side of I-40. The interchange itself would allow the use of I-40 for any additional units responding from other areas of the city, reducing response times.

The construction of the Rancho Santa Fe Parkway Interchange and Rancho Santa Fe Parkway would significantly broaden traveler mobility by allowing the existing bus system, Kingman Area Regional Transit (KART) the opportunity to broaden its service area, providing low cost transportation service to residents of East Kingman, as well as to the industrial facilities and other businesses located in the Kingman Airport Industrial Park.

When KART expands service to include these areas, non-drivers, senior citizens, persons with disabilities and the general public in East Kingman would have greater accessibility to the

commercial areas of Kingman. All residents of Kingman including the Greater Kingman-Butler area and other economically distressed areas would have improved access to places of employment in the Kingman Airport Industrial Park.

This project will provide enhancements for bicycle and pedestrian travel. Walkers and bikers face the same barriers as motorists in navigating our community. The interstate and railroad inhibit their trips and make commuting to work, shopping, or recreational destinations much more difficult. The provision of pedestrian and bicycle facilities by this project will make these transportation modes more efficient and attractive to users.

This project is the result of a coordinated planning process including transportation and land-use considerations. Rancho Santa Fe Parkway TI was first a recommendation of the Kingman General Plan in the 1970's, and was seen as a tool to promote industrial development at the Kingman Airport, encourage regional commercial development at the traffic interchange, and provide enhanced access to a large area of east Kingman for residential development.

#### **v. Environmental Sustainability**

Rancho Santa Fe Parkway TI and Rancho Santa Fe Parkway will improve energy efficiency and reduce our dependence on oil. Fuel savings as a result of the construction of this project are calculated at 60,200 gallons daily and over 19 million gallons over a twenty year period. Greenhouse gas emissions are calculated to be significantly reduced, 4.64 tons of CO2 daily, and 23,384 tons of CO2 over a twenty year period. [\(CBA\)](#)

The provision of this interchange and grade separated crossing of I-40 will allow the existing bus system, Kingman Area Regional Transit (KART) to expand into this area, providing for the movement of people by more energy efficient vehicles.

This project has gone through the full NEPA review process as part of the [Design Concept Report](#) and was found to have no significant environmental impacts. Building the project will actually reduce air pollution versus a "no-build" scenario by 6.62 tons daily and 33,353 tons over a twenty year period. [\(CBA\)](#)

#### **vi. Innovation**

While Rancho Santa Fe Parkway TI will have a significant positive impact on transportation, economic development, the environment, and livability in our community, the incorporation of innovative transportation technology into this project will be limited. Innovation on this project has been realized through the design process which has successfully addressed major project issues such as drainage, property access, congestion management, safety considerations, and long-term maintenance and operation.

Kingman is within an economically distressed area, with a February 2015 unemployment rate of 10.2 percent. The Lake Havasu – Kingman Metropolitan Area had a February 2015 unemployment rate of 6.9 percent [WorkforceAZ.gov](http://WorkforceAZ.gov) This unemployment rate is higher than the State of Arizona (6.5 percent in February 2015) and the national unemployment rate of 5.5 percent.

This project will promote the short and long term creation and preservation of jobs. In the longer term, the new jobs created at the Kingman Airport Industrial Park and Rancho Santa Fe Parkway area will be diverse and provide greater opportunities for people in manufacturing, distribution, service industries, retail, and hospitality industries.

In the near term, construction jobs generated directly by the traffic interchange construction are calculated at 424. This projection is based on a formula that starts with 80% of the total project value (\$37,871,418), reduced by 65% to account for material costs, and divides the remainder by an average wage of \$25,000, to arrive at 424 jobs. These jobs will be varied and include laborers, equipment operators, carpenters, concrete finishers, electricians, excavators, paving contractors, rod busters, engineers, and other trades.

Construction related jobs will provide opportunities for local material suppliers, contractors, tradesmen, and laborers. There are pipe fabricators, paving contractors, and excavators in the Kingman area that could contract or subcontract on this project. All of these small business enterprises would benefit from this project. These opportunities will have a significant impact on our community, allowing us to retain our workforce. A lack of development has meant that many of our best workers are leaving the area in search of employment.

The Kingman area has programs in place to help connect disadvantaged workers with employment opportunities. Mohave County and the Arizona Department of Economic Security, in conjunction with the Local Workforce Investment Board, offers a one-stop center for listing employment opportunities, screening potential employees, and establishing special training programs. The center also coordinates GED and adult education classes. In 2009, the Kingman community voted to approve a Joint Technological Education District (JTED) to fund vocational training in addition to the programs that currently exist.

Kingman and Mohave Manufacturing Association (KAMMA) is a non-profit employer association dedicated to serving businesses in the manufacturing and manufacturing service industries by providing a forum where problems, ideas, needs and solutions can be explored, shared and implemented. Established in 2011, the KAMMA exists to strengthen the ability of the manufacturing organizations to improve profitability, capture the synergies of our manufacturing community, work collaboratively to improve the education and skill development streams which feed our community and to encourage new manufacturers to bring their new capacity into our region's family of manufacturers. Our work also includes partnering with member businesses to

provide them with access to human resource, environmental health and safety management, OSHA compliance, training, and employee benefits resources.

Mohave Community College (MCC) is dedicated to helping businesses and organizations reach their goals through education and training. Continuing education is accomplished through corporate training programs, organizational development sessions, and regularly scheduled non-credit workshops that are designed to improve job skills for all individuals, regardless of corporate affiliation. Mohave Community College works with employers to arrange training in skills that are unique to their individual business and offers Associates degrees and certification programs. Mohave Community College is taking distance learning to a new level. The college recently purchased a new mobile manufacturing learning lab for students with the help of a \$31,363 grant from the city of Kingman and a \$5,000 Unique Opportunities Grant from the Western Arizona Vocational Education district for lab equipment. The Kingman City Council approved the grant in May 2013. The new lab is contained within a 41-foot trailer that can be hauled around the county to MCC's various campuses, jobsites, or to a local manufacturing business. It's also equipped with hands-on learning modules for mechanical, laser calibration, electrical, machine automation, pneumatic and hydraulic systems. The new mobile manufacturing lab can provide customized, fast-track training to residents throughout the county and beyond.

Northern Arizona University offers bachelors and masters degrees through satellite facilities at the local community college campus. These resources will be utilized to fill the short and long term employment needs generated by this project.

This project will employ and be fully dedicated to the best practices regarding labor practices, worker safety, civil rights, and equal opportunity.

The significant increase in value to properties in and around the project area will spur timely commercial development. It is anticipated that development at the industrial park and on the commercial and industrial property at interchange locations would follow soon after project construction begins. Such development will result in longer term employment growth.

## **vii. Partnership**

Area property owners and the general public have been involved and supportive of this project since its inception. ADOT initiated the Design Concept Report study by conducting a project kickoff and scoping meetings with the general public and participating government agencies. The purpose of these meetings was to obtain information from the area residents, business people, and the public agency representatives regarding the proposed TI and the arterial street connections so that the issues, concerns, and opportunities could be addressed in developing and evaluating alternatives in the DCR and environmental document. The meetings provided an opportunity for those in attendance to describe issues and express concerns about the proposed TI, as well as, to suggest various improvements that could be considered during the study.

The project kickoff meeting was held on April 3, 2006, at 10:00 A.M., at the Kingman City Council Chambers in Kingman, Arizona. The agency scoping meeting was held on May 16, 2006, at 2:00 P.M., at the Kingman Police Department Training Room in Kingman, Arizona. Representatives from the ADOT Kingman District, ADOT headquarters, FHWA, City of Kingman, Mohave County, Kingman Airport Authority, and BLM were invited to both meetings. A public scoping meeting was held at the Kingman Police Department Training Room on May 16, 2006, at 5:30 P.M.

Area property owners attended monthly design meetings with the consulting engineer, and staff from the City of Kingman, Mohave County, ADOT, and FHWA. City staff involved in the design of this project includes representatives from the City Manager's Office, Public Works, Engineering, and Development Services departments.

**V. Demonstrated Project Readiness**

**i. Technical Feasibility**

The Design Concept Report, Change of Access Report, and Environmental Categorically Exclusion have all been completed for this project. In October of 2007 National Environmental Policy Act (NEPA) procedures were followed and approved. Final design is at the 95% plan stage. Construction of the Rancho Santa Fe Parkway traffic interchange and Rancho Santa Fe Parkway would commence within six months of grant award.

**ii. Financial Feasibility**

Sales tax is the single largest general fund recurring revenue. The economic challenges of the nation have impacted Kingman in a significant way. The adopted FY2015 budget includes a projection of \$14.1 million. This projection is a slight increase compared to FY2014 revenue collections. Because of these revenue shortages, Kingman is not able to budget capital improvements monies to expand its infrastructure, even when great economic benefits can be derived from such improvements as the Rancho Santa Fe Parkway traffic interchange and Rancho Santa Fe Parkway. As a result of this revenue shortfall, no other monies besides the TIGER Discretionary Grant monies will be devoted this project.

Through the final design process, a Value Analysis Study was conducted by ADOT at the 30% plan stage. Several of the study recommendations are being incorporated into final design, resulting in a significant project savings.

The City of Kingman has extensive experience managing federal and state grant programs and has always fully complied with program requirements and oversight.

**iii. Project Schedule**

**I-40 Rancho Santa Fe Traffic Interchange  
Project Schedule**

Activity Description	2015				2016												2017		
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Bid Preparation																			
Bidding and Award																			
Construction																			
Open to Traffic																			★

Construction of the Rancho Santa Fe Parkway traffic interchange and Rancho Santa Fe Parkway would commence within 4 months of grant award, generating construction jobs quickly. Construction jobs generated directly by the traffic interchange construction are calculated at 675. With construction period of 14 months, it is estimated that 100 employees would be on site during the first quarter, 225 in the second quarter, 250 in third quarter, and 100 in the fourth quarter.

## **VI. Approvals:**

### **i. Environmental Approvals – NEPA Requirement**

The Categorical Exclusion determination for this project using National Environmental Policy Act (NEPA) procedures was approved with the [Final Design Concept Report I-40 Rattlesnake Wash \(Rancho Santa Fe Parkway\) Traffic Interchange dated October, 2007](#)

### **ii. Environmentally Related Federal, State and Local Actions**

No further environmentally related federal, state, or local actions are anticipated for this project.

### **iii. Legislative Approvals**

Authorization to submit this application was granted by the Kingman Common Council with the adoption of **Resolution No. 4945** on May 19, 2015. (See in Attachments Reso.4945)

### **iv. Letters of Support**

Letters of support from our project partners including, the Arizona Department of Transportation Kingman District, Mohave County Board of Supervisors, Western Arizona Council of Governments (WACOG), Kingman and Mohave Manufacturing Association (KAMMA), and the Kingman Airport Authority, are attached. (See in Attachments LtroSpr)

### **v. State and Local Planning**

The Rancho Santa Fe Parkway TI is a specific recommendation of the Kingman Area Transportation Study ([KATS](#))

## **VI. Assessment of project risks and mitigation strategies**

The City of Kingman is very rehearsed in the Federal program having completed many projects that have been federally funded. The staff is familiar and has completed Surface Transportation Program (STP), and many Highway Safety Improvement Program (HSIP) projects. Additionally, Federal Byways funding, and Transportation Enhancement, and other federally funded projects have been completed as well.

All of the Environmental studies have been completed and approved National Environmental Policy Act (NEPA) procedures have been followed, and no unforeseen Environmental issues are expected.

## **VII. Results of Benefit Cost Analysis**

URS Engineers performed a Cost Benefit Analysis (**CBA**) describing the benefits to the motoring public of the Rancho Santa Fe Parkway TI. The analysis included the consideration of travel time, fuel, air pollution, and crashes. The analyses are based on traffic forecasts for 2030 included in the *Final Design Concept Report I-40 Rattlesnake Wash (Rancho Santa Fe Parkway) Traffic Interchange dated October, 2007*. The daily benefits derived from the TI were calculated based upon a sum of peak and off-peak hours. The daily benefits were then expanded to annual benefits in 2030 by multiplying by 331 which accounts for reduced daily travel on weekends and holidays. The benefits were further expanded to cover the 20-year period from 2013 to 2032 by using the traffic growth projection from 2007 actual counts to 2030 forecasts.

The benefits were converted into cost savings using the value of time per hour per vehicle (\$10.80), the fuel savings at \$3.00 per gallon, the cost to clean up air pollution based on \$15,000 per ton/year, and the cost of crashes at \$3,170 each for property damage only crashes, \$296,000 for injury crashes, and \$4.2 million each for fatal crashes.

Two conditions were analyzed to derive the benefits. The Base Case or “No Build” does not include the new TI or the construction of any new roads in the area south of the airport. The Build Case includes the I-40 Rancho Santa Fe Parkway TI and construction of Rancho Santa Fe Parkway from Louise Avenue south of I-40 to Airway Avenue north of I-40 and continuing north to Industrial Boulevard.

Table 1 presents a summary of the benefits for 2030 daily, 2030 annual, and 20-year period.

**Table 1**  
**Summary of Benefits of I-40 Rancho Santa Fe Parkway Traffic Interchange**

	2030 Daily	2030 Yearly	20-Year 2013-2032
<b>Travel Time (hours)</b>	3,778	1.25 M	19.04 M
<b>Fuel (gallons)</b>	60,200	19.9 M	303 M
<b>Air Pollution</b>			
CO (tons)	4.64	1,535	23,384
NOx	0.90	299	4,550
VOC (tons)	1.08	356	5,419
<b>Crashes</b>			
PDO	NA	0.79	12.06
Injury	NA	0.36	5.50
Fatalities	NA	0.008	0.123

Table 2 presents the benefits expressed in dollars for 2030 and for the 20-year period. The dollar savings of \$106 million in 2030 alone is three times the estimated \$35 million cost of construction of the I-40 Rancho Santa Fe Parkway TI.

**Table 2**  
**Summary of Cost Savings of I-40 Rancho Santa Fe Parkway Traffic Interchange**  
**(in millions of dollars)**

	<b>2030 Yearly</b>	<b>20-Year 2013-2032</b>
<b>Travel Time (\$10.8/ vehicle-hour)</b>	\$13.5	\$206
<b>Fuel (\$3/gallon)</b>	\$60	\$910
<b>Pollution Removed (\$15k/ton/year)</b>	\$33	\$500
<b>Crashes</b>		
PDO (\$3,170 each)	\$0.003	\$0.04
Injury (\$24k to \$915k each)	\$0.040	\$0.61
Fatalities (\$4.2m each)	\$0.034	\$0.52
<b>Total Crashes</b>	<b>\$0.077</b>	<b>\$1.17</b>
<b>Total Savings</b>	<b>\$106.2</b>	<b>\$1,618</b>

**VIII. Federal Wage Rate Certification**

City of Kingman **Resolution No 4945** adopted by the Kingman Common Council certified that the City of Kingman will comply with all requirements of subchapter IV of chapter 31 of title 40, Unites States Code (Federal wage rate requirements), as required by the Recovery Act. (See in **Attachments Reso.4945**)



**KAMMA Board of Directors**

John Hansen, President • 928-279-5740 • [jhansen@laron.com](mailto:jhansen@laron.com)  
Charles Shores, Vice-President • 928-303-1012 • [cshores@luseaux.com](mailto:cshores@luseaux.com)  
Jeffrey McKnight, Secretary • 928-692-7774 • [jeff@lcorpaz.com](mailto:jeff@lcorpaz.com)  
Kenneth Dean, Treasurer • 928-757-4386 • [kdean@lomanco.com](mailto:kdean@lomanco.com)  
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<http://www.mohavemfgassociation.com>

**Serving the manufacturing industry by providing profitable & valuable business solutions**

6 May, 2015

U.S. Department of Transportation  
American Recovery and Reinvestment Act of 2009  
TIGER Discretionary Grant Program

RE: I-40 / Rancho Santa Fe Parkway Traffic Interchange  
Kingman Arizona  
Letter of Enthusiastic Support

TIGER Grant Review Committee Members,

The Kingman and Mohave Manufacturing Association (KAMMA) is an incorporated 501c.6 association which was formed in 2012 to support and promote the development of manufacturing in Kingman and Mohave County. Our membership of local manufacturers and manufacturing support businesses see the development of the I-40 / Rancho Santa Fe Parkway Traffic Interchange as a key and critical infrastructure improvement which will directly support and enhance the capability of the Kingman Airport Industrial Park to support and attract existing and new manufacturers. KAMMA most enthusiastically supports the City of Kingman's TIGER Grant Application for the construction of the I-40 / Rancho Santa Fe Parkway Traffic Interchange.

The Kingman Airport and Industrial Park has multiple and varied corporate/manufacturing tenants occupying over 4,000,000 sq. ft. of industrial buildings and employing approximately 2,000 people.

The existing access to the industrial park routes traffic over a path which has multiple lighted traffic intersections as well as a large number of uncontrolled entrance/exit roadways. These roadways contribute to a greater likelihood of traffic accidents due to improper signaling or failures to grant adequate right of way to fast-moving highway traffic. The proposed construction of a new traffic interchange on I-40 with an arterial street connecting to the Kingman Airport Industrial Park would greatly enhance the safety and ease the route for transporters carrying inbound and outbound materials/products to/from the industrial park. It would fulfill a long standing transportation need in the area and contribute to the city's/county's ability to sustain the economic and manufacturing growth of the community.

As a very committed partner in the development of this project with the City of Kingman, Mohave County, ADOT and FWHA; KAMMA fully supports this project and believes it will be a significant positive contribution to the manufacturing environment in the greater Kingman area.

With Regard

John Hansen, President  
Kingman and Mohave Manufacturing Association



Intermodal Transportation

Douglas A. Ducey, Governor  
John S. Hallkowski, Director  
Dallas Hammit, State Engineer  
Steve Boschen, Division Director

April 27, 2015

U.S. Department of Transportation  
TIGER Discretionary Grant  
TIGER Grants@dot.gov

Subject: Letter of Support for City of Kingman Sponsored TIGER Grant Application for I-40 / Rattlesnake Wash Traffic Interchange, Kingman, AZ

Dear Program Manager:

The Arizona Department of Transportation is pleased to endorse the City of Kingman's TIGER grant application for the construction of the I-40 Rattlesnake Wash Traffic Interchange.

This proposed project to construct a new traffic interchange on I-40 with an arterial street connection to the Kingman Airport Industrial Park would fulfill a long-standing transportation need in the Kingman area and promote the continued economic development of the industrial park.

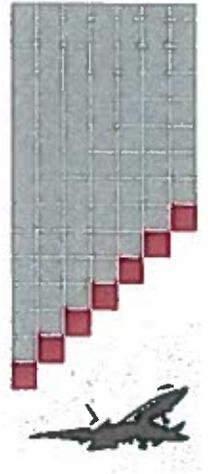
As a partner in the development of this project with the City of Kingman, Mohave County, Kingman Airport Authority, and FHWA, ADOT fully supports this project and believes it will be a significant asset to our district.

The Arizona Department of Transportation supports this City of Kingman application and requests a favorable evaluation.

Michael Kondelis P.E.  
ADOT Kingman District Engineer

*"To promote the airfield and industrial park with  
fiscally responsible management and provide a  
diverse economic base for the Greater Kingman Area"*

April 23, 2015



U.S. Department of Transportation  
American Recovery and Reinvestment Act of 2009  
TIGER Discretionary Grant Program

RE: I-40 / Ranch Traffic Interchange Application  
Kingman, Arizona

TIGER Review Committee Members,

Kingman Airport Authority, Inc. supports the City of Kingman's TIGER Grant Application for the construction of the I-40 / Rancho Santa Fe Parkway Traffic Interchange.

The Kingman Airport and Industrial Park has 70 corporate tenants occupying over 4,500,000 sq. ft. of industrial buildings and employing approximately 2,000 people. The proposed construction of a new traffic interchange on I-40 with an arterial street connecting to the Kingman Airport Industrial Park would fulfill a long standing transportation need in the area and sustain the economic growth of the community.

As a partner in the development of this project with the City of Kingman, Mohave County, ADOT and FWHA; Kingman Airport Authority, Inc. fully supports this project and believes it will be a significant asset to the greater Kingman area.

Thank you for your consideration.

Sincerely,

  
Robert Riley  
Director, Economic Development

RR/br

## Grant Application Package

<b>Opportunity Title:</b>	FY 2015 National Infrastructure Investments
<b>Offering Agency:</b>	U.S. Department of Transportation
<b>CFDA Number:</b>	20.933
<b>CFDA Description:</b>	National Infrastructure Investments
<b>Opportunity Number:</b>	DIOS59-15-RA-TIGER7
<b>Competition ID:</b>	TIGER7-FY15
<b>Opportunity Open Date:</b>	05/05/2015
<b>Opportunity Close Date:</b>	06/05/2015
<b>Agency Contact:</b>	Robert Mariner TIGER Program Director E-mail: robert.mariner@dot.gov Phone: 202-366-8914

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

**Application Filing Name:** Kingman Crossing Traffic Interchange

### Select Forms to Complete

#### Mandatory

[Application for Federal Assistance \(SF-424\)](#)

[Attachments](#)

#### Optional

### Instructions

[Show Instructions >>](#)

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here.

If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

Application for Federal Assistance SF-424		
<b>* 1. Type of Submission:</b> <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	<b>* 2. Type of Application:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	<b>* If Revision, select appropriate letter(s):</b> <input type="text"/> <b>* Other (Specify):</b> <input type="text"/>
<b>* 3. Date Received:</b> Completed by Grants.gov upon submission.	<b>4. Applicant Identifier:</b> gjeppson53	
<b>5a. Federal Entity Identifier:</b> 35.125862	<b>5b. Federal Award Identifier:</b> -113.592612	
<b>State Use Only:</b>		
<b>6. Date Received by State:</b> <input type="text"/>	<b>7. State Application Identifier:</b> <input type="text"/>	
<b>8. APPLICANT INFORMATION:</b>		
<b>* a. Legal Name:</b> City of Kingman, Arizona		
<b>* b. Employer/Taxpayer Identification Number (EIN/TIN):</b> 86-60000769	<b>* c. Organizational DUNS:</b> 8034009800000	
<b>d. Address:</b>		
<b>* Street1:</b> 310 North Fourth Street	<input type="text"/>	
<b>Street2:</b>	<input type="text"/>	
<b>* City:</b> Kingman	<input type="text"/>	
<b>County/Parish:</b>	<input type="text"/>	
<b>* State:</b> AZ: Arizona	<input type="text"/>	
<b>Province:</b>	<input type="text"/>	
<b>* Country:</b> USA: UNITED STATES	<input type="text"/>	
<b>* Zip / Postal Code:</b> 86401-3454	<input type="text"/>	
<b>e. Organizational Unit:</b>		
<b>Department Name:</b> Development Services	<b>Division Name:</b> Economic Development	
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>		
<b>Prefix:</b> Mr.	<b>* First Name:</b> Gary	<input type="text"/>
<b>Middle Name:</b>	<input type="text"/>	
<b>* Last Name:</b> Jeppson	<input type="text"/>	
<b>Suffix:</b>	<input type="text"/>	
<b>Title:</b> Deve		
<b>Organizational Affiliation:</b>		
<input type="text"/>		
<b>* Telephone Number:</b> 928-753-8353	<b>Fax Number:</b> 928-753-7747	
<b>* Email:</b> gjeppson@cityofkingman.gov		

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

U.S. Department of Transportation

**11. Catalog of Federal Domestic Assistance Number:**

20.933

CFDA Title:

National Infrastructure Investments

**\* 12. Funding Opportunity Number:**

DTOS59-15-RA-TIGER7

\* Title:

FY 2015 National Infrastructure Investments

**13. Competition Identification Number:**

TIGER7-FY15

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

The Kingman Crossing TI Project consists of a new interchange on I-40 at Arizona Milepost 55.0 with 0.32 miles of roadway and a transit center for a hospital and 164-acres of new retail space.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="21,000,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="21,000,000.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

## ATTACHMENTS FORM

**Instructions:** On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

**important:** Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	Tiger 2015 Narrative.docx	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	FinalKingmanCrossingTIDCR.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	KingmanCrossingChangeAccessRe	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	KingmanCrossingTIFinalTraffic	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5		Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6		Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7		Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

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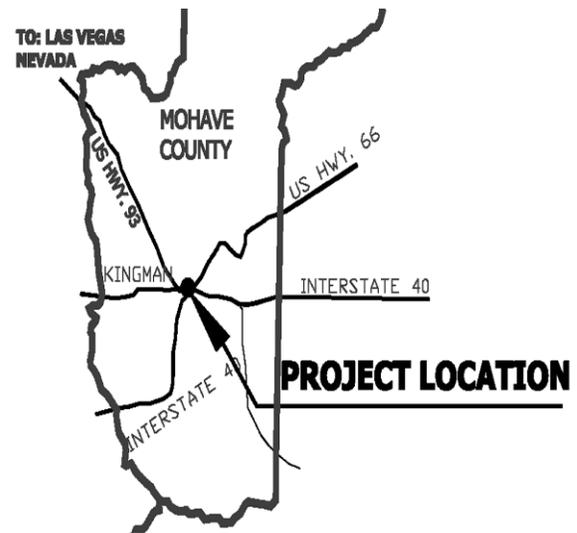
# I. PROJECT DESCRIPTION

## Overview and Map

The Kingman Crossing traffic interchange (TI) project consists of the construction of a new traffic interchange on Interstate-40 at milepost 55.0, approximately 1.5 miles east of the existing I-40/State Route 66 traffic interchange. The project would also include the construction of a new arterial street, Kingman Crossing Boulevard, between the south TI ramp intersections and Santa Rosa Drive to the north. A total of approximately 0.32 miles of new roadway will be constructed. Kingman Crossing Boulevard will eventually be extended south to Southern Avenue and north to Airway Avenue by others.

In addition to the traffic interchange the Kingman Crossing Regional Transit Center will be developed on city property south of the interchange. With the development of 164-acres into retail space and the presence of the Kingman Regional Medical Center with accompanying health care facilities, the transit center is vitally needed to permit non-personal vehicle access.

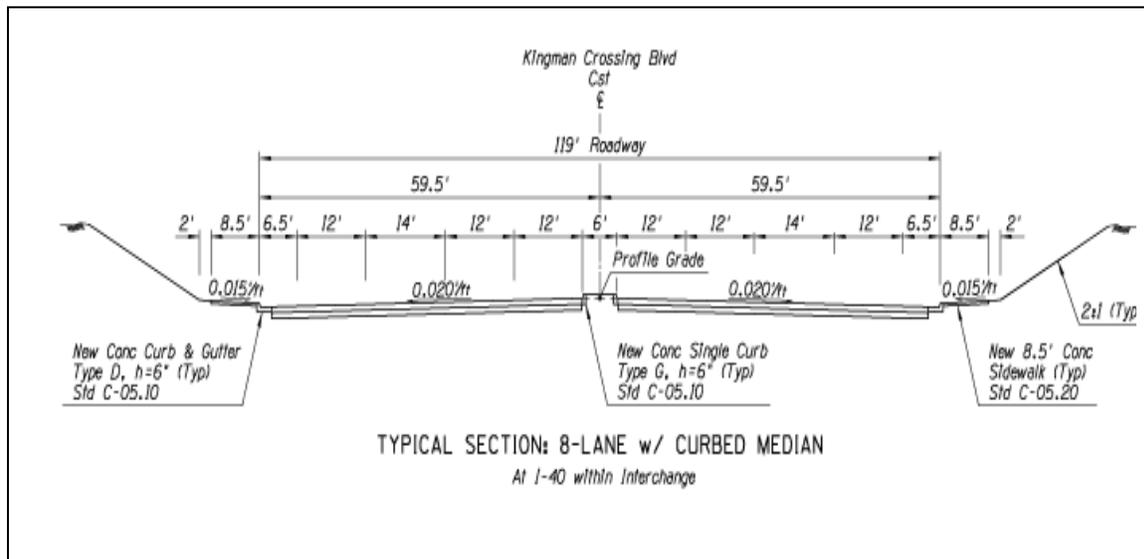




## Project Summary

- **Interchange:** compact, diamond interchange
- **Overpass structures:** two, single-span cast-in-place and post-tensioned concrete box girder superstructures with a total span length of 186 feet.
- **Ramps:** standard one-lane parallel type entrance and exit ramps. The parallel portion of the westbound exit ramp and the eastbound on ramp will be elongated and extended to the east to lay the groundwork for the auxiliary lanes between the Kingman Crossing TI and the proposed Rattlesnake Wash TI.
- **Kingman Crossing Boulevard & I-40 Grades:** Kingman Crossing Boulevard cross road will be depressed under I-40 with I-40 remaining at grade.
- **Traffic Signals and Street Lighting:** Traffic signals will be provided at the two TI ramp intersections and at the Santa Rosa Drive and Kingman Crossing Boulevard intersection. Street lighting will be provided along Kingman Crossing Boulevard and at the ramp freeway entrance and exit locations.
- **Kingman Crossing Boulevard Street Section:**

Segment	Lanes	Concrete Median	Curb, Gutter, Sidewalk	Bike Lane
South ramps to north ramps	2 through lanes and 2 left-turn lanes NB and SB	✓	✓	✓
North ramps to Santa Rosa Dr.	3 through lanes in each direction	✓	✓	✓



## KINGMAN CROSSING REGIONAL TRANSIT CENTER

The Kingman Crossing Regional Transit Center will be the transit hub for eastern Kingman. The development of this center will be allow the transit transfer hub to be located at the center of the greatest trip generation and thereby allow the Kingman Area Regional Transit to operate with greater efficiency and convenience for all patrons in eastern Kingman.

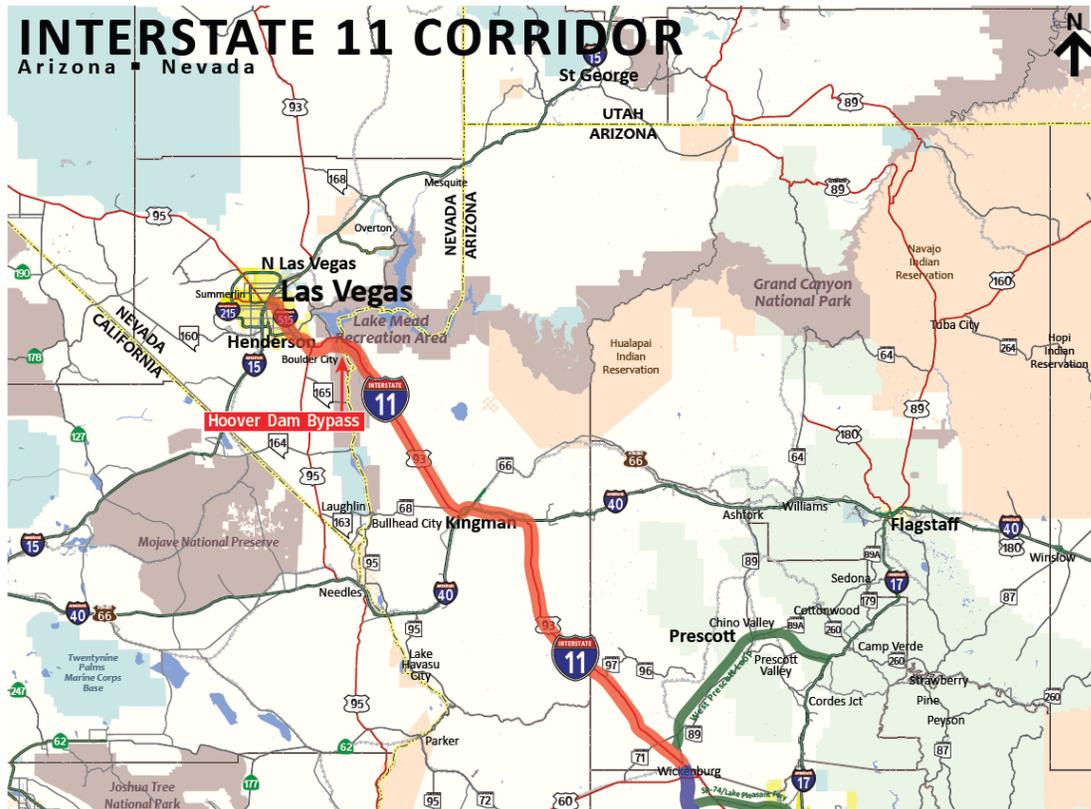
## USERS

The Kingman Crossing traffic interchange will primarily be used by those who need and desire to access the Kingman Regional Medical Center (KRMC) facility. In addition to those accessing the KRMC facility, the users will also be those retail customers for the approximately 500,000 square feet of new retail space that will be constructed as a result of this traffic interchange. The existing area residents and future residents of the over 1,000 lots approved for development will also be users of this interchange. The projected average daily traffic count for 2014 is 14,900 and 2030 is 36,900.

## CHALLENGE

The City of Kingman is an important regional center for the southwestern United States. It is the crossroads of the Interstate-40 and the future Interstate I-11. Interstate 11 (I-11) was officially designated by the U.S. Congress in the 2012 Surface Transportation Act. The highway route as currently proposed runs from Casa Grande, Arizona northwest to Buckeye, Arizona, thence to Kingman, Arizona, and terminates in Las Vegas, Nevada. This interstate freeway will provide a direct Interstate link between the Las Vegas and Phoenix metropolitan areas. It is the CANAMEX highway. The CANAMEX Trade Corridor, as defined by

Congress in the 1995 National Highway Systems Designation Act, is a High Priority Corridor.(from Public Law 104-59, November 28, 1995) ([www.canamex.org](http://www.canamex.org)) and (<http://www.fhwa.dot.gov/planning/nhs/hipricorridors/hpcor.html>).



Kingman is the only incorporated city along the Canamex corridor between Wickenburg, Arizona to the south, which is 129 miles to the southeast of Kingman, and Boulder City, Nevada, which is 75 miles to the northwest of Kingman. The Kingman Crossing traffic interchange will provide essential services to the traveling public with lodging, hospitality, and retail services. Kingman is approximately three and one-half hours driving time from the Phoenix metropolitan area and two-hours from the Las Vegas metropolitan area. Commercial development cannot take place in the Kingman Crossing area until the Kingman Crossing traffic interchange is under construction. Resolution #4046R and Ordinance #1604 stipulate this limitation.

Kingman serves as a regional hub for transportation, commerce, and government administration. Residential development is occurring within the city with the largest concentration of growth occurring on the east side of the city. The area is physically separated from the rest of the city by both I-40 and the Burlington Northern Santa Fe (BNSF) railroad. The only way to access this area is provided by the Hualapai Mountain Road Bridge, south of I-40, over the BNSF tracks and the new underpass crossing of the

railroad at Airway Avenue. In order to improve access to this area, a variety of roadway improvements are proposed in the Kingman Area Transportation Study (KATS). The I-40/Kingman Crossing TI is part of the recommended plan to provide essential access to this area. The Kingman Regional Medical Center acquired the Hualapai Mountain Medical Center in September 2011. This hospital facility is a 177,400 square foot hospital, opened in October 2009. This 106-bed hospital will have 70 private rooms and an additional 36 shelled rooms available for future expansion. Key services include a 22-bed 24/7 emergency department, heart services, inpatient and outpatient surgery, intensive care, imaging, laboratory and pharmacy ([www.azkrmc.com](http://www.azkrmc.com)). The hospital currently is being accessed on by Santa Rosa Boulevard, which currently is a dead-end street located in a residential area. This hospital will have limited access until the Kingman Crossing traffic interchange is constructed. Emergency vehicle access will be delayed by approximately five minutes because the Kingman Crossing traffic interchange is not constructed.

Along with the medical facility developments, there will be approximately 500,000 square feet of new retail space developed only after this traffic interchange is constructed. The zoning approval for the commercial development requires the interchange to be developed before the zoning classification is effective. (Ordinance #1604).

In addition to the commercial and medical developments, over 1200 single-family residential lots have been preliminarily platted in the Kingman Crossing area. Access this area, is limited because the Kingman Crossing traffic interchange is not completed. Water, sewer, electrical, natural gas, and telecommunication infrastructure have been extended into the area and are serving the existing developments. As shown on Table 1, the traffic counts on Airway Avenue, which is the arterial street one mile north of and parallel to I-40 will extend the traffic counts of I-40 in 2014 and 2030, if the Rattlesnake Wash and Kingman Crossing interchanges are not constructed.

## **II. PROJECT PARTIES**

**City of Kingman:** The City of Kingman is the grant recipient and the local general purpose of unit of government that would administer the grant project and maintain the street improvements outside of the I-40 interchange right-of-way after completion of the capital improvements. The City operates the Kingman Area Regional Transit system and therefore would also build and maintain the regional transit center.

**Arizona Department of Transportation:** The Arizona Department of Transportation is the State of Arizona's transportation department and would oversee the design and construction the traffic interchange.

**Federal Highway Administration:** The Federal Highway Administration in cooperation with the Arizona Department of Transportation will review and comment on the design of the Kingman Crossing Traffic Interchange to assure compliance with the rules and regulations of the U.S. Department of Transportation- Federal Highway Administration.

**Western Arizona Council of Governments:** The Western Arizona Council of Governments is the regional transportation planning agency that has placed this project on its Transportation Improvement Plan (TIP). It has no further role in this project.

**Kingman Regional Medical Center** is the owner of the Hualapai Mountain Medical Center that is in need of the Kingman Crossing Traffic Interchange to provide freeway access to the hospital. This group is financially participating in this project with W Kingman Crossing LLC through obligations it committed to in the acquisition of the Hualapai Mountain Medical Center facility.

### **III. GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS**

**Tiger 2015 Discretionary Grant Funds:** \$21,000,000.00. These monies will provide 100- percent of the monies needed for this project.

There is no segregation of these monies in the project but rather the monies are intermingled throughout the project.

Funding for the Kingman Regional Transit Center is dependent on funding of the Kingman Crossing Traffic Interchange Project. The City cannot get any funding commitment without assurance that there is street access.

### **IV. SELECTION CRITERIA**

#### **Long-Term Outcomes**

#### **State of Good Repair**

The Kingman Crossing TI project is a part of, and is consistent with, relevant state, regional, and local efforts in that it the Arizona Department of Transportation has approved the Design Concept Report for this project in June 2010. The Kingman Crossing TI is an integral part of the Kingman Area Transportation Study (**KATS**). The Kingman Crossing area is designated for commercial development in the General Plan Update 2013, which was adopted with Resolution 4868 on March 4, 2014, and ratified by the voters on November 4, 2014. The commercial portions of the property were rezoned

with the adoption of Ordinance #1600 on December 3, 2007 (Hualapai Medical Center Subdivision) and Ordinance #1604 on January 7, 2008, which rezoned the W Kingman Crossing LLC properties.

The City of Kingman is an important regional center for the southwestern United States because it is located at the crossroads of the Interstate-40 and the CANAMEX corridor (U.S. Highway 93 (future Interstate 11)). Kingman is the only incorporated city along the Canamex corridor between Wickenburg, Arizona (129 miles to the southeast of Kingman) and Boulder City, Nevada, (75 miles to the northwest of Kingman). Despite its location, Kingman is an economically distressed area because it has not been able to develop its resources.

The measurement of performance of the project will be in the following terms: (1) the reduction of projected traffic volume on Route 66, Airway Avenue, and Eastern Street from the “No Build” options in comparison to the traffic volumes generated by the Kingman Crossing TI; (2) the reduction of response time to the Hualapai Mountain Medical Center; and (3) the increased sales tax volume generated by the commercial development permitted as a result of the Kingman Crossing TI being constructed. The Kingman Crossing TI project will open great economic opportunity and spur residential growth along with the commercial development in the area. Life-cycle cost reductions on the existing transportation infrastructure will be measured by lane mile maintenance cost reductions.

Kingman has the opportunity for great economic expansion if the Kingman Crossing TI is constructed. The City of Kingman operates largely in sales tax revenue. If the Kingman Crossing TI is constructed, W Kingman Crossing LLC will be able their 164-acres of commercial property and thereby create approximately 3,000 new jobs which will generate a projected \$120,000,000 in new annual sales. The city has a 2.0 percent sales tax rate therefore the anticipated *additional* annual sales tax revenue from the development of the Kingman Crossing TI, which will permit the commercial development to take place, is \$2,400,000 a year. In addition to the W Kingman Crossing LLC development, Kingman Regional Medical Center is re-opening a new hospital in 2012. The jobs created in the Kingman Crossing area will be diverse and from multiple private employers. Numerous unemployed and underemployed members of the Kingman area labor force will be able to secure employment as a result of the Kingman Crossing TI.

Maintenance of the Kingman Crossing TI in the I-40 right-of-way will be done by the Arizona Department of Transportation and Kingman Crossing Boulevard outside of the I-40 right-of-way will be done by the City of Kingman. The increase sales tax revenue

generated in the Kingman Crossing area will more than cover the maintenance costs of these capital improvements.

The Kingman Crossing TI will reduce travel distance for people accessing the Kingman Crossing area from the east by approximately five miles. The ability to improve the efficiency of the transportation system is tremendously important for accessing the Hualapai Mountain Medical Center facilities.

The life of existing transportation facilities will be expanded by being relieved of the congestion cause as a result of the Kingman TI not being in place. The traffic on I-40/East Kingman traffic interchange, State Route 66, and Eastern Avenue will all be reduced because the Kingman Crossing TI will provide shorter, safer, and more efficient access to the Kingman Crossing area. Without this project, the congestion on these other routes and the resultant roadway deterioration and high costs of maintenance activities will be experienced. Life-cycle cost reductions on the existing transportation infrastructure will be measured by lane mile maintenance cost reductions. The current impact on Eastern Street and Route 66 will be reduced by two-thirds when these TI's are completed.

To enhance the economic stimulus benefits of the Kingman Crossing TI, the project will accommodate multi-modal transportation services and resolve a number of existing safety issues. Greater efficiency will result because of this project and significant environmental enhancements will take place because of the Kingman Crossing TI. URS Engineers performed an analysis describing the benefits to the motoring public of the Kingman Crossing TI. Details of this analysis are described later in this application. *Source: URS Cost Benefit Analysis (CBA)*

Kingman serves as a regional hub for northwest Arizona. The Kingman Crossing area is physically separated from the rest of the city by both I-40 and the Burlington Northern Santa Fe (BNSF) railroad and is accessed by Eastern Avenue along the east side of the railroad tracks, and accesses Airway Avenue on the east edge of the new Airway Underpass, which is the western edge of the northeast quadrant of the City. This project not only provides quicker and more reliable access to the Hualapai Mountain Medical Center Hospital, opens up a second access to the northeastern quadrant of the City. The completion of this interchange and the Rattlesnake Wash traffic interchange will make the area much more accessible and safer. The current impact on Eastern Street and Route 66 will be reduced by two-thirds when these traffic interchanges are completed.

The measurement of performance of the project will be in the following terms: (1) the reduction of projected traffic volume on Route 66, Airway Avenue, and Eastern Street

from the “No Build” options in comparison to the traffic volumes generated by the Kingman Crossing traffic interchange; (2) the reduction of response time to the Hualapai Mountain Medical Center; and (3) the increased sales tax volume generated by the commercial development permitted as a result of the Kingman Crossing traffic interchange being constructed. The Kingman Crossing traffic interchange project will open great economic opportunity and spur residential growth along with the commercial development in the area. Life-cycle cost reductions on the existing transportation infrastructure will be measured by lane mile maintenance cost reductions.

The City of Kingman operations largely from sales tax revenue. The projected *new* sales volume as a result of the Kingman Crossing TI is \$120,000,000 annually. The city has a 2.0 percent sales tax rate therefore the anticipated additional sales tax revenue generated by the development of the Kingman Crossing TI, which is required to permit the commercial development, is \$2,400,000 a year.

Maintenance of the Kingman Crossing traffic interchange in the I-40 right-of-way will be done by the Arizona Department of Transportation and Kingman Crossing Boulevard outside of the I-40 right-of-way will be done by the City of Kingman. The increase sales tax revenue generated in the Kingman Crossing area will more than cover the maintenance costs of these capital improvements.

### **Economic Competitiveness**

The City of Kingman is an important regional center for the southwestern United States. The City is located at the literal crossroads of Interstate-40 and U.S. Highway 93 (future Interstate 11), which is the CANAMEX corridor. The CANAMEX Trade Corridor, as defined by Congress in the 1995 National Highway Systems Designation Act, is a High Priority Corridor (PL104-59, November 28, 1995). ([www.canamex.org](http://www.canamex.org)) (<http://www.fhwa.dot.gov/planning/nhs/hipricorridors/hpcor.html>).

Kingman is the only incorporated city along the CANAMEX corridor between Wickenburg, Arizona, which is 129 miles to the southeast of Kingman, and Boulder City, Nevada, which is 75 miles to the northwest of Kingman. The Kingman Crossing TI will provide essential services to the traveling public in the form of lodging, hospitality, vehicle repair and service, health care and retail services. Kingman is approximately three and one-half hours driving time from the Phoenix metropolitan area and two-hours from the Las Vegas metropolitan area. Commercial development cannot take place in the Kingman Crossing area until the Kingman Crossing TI is under construction. Resolution #4046R and Ordinance #1604 stipulate this limitation.

W Kingman Crossing LLC is planning to develop its 164-acres of commercially zoned land in the Kingman Crossing area. This development will create approximately 3,000 new jobs and generate a projected \$120,000,000 in annual sales. In addition to the W Kingman Crossing LLC development, Kingman Regional Medical Center will re-open the 177,400 square foot hospital. This 106-bed hospital has 70 private rooms and an additional 36 shelled rooms available for future expansion. The Kingman Crossing traffic interchange is mandatory for the W Kingman Crossing LLC to develop its 164-acres as commercial property. The ordinance amending the official zoning map to designate this area as “commercial” is only effective when the Kingman Crossing TI begins construction.

Kingman is an economically distressed area with the latest available information being the March 2015 unemployment rate of 8.5-percent. The Lake Havasu-Kingman Metropolitan Statistical Area had a March 2015 unemployment rate of 9.2-percent. This unemployment rate is higher than the State of Arizona (7.0-percent in March 2015) and the national unemployment rate of 6.6-percent ([www.workforce.az.gov](http://www.workforce.az.gov)). The jobs created in the Kingman Crossing area will range from entry-level retail and service jobs to highly skilled professional health care positions. In addition to these major developments addressed above, over 1200 single-family residential lots have been preliminarily platted in the Kingman Crossing area. A new middle-school was completed in December 2009 and the new elementary school was completed in August 2010. The construction activity was a short-term boost to the area economy, but the subsequent economic activity as a result when new residents are attracted as a result of this project and thereby provide long-term economy sustainability to this economically distressed area.

The Kingman Crossing traffic interchange will reduce travel distance for people accessing the Kingman Crossing area from the east by approximately five miles. Currently people from east have to go west on I-40 and exit at Route 66 (Exit 53), travel north and then backtrack two miles to reach the Kingman Crossing area. This limited access is inefficient and reduces the effectiveness of the area transportation system by overloading the Route 66 interchange (Exit 53) and Route 66 to Airway Avenue. The ability to improve the efficiency of the transportation system is tremendously important for accessing the Hualapai Mountain Campus of the Kingman Regional Medical Center. The hospital currently is being accessed only by Santa Rosa Boulevard, which currently is a dead-end street located in a residential area. This hospital will have limited access until the Kingman Crossing traffic interchange is constructed. The absence of the Kingman Crossing traffic interchange will delay emergency vehicle access by approximately five minutes from the east and approximately three minutes from the west due to having maneuver through five controlled-intersections because the Kingman Crossing traffic interchange is not constructed.

The Kingman Crossing traffic interchange and area are designed to accommodate multi-modal transportation services. As shown in the street cross-sections, bicycle lanes are integrated into the streets. The Kingman Area Regional Transit buses will serve the area with transit stops on the private property rather than in the public rights-of-way. Continual sidewalks are planned and are being constructed to encourage pedestrian movement because the sidewalks provide for safe pedestrian walkways.

URS Engineers performed an analysis ([URS CBA](#)) describing the benefits to the motoring public of the Kingman Crossing TI. The analysis included the consideration of travel time, fuel, air pollution, and crashes. The analyses are based on traffic forecasts for 2030 included in the *Final Design Concept Report I-40 (DCR) Kingman Crossing Traffic Interchange dated January 2008*. The daily benefits derived from the Kingman Crossing TI were calculated based upon a sum of peak- and off-peak hours. The daily benefits were then expanded to annual benefits in 2030 by multiplying by 331 which accounts for reduced daily travel on weekends and holidays. The benefits were further expanded to cover the 20-year period from 2013 to 2032 by using the traffic growth projection from 2007 actual counts to 2030 forecasts.

The benefits were converted into cost savings using the value of time per hour per vehicle (\$14.40), the fuel savings at \$4.00 per gallon, the cost to clean up air pollution based on \$15,000 per ton/year, and the cost of crashes at \$3,170 each for property damage only crashes, \$296,000 for injury crashes, and \$4.2 million each for fatal crashes.

Two conditions were analyzed to derive the benefits. The Base Case or “No Build” does not include the new Kingman Crossing TI but does include the programmed I-40 Rattlesnake Wash TI and Mohave Drive connecting to the airport. The Build Case includes the I-40 Kingman Crossing TI and construction of a new roadway from Louise Avenue south of I-40 to Airway Avenue north of I-40. This new roadway is labeled Louise Connector in the documentation of these analyses.

Table 1 presents a summary of the benefits for 2030 daily, 2030 annual, and 20-year period. Over a 20-year period over 7.86 million hours of travel time will be saved as a result of Kingman Crossing TI. A fuel savings of 66,000,000 gallons will be conserved in this 20-year period. Over one crash a day will be prevented as a result of this project.

## **Livability**

The Kingman Crossing area is bordered by the BNSF tracks on the west and I-40 on the south. There is no access from the north or east. The area is from the west only by Airway Avenue because a newly completed underpass of the BNSF Railroad tracks is the only railroad track crossing in the Kingman Crossing area. There are approximately 120

trains a day. The second access is from the south on Eastern Street that crosses under I-40 on the eastside of the BNSF railroad tracks. This route permits the maneuvering through local streets that connect to Airway Avenue and subsequently the Kingman Crossing area. If Airway Avenue were closed at one crucial point, access to the Hualapai Mountain Medical Center hospital, the schools and majority of the residents would be blocked. A road closure on Airway Avenue between Route 66 and Diamond Street, it will require a five-mile detour to get around it. In order to improve access to this area, a variety of roadway improvements are proposed in the Kingman Area Transportation Study (KATS). The I-40/Kingman Crossing TI is an essential part of the recommended plan. Table 1 shows the traffic count projections for area streets if the Rancho Santa Fe and Kingman Crossing interchanges are not constructed.

Not only transportation benefits will result because of this project but access to the Kingman Regional Medical Center is significantly hampered because the Kingman Crossing Interchange is not in place. Access to this facility is hampered by vehicles having to travel on local streets instead of being able to have direct access from I-40, delays access to the hospital by approximately five minutes, which can be crucial for a person needing acute care.

In addition to the commercial and medical facility developments, over 1200 single-family residential lots have been preliminarily platted in the Kingman Crossing area. Access to this area is limited because the Kingman Crossing traffic interchange is not completed. Water, sewer, electrical, natural gas, and telecommunication infrastructure have been extended into the area and are serving the existing developments.

The Kingman Crossing TI will positively improve the greater Kingman community by allowing this 164-acre area to be developed commercially. The availability of these retail services will allow residents and visitors to Kingman to access essential commercial goods and services that are not currently being provided in the community today. Annually, millions of dollars are fleeing the local economy due to a lack of goods and services in Kingman. Area residents have to travel to Las Vegas (100-miles from Kingman), Bullhead City (35-miles from Kingman), and Lake Havasu City (60-miles from Kingman) to secure these goods and services. Livability is improved by reducing time and fossil fuel consumption.

Greater and easier traffic circulation for the existing residents and the future residents of the 1200 planned lots will result with the Kingman Crossing interchange being constructed. The presence of the Kingman Regional Medical Center facility and 164-acres of new retail space will also achieve the threshold for the Kingman Crossing Regional Transit Center. The realization of this transit center will allow area residents to travel throughout Kingman by transit which will reduce the number of vehicles on the

streets. Economically disadvantaged residents, non-drivers, senior citizens, and persons with disabilities in the Kingman Crossing area are currently dependent on taxi and other contract transportation services to access essential medical and commercial services in the City. The transit center will facilitate the transportation needs of these citizens. Currently there are no commercial services in the Kingman Crossing area. Not only will multi-modal transportation services be provided, but the commercial services will be provided as a result of the Kingman Crossing TI being constructed.

Livability is literally improved by this project because access to the Kingman Regional Medical Center will be improved as a result of the Kingman Crossing TI being constructed.

### **Sustainability**

The Kingman Crossing TI and Regional Transit Center will greatly enhance the sustainability of Kingman as a whole and the Kingman Crossing area in particular.. The Kingman Crossing area will provide both regional and local retail services, thereby reducing greenhouse gases emitted by Kingman area residents who must travel to distance communities to access needed retail outlets. Kingman area residents are now traveling 35-miles to Bullhead City, AZ/Laughlin, NV area for some goods and services, 60-miles to Lake Havasu City for other retail outlets and over 100-miles to Las Vegas, NV for even more goods and services that would be provided in the Kingman Crossing commercial area if the Kingman Crossing TI were constructed. This project will improve energy efficiency, reduce dependence on oil and reduce greenhouse gas emissions, by allowing needed and desired commercial development to take place at Kingman Crossing.

In addition to greater proximity of goods and services in Kingman, the development of Kingman Crossing Transit Center will make transit services available to residents, employees, health care providers, other professionals and commercial patrons. The addition of the transit center will greatly reduce emissions of CO<sub>2</sub> or fuel consumption as a result of the project.

### **Safety**

Although the Kingman Regional Medical Center facility is only one-quarter of a mile from the I-40, access to this hospital is through a single access on the local street system. Safety is compromised for people seeking health care having to maneuver through the local street system.

The regional transit center improves safety by providing a means of transportation for people in the Kingman Crossing area and people needing to access the Kingman Crossing area who should not be driving but have no alternative means of transportation.

The Kingman Crossing TI and the Kingman Crossing area are designed to accommodate multi-modal transportation services. As shown in the street cross-sections, bicycle lanes are integrated into the streets. A new transit center will be constructed on the south side of the Kingman Crossing TI on city owned property to serve the entire area. The Kingman Area Regional Transit buses will serve the whole area with greater efficiency and expanded services. Continual sidewalks are planned and are being constructed to encourage pedestrian movement because the sidewalks provide for safe pedestrian walkways. The City's bike path system for the Kingman Crossing area is designed and is being implemented as development takes place to encourage and accommodate the non-vehicular transportation needs in the great Kingman climate.

### **Jobs Creation and Economic Stimulus**

Approximately 3,000 jobs will be created by the Kingman Crossing TI being constructed. W Kingman Crossing LLC cannot develop their property until the Kingman Crossing TI is constructed. Commercial development cannot take place in the Kingman Crossing area until the Kingman Crossing TI is under construction. Resolution #4046R, which adopted the commercial land use designation into the Kingman **General Plan** 2020 and subsequently carried into the Kingman General Plan Update 2030, which was adopted by Resolution #4868, plus Ordinance #1604, which rezoned the property stipulate this limitation. This stipulation was made because this commercial area would otherwise only be accessed by local residential streets.

The Hualapai Mountain Medical Center hospital opened in October 2009, but has since closed and the Kingman Regional Medical Center purchased the facility in September 2011. The exact uses of the 106-bed facility are undetermined at this time. An 18-bed acute rehabilitation services unit is currently be operated in the facility at this time. The Kingman Crossing TI will stimulate the growth that will generate the demand for the facility.

As emphasized previously, Kingman is an economically distressed area with the latest available information being the March 2015 unemployment rate of 9.2-percent. The Lake Havasu-Kingman Metropolitan Statistical Area had a March 2015 unemployment rate of 9.2. This unemployment rate is higher than the State of Arizona (7.0-percent in March 2015) and the national unemployment rate of 6.8-percent ([www.workforce.az.gov](http://www.workforce.az.gov)). The jobs created in the Kingman Crossing area will be for all skill levels. There will be a great diversity of jobs from multiple private employers. Numerous unemployed and

underemployed members of the Kingman area labor force will be able to secure employment as a result of the Kingman Crossing TI.

The increased sales tax revenue generated by the W Kingman Crossing LLC development will provide at least \$2.4 million a year to the City of Kingman. W Kingman Crossing LLC is developing 76 of the 164 commercial acres in Kingman Crossing. W Kingman Crossing LLC will develop the remaining acreage and generate additional sales tax revenues that have not been quantified. The City of Kingman operates on sales tax revenues and State shared revenues. The City of Kingman does not have a property, but the local school district, community college district, the County of Mohave all levy property taxes. The W Kingman Crossing LLC development will have an estimated value of \$150,000,000 to add to the property tax rolls. These capital improvements along with the \$210,310 annual property tax payment of the Hualapai Campus of the Kingman Regional Medical Center will be a significant stimulus to the educational system to provide better educational opportunities to the area citizens so long-term benefits can be realized.

The jobs created as a result of the Kingman Crossing TI being developed will provide tremendous practicable opportunities for small businesses and service disabled veteran owned small businesses. The development of new businesses will create a greater draw to the Kingman area and permit new small businesses to open up in other more affordable areas of the City. The City will work with Mohave Community College (MCC) and the Joint Technological Education District (JTED), which both provides vocational training to connect to disadvantaged workers with the economic opportunities this project will provide. The JTED provides vocational training to high school age students who either struggle academically but have the capabilities to be trained and succeed in a technical field. MCC works closely with local employers to provide training programs to meet the needs and demands of these employers. The College works with veterans to program any additional training these veterans need to transition from the military and succeed in civilian life. Contracts for the construction of the Kingman Crossing TI will require the use of best management, civil rights and equal opportunity laws.

As stated earlier, Kingman is an economically distressed area. The 9.2-percent unadjusted metropolitan unemployment rate for the Lake Havasu-Kingman Metropolitan Statistical Area is higher than the State of Arizona (7.0-percent in March 2014) and the national unemployment rate of 6.6-percent. The U.S. Department of Labor – Bureau of Labor Statistics reported in its September 1, 2009 Metropolitan Area Employment and Unemployment Summary Report, for Metropolitan Area Non-farm Employment (Not Seasonally Adjusted) the following: “The largest over-the-year percentage decline in employment was reported in Lake Havasu City-Kingman, Ariz. (9.3 percent)...”.

Activity Description	2015				2016								2017										
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul

([www.bls.gov/news.release/metro.nr0.htm](http://www.bls.gov/news.release/metro.nr0.htm)). The new jobs created in the Kingman Crossing area will be diverse and provide greater opportunities for people in health-care, retail, and hospitality industries.

### Quarterly Job Creation Estimate

First Quarter	Second Quarter	Third Quarter	Fourth Quarter
90	129	129	90

Of course the initial jobs created by the Kingman Crossing TI project will be construction jobs. Kingman has a pipe manufacturer, road construction companies, excavation companies, and skilled labor that can supply, construct or be a subcontractor the Kingman TI project, or a portion of it. In addition to the TI project, construction of the W Kingman Crossing, LLC development will create construction jobs as soon as the interchange begins construction. The early construction of the retail center will allow the permanent jobs will begin in 2017.

In the near term, construction jobs generated directly by the traffic interchange construction are calculated at 438. This projection is based on a formula that starts with 80% of the total project value (\$21,000,000 construction costs), reduced by 65% to account for material costs, and divides the remainder by an average wage of \$25,000, to arrive at 438 jobs. These jobs will be varied and include laborers, equipment operators, carpenters, concrete finishers, electricians, excavators, paving contractors, rod busters, engineers, and other trades.

### Project Schedule

After reviewing timelines from other projects that require reviews and approvals from the Arizona Department of Transportation and the Federal Highway Administration to assure full compliance with State and Federal requirements, including sound engineering practices, a project schedule that is realistic. The project table is shown below:



total span length of 186 feet. The ramps are standard one-lane parallel type entrance and exit ramps. The parallel portion of the westbound exit ramp and the eastbound on ramp will be elongated and extended to the east to lay the groundwork for the auxiliary lanes between the Kingman Crossing TI and the proposed Rattlesnake Wash TI. Innovation is foregone for expediency and responsiveness.

**Contact Information:**

**Chief Elected Official:**

The Honorable Richard Anderson,  
Mayor  
CITY OF KINGMAN  
310 North Fourth Street  
Kingman, Arizona 86401  
Phone: (928)-753-8101

**Contact Person:**

Gary W. Jeppson  
Development Services Director  
CITYOF KINGMAN  
310 North Fourth Street  
Kingman, Arizona 86401  
Phone: (928) 753-8353

**Partnership**

The City of Kingman has three great private sector partners in the Kingman Crossing TI project. W Kingman Crossing LLC is committed to develop the 164-acres of commercially zoning property, which will create approximately 3000 new permanent jobs when the Kingman Crossing TI is constructed.

**Federal Wage Requirement**

On March 18, 2014, the Mayor and Common Council of the City of Kingman adopted Resolution #4884, which certifies that the City of Kingman will comply with the requirements of subchapter IV of chapter 31 of title 40, Unites States Code (Federal wage rate requirements), as required by the 2013 Continuing Appropriations Act.

**National Environmental Policy Requirement**

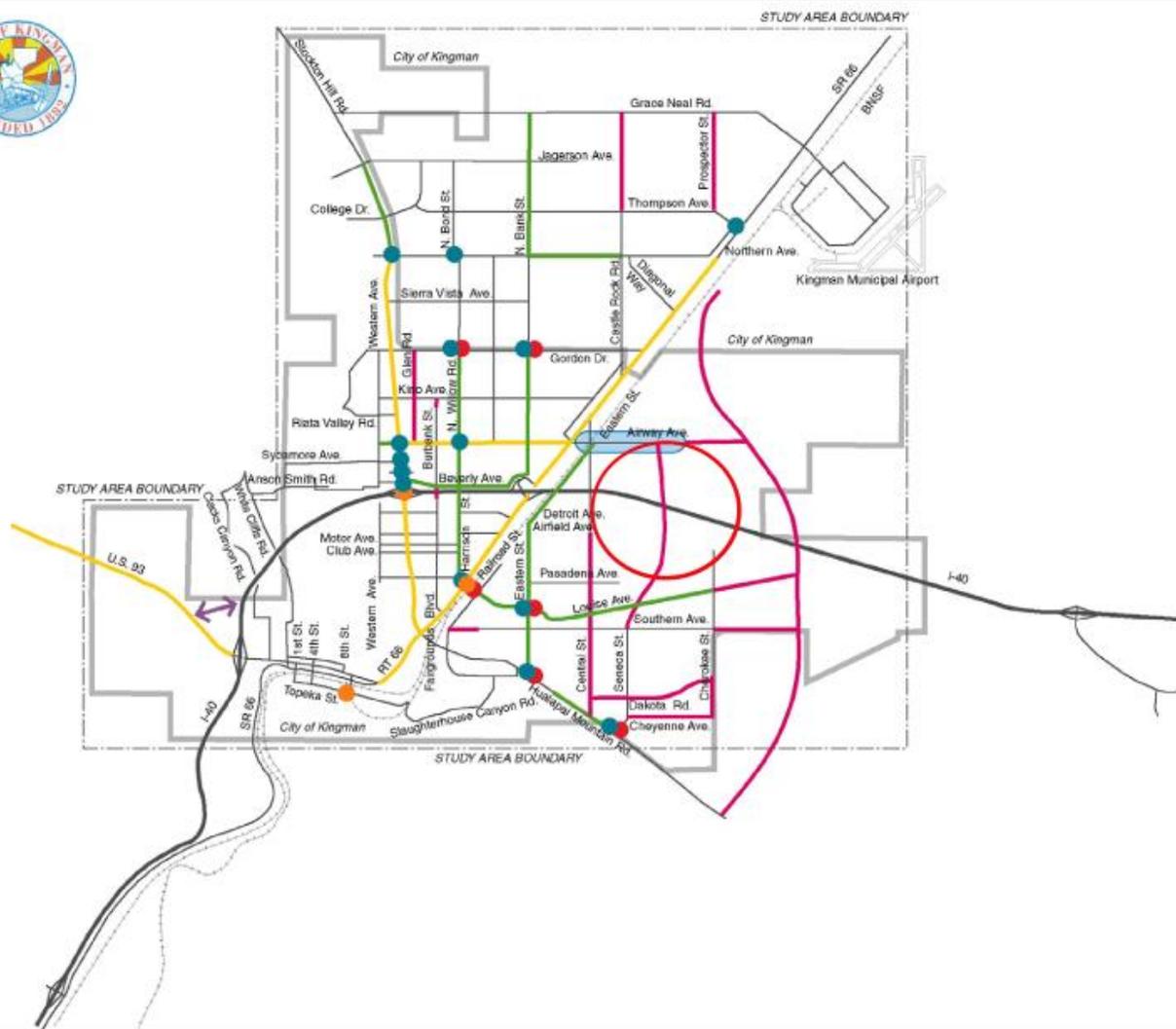
The categorical exclusion for the Kingman Crossing TI project was approved December 3, 2009.

**Environmentally Related Federal, State, and Local Actions**

Now that the categorical exclusion is secured, no additional environmentally related federal, state, or local actions are required.

**Protection of Confidential Business Information**

There is no confidential business information contained in this application that needs to be protected.



- = Grade Separations (Rail)/Interchange Improvements
- = Intersection Improvements
- = Widen to four lanes
- = Widen to six lanes
- = Roadway Extensions/New Roadway
- = Signal Warrant Study
- = Planned City Project-Airway Grade Separation
- ↔ = Direct Connection I-40 to US 93

2023 Recommended Plan  
FIGURE 32

# BENEFIT-COST ANALYSIS

## SALES TAX REVENUE

In addition to the infrastructure savings and the environmental benefits, new tax revenue will be generated from the economic development growth triggered by this project. Below is a projected net present value projection that the City of Kingman, Mohave County, and the State of Arizona will receive when the Kingman Crossing TI is constructed which will permit the 500,000 square feet of retail space to be constructed.

In addition to the sales tax revenue, the construction value of the retail space at \$300 a square foot is \$15,000,000. The sales tax from construction will be \$13,275,000. In the first year, there will be a return of \$10,620,000 in retail sales tax revenue in addition to the construction sales tax.

The total benefit of the time, environmental and sales tax revenue is projected to be \$5,711,066.

**Net Present Value**

<b>Discount Rate</b>	0.03	
<b>Sales Growth Rate</b>	0.03	
<b>Base Annual Sales</b>	\$120,000,000	
<b>Sales Tax Rate</b>	8.85%	
	<b>Annual Sales</b>	<b>Sales Tax Revenue</b>
Year 1	\$120,000,000	\$23,975,000
Year 2	\$123,600,000	\$10,938,600
Year 3	\$127,308,000	\$11,266,758
Year 4	\$131,127,240	\$11,604,761
Year 5	\$135,061,057	\$11,952,904
Year 6	\$139,112,889	\$12,311,491
Year 7	\$143,286,276	\$12,680,835
Year 8	\$147,584,864	\$13,061,260
Year 9	\$152,012,410	\$13,453,098
Year 10	\$156,572,782	\$13,856,691
Year 11	\$161,269,966	\$14,272,392
Year 12	\$166,108,064	\$14,700,564
Year 13	\$171,091,306	\$15,141,581
Year 14	\$176,224,046	\$15,595,828
Year 15	\$181,510,767	\$16,063,703
Year 16	\$186,956,090	\$16,545,614
Year 17	\$192,564,773	\$17,041,982
Year 18	\$198,341,716	\$17,553,242
Year 19	\$204,291,967	\$18,079,839
Year 20	\$210,420,726	\$18,622,234
Year 21	\$216,733,348	\$19,180,901
<b>Net Present Value</b>		\$192,407,390

**Net Present Value**

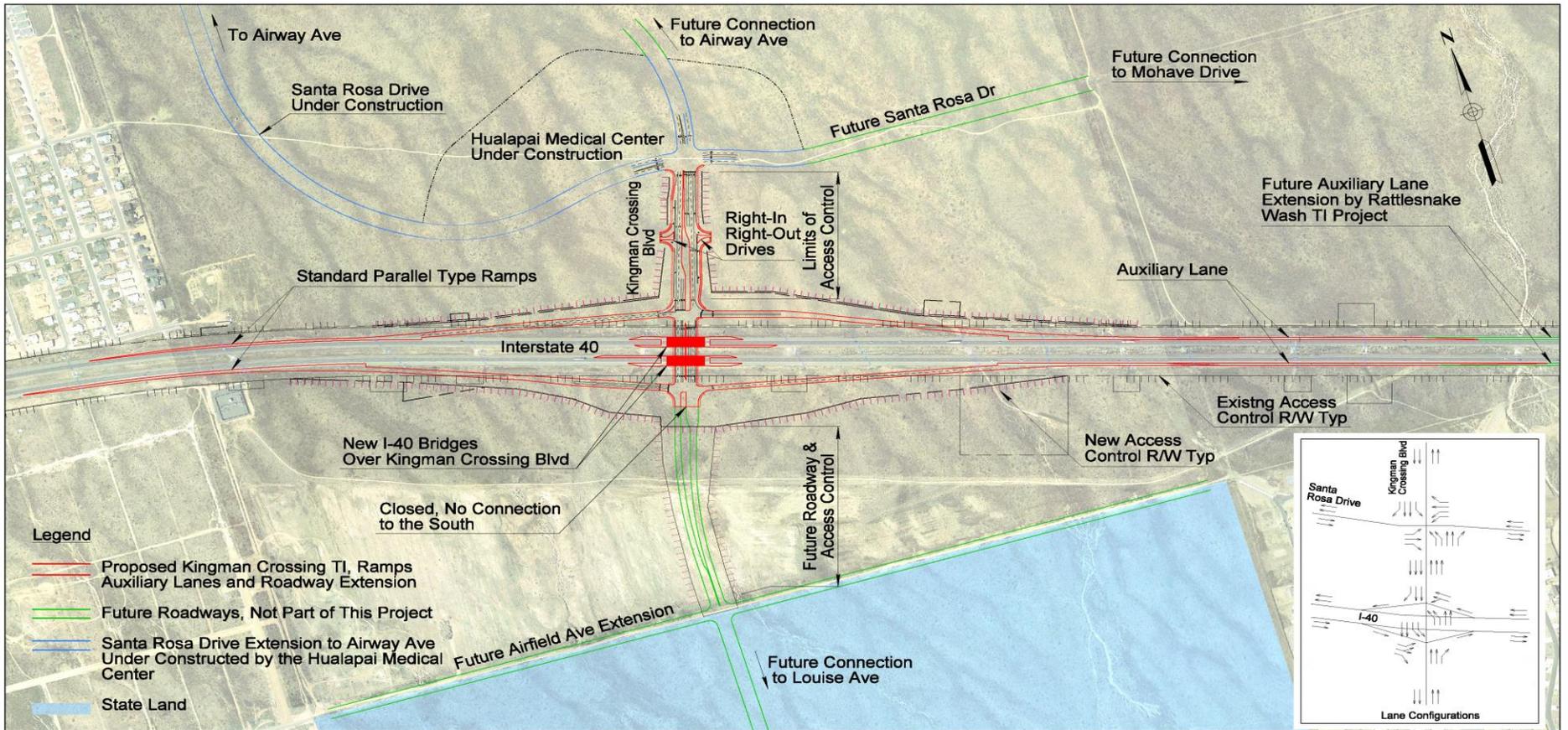
<b>Discount Rate</b>	0.07	
<b>Sales Growth Rate</b>	0.03	
<b>Base Annual Sales</b>	\$120,000,000	
<b>Sales Tax Rate</b>	8.85%	
	<b>Annual Sales</b>	<b>Sales Tax Revenue</b>
Year 1	\$120,000,000	\$23,975,000
Year 2	\$123,600,000	\$10,938,600
Year 3	\$127,308,000	\$11,266,758
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Year 17	\$192,564,773	\$17,041,982
Year 18	\$198,341,716	\$17,553,242
Year 19	\$204,291,967	\$18,079,839
Year 20	\$210,420,726	\$18,622,234
Year 21	\$216,733,348	\$19,180,901
<b>Net Present Value</b>		\$132,855,398

## TRANSPORTATION BENEFIT COST ANALYSIS

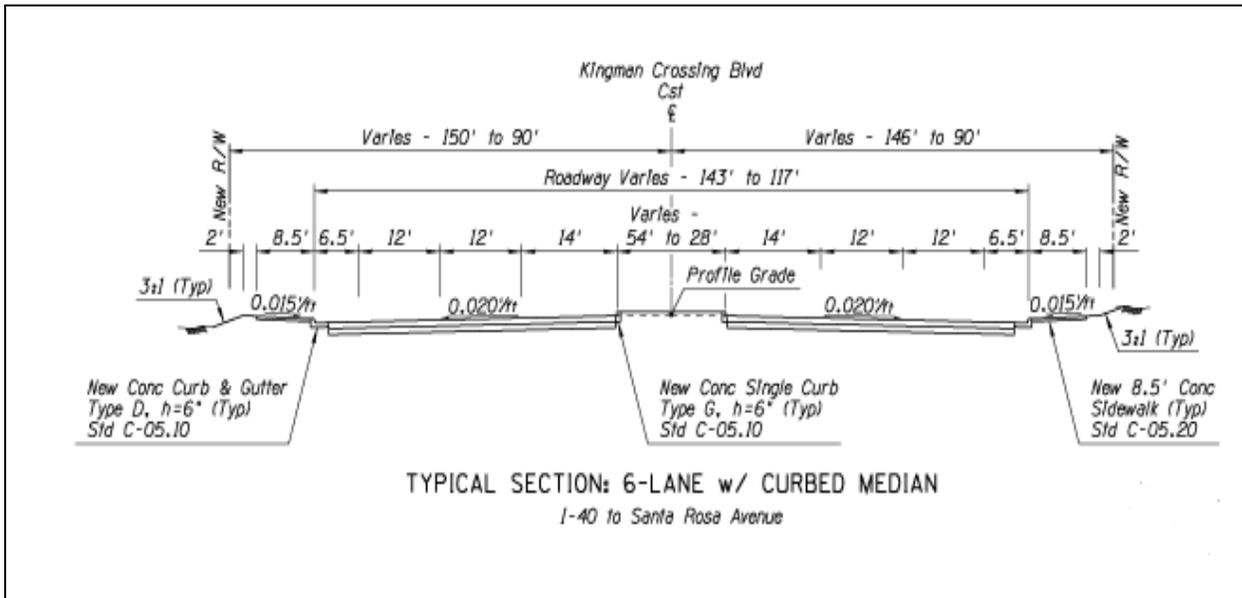
In September 2009, URS Corporation, the engineers that prepared the Design Concept Report, prepared a benefit-cost analysis that is linked to this application. A tabulation of the conclusions of this analysis is shown below.

<b>Time and Environmental Benefits</b>	
Travel Time (Hours)	7.68M
Fuels (Gallons)	66M
Air Pollution	
CO (Tons)	5093
No <sub>x</sub> (Tons)	2918
VOC (Tons)	1550
Crashes	
PDO	17.6668
Injury	8.0551
Fatalities	0.18

<b>COST SAVINGS SUMMARY</b>	
Travel Time (\$10.80/veh/hr)	\$82,910,000
Fuel (\$3.00 gallon)	\$197,220,000
Pollution Removal (\$15k/ton/yr)	\$143,410,000
Crashes	
PDO (3.170 each)	\$50,000
Injury (24k to 015k each)	\$570,000
Fatalities (\$4.2M each)	\$630,000
Total Crashes	\$1,250,000
<b>TOTAL COST SAVINGS</b>	<b>\$424,790,000</b>



KINGMAN CROSSING RECOMMENDED ALTERNATIVE - COMPACT DIAMOND OVERPASS TRAFFIC INTERCHANGE

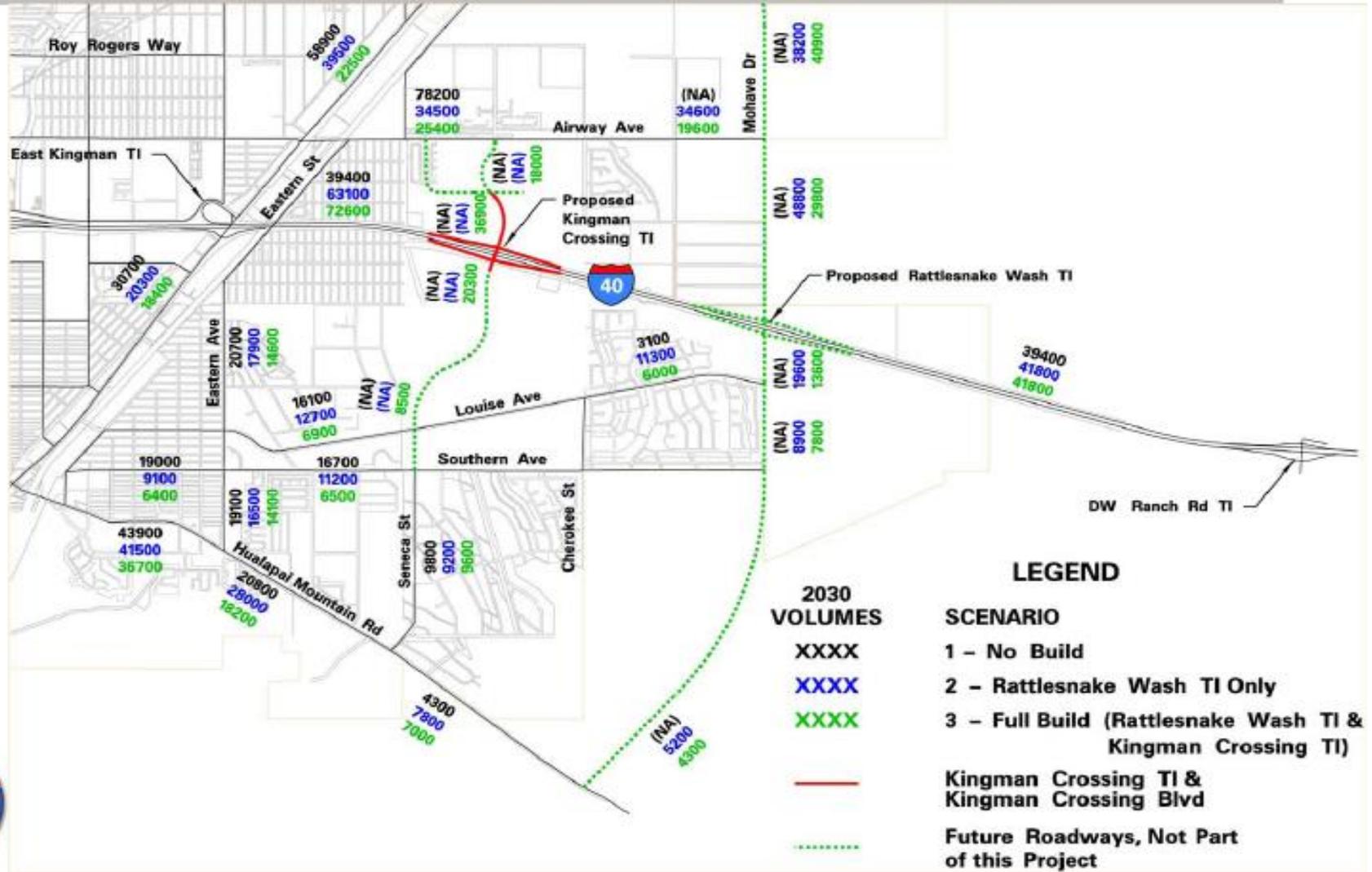


In the future, Kingman Crossing Boulevard will be extended south to Louise Avenue and north to Airway Avenue. Santa Rosa Drive is completed and provides the arterial connection from the Kingman Crossing traffic interchange to Airway Avenue until Kingman Crossing Boulevard is constructed from Santa Rosa Boulevard to Airway Avenue. This project will require acquisition of approximately 27.09 acres of new right-of-way, plus 1.36 acres for drainage easements and 0.92 acres for utility easements from private lands.

**TABLE #1 - TRAFFIC COUNT PROJECTIONS**

Street	2014			2030		
	No Build	Rattle-snake TI Only	Full-Build (Rattle-snake & Kingman Crossing TI)	No Build	Rattle-snake TI Only	Full-Build (Rattle-snake & Kingman Crossing TI)
Airway, Rte 66 to Seneca	32,800	22,000	12,100	78,700	34,500	25,400
Airway, KCB to Mohave	N/A	6,100	5,600	N/A	34,600	19,600
Eastern, HMR to Southern	5,100	4,800	4,900	19,100	16,500	14,100
Eastern, Southern to Airway	12,200	8,200	5,800	20,700	17,900	14,600
I-40 @ Rte 66 to KCB	29,800	26,100	38,100	39,400	63,100	72,600
KCB @ Airway	N/A	N/A	5,000	N/A	N/A	18,000
KCB, North of I-40	N/A	N/A	14,900	N/A	N/A	36,900
KCB, South of I-40	N/A	N/A	7,700	N/A	N/A	20,300

# 2030 Traffic Forecast Volumes



# CITY OF KINGMAN COMMUNICATION TO COUNCIL



**TO:** Honorable Mayor and Council Members

**FROM:** City Clerk's Office

**MEETING DATE:** May 19, 2015

**AGENDA SUBJECT:** Executive Session

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**SUMMARY:** THE COUNCIL MAY GO INTO EXECUTIVE SESSION IN ACCORDANCE WITH A.R.S.38-431.03(A)(1) TO DISCUSS ANY AGENDA ITEM. THE FOLLOWING ITEMS MAY BE DISCUSSED, CONSIDERED AND DECISIONS MADE RELATING THERETO:

**Follow up – City Magistrate Recruitment**

The Council will review the City Magistrate finalist selection and discuss the next phase of the recruitment process.

**ATTACHMENT:** None.

**STAFF RECOMMENDATION:** Go into Executive Session.

  
Signature of Dept. Head

  
City Attorney's Review

  
City Manager's Review

AGENDA ITEM: 9