

CITY OF KINGMAN
Mohave County Administration Building
700 W. Beale Street
Board of Supervisors Auditorium

5:30 P.M.

MINUTES

Tuesday, August 25, 2015

WORK SESSION MEETING OF THE COMMON COUNCIL

Members	Officers	Visitors Signing in
Richard Anderson – Mayor	John A. Dougherty, City Manager	See attached list
Mark Wimpee, Sr. – Vice Mayor --- EXCUSED	Rusty Cooper, Deputy Chief of Police	
Mark Abram	Carl Cooper, City Attorney	
Larry Carver	Gary Jeppson, Development Services Director	
Jen Miles	Greg Henry, City Engineer	
Stuart Yocum	Joe Clos, Information Services Director	
Carole Young	Sydney Muhle, City Clerk and Recording Secretary	
	Rob Owen, Public Works Director	

WORK SESSION MEETING OF THE COMMON COUNCIL

ALL WORK-SESSION ITEMS LISTED ARE FOR DISCUSSION ONLY. NO ACTION CAN OR WILL BE TAKEN. The primary purpose of work session meetings is to provide the City Council with the opportunity for in-depth discussion and study of specific subjects. Public comment is not provided for on the Agenda and may be made only as approved by consensus of the Council. In appropriate circumstances, a brief presentation may be permitted by a member of the public or another interested party on an Agenda item if invited by the Mayor or City Manager to do so. The Mayor may limit or end the time for such presentations.

CALL TO ORDER & ROLL CALL
PLEDGE OF ALLIGENCE

Mayor Anderson called the meeting to order at 5:32 P.M. and roll call was taken. All Council members were present except Councilmember Miles who arrived at 5:33 P.M. and Vice Mayor Wimpee Sr. who was excused. The Pledge of Allegiance was said in unison.

Town Hall Meeting

The City Council has requested a community Town Hall meeting to answer questions from the public concerning the status and process of the proposed “Kingman Crossing” traffic interchange.

This meeting will include a presentation from staff and the public will be permitted to ask questions. The purpose of this meeting is to provide a forum for the community to hear the facts of the project, what the current status of the project is, and what steps will be involved in the process moving forward. This is a discussion only item and no action will be taken.

Councilmember Abram said that he requested this meeting because a lot of questions from the Council and public arose during the process to look at rezoning the City owned property at Kingman Crossing. He said that the intent is to be able to present information to the public for transparency and to show what will happen if the project moves forward and what will happen if it does not. He said that he hopes it will give education to those in attendance and those who would view the meeting online. He also said that information will be disbursed as the project moves forward.

Mayor Anderson said that this meeting was only concerning Kingman Crossing and the proposed Rattlesnake Wash Traffic Interchange would not be discussed. He said that after a presentation from Development Services Director Gary Jeppson the meeting would be opened for questions. He said that he currently had three requests to speak.

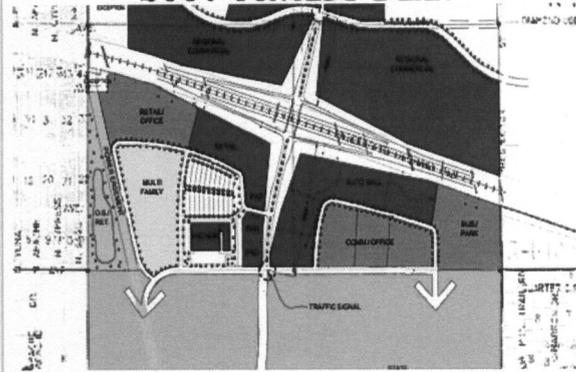
Mr. Jeppson gave a PowerPoint presentation.



Slide 1 – This was an introductory slide.

Slide 2 – Mr. Jeppson gave a synopsis of this slide.

KINGMAN CROSSING 2007 CONCEPT PLAN

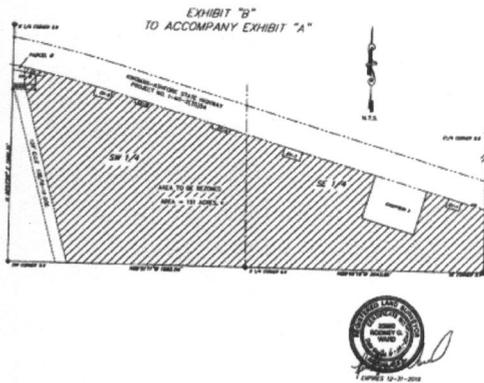


REZONING

- The Property is currently zoned "Rural-Residential", which allows for agricultural uses and single-family houses on one acre lots.
- With a "Regional Commercial" land use designation, the property can be zoned "C-3" Commercial: Service Business.
- The City Council initiated a Planned Development District to: (1) not allow all of the uses that a C-3 Zoning District allows; (2) make the area more compatible to the surrounding area; and (3) enhance and upgrade the minimum design standards.
- P&Z Commission public hearing scheduled for September 8, 2015 and the City Council hearing scheduled for October 20, 2015.

Slide 3 – This slide showed the 2007 Concept Plan. Mr. Jeppson said that this is the only one that has been done and it shows a mixture of commercial, residential, and park space.

Slide 4 – Mr. Jeppson gave a synopsis of this slide and explained the Planned Development District (PDD). He also gave the dates that have been set for the public hearings on for the proposed rezoning.



Slide 5 – This slide showed a map of the proposed rezoning area. Mr. Jeppson noted an area in the northwest corner of the property takes in a portion of the Unisource property and will not be included for rezoning.

C-3 ZONING DISTRICT

- o All uses enumerated as permitted uses in the C-2 district, also,
- o All uses enumerated as permitted by Conditional Use Permit in the C-2 district, unless otherwise noted, and
- o Animal hospitals
- o Automobile and truck sales and service, new and used
- o Automobile body repair, conducted entirely in an enclosed building
- o Automobile, truck and trailer rental and service
- o Building material sales
- o Building material yards
- o Cabinet shops
- o Caskets and casket supplies – not including outside storage
- o Catering establishments
- o Cleaning and dyeing, coin operating, pick-up station and/or using non-explosive solvents
- o Cold storage lockers
- o Computer services
- o Contractor's and construction offices – including equipment rental or storage yards

C-3 PERMITTED USES (CONT.)

- o Drafting service
- o Equipment and appliances, household – service and repair shops
- o Exterminating shops
- o Food lockers
- o Fuel and ice sales – retail only
- o Furniture transfer and storage
- o Glass replacement and repair (including auto glass)
- o Greenhouses, does not include medical marijuana cultivation facilities
- o Heating, plumbing, ventilating, refrigeration and air-conditioning sales and service
- o High-density multiple-family developments
- o 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)
- o Linen supply services
- o Machinery and tool rental
- o Mail order houses

C-3 PERMITTED USES (CONT.)

- o Medical Marijuana Dispensary and Cultivation
- o Microfilm service
- o Monument sales
- o Motor vehicle and motor equipment sales
- o Music and dance studios
- o Packing and crating
- o Parcel delivery services
- o Parking lots and storage garages for automobiles
- o Public and private utility service yards
- o Recording studios
- o Restaurants – including live entertainment and dancing
- o Schools, commercial or trade, not involving any danger of fire, explosion nor offensive noise, vibration, smoke, dust, odor, glare, heat or other objectionable influences
- o Secretarial services
- o Second hand stores and rummage shops
- o Sheet metal shops
- o Sign printing shops

C-3 PERMITTED USES (CONT.)

- o Small animal boarding
- o Taxidermists
- o Tool and cutlery sharpening or grinding
- o Trailer, camper and mobile home sales
- o Travelers aid societies
- o Vehicle towing and storage
- o Warehousing of non-noxious products or materials
- o Wireless Communication Facilities located or co-located on an existing building or structure, if concealed or camouflaged.
- o 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.

Mr. Jeppson gave a synopsis of slides six through nine which listed the allowed uses in a C-3 Zoning District. He said that the proposed PDD would remove undesirable allowances.

C-3 ZONING DISTRICT PERMITTED USES THAT MAY NOT BE DESIRED

- o Truck Sales and Service
- o Truck and Trailer Rental and Service
- o Building Materials Yards
- o Contractor's and Construction Offices – including equipment rental or storage yards.
- o Furniture transfer and storage
- o Greenhouses
- o Machinery and tool rental
- o Medical marijuana dispensary and cultivation
- o Sheet metal shops
- o Sign printing shops
- o Taxidermists
- o Mobile home sales
- o Vehicle towing and storage

Slide 10 – Mr. Jeppson gave a synopsis of this slide which listed uses not desired in the area. He said that the PDD would remove these uses in this district.

C-3 CONDITIONALLY PERMITTED USES

- o Auction rooms
- o BMX racetrack
- o Car washes
- o Dog kennels
- o 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)
- o Mechanical equipment, such as but not limited to vehicle hoists, used for vehicle repair and service that are located outside of an enclosed building.
- o Mini-storages
- o Motocross racetrack
- o Off-premises signs (billboards) subject to bulk regulations within the Sign Code
- o One (1) detached caretaker, owner or manager's residence only.
- o Pre-fabrication units – used for offices only
- o Recreational vehicle parks

C-3 CONDITIONALLY PERMITTED USES (CONT.)

- o Research, development and testing laboratory facilities
- o Schools, Private School, Charter School, or Community College (providing housing, dormitories or sleeping overnight)
- o Storage of gasoline and/or diesel fuel in an above-ground tank with a maximum 15,000 gallon capacity
- o Swap Meet, Indoor;
- o Swap Meet, Outdoor;
- o Tire retreading and recapping
- o Travel trailer park
- o Truck stops – for truck stop facilities
- o Wireless Communication Facilities

Slides 11 and 12 – Mr. Jeppson gave a synopsis of these slides which listed the property uses allowed in a C-3 Zoning District by a Conditional Use Permit.

C-3 CONDITIONALLY PERMITTED USES THAT MAY NOT BE DESIRED

- o Auction Rooms
- o BMX Racetrack
- o Dog Kennels
- o Mini-Storage
- o Motocross Tracks
- o Recreational Vehicle Parks
- o Swap Meets, Indoor or Outdoor
- o Tire Retreading and Recapping
- o Travel Trailer Park
- o Truck Stops

CONSIDERATION OF DIFFERENCES OF C-3 CONDITIONAL PERMITTED USES:

The following uses shall not be permitted by Conditional Use Permit within the area zoned Kingman Crossing C-3-PDD:

1. BMX racetrack,
2. Mini-storages,
3. Motocross racetrack,
4. Off premises signs (billboards),
5. Recreational vehicle parks,
6. Swap meets (indoor and outdoor),
7. Tire retreading and recapping,
8. Travel trailer park, and
9. Truck stops for truck stop facilities.

Slide 13 – Mr. Jeppson gave a synopsis of this slide which listed property uses allowed in a C-3 Zoning District by a Conditional Use Permit that may not be desired.

Slide 14 – Mr. Jeppson gave a synopsis of this slide which listed uses that would not be allowed by Conditional Use Permit in the PDD.

ENHANCED DEVELOPMENT STANDARDS

- When a development directly abuts any residential zoning district, all buildings are to be setback at least 25 feet from the abutting property line.
- Parking areas may be allowed within the setback areas, but those areas cannot be used for commercial truck deliveries or outdoor storage purposes, including the placement of shipping containers.

ARCHITECTURAL CONTROLS

- Building designs and colors shall be appropriate to the southwestern United States.
- Colors should include warm earth tones and highly reflective materials such as all metal or all glass buildings shall be avoided.
- Building designs shall include the use of varied parapets, columns, popouts and pilasters to avoid the appearance of long blank walls.

Slide 15 – Mr. Jeppson gave a synopsis of this slide and said that the newly passed landscaping ordinance would also be implemented in this area.

Slide 16 – Mr. Jeppson gave a synopsis of this slide and said that the district would be similar to what was put in place on Hualapai Mountain Road.

WALKABILITY

- At least ten (10) feet of walkway shall be required between the front entrance of any buildings and parking lot traffic aisles to provide adequate walking room and to reduce pedestrian/vehicle conflicts.

SIGNAGE

- Overall sign plans shall be submitted at the time of development which compliments the architectural theme of the principal buildings in terms of design and color.
- All free-standing signs shall have skirting around the pole supports at the base. The sign base shall be at least 50-percent of the width of the sign width.

Slide 17 – Mr. Jeppson gave a synopsis of this slide.

Slide 18 – Mr. Jeppson gave a synopsis of this slide.

PARKING

- All parking areas shall include landscaped tree islands for every 15-parking spaces.
- A raised landscaped berm or a continuous wall at least 3 feet in height or some combination of both, shall be used to screen all parking areas from adjacent public streets.
- Perimeter planting strips at least 10 feet in width along the street frontages shall be required.

LANDSCAPE BUFFERING

- Heavy landscaping and a buffer wall shall be located at the time of development where the Kingman Crossing C-3-PDD district directly abuts any residential zoning district.

Slide 19 – Mr. Jeppson gave a synopsis of this slide.

Slide 20 – Mr. Jeppson gave a synopsis of this slide.

DRIVEWAYS

All commercial driveways shall align on both sides of the streets where there are no medians.

EFFECTIVE DATE OF ZONING DISTRICT

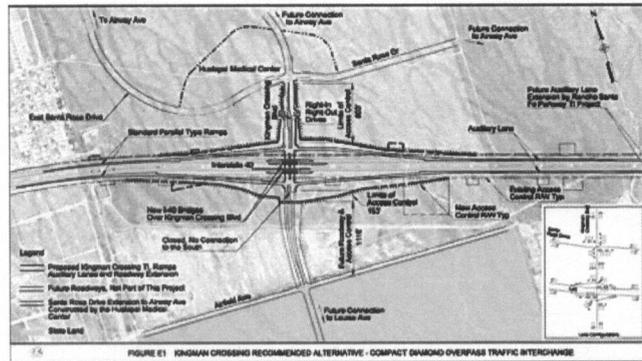
The issuance of building permits by the City of Kingman on the subject properties shall not occur until a notice to proceed has been issued by ADOT and construction of the Kingman Crossing interchange has begun.

Slide 21 – Mr. Jeppson gave a synopsis of this slide.

Slide 22 – Mr. Jeppson gave a synopsis of this slide and said that the effective date of the ordinance would be upon notice to proceed by the Arizona Department of Transportation (ADOT) to begin construction of the traffic interchange just as it is on the north side of the interchange.

SUBDIVISIONS

- ARS §9-463.02. **Subdivision defined: applicability A.** "Subdivision" means improved or unimproved land or lands divided for the purpose of financing, sale or lease, whether immediate or future, into four or more lots, tracts or parcels of land, or, if a new street is involved, any such property which is divided into two or more lots, tracts or parcels of land, or, any such property, the boundaries of which have been fixed by a recorded plat, which is divided into more than two parts."
- W Kingman Crossing LLC must be willing to subdivide its property in order for the traffic interchange, as it is now approved to be constructed.
- In order to have access to the City's property from the traffic interchange, a roadway to a collector street must be constructed. Such a roadway will divide the City's property, which means the City's property will need to be subdivided.
- Water and sewer are located at the Hualapai Campus of KRMC.
- Staff is not aware where the critics got their engineering cost estimates. Infrastructure costs for development of the south side have not been estimated.

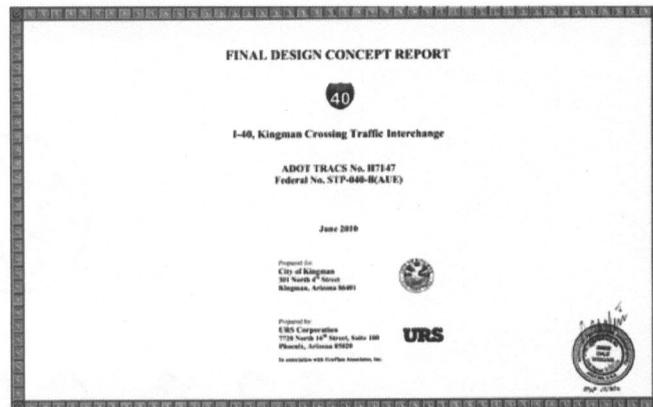


Slide 23 – Mr. Jeppson gave a synopsis of this slide and said that both sides of the interchange will need to be subdivided in order to begin development.

Slide 24 – This slide showed a graphic of the traffic interchange and how the properties would likely be divided.

SUBDIVISION SURETIES

- Construction of Improvements Prior to Final Plat Recordation
- Escrow Account
- Letter of Credit

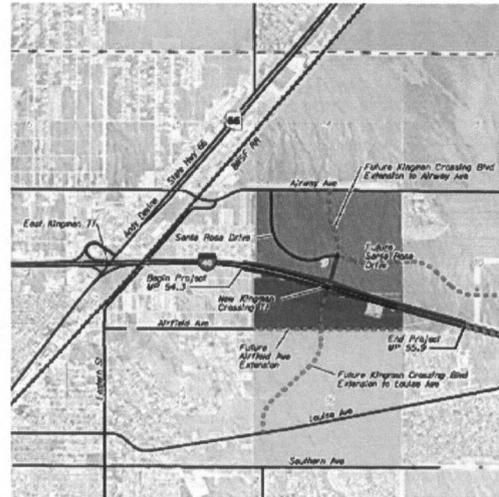


Slide 25 – Mr. Jeppson gave a synopsis of this slide.

Slide 26 – Mr. Jeppson said that the current Design Concept Report only shows access to the northern portion of the interchange and no access to the south. He said that this needs to be redone.

DESIGN CONCEPT REPORT

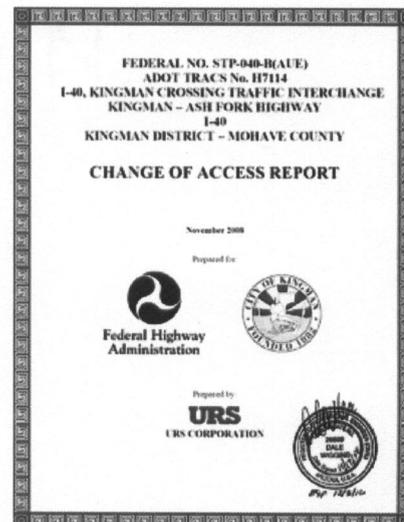
- The current Kingman Crossing DCR, approved June 2010, does not show access to the south of the interchange ramps, therefore, a revised DCR, approved by ADOT and FHWA, is required in order to provide access to the City's property from the interchange.
- Funding and timing for this revised DCR has not been identified.
- A route from the interchange to a collector street (Louise Ave.) will need to be constructed in order to allow the southern access to the interchange.
- A 102-feet of right-of-way and easement exists for the extension of Cherokee.
- Apache Drive (50-feet)/Sage Street (60-feet) are existing rights-of-way to the west of Section 16.
- The Airfield Avenue alignment runs along the south portion of the City's property. There is not a street easement or right-of-way on the State Trust land south of the City's property.



Slide 27 – Mr. Jeppson said that there is no funding or authorization to proceed with the design concept report at this time. He said that there would need to be a collector street to the south and the closest would be Louise Avenue. He said that the City has additional easements in the area that could also be viable.

Slide 28 – Mr. Jeppson said that there had been plans for an access road through Section 16; however, the sale of Section 16 did not occur so this plan is no longer in place. He said that staff would eventually recommend a collector street through Section 16.

POSSIBLE ACCESS ROUTES TO A COLLECTOR STREET



Slide 29 – This slide showed a map of potential access routes to the property.

Slide 30 – Mr. Jeppson said that nothing has been done to proceed with the Change of Access Report and that the report would need to be developed and approved prior to construction of the traffic interchange.

CHANGE OF ACCESS REPORT

- In addition to the Revised Design Concept Report, a revised Change of Access Report that allows access to the south, across the City's property is necessary before ADOT and FHWA to consider approval of the south access to I-40.
- Funding for this revised Change of Access Report has not been identified.
- No timeframe on review and approval

DESIGN

- Upon approval of the amended DCR and COAR, the interchange will need to be designed.
- The interchange is currently at the 35% design stage.
- The design period for the interchange to a 95% design stage is estimated to be one year and will cost approximately \$1 million.
- No engineering costs for infrastructure and roadway extensions.
- In August 2015, the City has entered into a contract with an engineering firm to study the feasibility of an interim roadway and grade separation crossing of I-40 at or near the Kingman Crossing TI alignment.

Slide 31 – Mr. Jeppson gave a summary of the timeframe to complete the Change of Access Report.

Slide 32 – Mr. Jeppson gave a synopsis of this slide and said that the City does not have a cost estimate on designing or building the traffic interchange at this time.

SALE OF PROPERTY

- In order to sell property valued over \$500,000, the City is governed by the ARS §9-403. Sale of real property valued at more than five hundred thousand dollars; special election; sale at auction.
- Possibly legislation in the next legislative session could change this limit.
- The ballot decision will need to be made by May 2016 to be on the November 2016 general election ballot.
- If a majority of the ballots cast is in favor of selling, then the City may sell the property at public auction to the highest bidder for cash, reserving the right to reject any and all bids.



Slide 33 – Mr. Jeppson gave a synopsis of this slide and said that legislation proposed this year could increase the threshold to seek voter approval to sell property from the current \$500,000. He said that currently the sale of the property would need to be approved by the Council by May, 2016, in order to be voted on in November, 2016.

Mayor Anderson said that he would like to allow the three members of the audience who signed up to speak before opening the meeting for additional questions.

Citizen George Cook addressed the Council and asked if he would be allowed to ask questions during his allotted time which Mayor Anderson said that he could. He said that he wanted to know why this proposal was not included with the General Plan 2030.

City Manager John A. Dougherty said that he began working for the City just prior to the deadline to include this with the General Plan 2030 and by the time he was able to propose the question to staff it was too late to change the ballot question. He said that he asked staff to look into what it would take to sell the property and what was needed for the future growth of the City.

Mr. Cook asked why there weren't town hall meetings held prior to changing the General Plan to gain the public's input.

Mayor Anderson said that the General Plan Amendment went through the public hearing process and those questions have been answered.

Mr. Cook stated that the City is only asking to rezone 110 acres and the other 50 acres are two large pits and not developable land. He said that it will take a lot to fill these in and quoted the Mayor as saying that the project would not cost the taxpayers money. He said that \$113,000 has been approved for a study on this project and that Mr. Jeppson said the cost for the Design Concept Report would be \$1 million. He said that the developers should have to pay for this and asked if the City has found a developer for this.

Mayor Anderson said that Mr. Cook could go back through the capital budget for several years and would find that there are several projects that provide access for the north and south sides of Interstate 40. He said that the feasibility study is for access only and is not necessarily related to Kingman Crossing. He said that the study is looking at a couple of locations and will provide feasibility, approximate costs, and a recommendation. He said that the recommended location could be Prospector Street/Cherokee Avenue or it could be Kingman Crossing Boulevard. He said that this is what people have desperately asked for. He said that the same is true for access to Andy Devine Avenue. He asked that Mr. Cook not mix what the purpose of the feasibility study is for.

Mr. Cook said that he would suggest postponing the zoning change until a developer is found.

Mayor Anderson said that the zoning is going through the process. He said that the City is still trying to get the developers to pay for the interchange as this will not be a \$50 million tax funded project.

Mr. Cook said that once construction of Kingman Crossing begins the City should then sell the property. He said that right now the property would be sold for pennies on the dollar. He said that he was promised the property would remain parks when he purchased his property. He said that the two pits fill up with water when it rains and he would like to see 50 acres dedicated for parks/open space.

Citizen Harley Pettit addressed the Council and said that there is a request for a \$1 million study from Planning and Zoning and this exceeds what the City could get from the sale of the property. He said that it is the wrong time to sell the property and there is no urgency to sell it at this time as there is no one interested in the property which he said has been documented in the newspaper. He said that the City began talking about the General Plan 2030 in 2013 and he doesn't feel Mr. Dougherty gave a proper reason for not pursuing it then. He said that this started out as being no cost to the citizens and within two months there was a request to change the zoning designation. He said that the next step is the zoning and then the traffic interchange. He said that so far what was originally talked about is out of hand and the City can't afford this. He said that the Council members are fiduciaries for the citizens. He said that the property belongs to the citizens and not the City. He said that the funds for this are the citizens' not the City's. He said that the Council members are non-business people making business decisions. He said that there is no real plan. He said that if the City has \$1 million for the design study it should be given back to sewer customers and pay for infrastructure. He said that this is a multi-million dollar project with no plan and there is nothing there but a dream. He said that Kingman is going to grow. He said that there needs to be a letter of intent in place before doing anything. He said that he thinks selling the property is a mistake. He said that the property was given to the City when Interstate 40 went through. He said that it would serve well as parks and open space. He said that it would have been a good place to have the fireworks. He said that the park will be like the one at Southern Avenue and Eastern Street. He said that this would be a better use of time and energy. He said that he is not against Kingman Crossing and will not talk about Rattlesnake Wash. He said that the city is going to grow but it can't be done artificially.

Citizen Doug Dickmeyer addressed the Council and said that the Mayor and Council are saying that this needs to be built to bring in tax dollars and asked for the names of three commercial businesses that would be willing to come to Kingman.

Mayor Anderson said that several businesses have expressed interest but he could not give their names.

Mr. Dickmeyer said that he is asking for specific businesses.

Mayor Anderson said that his answer remained the same.

Mr. Dickmeyer said that the businesses have to be what Kingman does not have now and has to be something that Kingman needs.

Mayor Anderson said that he could not give specific names and that any developer coming into Kingman would know what Kingman needs. He said that the City will be able to divulge more as the process goes on.

Councilmember Young said that she spoke with a developer who works with Costco and several others who would be interested in the area. She said that the only drawback is that they would want the traffic interchange in to come to Kingman.

Mr. Dickmeyer said that Costco is not new and everything that can be bought there can already be bought here.

Mayor Anderson said that several people travel to buy at Sam's Club in Bullhead City and Costco in Las Vegas.

Mr. Dickmeyer said that people will still be buying what they already do and the City will not gain a tax base. He said that the only way to build the tax base is with more people.

Councilmember Young said that people in Kingman are going to Bullhead City for Sam's Club and Costco would bring in people from other towns.

Mr. Dickmeyer said that it would starve other businesses here.

Mayor Anderson said that Mr. Dickmeyer needs to consider the dynamics of the growth and the building that is going on. He said that the southeast quadrant is seeing a lot of construction which means more population and more buyers. He said that until the City has an algorithm that can figure this out it is all space work.

Mr. Dickmeyer said that the City needs a study to see what the increase in sales tax would be. He said that he doesn't know if the Council supports local businesses but several of them would go out of business if Costco came in.

Councilmember Young said that she shops only in Kingman. She said that we are at a point where Kingman needs more sales tax and the only way to do this is with more businesses. She said that her issue with Kingman Crossing is that she wants to be guaranteed there will be retail development and not hotels and fast food.

Mr. Dickmeyer said that the City needs people to go to these businesses. He said that the focus should be on manufacturing and the airport authority.

Councilmember Young said that the city needs diversity. She said that manufacturing jobs do not bring sales tax and the city needs more retail.

Mr. Dickmeyer said that there needs to be proof that Kingman Crossing would bring more sales tax revenue.

Councilmember Young said that she didn't know if the City could justify that because it can't pay for the interchange. She said that this development will bring shoppers from Kingman, Lake Havasu City and Bullhead City as well as travelers off of the interstate.

Mr. Dickmeyer said that one business or another is going to lose.

Councilmember Young said that she doesn't want redundancy and there needs to be a marketing plan.

Mr. Dickmeyer said that it is a matter of workforce and not just having ten mattress stores.

Councilmember Young said that this doesn't necessarily need to take place at Kingman Crossing. She said that if the developers at Rattlesnake Wash would develop their property that would help too.

Mr. Dickmeyer said that there are ten stores selling mattresses in town and people are still only going to buy one mattress.

Councilmember Young said that the City cannot tell a property owner what to build there.

Mr. Dickmeyer said that this will transfer the tax base from one side of town to the other.

Mayor Anderson said that the City is losing 80-percent of sales of clothing and shoes from citizens who buy somewhere else. He said that the interchange would also allow better access to the hospital in the area which will bring more professionals to town with disposable incomes which will increase the sales base. He said that that is a result of this project.

Mr. Dickmeyer said that he didn't agree with all of that. He said that when the hospital was built they said they did not need the interchange in order to have an emergency room.

Mayor Anderson said that the hospital is under different ownership now.

Mr. Dickmeyer said that the previous owners sold it because there was not demand. He then said that he wanted to discuss access to the north and south sides of the interstate. He said that the City has been working on this for nine years and all they have been doing is shuffling paper. He said that since day one the only access to Kingman Crossing stops at Louise and at the hospital. He asked if the City of Kingman has an obligation to its citizens to provide adequate infrastructure.

Mayor Anderson said that this is what the feasibility study is for. He said that people who live in the southeast quadrant who have children who attend middle school have to go to the other side of the interstate. He said that this should be a five minute drive and is actually a 20 minute drive because drivers have to go to Eastern Street. He said that the feasibility study is looking at the needs. He said that Kingman Crossing will have one set of needs and Prospector Street will have another set of needs and the City will probably not be able to do both.

Mr. Dickmeyer said that the original intent of Kingman Crossing was to gain access from Hualapai Mountain Road to Interstate 40 and from Interstate 40 to the airport. He asked what happens to big rigs that come off of Interstate 40 and said that they will go through residential streets.

Mr. Jeppson said that his presentation of Louise Street to Santa Rosa Drive is based on what the minimum requirements are from ADOT and from the Federal Highway Commission. He said

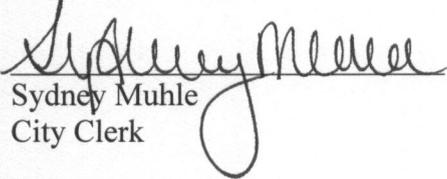
that there had been talks about access to Hualapai Mountain Road and prior to annexation of the Hualapai Foothills area the developer asked if the County would allow him to shift his development to the Sage Street alignment and use Seneca Street as a collector street. He said that Seneca is 84 feet wide and he was almost crucified when he let the public know this in 2006. He said that there will need to be a link between Louise Avenue and Seneca Street but Seneca Street was designed to provide access to Hualapai Mountain Road.

Mr. Dickmeyer said that the original plan was to provide a direct route from Interstate 40 to Hualapai Mountain Road and now the City is dead ending it at Louise Avenue. He said that the only way from there is through residential communities. He said that Seneca will be used and the City needs a plan to get from Interstate 40 to Hualapai Mountain Road and to the airport. He said that there is no way to use Kingman Crossing for access to the airport. He said that nothing has happened in nine years and someone has an agenda as there is no tax benefit. He said that it would be better to put in an underpass and a fire station.

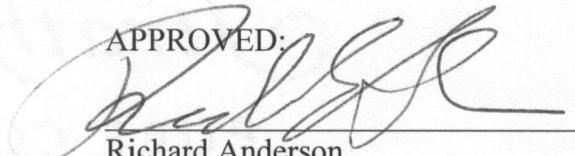
Mayor Anderson extended an offer to everyone else in attendance to ask additional questions. No one else came forward to speak. Mayor Anderson then explained the process moving forward with the rezoning request and then adjourned the meeting.

ADJOURNMENT — 6:16 P.M.

ATTEST:


Sydney Muhle
City Clerk

APPROVED:

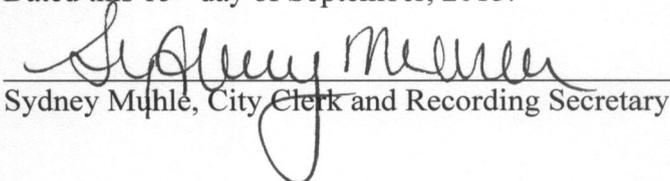

Richard Anderson
Mayor

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

CERTIFICATE OF COUNCIL MINUTES

I, Sydney Muhle, 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 Work Session Meeting of the Common Council of the City of Kingman held on August 25, 2015.

Dated this 15th day of September, 2015.


Sydney Muhle, City Clerk and Recording Secretary