

CITY OF KINGMAN
REGULAR MEETING OF THE PLANNING AND ZONING COMMISSION
Council Chambers
310 N. 4th Street
Kingman, Arizona

6:00 P.M.

Minutes

Tuesday October 13, 2015

Members Present:	Staff Present:	Visitors Signing In:
Allen Mossberg, Commission Chair	Gary Jeppson, Development Services Director	See attached list
Mike Blair, Commission Vice-Chair	Rich Ruggles, Principal Planner	
Tyler Angle, Commission Member	Sandi Fellows, Recording Secretary	
Gene Kirkham, Commission Member		
Vickie Kress, Commission Member		
Dustin Lewis, Commission Member		
Council Liaison present:		
Mark Abram		

REGULAR MEETING MINUTES

CALL TO ORDER & ROLL CALL

Chair Mossberg called the meeting to order at 6:00 P.M. and the Recording Secretary called the roll. Commissioner Wimpee, Jr. was unexcused. All other Commission Members were present. The Pledge of Allegiance was led by Vice-Chair Blair and recited in unison.

- 1. APPROVAL OF MINUTES:** The Regular Meeting Minutes of September 8, 2015.

Commissioner Kirkham made a MOTION to APPROVE the Regular Meeting Minutes of September 8, 2015 as written. The MOTION was SECONDED by Vice-Chair Blair and the MOTION CARRIED with UNANIMOUS (6-0) APPROVAL to the affirmative.

2. CALL TO THE PUBLIC - COMMENTS FROM THE PUBLIC:

There were no comments.

3. PAST COUNCIL ACTION:

- A. REZONING CASE RZ15-003:** A request from Mohave Engineering Associates, Inc., applicant, and SK & M Investments, Inc., property owner, for the modification of certain zoning conditions of Ordinance No. 951-R. If approved the request would allow Pad "B", as shown on the site plan attached to Ordinance No. 951-R, to be split into two lots with a future retail building, a maximum of 1,600 square feet, to be located on the north lot. Pad "B" currently contains the Taco Bell restaurant, located at 3220 Stockton Hill Road. This building would be situated on the south lot after Pad "B" is split. The subject property is further described as Lot 5, Wal-Mart Albertson's Addition, Tract 1942, Section 7, T.21N., R.16W. of the G&SRM, Mohave County, Arizona.

Development Services Director Gary Jeppson addressed the Commission and stated that the City Council did approve the request for the lot split.

- B. ZONING ORDINANCE TEXT AMENDMENT CASE ZO15-003:** A request from Marcy and Ross Reinoso, applicants, for a text amendment to Section 16.000: Light Industry (I-1). The requested text amendment would allow an air ambulance service with an accessory landing pad to be allowed by Conditional Use Permit within the I-1: Light Industry zoning district.

Mr. Jeppson reported that Council did not approve the text amendment that would allow an air ambulance service in the I-1 zoning district with a CUP.

4. OLD BUSINESS:

There was no Old Business.

5. NEW BUSINESS:

- A. PUBLIC HEARING AND POSSIBLE RECOMMENDATION TO THE CITY COUNCIL REGARDING CITY INITIATED CASE CI15-001:** A city-initiated request for a text amendment to the *Zoning Ordinance of the City of Kingman* by adding Section 18.000: KINGMAN CROSSING PLANNED DEVELOPMENT DISTRICT. This district is intended to provide for the development of business and service uses designed to meet the needs of the Kingman Crossing area south of Interstate-40. The text amendment will include a list of uses permitted by right and by conditional use permit as well as property and site development standards for this zoning district.

The Kingman Crossing Planned Development District is proposed to be applied to a city-owned parcel of land that is presently zoned R-R: Rural Residential. The property is 151-acres and is located on the south side of Interstate-40, north of the Airfield Avenue alignment, east of N. Sage Street, and west of the Cherokee Street alignment. The property is further described as a Portion of the South ½ of Section 9, T.21N., R.16W., G&SRM, Mohave County, Arizona.

Gary Jeppson addressed the Commission stating that this was a public hearing on the proposed Kingman Crossing planned development district and map amendment. Mr. Jeppson stated that the property is currently zoned Rural Residential, and lies within Federal Emergency Management Agency's Flood Plain Map Classification of Zone "X", an area of 0.2-percent annual chance of flooding. The General Plan shows the property as Regional Commercial which would allow the area to be rezoned to a C-3 Commercial Service district. There is a proposed traffic interchange that has been approved by the Federal Highway Administration and the Arizona Department of Transportation in the horizontal center of the property. The property on the north side of Interstate-40 is zoned C-3 PDD.

Mr. Jeppson stated that the intent and purpose of a Planned Development District (PDD) is to provide various types of land uses which can be combined in compatible relationship with each other as a part of a totally planned development. The intent of

this district is to ensure compliance with the General Plan and provide good zoning practices while allowing certain desirable departures from the strict provisions of specific zone classifications. The advantages intended to result from the application of the PDD are to ensure enhancement with the surrounding area and the community as a whole.

The Kingman Crossing area is surrounded by current and future residential development. Truck oriented businesses and some other businesses permitted in the C-3 zoning district are not desired in the Kingman Crossing area, and therefore not included in the proposed Kingman Crossing PDD zoning district. In order to bring the zoning regulations into compatibility with the surrounding land uses, a planned development district, such as the proposed Kingman Crossing Planned Development District, must be developed to prohibit truck related and other undesirable uses. Uses such as motocross and BMX tracks, off premise signs, swap meets, tire re-treading and truck stops allowed by Conditional Use Permit in C-3 districts would not be allowed in the proposed Kingman Crossing Planned Development District.

Mr. Jeppson went on to state that enhanced development standards are proposed for this zoning district. Some of the proposed standards include a 25-foot buffer required if there is a residential district abutting the PDD, parking areas could not be used for outside storage areas or commercial truck delivery, and shipping containers would be prohibited. Architectural controls are also proposed for this district, using southwestern design and warm earth tones, with design variation, pop-outs and parapets. All metal and all glass buildings and accessory buildings should be avoided. Also proposed to encourage walkability are ten-foot wide sidewalks. Signage would be required to be submitted at time of development and integrated with the architectural character of the building. Freestanding signs would need to be skirted rather than just a pole. Mr. Jeppson acknowledged that parking standards for this area have already been adopted with the new parking and landscaping standards. Also proposed is a requirement that projects be designed to minimize traffic problems.

Upon Council approval, Mr. Jeppson noted that these development standards would become effective only after the Arizona Department of Transportation gave notice to proceed on the proposed interchange and construction on the interchange has begun. The area would not be able to be developed commercially until the interchange begins construction.

Planning staff is recommending approval of the zoning text amendment and zoning map amendment because the Kingman Crossing PDD creates a zoning district that allows the Kingman Crossing area to become compatible with the area and will enhance the City. The proposed zoning map amendment area matches the "Regional Commercial" land use designation in the Kingman Crossing area south of Interstate-40.

Chair Mossberg opened up the public hearing.

Kingman resident Doug Dickmeyer addressed the Commission and asked if any right-of-way or access roads would have to be under construction before building permits could be issued. Mr. Jeppson acknowledged that in order for the interchange to be constructed, a connection between collector streets on both sides of Interstate-40 would have to be present.

Mr. Dickmeyer noted that Gary Jeppson had done a commendable job with the proposed PDD, but stated that he would like to expand on some of the proposals. Mr. Dickmeyer suggested low output, low glare lighting to reduce the impact of glare on both the freeway and neighborhoods, and sheared lighting toward the south to reduce the effect on residential neighborhoods. Also, lighting should dim by close of business, or at least by 10:00 P.M. Mr. Dickmeyer further suggested that service doors and bays face north toward the freeway away from future and existing residential neighborhoods to lessen noise pollution.

Gary Jeppson requested a copy of Mr. Dickmeyer's suggestions.

Kingman resident George Cooke addressed the Commission stating that it will take over a million cubic feet of fill for Kingman Crossing to be developed. Mr. Cooke suggested creating parks and open space with the three retention ponds, to create a buffer zone and establish hiking, biking and riding trails. Mr. Cook further stated that the C-3 zoning for this area should be on the ballot with the sales and property tax in the upcoming election to allow residents the chance to decide.

Kingman resident Harley Pettit addressed the Commission stating that the proposed Kingman Crossing is a landlocked parcel. He said that the changes proposed are initiated by the City, while the citizens seem to like the parks and open space. Mr. Pettit stated that to meet the development standards with streets and infrastructure will be a tremendous financial burden to the City. He said that there is no potential developer, and there is already enough C-3 zoned property, such as along Bank Street, in Kingman.

Kingman resident Marianne Van Hasselt addressed the Commission stating that she feels the community supports the proposed change as shown by the number of residents that came forward during the Public Hearing at the Mohave County building. She said residents are in favor of the potential for increased shopping, and the ability to attract and retain professional employees such as doctors. Ms. Van Hasselt further stated that Kingman residents support the growth and safety with increased emergency services and economic development.

Chair Mossberg closed the public hearing.

Commissioner Kirkham stated that the Planned Development District was smart development for Kingman. He went on to state that it would provide a needed tax base, and was being proposed in a timely manner.

Commissioner Lewis acknowledged that he was a fifth generation resident of Kingman and noted that there is a limited population in Kingman with a low median income. Mr. Lewis stated that there is a positive and negative side to everything and it was important to bring in the business from Interstate-40, and important that the City continue to grow and not become stagnant. He acknowledged that City staff has worked hard on this proposal and feels it will be developed in a way to benefit all residents of Kingman. Mr. Lewis further stated that if Kingman does not bring in additional sales tax revenue, we will end up with a property tax.

Vice-Chair Blair acknowledged that Interstate-11 will be going through Kingman, making this a hub City. He stated that the proposal would be a benefit to residents.

Commissioner Kress stated that she feels the majority of residents support the proposal, and the City should move forward to develop Kingman Crossing and attract large commercial developers.

Commissioner Angle noted that he had questions regarding the proposal. He stated that the proposed building height was not to exceed fifty-feet, and felt that the height limit could exclude the construction of new hotels. Commissioner Angle also pointed out that in the proposal, pole type freestanding signs are not permitted, but a business who was willing to pay a premium to be located along I-40 would likely want to have a freestanding sign high enough to be recognized from the freeway. Commissioner Angle suggested an amendment to the proposed language, to allow the higher freestanding signage.

Commissioner Lewis stated that perhaps the pole signs could be permitted along the I-40 frontage, but the monument signs not greater than six-feet in height would be the signage permitted within Kingman Crossing.

Gary Jeppson addressed the Commission and clarified that the La Quinta Inn currently under construction was four stories tall and under fifty-feet.

Commissioner Angle also clarified that in proposal 18.500 item #8, the roofing tile would be cement and not ceramic.

Vice-Chair Blair made a MOTION to RECOMMEND APPROVAL of the proposed text amendment for Kingman Crossing with the suggestions as recommended by Commissioners. Commissioner Kirkham SECONDED the MOTION, and the MOTION CARRIED with UNANIMOUS (6-0) APPROVAL.

6. **COMMISSIONERS COMMENTS:** Limited to announcements, availability/attendance at conferences and seminars, requests for agenda items for future meetings and requests for reports from staff.

Vice-Chair Blair made a MOTION to ADJOURN. The MOTION was SECONDED by Commissioner Kirkham and CARRIED UNANIMOUSLY (6-0). Chair Mossberg declared the meeting adjourned at 6:46:15 P.M.

ADJOURNMENT

ATTEST:

APPROVED:

Sandi Fellows
Recording Secretary

Gary Jeppson
Development Services Director

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

CERTIFICATE OF PLANNING AND ZONING COMMISSION MINUTES:

I, Sandi Fellows, Planning and Zoning Administrative Assistant 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 Planning and Zoning Commission of the City of Kingman held on October 13, 2015

Dated November 10, 2015