



**NOTICE OF A REGULAR MEETING OF THE PLANNING COMMISSION
OF THE TOWN OF CLARKDALE
TUESDAY, JUNE 16, 2026 AT 4:30 PM**

In Person: Clark Memorial Clubhouse, 19 N. Ninth St., Clarkdale AZ

OR

Join Zoom Meeting

<https://zoom.us/j/87291252872>

Meeting ID:872 9125 2872

Unless otherwise stated, the public will have physical access to the meeting place 15 minutes prior to the start of the meeting.

Town of Clarkdale Vision

The Town of Clarkdale connects our unique history, proximity to the Verde River, and small-town charm to a future with a vibrant economy.

We cultivate an environment where residents and businesses can thrive; providing services and jobs for our residents and capitalizing upon tourism.

We sustainably enhance our infrastructure, support the arts and education, and develop recreational opportunities to create a bright future for our entire community.

PURSUANT TO A.R.S. §38-431.02, NOTICE IS HEREBY GIVEN that the Planning Commission will hold a Regular Meeting open to the public on Tuesday, June 16, 2026, at 4:30 PM at 19 N. Ninth Street, Clarkdale, Arizona, Clark Memorial Clubhouse, Men's Lounge. A quorum of Town Council members may be present at this meeting; however, they will not deliberate or take action on any items. All members of the public are welcome to attend.

ALL ITEMS ON THIS AGENDA ARE SCHEDULED FOR DISCUSSION AND POSSIBLE ACTION, UNLESS OTHERWISE NOTED.

1. CALL TO ORDER

2. ROLL CALL

3. CALL TO THE PUBLIC

The Planning Commission invites the public to provide comments at this time. Members of the Planning Commission may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. §38-431.01, action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism, or scheduling the matter for further consideration and decision at a later date. Persons interested in making comments on a specific agenda item are asked to complete a brief form and submit it to the Clerk or liaison during the meeting. Each speaker is asked to limit their comments to three minutes unless a different amount of time is noted on the agenda or is determined by the Presiding Officer or by a majority

vote of the Council, Commission or Committee.

4. MINUTES

A. Approval of Minutes

Discuss, review and act upon the draft minutes from the regular Planning Commission meeting on April 21, 2026.

5. NEW BUSINESS

A. PUBLIC HEARING: Ordinance No. 457; A General Plan Text Amendment, Chapter 3 - Circulation Element

The Planning Commission will hold a public hearing to take public comments on Ordinance No. 457, a General Plan text amendment to Chapter 3 - Circulation Element, related to Road Cross-Sections.

B. Ordinance No. 457; A General Plan Text Amendment, Chapter 3 - Circulation Element

Discuss, review and act upon Ordinance No. 457, a General Plan text amendment to Chapter 3 - Circulation Element, related to Road Cross-Sections.

C. PUBLIC HEARING: Ordinance No. 458, A General Plan Text Amendment to Chapter 2 - Land Use Element

The Planning Commission will hold a public hearing to take public comment on Ordinance No. 458: A General Plan Text Amendment to Chapter 2 - Land Use Element, including amendments to Section 2.2 Zoning Districts, Section 2.3 Land Use Designations with the addition of Subsection 2.3.1 Interpretation of Legacy Commercial Designations, and the addition of a Cross-Reference Note to the Future Land Use Map.

D. Ordinance No. 458, A General Plan Text Amendment to Chapter 2 - Land Use Element

Discuss, review and act upon Ordinance No. 458: A General Plan Text Amendment to Chapter 2 - Land Use Element, including amendments to Section 2.2 Zoning Districts, Section 2.3 Land Use Designations with the addition of Subsection 2.3.1 Interpretation of Legacy Commercial Designations, and the addition of a Cross-Reference Note to the Future Land Use Map.

E. 2025-2026 General Plan Annual Report

Discuss, review, and act upon the 2025-2026 General Plan Annual Report.

6. DISCUSSION ITEMS ONLY - NO ACTION TAKEN

A. Design Review Guidelines

The purpose of this discussion is to obtain initial feedback from the Planning Commission regarding the draft Design Review Guidelines and identify any modifications that should be considered prior to future code adoption. The draft standards focus on measurable elements such as building orientation, transparency, facade articulation, materials, pedestrian connectivity, screening, and site design.

7. FUTURE AGENDA ITEMS

Planning Commission may propose items to be placed on a future agenda. This item is for discussion only.

8. ADJOURNMENT

Values

Values are the guiding principles that provide an organization with purpose and direction. The Town of Clarkdale's organizational values are:

COPPER

Customer focused

Open, transparent and equitable

Preserving our history, charm, and environment

Planning for a sustainable future

Economic and social resiliency

Resourceful and innovative

Mission

The Town of Clarkdale serves the community by providing amenities, infrastructure, services, and public safety to enhance quality of life. We are stewards of our history while we sustainably and resiliently plan for the future with an emphasis on community engagement and transparency.

Persons with a disability may request reasonable accommodations by contacting the Town Hall at (928) 639-2400 (TTY: 1-800-367-8939) at least 72 hours in advance of the meeting.



Staff Report

Item Number: 4.A.

<u>Agenda Item:</u>	Approval of Minutes Discuss, review and act upon the draft minutes from the regular Planning Commission meeting on April 21, 2026.
<u>Staff Contact:</u>	Clover Pinion, Senior Planner
<u>Meeting Date:</u>	June 16, 2026
<u>Strategic Goal:</u>	Not applicable.
<u>Background:</u>	Discuss, review and act upon the draft minutes from the regular Planning Commission meeting on April 21, 2026.
<u>Budget Impact:</u>	No budget impact.
<u>Recommendation:</u>	Staff recommends approval of the draft minutes from the regular Planning Commission meeting on April 21, 2026. Suggested Motion: "I move to approve the draft minutes from the regular Planning Commission meeting on April 21, 2026."



**SUMMARIZED MINUTES OF A REGULAR MEETING OF THE PLANNING
COMMISSION OF THE TOWN OF CLARKDALE
TUESDAY, APRIL 21, 2026 AT 4:30 PM**

(To listen to the full audio/video of the meeting, please visit www.clarkdale.az.gov – agendas & minutes)

ALL ITEMS ON THIS AGENDA ARE SCHEDULED FOR DISCUSSION AND POSSIBLE ACTION, UNLESS OTHERWISE NOTED.

Members' Present: *Chair de Blanc, Advisory member Johnson, Commissioner Spence, Vice Chair Bayless, Commissioner Conk, Commissioner Foutz.*

Other Municipal Officials Present: *Community Development Director Scott Ellis, Community Development Senior Planner Clover Pinion, Community Development Technician Guss Espolt.*

Audience: *No public were present.*

Zoom: *No public were present.*

1. CALL TO ORDER *Chair de Blanc called the meeting to order at 4:30 p.m.*

2. ROLL CALL *See above.*

3. PUBLIC COMMENT *No public.*

4. MINUTES

A. Approval of Minutes

Discussed, reviewed and approved the draft minutes from the regular Planning Commission meeting on March 17, 2026.

Motion: *Approve the draft minutes from the regular meeting on March 17, 2026.*

First: *Spence*

Second: *Conk*

Approved: *6-0*

Board Member

Chair de Blanc

Vice Chair Conk

Commissioner Foutz

Commissioner Spence

Commissioner Bayless

Advisory Johnson

Ayes/Nays

Aye

Aye

Aye

Aye

Aye

Aye

5. NEW BUSINESS

A. PUBLIC HEARING: Ordinance No. 454: A Comprehensive Update to the Clarkdale Zoning Code

The Chair opened the floor for public comment.

No comments made.

The Chair closed the floor for public comment.

B. Ordinance No. 454: A Comprehensive Update to the Clarkdale Zoning Code

Discussed, reviewed and approved Ordinance No. 454: A Comprehensive Update to the Clarkdale Zoning Code.

Motion: *To approve ordinance 454 as it is and forward it to the Town Council with a recommendation for them to approve as well.*

First: *Spence*

Second: *Conk*

Approved: *6-0*

Board Member	Ayes/Nays
Chair de Blanc	<i>Aye</i>
Vice Chair Conk	<i>Aye</i>
Commissioner Foutz	<i>Aye</i>
Commissioner Spence	<i>Aye</i>
Commissioner Bayless	<i>Aye</i>
Advisory Johnson	<i>Aye</i>

6. FUTURE AGENDA ITEMS

Planning Commission *did not* propose items to be placed on a future agenda.

7. ADJOURNMENT

Motion: *Motion to adjourn.*

First: *Foutz*

Second: *Bayless*

Approved: *6-0*

Board Member	Ayes/Nays
Chair de Blanc	<i>Aye</i>
Vice Chair Conk	<i>Aye</i>
Commissioner Foutz	<i>Aye</i>
Commissioner Spence	<i>Aye</i>
Commissioner Bayless	<i>Aye</i>
Advisory Johnson	<i>Aye</i>

Chair de Blanc adjourned the meeting without objection at 5:03 p.m.



Staff Report

Item Number: 5.A.

<u>Agenda Item:</u>	PUBLIC HEARING: Ordinance No. 457; A General Plan Text Amendment, Chapter 3 - Circulation Element The Planning Commission will hold a public hearing to take public comments on Ordinance No. 457, a General Plan text amendment to Chapter 3 - Circulation Element, related to Road Cross-Sections.
<u>Staff Contact:</u>	Scott Ellis, Community Development Director
<u>Meeting Date:</u>	June 16, 2026
<u>Strategic Goal:</u>	This agenda item supports the following Clarkdale Strategic Goal Area: • Goal Area 4 - Plan for the maintenance and growth of quality infrastructure that is sustainable and resilient.
<u>Background:</u>	The Town is currently updating the Engineering Standards section of the Town Code, which establishes requirements for roadway design and dimensions. As part of the recent Zoning Ordinance update, several provisions were removed with the intent that they be incorporated into the Engineering Standards. Additionally, the current General Plan, specifically Chapter 3 – Circulation Element, includes detailed roadway cross-section design standards that are more appropriately located within the Engineering Standards. Relocating these standards will improve consistency and eliminate potential conflicts in roadway requirements across Town regulations.
<u>Budget Impact:</u>	The proposed amendment is administrative in nature and is not expected to have a fiscal impact on the Town.
<u>Recommendation:</u>	Staff recommends that the Planning Commission recommend approval to Town Council. Suggested Motion: "I move to recommend approval to Town Council of Ordinance No. 457; A General Plan Text Amendment to Chapter 3 - Circulation Element."



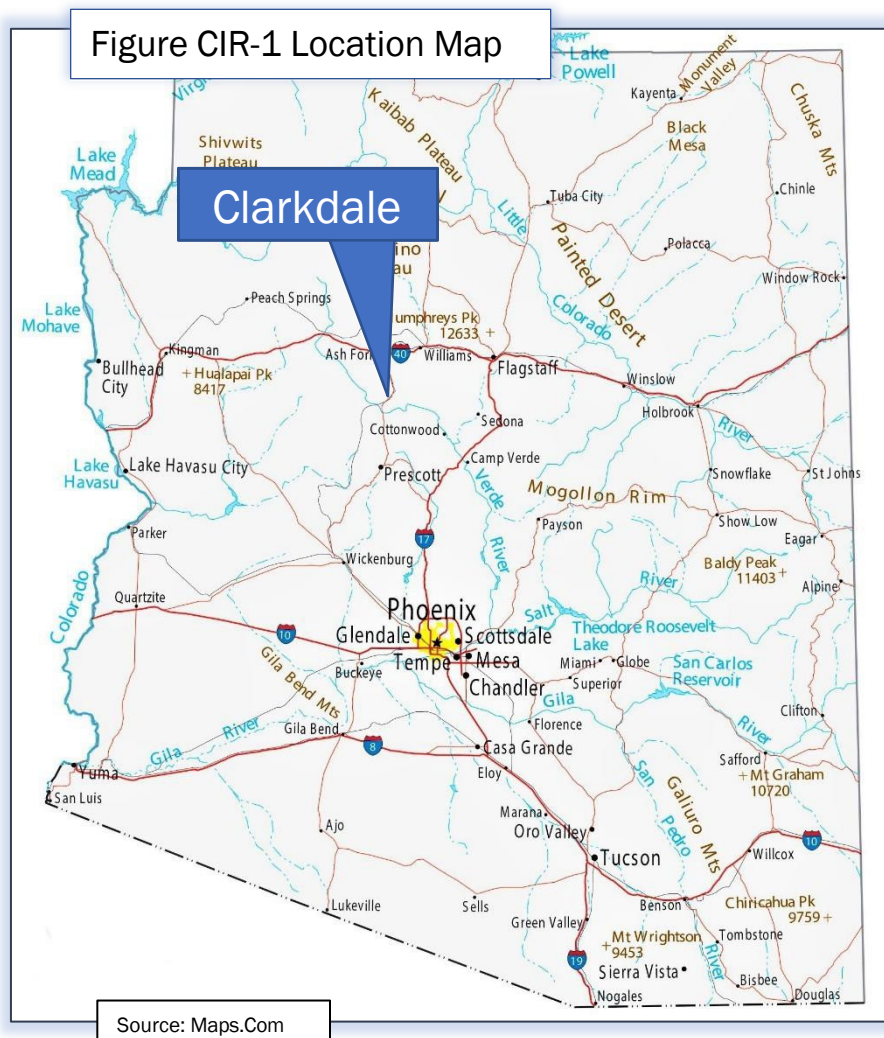
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REDLINED

Chapter 3: Circulation Element

“...A circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.” – *Arizona Revised Statutes, Title 9*

The purpose of the Circulation element is to set forth the location of existing and proposed freeways, streets, bike paths, and other modes of transportation serving Clarkdale. It is included in the General Plan because the ability to move vehicular traffic safely and efficiently through a community is critical to its success- in terms of both quality of life and supporting the local economy.



Circulation is more than just moving vehicular traffic from one place to another. Historic Clarkdale was designed to enable easy pedestrian access to shopping, schools, and other amenities typically found in a community; maintaining that walkability reduces traffic volumes on roadways and contributes to the Town’s sense of place. Transit systems like Cottonwood Area Transit, Verde Lynx, Veterans Transportation System and other programs serve those who lack reliable transportation of their own. Bicycles are increasingly used for transportation as well as recreation;

making safe bike lanes available enhances their use as an alternative mode of transportation. Further, tourism-related activities such as hiking and mountain biking contribute to the Town’s economy. Weaving traditional means of transportation like automobiles and trucks with bike/ped



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options through a Complete Street program will enhance the quality of life and economic stability of the community alike.

Clarkdale is located approximately 17 miles northwest of the intersection of State Route 260 (SR 260) and Interstate 17 (I 17). State Route 89A (SR 89A) is the major transportation corridor in town; it connects with I 17 via SR 260 in Cottonwood to the south. I 17 then connects with Interstate 40, a major east/west interstate transportation corridor that stretches from Barstow, CA to Wilmington, NC.

3.1 Current Conditions

Given its long history as the first planned community in Arizona, Clarkdale has a long-established circulation system whose growth has paralleled that of the Town. Historic Clarkdale's road system is based on the grid system of streets, meaning that streets are laid out in straight runs that intersect with each other at 90-degree angles. The streets are wide enough to easily accommodate on-street parking. Blocks are bisected by alleyways that provide access to alley-facing garages as separate structures, rather than the street-facing structurally integrated garages typical of contemporary homes.

The street nomenclature in historic Clarkdale is such that it is easy to determine where an address is located based on its name alone. Main Street serves as the spine, with paralleling streets identified both numerically and ordinally as they are distanced from Main Street. First North, therefore, is the first street north of Main Street, while Second South is the second street south of Main Street. Perpendicular streets are numerical only, beginning with Fourth Street on the eastern end of Lower Clarkdale and continuing westerly to Sixteenth Street at the western end of Main Street. Interestingly, the streets use verbiage rather than numbers as names.

Other neighborhoods in Clarkdale such as Black Hills Estates and Foothills have been designed in a modified grid system. Unlike historic grid systems, modified grid systems became more popular in the 1970's, introducing curvilinear roads that provided a visually interesting alternative to the straight streets in a grid system and served as traffic calming devices, forcing vehicles to slow down to safely negotiate curves.

Street and Road Classification

Streets and roads are classified in two ways: by Functional Classification and Level of Service. Functional Classification separates roadways into three separate types: Local, Collector, and Arterial.

Levels of Service (LOS) classification assigns letter grades to roads and intersections based on their ability to carry traffic and move vehicles efficiently, with "A" being ideal conditions and "F" representing a street or intersection that has failed.

Functional Classifications

Functional classification of roads is based on how they fit within an area's transportation network and the purposes that they serve in moving vehicular traffic from one area to another. There are three (3) primary classifications typically found in municipalities which are discussed in detail below. In addition, there are three classifications of roadways that have greater carrying capacity than arterials: Principal Interstates (I 17); Principal Other (89 A from Cottonwood to Sedona) and Principal



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Freeways (Fain Road/SR 89A in Prescott Valley). Because of Clarkdale's location, it is not directly served by these classifications of roadways.

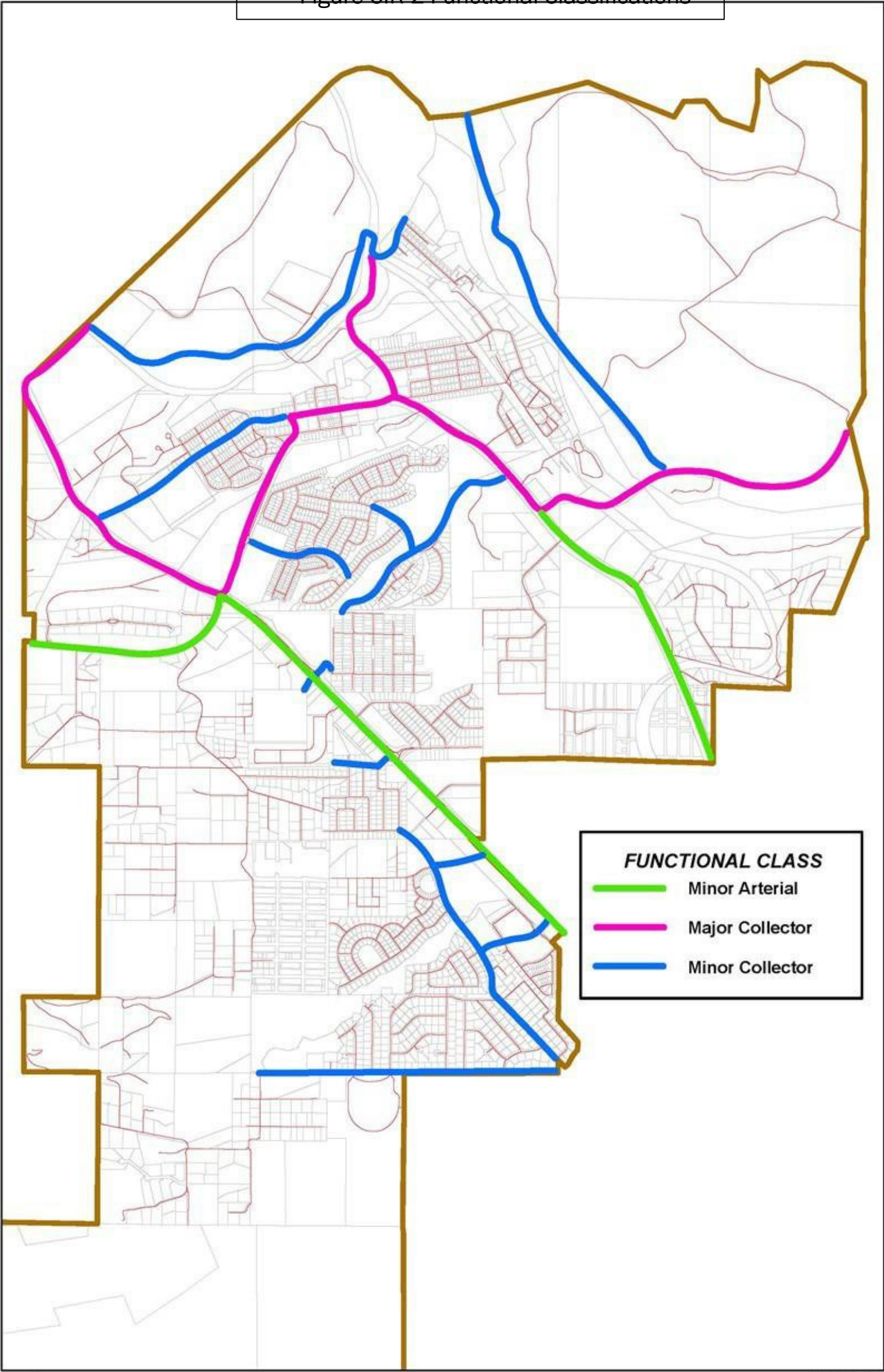
Local roads are those streets and roads that are intended for use by local residents to serve neighborhoods. Almost all the roads in Clarkdale are considered local roads. Generally, they carry traffic to and from residences to other destinations such as employment centers, commercial areas, and educational facilities. Local roads can be hard surfaced or gravel, and typically are two-lane roads. Local roads may also have curbs, gutters, sidewalks, and dedicated bike lanes when hard-surfaced.

Collectors are those streets and roads that do just that – collect traffic from local roads and funnel it to larger local and regional arterials, and disperse traffic from arterials to local roads. These streets are generally hard surfaced and developed with curbs, gutters, and sidewalks, and carry traffic at a low to moderate rate of speed. Collectors are further classified as major and minor, depending upon the traffic volumes carried. Clarkdale Parkway, Old Jerome Highway, and Black Hills Drive are all examples of major and minor collectors.

Arterial roads carry larger volumes of traffic at higher levels of service and rates of speed for longer, uninterrupted distances. They serve regions rather than specific neighborhoods or commercial developments, and carry traffic in and out of municipalities throughout a given area. State Route 89A and Broadway (Old SR 89A) are both considered to be minor arterials.



Figure CIR-2 Functional Classifications



The Town of Clarkdale
P.O. Box 308/890 Main Street,
Clarkdale, AZ 86324
(928) 639-2500

Functional
Classifications



0 650 1,300 2,600 3,900 5,200 Feet

GIS / Espolt



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Road Cross Sections

Roadway cross-sections and dimensional design standards are established and maintained in the Town's Engineering Standards.

The following diagrams set forth the minimum required widths for development of local and regional roads constructed in the Town of Clarkdale based on functional classification. Called cross sections, they provide detailed specifications regarding materials used for vehicle lanes, widths and slopes for ditches (gutters), whether or not sidewalks are required, and placement of public utility easements for each type of local road.

Figure CIR-3: Road Classification					
Road Type	Surface	Curb/Gutter/Sidewalk	Maximum ADT*	Design Speed	Service Area
Private Streets	4" compacted aggregate base (AB) course	No	N/A	25 mph	<10 homes
Rural Lanes	4" compacted AB course	No	250	25 mph	<25 homes
Rural Local	Asphalt over AB course	No	500	25 mph	~50 homes
Rural Collector	Asphalt over AB course	No	3,000	40 mph	~300 homes
Residential Local	Asphalt over AB course	Rolled curb; gutters; minimum 4'-wide sidewalk	500	25 mph	High density subdivisions
Residential Collectors	Asphalt over AB course	Vertical curb; gutters; minimum 4'-wide sidewalk	3,000	40 mph	High density subdivisions to regional collector and arterial roads
* ADT = Average Daily Trips			Source: Town of Clarkdale Zoning Code		

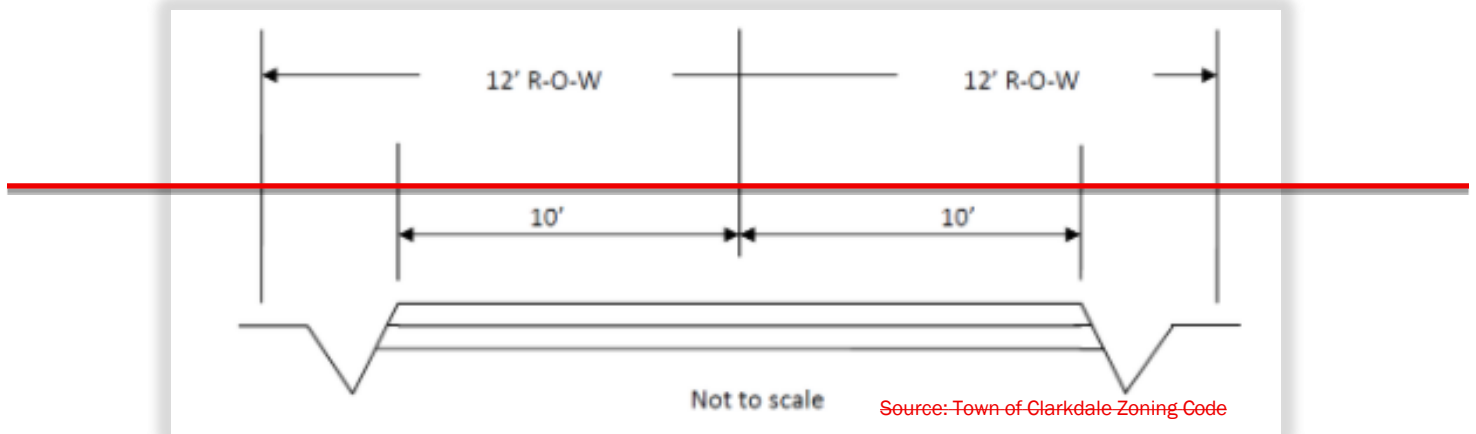


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Minerich Road – Rural Lane

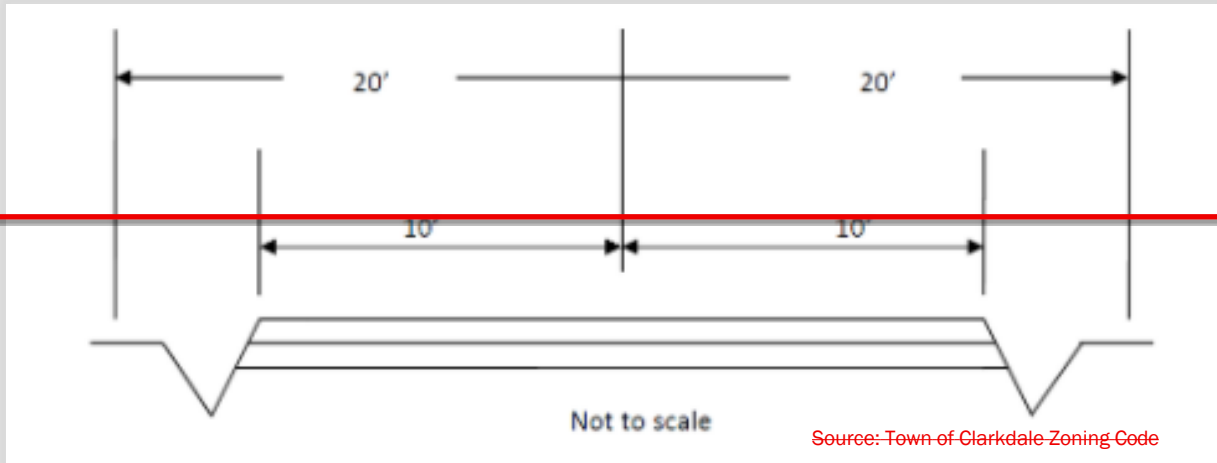
A. Private Streets provide access to a small number of residences and are designed for areas that generate minimal numbers of trips per day. The predominant surface material is compacted Aggregate Base Course (ABC) over a subgrade base of the same material. These streets typically serve sparsely populated rural areas and are commonly known as “gravel roads”.



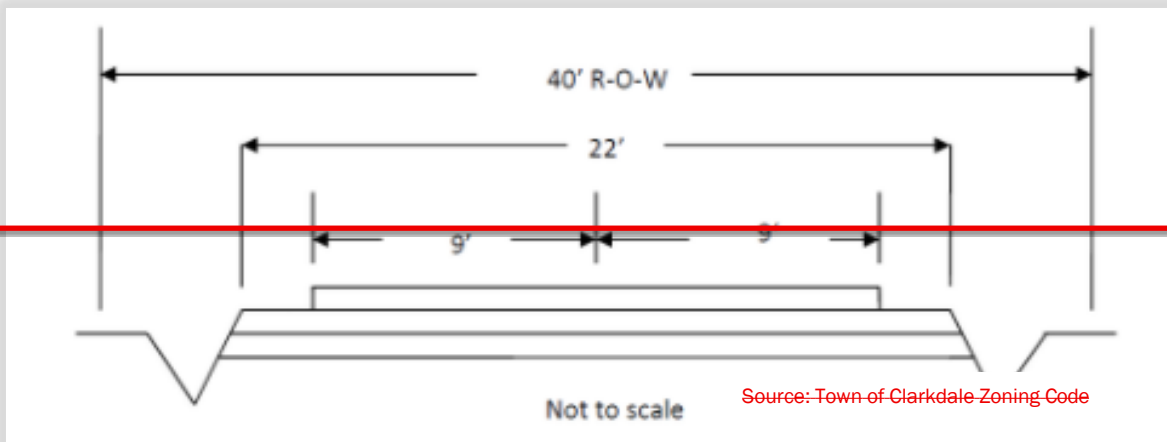
B. Rural Lanes serve homes that either directly access the road via a private driveway, or indirectly access them via private streets as described above. As with Private Streets, Rural Lanes have gravel surfaces and serve sparsely populated rural areas with minimum lot sizes of 20,000 square feet (~1/2 acre) or greater.



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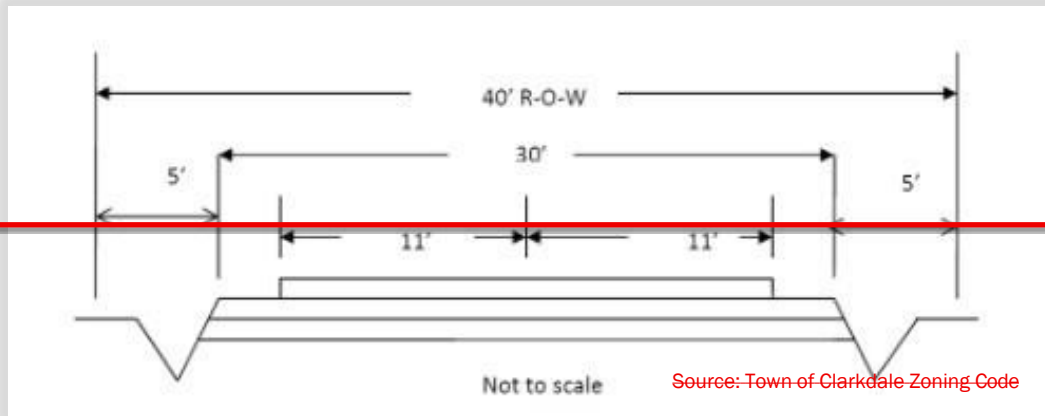
C. Rural Local roads are the lowest capacity hard-surfaced roads and are intended for automobile and light-duty truck traffic. As with private streets and rural lanes, rural local roads can be accessed directly or indirectly and serve low density areas with lots of at least 20,000 square feet (~ 1/2 acre).



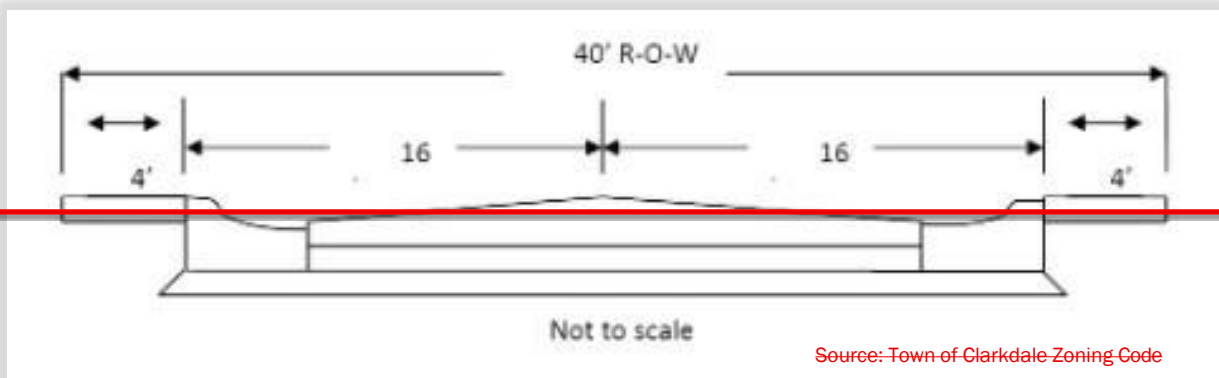
D. Rural Collector roads funnel traffic from smaller, less frequently traveled rural roads to higher capacity roads that provide connectivity to the local and regional circulation network. They are intended to move greater capacities at higher speeds than other classes of rural and private roads. These roads can be accessed directly or indirectly and are limited to those areas with lot sizes of at least 20,000 square feet (~1/2 acre).



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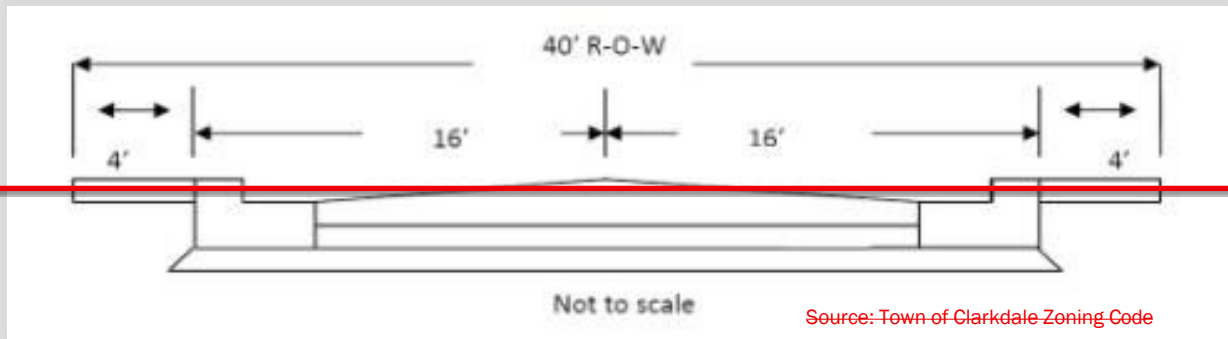
E. Residential Local streets and roads serve areas of higher density than rural roads and are frequently found in platted subdivisions and other areas where lot sizes are less than 20,000 square feet (~1/2 acre). Like rural local roads, these streets are designed to serve fewer trips per day at lower speeds; they also feed traffic to residential collectors that provide linkage to regional collectors and arterials.



F. Residential Collectors are designed to carry traffic concentrated from higher density residential local streets to regional collectors and arterials. Where residential local streets are designed for residents to access homes in higher density areas, residential collectors are designed to carry vehicles from several local streets to both local and regional arterials.



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Levels of Service (LOS)

The ease with which a given street, road, or intersection can move traffic is called its “Level of Service”, or LOS. Similar to letter grades earned in educational settings with “A” representing the highest level of functionality and “F” indicating a road or intersection that barely functions at all in terms of carrying traffic efficiently, the designations easily describe the operating conditions present for street segments and intersections. The LOS descriptions are standardized across state and federal Departments of Transportation, Municipal Planning Organizations, (MPO’s), and other jurisdictions. Streets and roads in Clarkdale function at a LOS of “B” or better, meaning that traffic delays are minimal; traffic flows are steady and consistent, and maneuvering is not restricted by other vehicles on the road.



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Figure CIR-4: Levels of Service		
Level of Service	Streets	Intersections
A	Low volumes of traffic; speeds and maneuvering not restricted by other vehicles.	No vehicles waiting through more than the initial signal cycle.
B	Traffic volumes begin to increase but no significant impact on flow of traffic that restricts operating speeds.	A few vehicles may wait through more than one signal cycle during peak traffic periods.
C	Traffic volumes begin to impact speeds and maneuverability. Flow of traffic is steady but at a higher concentration.	Less than 1/3 of all signal cycles will have more than one vehicle waiting through more than one signal cycle during peak traffic periods.
D	Traffic volumes affect operating speeds; maneuverability more restricted.	More than 1/3 of all signal cycles will have more than one vehicle waiting through more than one signal cycle during peak traffic periods.
E	Traffic volumes are unstable and inconsistent. Speeds at which traffic moves will be slower than posted; maneuverability is severely constrained. Momentary stoppages may occur during peak traffic periods.	Multiple vehicles will generally wait through two or more signal cycles before clearing intersections.
F	Operating speeds are low; lane maneuvering is nonexistent. Flows are inconsistent with frequent stoppages of long duration.	Long queues for turns and through traffic at signalized intersections; peak traffic hours require waits through three or more signal cycles.
Source: AASHTO Green Book		



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3.2 Local and Regional Transportation Planning

Like land-use planning, transportation planning requires coordination with regional partners to design an efficient and effective circulation system. Transportation planning is first coordinated at the federal level, through the US Department of Transportation (USDOT). USDOT has jurisdiction over interstate transportation, including airlines and railroads, and funds projects by passing dollars through state agencies like the Arizona Department of Transportation (ADOT), which serves in part as a “pass-through” organization that distributes funding to municipal planning organizations (MPO’s) and Councils of Governments (COG’s), which then allocate funds to counties and municipalities for roadway and other transportation enhancements.

Arizona Department of Transportation (ADOT)

The Arizona Department of Transportation (ADOT) is the state-level department responsible for managing all modes of transportation in the State of Arizona not directly managed by the US DOT. With respect to circulation, ADOT passes federal funding through to municipal planning organizations (MPO’s), Councils of Governments (COGs), counties, municipalities, and other jurisdictions for road maintenance, regional and statewide project planning, and management of transit programs.

ADOT facilitates the development of the Transportation Facilities Construction Program, or what is commonly known as “the 5-Year Plan”. In conjunction with the Transportation Improvement Plan (TIP), the 5-year Plan identifies and prioritizes multimodal transportation projects on a statewide basis, which provides the basis for allocating federal, state, and local funds.

Northern Arizona Council of Governments (NACOG)

The Northern Arizona Council of Governments (NACOG) is a voluntary association of counties, municipalities, and other jurisdictions that provides regional planning, coordination, and technical assistance to its members on matters of common interest.

NACOG provides regional transportation planning and coordination through its Transportation Planning staff, who are responsible for facilitating the TIP. This multi-year capital improvement plan sets forth priorities for spending of certain federal funds for a variety of transportation-related projects throughout NACOGS’s four counties and member jurisdictions. Projects funded through the TIP include road construction and improvement, transit programs, and multimodal projects. The 2020 overlay project on Main Street and Broadway were planned and funded through this program.

Verde Valley Transportation Planning Organization (VTPO)

The Verde Valley Transportation Planning Organization (VTPO) coordinates regional transportation corridors throughout the Verde Valley. In partnership with ADOT, VVMPO creates five-year plans for improvements to streets and roads based on LOS and demand, and available funding. A joint effort between Yavapai County, ADOT, and member jurisdictions, this organization facilitates both long- and short-range transportation projects that interconnect communities in the Verde Valley with each other, and interfaces with both NACOG and ADOT in the planning process.



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The Verde Valley Master Transportation Plan (VVMTP)

The Verde Valley Master Transportation Plan provides a five-year framework for transportation enhancements in the Verde Valley based on jointly identified current and future transportation needs. The purpose of the plan is to prioritize critical needs and strategic improvements, provide timely and realistic solutions, and coordinate projects to maximize available funding for multimodal transportation projects throughout the Verde Valley. The most recent plan from 2016 identifies improvement projects for the following roadways within the Town of Clarkdale.

- State Route 89A from Milepost 346.6 to 349.9: widen shoulders from 1' to 5' to increase safety for all modes of transportation and improve emergency response
- Black Hills Drive, 0.9 miles west of State Route 89A: pavement improvement to extend the life of existing infrastructure
- West Loop Phase 1-Black Hills Drive to Fir Street: roadway capacity improvement, details provided below, Figure CIR-4 (N 36)
- Broadway Road, Main Street Clarkdale to Main Street Cottonwood: roadway capacity improvement to improve corridor safety, improve pedestrian and bicycle mobility, and encourage economic development, completed in 2020 with details provided below (Figure CIR-5)
- Cement Plant Road, Tuzigoot Road, and Sycamore Canyon Road: shoulder improvements to increase safety for all modes of transportation and improved emergency response



Figure CIR-3 Verde Valley Transportation Planning Organization Area



Source: Verde Valley Master Transportation Plan 2016



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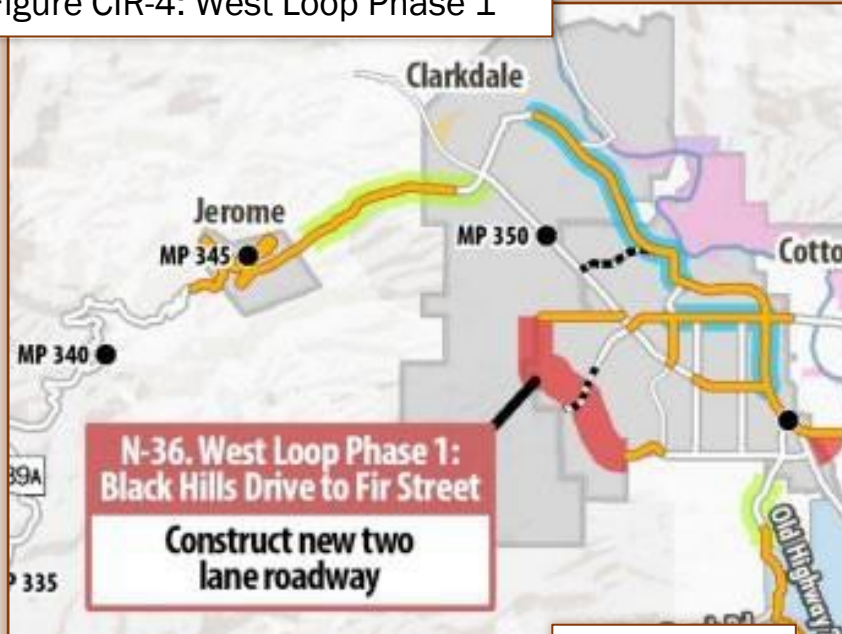
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West Loop Phase 1

Figure CIR-4: West Loop Phase 1



The VMTP identifies the construction of a new two-lane minor collector street that will connect Black Hills Drive in Clarkdale to Fir Street in Cottonwood. This linkage will provide additional access to Yavapai College and provide alternatives for connecting the Black Hills Estates, Cottonwood Ranch, and Mesquite Hills subdivisions to the rapidly developing commercial area near the intersection of East State Route 89A and State Route 260 in Cottonwood. This project

also calls for bike lanes and sidewalks on both sides of the proposed street, making it the first “Complete Street” project in the area.

Bike/Pedestrian Enhancements

In an effort to encourage safe access to alternative means of transportation and enhance recreational activities, the VMTP proposes two (2) projects in Clarkdale to facilitate walking and biking. Broadway Street, which connects Historic Clarkdale with Old Town Cottonwood, is the original route for State Route 89A.

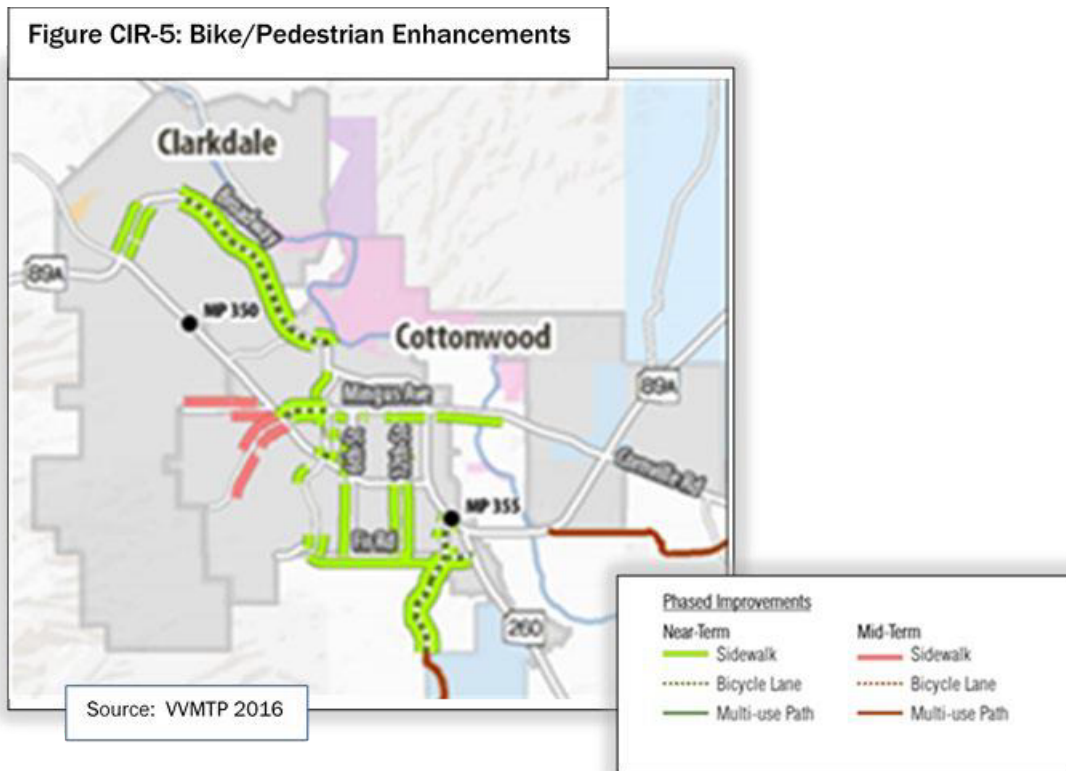
Designated by ADOT as a Scenic and Historic Road, it provides sweeping views of the Verde River and red rock cliffs. Low speed limits and wide rights-of way provide ample room for bike/ped connectivity.

In 2020, the roadway was resurfaced and a dedicated bike lane was striped on both sides of the newly refurbished asphalt. In addition, a sidewalk with curb and gutter were installed on the north side of Broadway, enabling both residents and visitors the ability to walk and bike the corridor.

Completion of the sidewalks on both sides of Clarkdale Parkway between Mountain Gate Drive and State Route 89A will provide additional bike/pedestrian accessibility between Upper Clarkdale, Historic Downtown Clarkdale, and the Mountain Gate subdivision. The shoulders along Clarkdale Parkway between Mountain Gate Drive and Sunset Boulevard have been cleared of brush and widened to provide interim bike/ped paths until funding for long-term solutions can be acquired.



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Local Circulation Planning

Planning for future expansion of the circulation system in Clarkdale will be dependent upon growth in both the residential, commercial, and industrial sectors. Given the current demand for housing, expansion of this use and associated streets and roads will likely occur sooner rather than later. As employment and demand for goods and services follow, additional streets will be necessary to provide smooth traffic flows throughout the Town.

Typically, developers are required to build streets internal to their project as well as those that provide connectivity to the existing road network. The Public Works staff provide detailed specifications based on the Yavapai Association of Governments/Maricopa Association of Governments standards, which are in turn based on national and federal guidelines. The type and capacity are based on the number of trips typically generated by the uses developed. For instance, a single-family residence generates an average of ten (10) trips per day, while a discount retailer will generate approximately 70 trips per day. Once constructed, the Public Works department inspects the streets to ensure they are built to specifications; if so, and if there are sufficient funds in the Town budget, Town Council will formally accept the roads and its maintenance as it becomes Town property.

Several locations have been identified with respect to new road construction or improvements to existing roads. These areas are generally identified as serving residential areas that are likely to be developed in the next ten (10) years, or commercial areas that will serve expanding residential needs. Briefly described here, these locations will be discussed in detail in the Growth Area element.



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Centerville Road Extension

The extension of Centerville Road from Broadway to SR-89A was conceptualized during the planning and development of the Mountain Gate subdivision. Deception Wash, which separates Mountain Gate from the Centerville Subdivision, created design challenges that necessitated the acquisition of three (3) privately owned lots in the northwest corner of Centerville. Despite multiple attempts, the Town was not able to reach an agreement with the property owners to acquire the needed land and began renegotiation of the development agreement with the developers of Mountain Gate in 2020. Completion of this roadway will be required as part of future development agreement(s) associated with the currently vacant land between Centerville and SR-89A.

Cement Plant Road Extension

Extension of Cement Plant Road to the Bitter Creek Industrial Park is key to activating this key economic driver. Currently, freight access to the industrial park is limited by the weight and lane restrictions of the historic Bitter Creek bridge. Further, snaking heavy truck traffic through the historic downtown, an area dependent upon pedestrian traffic, is counterproductive to the continued redevelopment of downtown. While extending Cement Plant Road along a route that parallels the existing railway that serves the plant will indeed be a long-range project, it is the least impactful alternative with respect to heavy truck traffic and the most impactful with respect to spurring investment and employment opportunities in the industrial park.



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3.3 Alternative Modes of Transportation

Transit

Transit simply defined is the carrying of goods and people from one location to another; in the case of public transit systems, the purpose is to provide alternatives to utilizing single passenger vehicles throughout the Clarkdale/Cottonwood/Sedona corridor. In partnership with the City of Cottonwood,

Figure CIR-6 Cottonwood Area Transit Service



Source: Cottonwood Area Transit

Clarkdale is able to offer a number of transit and paratransit services to its residents through Cottonwood Area Transit (CAT).

Cottonwood Area Transit (CAT) provides a low-fare service to residents of Clarkdale, Cottonwood, Bridgeport and Verde Village via four (4) fixed routes that run Monday through Thursday from 6:45 am to 6:32 pm. The routes provide access to necessary retail, medical, and other destinations for residents who are unable to drive. A new after-hours service has been added that provides connectivity to three of CAT's fixed routes after regular hours to provide additional assistance to those who work in Sedona and rely on CAT and Verde Lynx for transportation to and from work. Riders can transfer from the CAT routes to the Verde Lynx system at a centralized transfer center in

Cottonwood.

The Verde Lynx system provides transportation to from Cottonwood to Sedona on a fixed-route system that runs seven (7) days per week. Hours of service are 6:00 am to 11:00 pm Wednesday through Sunday, and 6:30 am to 7:30 pm Mondays and Tuesdays. This system provides a low-cost commuting alternative to hospitality workers employed in Sedona. Fares for both systems start at \$1.25 one-way, and offer discounts to senior citizens, veterans, and students.

CAT Paratransit serves those with disabilities that cannot use fixed-route buses. It is available five days a week and coincide with the hours that the fixed route service operates. Riders using this system call to schedule rides 24 hours in advance and are provided with door-to-destination service. Other options for paratransit in the area include Verde Valley Caregivers Coalition, a non-profit organization that provides rides other services to those that are in need. There are also two taxi



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service providers, CK's Need A Lift and Tender Hearts, that can provide rides to any ADA qualified person, including those that need wheelchair assistance.

Yavapai Apache Nation also provides transit services to both tribal and non-tribal members across the Verde Valley. This fixed-route system provides connectivity between tribal lands and communities as well as Verde Lakes, Rimrock, Camp Verde, Tunlil, Middle Verde, Cottonwood, and Clarkdale. Fares for this system are nearly identical to CAT and Verde Lynx, starting at \$1.25 for a one-way trip.

Cottonwood Area Transit/Verde Lynx



Source: Cottonwood Area Transit

Yavapai-Apache Nation Transit Bus



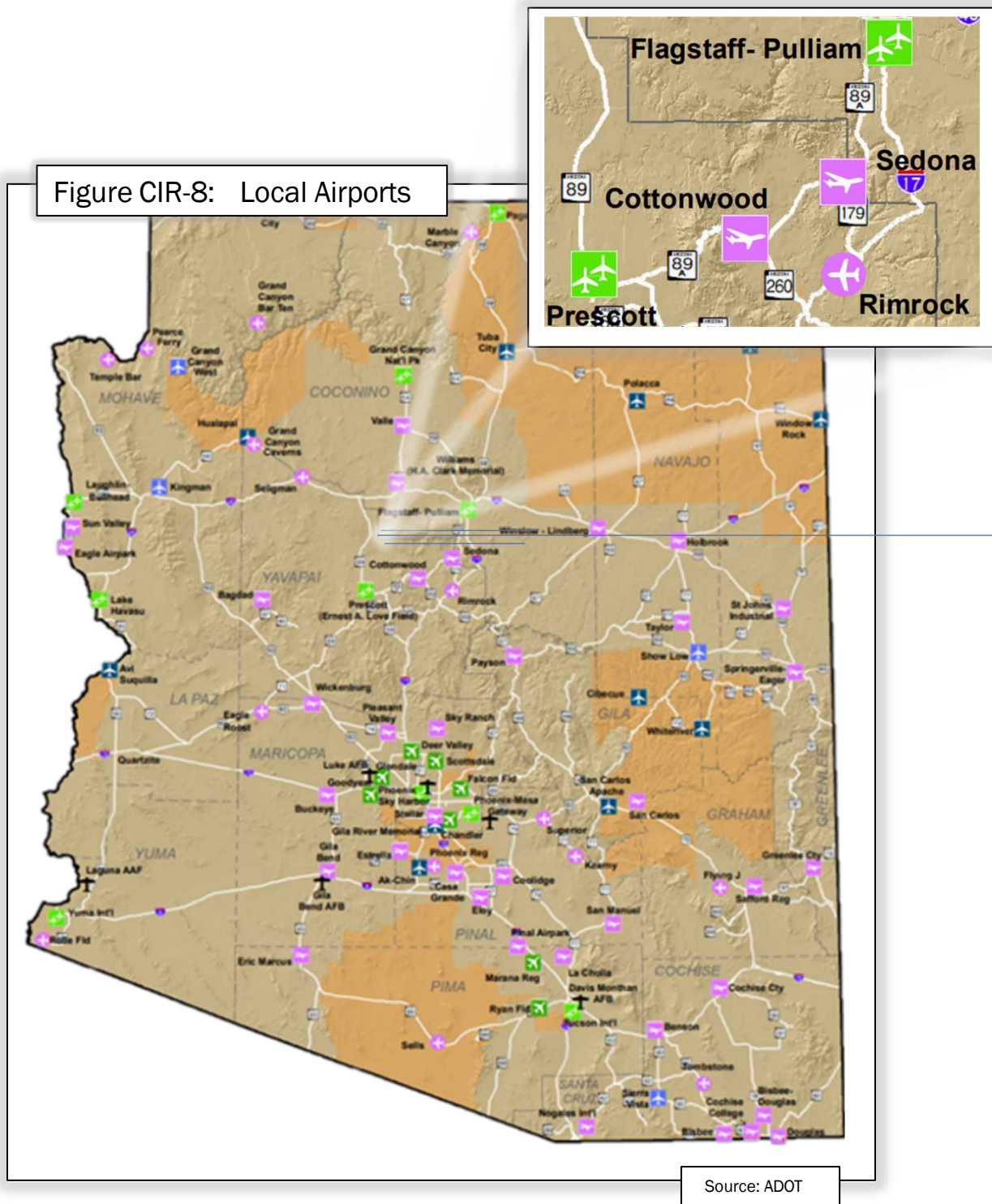
Source: Cottonwood Area Transit



Town of Clarkdale General Plan 2021

Airports and Air Travel

There are four (4) General Aviation airports that serve Clarkdale and the Verde Valley: Cottonwood Municipal Airport, Sedona Oak Creek Airport, Rimrock Airport, and Montezuma Airport. Cottonwood and Sedona are publicly owned, non-towered, and provide easy air access for pilots, passengers and freight alike.





Town of Clarkdale General Plan 2021

Rimrock and Montezuma are private airports that require permission prior to landing. While not located in the Verde Valley, Ernest A. Love Field in Prescott is the closest general aviation airport that offers regularly scheduled passenger service.

The Cottonwood Municipal Airport is located south of SR 89A and east of Mingus Avenue and has a total site area of 210 acres. Originally constructed in the 1940's as a training facility for Navy pilots, it was acquired by Yavapai County after training operations ceased. The county operated it until 1968, when ownership was transferred to the Town of Cottonwood. The facility was built with a 3,600 foot dirt runway, which was hard surfaced in 1962. A paved taxiway was added in 1976, along with runway lighting. In 1980, the runway was lengthened by 600 feet to 4,252 feet; it maintains that distance today and is 75 feet wide. Other improvements include hangars, parking/tiedown aprons, and buildings that serve the needs of the general aviation public. According to 2021 FAA operational statistics, there are 73 aircraft at the facility, and approximately 40,000 operations (take-offs and landings) annually which is about one quarter of the airport's capacity. More than half of the airport traffic is transient likely due to typically having the lowest fuel prices in the region (FAA Operational Statistics, 2019). There is currently one civilian pilot training operation and one air-tour operation on the field.

Figure CIR-9: Cottonwood Municipal Airport



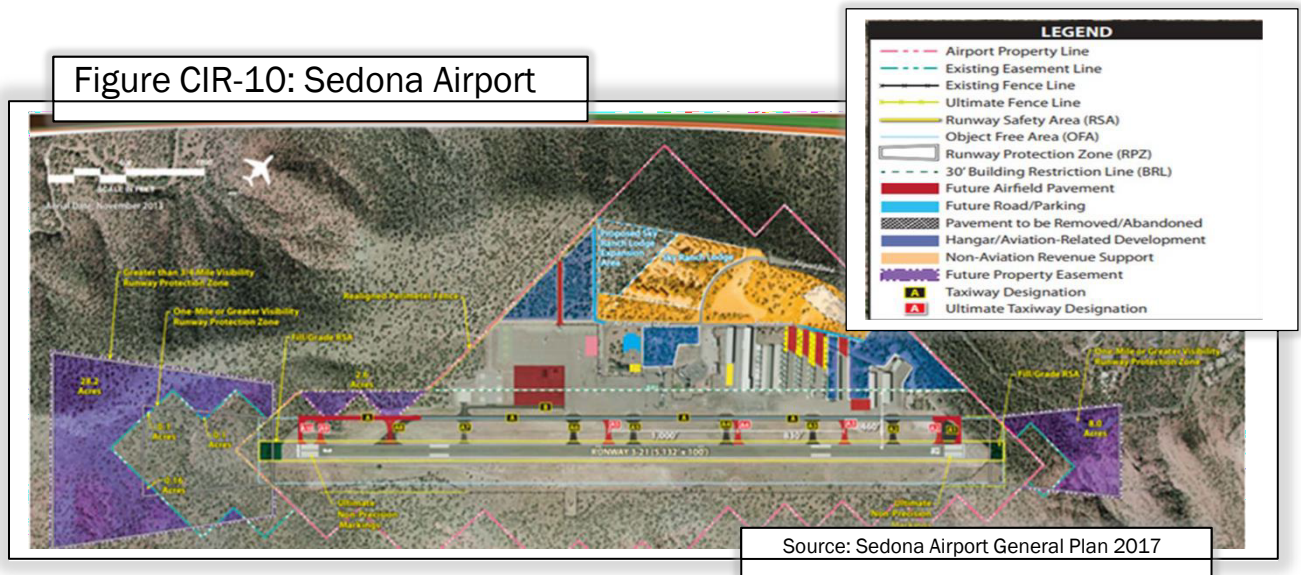
Sedona-Oak Creek Airport

The Sedona Oak Creek Airport is located approximately 14 miles northeast of Cottonwood Municipal Airport at the termination of Airport Road, which extends southward from SR 89A, west of SR 179. With a total site area of 220 acres, the airport is served by a single asphalt runway measuring 5,132 feet in length by 100 feet in width, as well as two (2) taxiways and a helipad. Other improvements include a terminal that houses administrative offices, conference rooms, and space leased to supporting services such as car rentals and private air transportation services. There is also a restaurant and hotel just off of the Airport Operational Area. Estimated operations for 2019 included 35,000 takeoffs/landings, and 59 based aircraft.



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The airport is sited on land acquired by Yavapai County from the US Forest Service in 1956; development began in earnest in 1957, with the construction of a runway. Other facilities such as terminals, taxiways, and hangars were constructed in short order. The facility is managed by the Sedona-Oak Creek Airport Authority through an operating agreement with the county. It is classified as a Community General Aviation airport, meaning that its reach impacts not just local and regional economies, but statewide and nationally as well.



Prescott Airport/Ernest A. Love Field

While not located in the Verde Valley, Ernest A. Love Field, commonly known as Prescott Airport, is the closest airport providing scheduled commercial service to the Verde Valley. Three asphalt runways are available, with Runway 3R-21L at 7,619 feet long by 150 feet wide; Runway 3L-21R is 4,846 feet long and 60 feet wide and parallels the main runway. The third runway, Runway 12- 30, measures 4,408 feet long by 75 feet wide. As of 2020, the facility saw 235,807 operations and 263 based aircraft; based aircraft were predominantly single engine fixed-wing aircraft, along with three (3) jets and 29 helicopters.

The Prescott airport began operations on July 4, 1926 with the opening of an airstrip built by volunteers and pilots at the site of the current Prescott Municipal Airport. In 1928 the first City owned hangar was built, and the airport was renamed in honor of Ernest A. Love. Love, a Prescott native, was an Army pilot in WWI who was shot down near Verdun, France in 1916, died of his wounds shortly thereafter.



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Figure CIR-11 Prescott Municipal Airport



As with the Cottonwood Airport, Prescott provided Navy cadet pilot training during WWII; several civilian pilot training programs operate from there today. Commercial passenger service began in 1946, when Arizona Airways began offering flights between Prescott and Phoenix. In addition to passenger and private flight operations, smaller cargo transport services operate out of Prescott as well.

Trails

While hiking and biking are typically considered leisure activities, they are increasing in popularity as non-vehicular modes of transportation. They represent the original “green” means of circulation throughout Clarkdale and the Verde Valley. Encouraging their use helps keep the local ecology clean and the residents healthy.

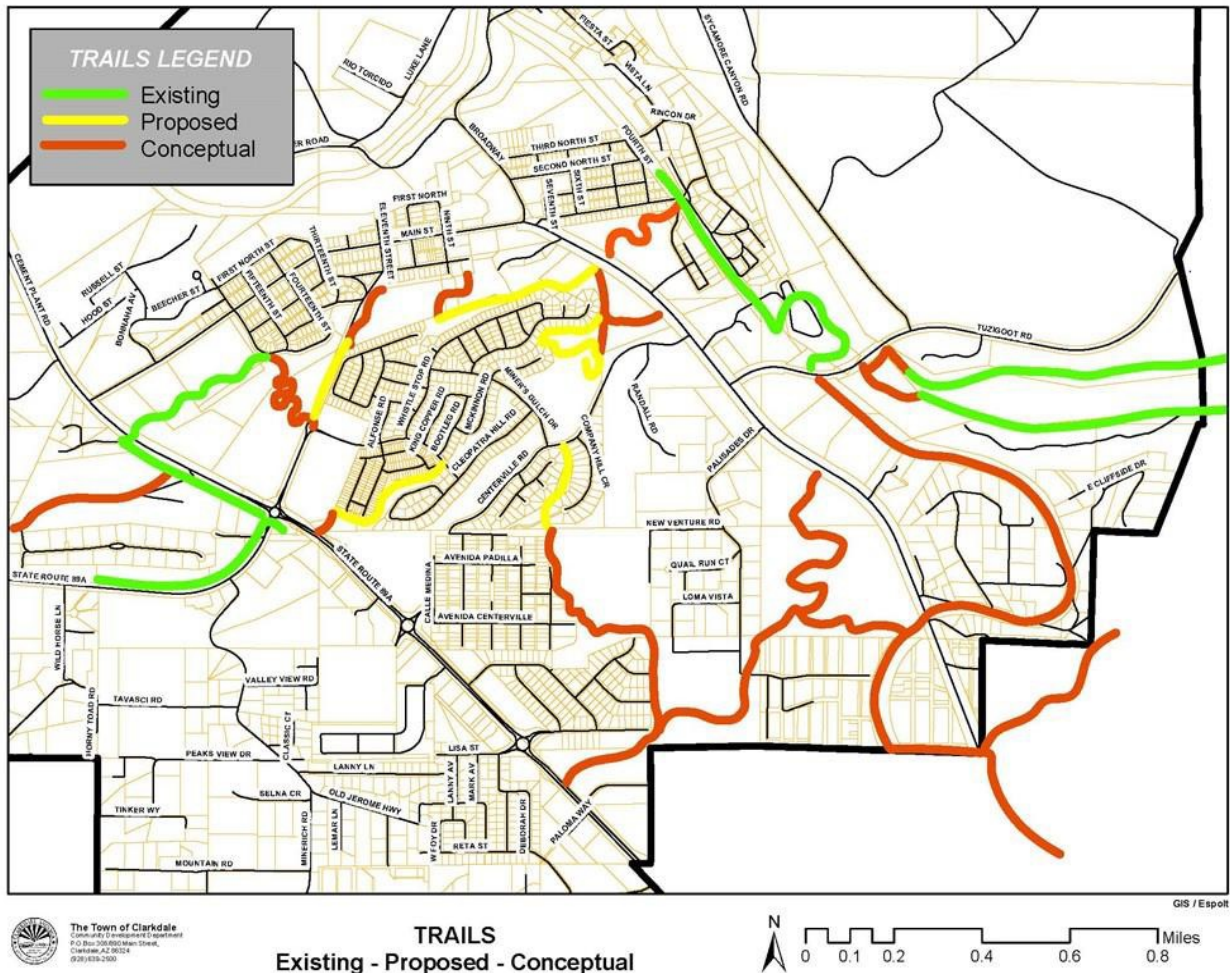
Clarkdale is fortunate to have numerous trails that encourage users to get out to enjoy the natural environment. The area is resplendent with unusual flora and fauna, native species, and spectacular views of the red rocks. The Town’s hiking and biking trails are generally easy to access and useable by beginners and advanced outdoor enthusiasts alike.

The purpose of including trails in the circulation element is to focus on their contribution to moving pedestrian and bicycle traffic throughout Clarkdale, rather than their recreational attributes or potential as economic drivers. Those aspects will be discussed in the Parks, Recreation, and Open Space element, and the Economic Development element, respectively.



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Figure CIR-12 Existing, Proposed, and Conceptual Trails



The Existing, Proposed, and Conceptual Trails map (Figure CIR-12) provides an overview of existing trails (green) as well as trails in the planning and development phase (yellow) and conceptual extensions and connections (red). Development of the connectors indicated will be dependent upon development agreements affiliated with subdivisions, agreements with private property owners, and construction of pathways in public rights-of-way throughout Town. Recent improvements to the Broadway corridor are a good example of bicycle and pedestrian right-of-way improvements.

Proposed extensions and connections shown on the Map (CIR-12) are well suited for development. Thanks to the old railroad beds throughout Town, many may be eligible for Rails-to-Trails funding for improvements. Restoration of trestles 2 and 3 along the former railway, built to a pedestrian/bicycle scale, would provide less challenging options for crossing steep and deep washes such as Deception Wash and provide an ideal opportunity to emphasize Clarkdale's connection to early railroad development in Arizona.



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3.4 Guiding Principles, Goals, and Policies

Guiding Principle 1: Develop a comprehensive, complete circulation network that efficiently and effectively integrates systems for vehicular and non-vehicular traffic.

Goal CIR-1: Require new streets and roads to be constructed to adopted road standards

1. Ensure maintenance of private roads is acknowledged in development agreements and during construction for subdivisions, regardless of number of lots developed.
2. Ensure rights-of-ways or easements are adequately sized for ultimate road capacity as part of roadway dedications to the Town.
3. Ensure all private roads have easement description documents and an approach for road maintenance such as road maintenance agreements

Goal CIR-2: Require new streets and roads provide safe and efficient connectivity with the existing circulation system.

1. Avoid construction of dead-end connectors and arterials; new construction should be required to complete existing incomplete circulation networks.
2. Require design of new circulation systems that provide adequate local collectors and arterials to discourage use of local streets as vehicular traffic throughways.
3. Ensure connectivity with pedestrian and bicycle networks is safe and separated from vehicular traffic.

Goal CIR-3: Integrate multi-modal and non-traditional modes of transportation into the Town's circulation network.

1. Require new development to construct complete streets, including bicycle lanes and pedestrian walkways, to provide safe access to alternative modes of transportation.
2. Ensure safe separation between vehicular and non-vehicular modes of transportation.
3. Residential and Commercial developments should provide adequate access sites for transit systems to serve residents and customers. At minimum, pull-out lanes and sheltered areas for riders should be provided where residential populations or commercial square footage warrants.
4. Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.
5. Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected pathways along washes.

Goal CIR-4: Ensure the circulation system supports underlying land use designations and zoning districts.

1. Streets and roads necessary for development should be congruent with both the land use designation and underlying zoning district and adopted road development standards.



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2. Develop access standards for residential, commercial, and industrial land uses that provide clear direction for connection to the circulation network.
3. Require adherence to the hierarchy of streets and roads as dictated by the adopted road standards.
 - a. Minimize connection of local streets directly to arterials.
 - b. Minimize commercial and industrial use of local residential streets to connect to collectors and arterials.
4. Encourage use of frontage/backage connections for properties along State Route 89A to minimize turning movements that may inhibit the free flow of vehicular traffic on SR 89A.
 - a. Frontage/backage roads should be developed to provide safe pedestrian and bicycle alternatives to SR 89A.
 - b. Implement linkages between commercial and mixed-use pods to encourage pedestrian and bicycle usage as viable modes of transportation.

TOWN OF CLARKDALE

ORDINANCE NO. 457

AN ORDINANCE OF THE MAYOR AND TOWN COUNCIL OF THE TOWN OF CLARKDALE, ARIZONA, APPROVING A GENERAL PLAN TEXT AMENDMENT TO CHAPTER 3 – CIRCULATION ELEMENT RELATED TO ROAD CROSS-SECTIONS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS,

The Town of Clarkdale has adopted a General Plan pursuant to Arizona Revised Statutes; and

WHEREAS,

The Town has identified the need to amend Chapter 3 – Circulation Element to clarify and update road cross-sections and related transportation planning guidance; and

WHEREAS,

The proposed amendment is intended to improve clarity, consistency, and long-range transportation planning within the Town; and

WHEREAS,

Pursuant to Arizona Revised Statutes and the Town’s adopted procedures, the Planning Commission held a public hearing on the proposed amendment and forwarded a recommendation to the Town Council; and

WHEREAS,

The Town Council has determined that the proposed General Plan text amendment is in the best interest of the public health, safety, and welfare of the Town of Clarkdale.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND TOWN COUNCIL OF THE TOWN OF CLARKDALE, ARIZONA, AS FOLLOWS:

SECTION 1.

That Chapter 3 – Circulation Element of the Town of Clarkdale General Plan is hereby amended related to road cross-sections, as more particularly described in Exhibit “A,” attached hereto and incorporated herein by reference.

SECTION 2.

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

SECTION 3.

This Ordinance shall become effective 30 days after adoption by the Town Council as provided by law.

PASSED AND ADOPTED by the Mayor and Town Council of the Town of Clarkdale, Arizona, this ____ day of _____, 2026.

ATTEST:

Charity Brooks, Town Clerk

Robyn Prud'homme-Bauer, Mayor

APPROVED AS TO FORM:

Stephen W. Polk, Town Attorney

CERTIFICATION:

I, _____, Town Clerk, hereby certify that the foregoing is a true and correct copy of Ordinance No. 457, adopted by the Town of Clarkdale on the ____ day of _____, 2026, and posted in three public places on the ____ day of _____, 2026.

Town Clerk

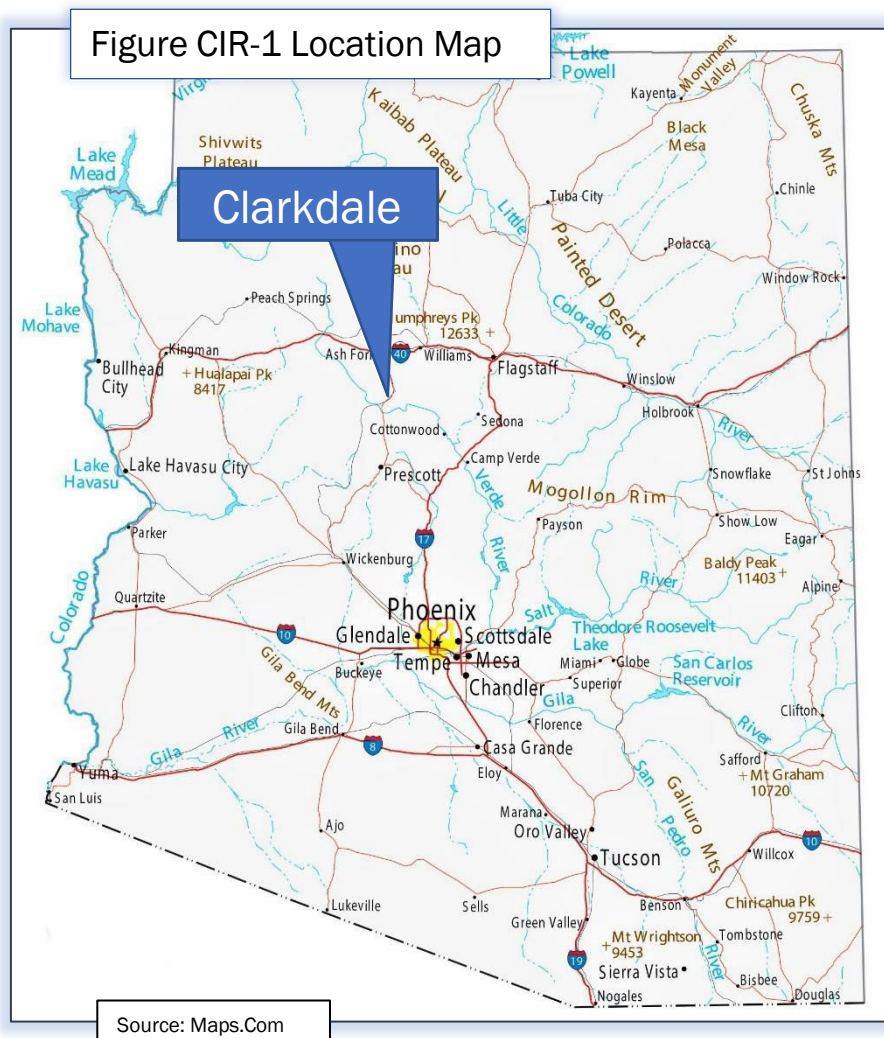
EXHIBIT “A” ON NEXT PAGE
General Plan Text Amendment
Chapter 3 – Circulation Element
Road Cross-Sections



Chapter 3: Circulation Element

“...A circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.” – Arizona Revised Statutes, Title 9

The purpose of the Circulation element is to set forth the location of existing and proposed freeways, streets, bike paths, and other modes of transportation serving Clarkdale. It is included in the General Plan because the ability to move vehicular traffic safely and efficiently through a community is critical to its success- in terms of both quality of life and supporting the local economy.



Circulation is more than just moving vehicular traffic from one place to another. Historic Clarkdale was designed to enable easy pedestrian access to shopping, schools, and other amenities typically found in a community; maintaining that walkability reduces traffic volumes on roadways and contributes to the Town’s sense of place. Transit systems like Cottonwood Area Transit, Verde Lynx, Veterans Transportation System and other programs serve those who lack reliable transportation of their own. Bicycles are increasingly used for transportation as well as recreation;

making safe bike lanes available enhances their use as an alternative mode of transportation. Further, tourism-related activities such as hiking and mountain biking contribute to the Town’s economy. Weaving traditional means of transportation like automobiles and trucks with bike/ped



Town of Clarkdale General Plan 2021

options through a Complete Street program will enhance the quality of life and economic stability of the community alike.

Clarkdale is located approximately 17 miles northwest of the intersection of State Route 260 (SR 260) and Interstate 17 (I 17). State Route 89A (SR 89A) is the major transportation corridor in town; it connects with I 17 via SR 260 in Cottonwood to the south. I 17 then connects with Interstate 40, a major east/west interstate transportation corridor that stretches from Barstow, CA to Wilmington, NC.

3.1 Current Conditions

Given its long history as the first planned community in Arizona, Clarkdale has a long-established circulation system whose growth has paralleled that of the Town. Historic Clarkdale's road system is based on the grid system of streets, meaning that streets are laid out in straight runs that intersect with each other at 90-degree angles. The streets are wide enough to easily accommodate on-street parking. Blocks are bisected by alleyways that provide access to alley-facing garages as separate structures, rather than the street-facing structurally integrated garages typical of contemporary homes.

The street nomenclature in historic Clarkdale is such that it is easy to determine where an address is located based on its name alone. Main Street serves as the spine, with paralleling streets identified both numerically and ordinally as they are distanced from Main Street. First North, therefore, is the first street north of Main Street, while Second South is the second street south of Main Street. Perpendicular streets are numerical only, beginning with Fourth Street on the eastern end of Lower Clarkdale and continuing westerly to Sixteenth Street at the western end of Main Street. Interestingly, the streets use verbiage rather than numbers as names.

Other neighborhoods in Clarkdale such as Black Hills Estates and Foothills have been designed in a modified grid system. Unlike historic grid systems, modified grid systems became more popular in the 1970's, introducing curvilinear roads that provided a visually interesting alternative to the straight streets in a grid system and served as traffic calming devices, forcing vehicles to slow down to safely negotiate curves.

Street and Road Classification

Streets and roads are classified in two ways: by Functional Classification and Level of Service. Functional Classification separates roadways into three separate types: Local, Collector, and Arterial.

Levels of Service (LOS) classification assigns letter grades to roads and intersections based on their ability to carry traffic and move vehicles efficiently, with "A" being ideal conditions and "F" representing a street or intersection that has failed.

Functional Classifications

Functional classification of roads is based on how they fit within an area's transportation network and the purposes that they serve in moving vehicular traffic from one area to another. There are three (3) primary classifications typically found in municipalities which are discussed in detail below. In addition, there are three classifications of roadways that have greater carrying capacity than arterials: Principal Interstates (I 17); Principal Other (89 A from Cottonwood to Sedona) and Principal



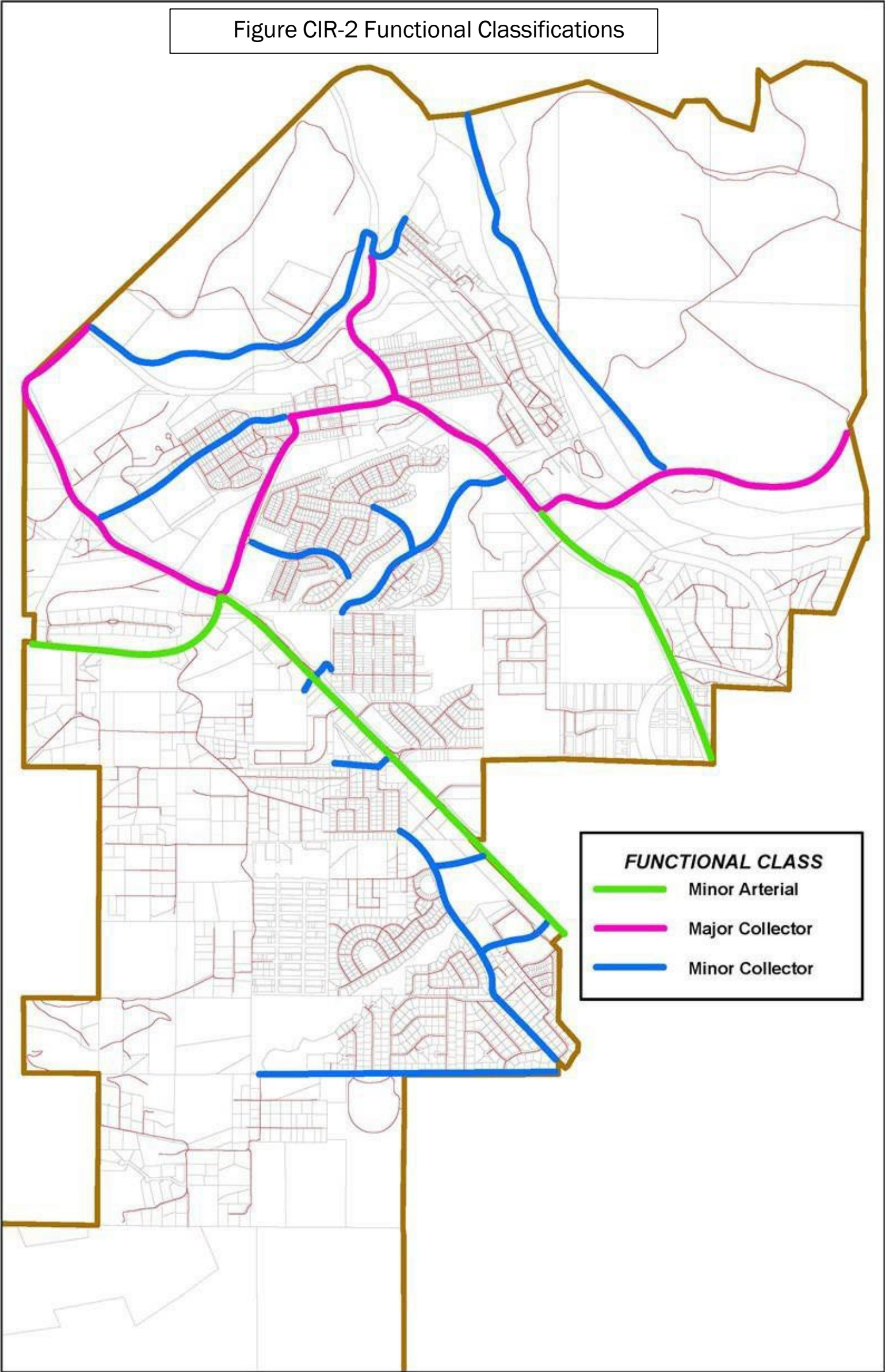
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Freeways (Fain Road/SR 89A in Prescott Valley). Because of Clarkdale's location, it is not directly served by these classifications of roadways.

Local roads are those streets and roads that are intended for use by local residents to serve neighborhoods. Almost all the roads in Clarkdale are considered local roads. Generally, they carry traffic to and from residences to other destinations such as employment centers, commercial areas, and educational facilities. Local roads can be hard surfaced or gravel, and typically are two-lane roads. Local roads may also have curbs, gutters, sidewalks, and dedicated bike lanes when hard-surfaced.

Collectors are those streets and roads that do just that – collect traffic from local roads and funnel it to larger local and regional arterials, and disperse traffic from arterials to local roads. These streets are generally hard surfaced and developed with curbs, gutters, and sidewalks, and carry traffic at a low to moderate rate of speed. Collectors are further classified as major and minor, depending upon the traffic volumes carried. Clarkdale Parkway, Old Jerome Highway, and Black Hills Drive are all examples of major and minor collectors.

Arterial roads carry larger volumes of traffic at higher levels of service and rates of speed for longer, uninterrupted distances. They serve regions rather than specific neighborhoods or commercial developments, and carry traffic in and out of municipalities throughout a given area. State Route 89A and Broadway (Old SR 89A) are both considered to be minor arterials.



The Town of Clarkdale
P.O. Box 308/890 Main Street,
Clarkdale AZ 86324
(928) 639-2500

Functional Classifications



0 650 1,300 2,600 3,900 5,200 Feet

GIS / Espolt



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Road Cross Sections

Roadway cross-sections and dimensional design standards are established and maintained in the Town's Engineering Standards.



A. Private Streets provide access to a small number of residences and are designed for areas that generate minimal numbers of trips per day. The predominant surface material is compacted Aggregate Base Course (ABC) over a subgrade base of the same material. These streets typically serve sparsely populated rural areas and are commonly known as “gravel roads”.

B. Rural Lanes serve homes that either directly access the road via a private driveway or indirectly access them via private streets as described above. As with Private Streets, Rural Lanes have gravel surfaces and serve sparsely populated rural areas with minimum lot sizes of 20,000 square feet (~1/2 acre) or greater.

C. Rural Local roads are the lowest capacity hard-surfaced roads and are intended for automobile and light-duty truck traffic. As with private streets and rural lanes, rural local roads can be accessed directly or indirectly and serve low density areas with lots of at least 20,000 square feet (~ 1/2 acre).

D. Rural Collector roads funnel traffic from smaller, less frequently traveled rural roads to higher capacity roads that provide connectivity to the local and regional circulation network. They are intended to move greater capacities at higher speeds than other classes of rural and private roads. These roads can be accessed directly or indirectly and are limited to those areas with lot sizes of at least 20,000 square feet (~1/2 acre).

E. Residential Local streets and roads serve areas of higher density than rural roads and are frequently found in platted subdivisions and other areas where lot sizes are less than 20,000 square feet (~1/2 acre). Like rural local roads, these streets are designed to serve fewer trips per day at lower speeds; they also feed traffic to residential collectors that provide linkage to regional collectors and arterials.



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F. Residential Collectors are designed to carry traffic concentrated from higher density residential local streets to regional collectors and arterials. Where residential local streets are designed for residents to access homes in higher density areas, residential collectors are designed to carry vehicles from several local streets to both local and regional arterials.

Levels of Service (LOS)

The ease with which a given street, road, or intersection can move traffic is called its “Level of Service”, or LOS. Similar to letter grades earned in educational settings with “A” representing the highest level of functionality and “F” indicating a road or intersection that barely functions at all in terms of carrying traffic efficiently, the designations easily describe the operating conditions present for street segments and intersections. The LOS descriptions are standardized across state and federal Departments of Transportation, Municipal Planning Organizations, (MPO’s), and other jurisdictions. Streets and roads in Clarkdale function at a LOS of “B” or better, meaning that traffic delays are minimal; traffic flows are steady and consistent, and maneuvering is not restricted by other vehicles on the road.



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3.2 Local and Regional Transportation Planning

Like land-use planning, transportation planning requires coordination with regional partners to design an efficient and effective circulation system. Transportation planning is first coordinated at the federal level, through the US Department of Transportation (USDOT). USDOT has jurisdiction over interstate transportation, including airlines and railroads, and funds projects by passing dollars through state agencies like the Arizona Department of Transportation (ADOT), which serves in part as a “pass-through” organization that distributes funding to municipal planning organizations (MPO’s) and Councils of Governments (COG’s), which then allocate funds to counties and municipalities for roadway and other transportation enhancements.

Arizona Department of Transportation (ADOT)

The Arizona Department of Transportation (ADOT) is the state-level department responsible for managing all modes of transportation in the State of Arizona not directly managed by the US DOT. With respect to circulation, ADOT passes federal funding through to municipal planning organizations (MPO’s), Councils of Governments (COGs), counties, municipalities, and other jurisdictions for road maintenance, regional and statewide project planning, and management of transit programs.

ADOT facilitates the development of the Transportation Facilities Construction Program, or what is commonly known as “the 5-Year Plan”. In conjunction with the Transportation Improvement Plan (TIP), the 5-year Plan identifies and prioritizes multimodal transportation projects on a statewide basis, which provides the basis for allocating federal, state, and local funds.

Northern Arizona Council of Governments (NACOG)

The Northern Arizona Council of Governments (NACOG) is a voluntary association of counties, municipalities, and other jurisdictions that provides regional planning, coordination, and technical assistance to its members on matters of common interest.

NACOG provides regional transportation planning and coordination through its Transportation Planning staff, who are responsible for facilitating the TIP. This multi-year capital improvement plan sets forth priorities for spending of certain federal funds for a variety of transportation-related projects throughout NACOGS’s four counties and member jurisdictions. Projects funded through the TIP include road construction and improvement, transit programs, and multimodal projects. The 2020 overlay project on Main Street and Broadway were planned and funded through this program.

Verde Valley Transportation Planning Organization (VTPO)

The Verde Valley Transportation Planning Organization (VTPO) coordinates regional transportation corridors throughout the Verde Valley. In partnership with ADOT, VVMPO creates five-year plans for improvements to streets and roads based on LOS and demand, and available funding. A joint effort between Yavapai County, ADOT, and member jurisdictions, this organization facilitates both long- and short-range transportation projects that interconnect communities in the Verde Valley with each other, and interfaces with both NACOG and ADOT in the planning process.



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The Verde Valley Master Transportation Plan (VVMTP)_

The Verde Valley Master Transportation Plan provides a five-year framework for transportation enhancements in the Verde Valley based on jointly identified current and future transportation needs. The purpose of the plan is to prioritize critical needs and strategic improvements, provide timely and realistic solutions, and coordinate projects to maximize available funding for multimodal transportation projects throughout the Verde Valley. The most recent plan from 2016 identifies improvement projects for the following roadways within the Town of Clarkdale.

- State Route 89A from Milepost 346.6 to 349.9: widen shoulders from 1' to 5' to increase safety for all modes of transportation and improve emergency response
- Black Hills Drive, 0.9 miles west of State Route 89A: pavement improvement to extend the life of existing infrastructure
- West Loop Phase 1-Black Hills Drive to Fir Street: roadway capacity improvement, details provided below, Figure CIR-4 (N 36)
- Broadway Road, Main Street Clarkdale to Main Street Cottonwood: roadway capacity improvement to improve corridor safety, improve pedestrian and bicycle mobility, and encourage economic development, completed in 2020 with details provided below (Figure CIR-5)
- Cement Plant Road, Tuzigoot Road, and Sycamore Canyon Road: shoulder improvements to increase safety for all modes of transportation and improved emergency response



Figure CIR-3 Verde Valley Transportation Planning Organization Area



Source: Verde Valley Master Transportation Plan 2016



Town of Clarkdale General Plan 2021

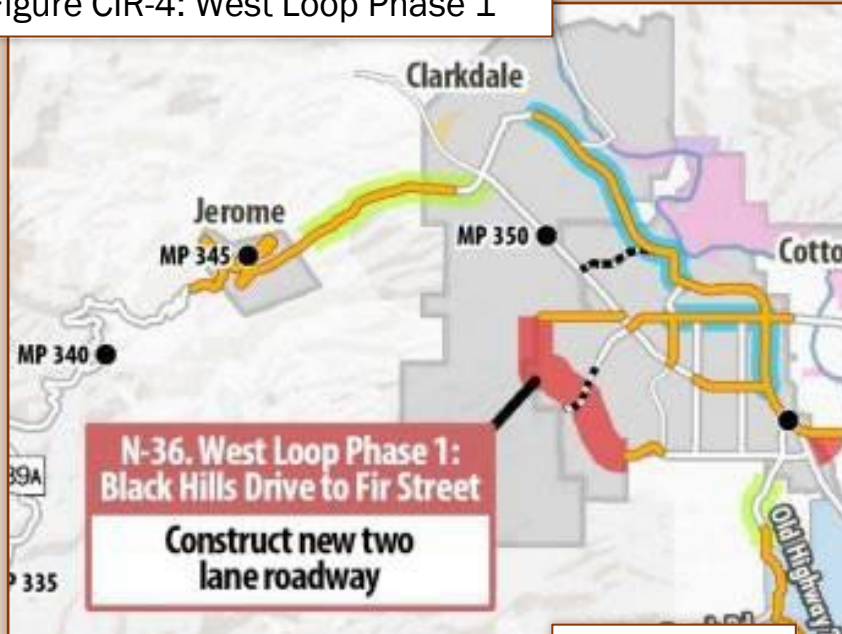
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Town of Clarkdale General Plan 2021

West Loop Phase 1

Figure CIR-4: West Loop Phase 1



The VMTP identifies the construction of a new two-lane minor collector street that will connect Black Hills Drive in Clarkdale to Fir Street in Cottonwood. This linkage will provide additional access to Yavapai College and provide alternatives for connecting the Black Hills Estates, Cottonwood Ranch, and Mesquite Hills subdivisions to the rapidly developing commercial area near the intersection of East State Route 89A and State Route 260 in Cottonwood. This project

also calls for bike lanes and sidewalks on both sides of the proposed street, making it the first “Complete Street” project in the area.

Bike/Pedestrian Enhancements

In an effort to encourage safe access to alternative means of transportation and enhance recreational activities, the VMTP proposes two (2) projects in Clarkdale to facilitate walking and biking. Broadway Street, which connects Historic Clarkdale with Old Town Cottonwood, is the original route for State Route 89A.

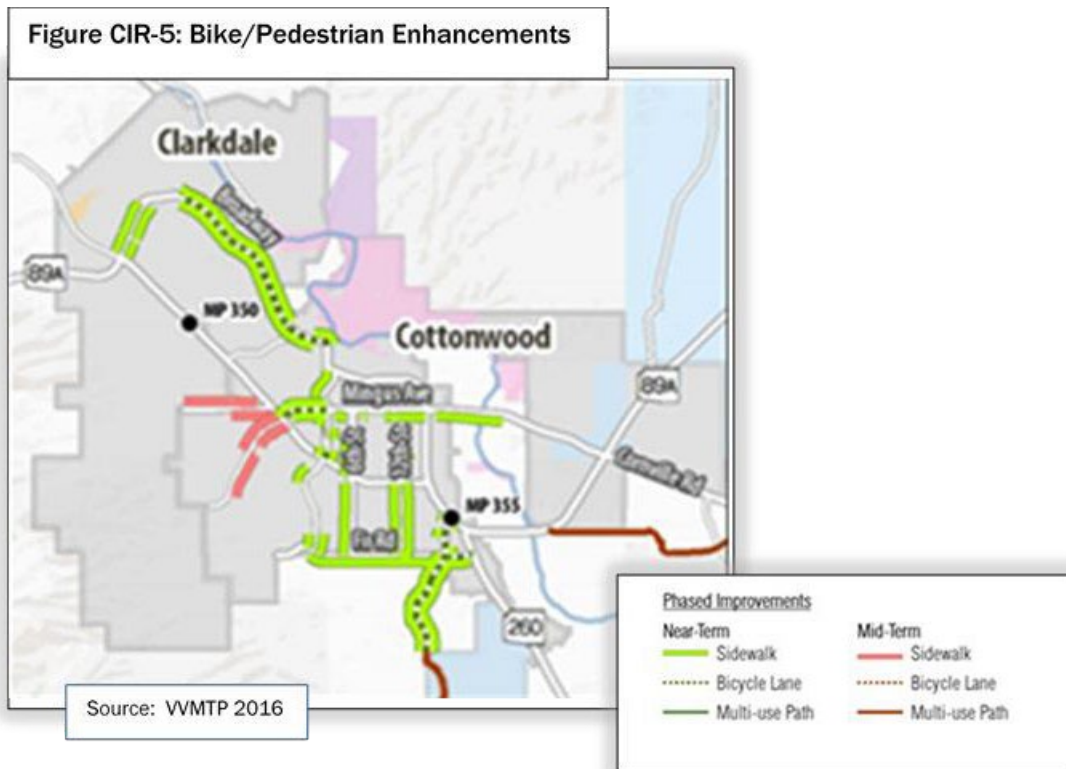
Designated by ADOT as a Scenic and Historic Road, it provides sweeping views of the Verde River and red rock cliffs. Low speed limits and wide rights-of way provide ample room for bike/ped connectivity.

In 2020, the roadway was resurfaced and a dedicated bike lane was striped on both sides of the newly refurbished asphalt. In addition, a sidewalk with curb and gutter were installed on the north side of Broadway, enabling both residents and visitors the ability to walk and bike the corridor.

Completion of the sidewalks on both sides of Clarkdale Parkway between Mountain Gate Drive and State Route 89A will provide additional bike/pedestrian accessibility between Upper Clarkdale, Historic Downtown Clarkdale, and the Mountain Gate subdivision. The shoulders along Clarkdale Parkway between Mountain Gate Drive and Sunset Boulevard have been cleared of brush and widened to provide interim bike/ped paths until funding for long-term solutions can be acquired.



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Local Circulation Planning

Planning for future expansion of the circulation system in Clarkdale will be dependent upon growth in both the residential, commercial, and industrial sectors. Given the current demand for housing, expansion of this use and associated streets and roads will likely occur sooner rather than later. As employment and demand for goods and services follow, additional streets will be necessary to provide smooth traffic flows throughout the Town.

Typically, developers are required to build streets internal to their project as well as those that provide connectivity to the existing road network. The Public Works staff provide detailed specifications based on the Yavapai Association of Governments/Maricopa Association of Governments standards, which are in turn based on national and federal guidelines. The type and capacity are based on the number of trips typically generated by the uses developed. For instance, a single-family residence generates an average of ten (10) trips per day, while a discount retailer will generate approximately 70 trips per day. Once constructed, the Public Works department inspects the streets to ensure they are built to specifications; if so, and if there are sufficient funds in the Town budget, Town Council will formally accept the roads and its maintenance as it becomes Town property.

Several locations have been identified with respect to new road construction or improvements to existing roads. These areas are generally identified as serving residential areas that are likely to be developed in the next ten (10) years, or commercial areas that will serve expanding residential needs. Briefly described here, these locations will be discussed in detail in the Growth Area element.



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Centerville Road Extension

The extension of Centerville Road from Broadway to SR-89A was conceptualized during the planning and development of the Mountain Gate subdivision. Deception Wash, which separates Mountain Gate from the Centerville Subdivision, created design challenges that necessitated the acquisition of three (3) privately owned lots in the northwest corner of Centerville. Despite multiple attempts, the Town was not able to reach an agreement with the property owners to acquire the needed land and began renegotiation of the development agreement with the developers of Mountain Gate in 2020. Completion of this roadway will be required as part of future development agreement(s) associated with the currently vacant land between Centerville and SR-89A.

Cement Plant Road Extension

Extension of Cement Plant Road to the Bitter Creek Industrial Park is key to activating this key economic driver. Currently, freight access to the industrial park is limited by the weight and lane restrictions of the historic Bitter Creek bridge. Further, snaking heavy truck traffic through the historic downtown, an area dependent upon pedestrian traffic, is counterproductive to the continued redevelopment of downtown. While extending Cement Plant Road along a route that parallels the existing railway that serves the plant will indeed be a long-range project, it is the least impactful alternative with respect to heavy truck traffic and the most impactful with respect to spurring investment and employment opportunities in the industrial park.



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3.2 Alternative Modes of Transportation

Transit

Transit simply defined is the carrying of goods and people from one location to another; in the case of public transit systems, the purpose is to provide alternatives to utilizing single passenger vehicles throughout the Clarkdale/Cottonwood/Sedona corridor. In partnership with the City of Cottonwood,

Figure CIR-6 Cottonwood Area Transit Service



Clarkdale is able to offer a number of transit and paratransit services to its residents through Cottonwood Area Transit (CAT).

Cottonwood Area Transit (CAT) provides a low-fare service to residents of Clarkdale, Cottonwood, Bridgeport and Verde Village via four (4) fixed routes that run Monday through Thursday from 6:45 am to 6:32 pm. The routes provide access to necessary retail, medical, and other destinations for residents who are unable to drive. A new after-hours service has been added that provides connectivity to three of CAT's fixed routes after regular hours to provide additional assistance to those who work in Sedona and rely on CAT and Verde Lynx for transportation to and from work. Riders can transfer from the CAT routes to the Verde Lynx system at a centralized transfer center in

Cottonwood.

The Verde Lynx system provides transportation to from Cottonwood to Sedona on a fixed-route system that runs seven (7) days per week. Hours of service are 6:00 am to 11:00 pm Wednesday through Sunday, and 6:30 am to 7:30 pm Mondays and Tuesdays. This system provides a low-cost commuting alternative to hospitality workers employed in Sedona. Fares for both systems start at \$1.25 one-way, and offer discounts to senior citizens, veterans, and students.

CAT Paratransit serves those with disabilities that cannot use fixed-route buses. It is available five days a week and coincide with the hours that the fixed route service operates. Riders using this system call to schedule rides 24 hours in advance and are provided with door-to-destination service. Other options for paratransit in the area include Verde Valley Caregivers Coalition, a non-profit organization that provides rides other services to those that are in need. There are also two taxi



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service providers, CK's Need A Lift and Tender Hearts, that can provide rides to any ADA qualified person, including those that need wheelchair assistance.

Yavapai Apache Nation also provides transit services to both tribal and non-tribal members across the Verde Valley. This fixed-route system provides connectivity between tribal lands and communities as well as Verde Lakes, Rimrock, Camp Verde, Tunlil, Middle Verde, Cottonwood, and Clarkdale. Fares for this system are nearly identical to CAT and Verde Lynx, starting at \$1.25 for a one-way trip.

Cottonwood Area Transit/Verde Lynx



Source: Cottonwood Area Transit

Yavapai-Apache Nation Transit Bus



Source: Cottonwood Area Transit



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Rimrock and Montezuma are private airports that require permission prior to landing. While not located in the Verde Valley, Ernest A. Love Field in Prescott is the closest general aviation airport that offers regularly scheduled passenger service.

The Cottonwood Municipal Airport is located south of SR 89A and east of Mingus Avenue and has a total site area of 210 acres. Originally constructed in the 1940's as a training facility for Navy pilots, it was acquired by Yavapai County after training operations ceased. The county operated it until 1968, when ownership was transferred to the Town of Cottonwood. The facility was built with a 3,600 foot dirt runway, which was hard surfaced in 1962. A paved taxiway was added in 1976, along with runway lighting. In 1980, the runway was lengthened by 600 feet to 4,252 feet; it maintains that distance today and is 75 feet wide. Other improvements include hangars, parking/tiedown aprons, and buildings that serve the needs of the general aviation public. According to 2021 FAA operational statistics, there are 73 aircraft at the facility, and approximately 40,000 operations (take-offs and landings) annually which is about one quarter of the airport's capacity. More than half of the airport traffic is transient likely due to typically having the lowest fuel prices in the region (FAA Operational Statistics, 2019). There is currently one civilian pilot training operation and one air-tour operation on the field.

Figure CIR-9: Cottonwood Municipal Airport



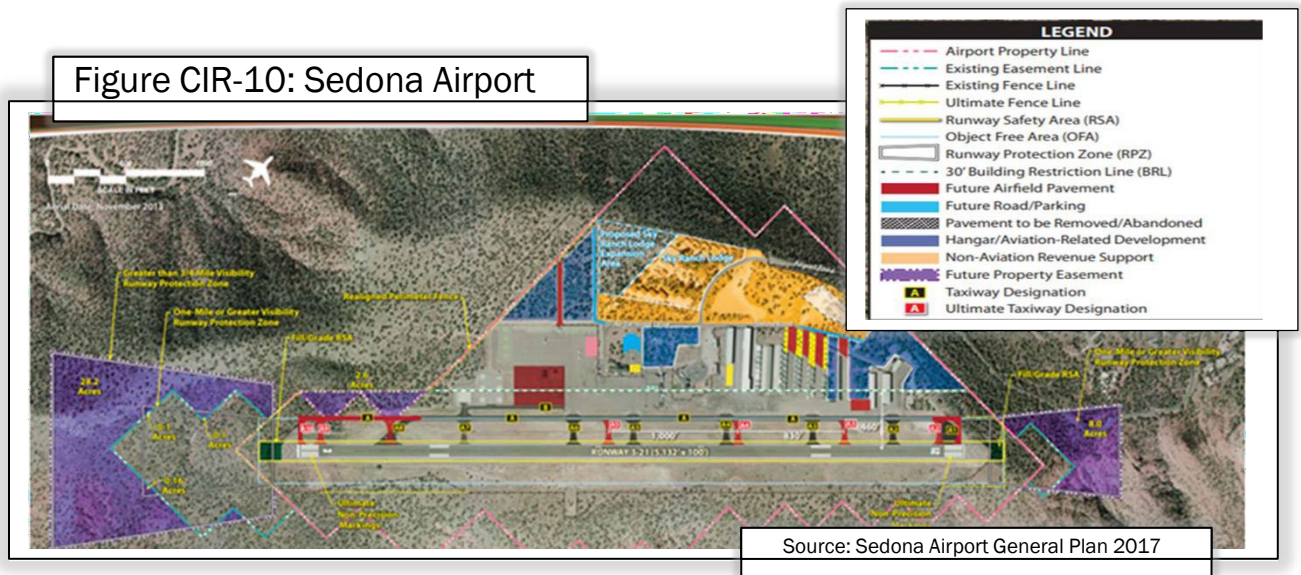
Sedona-Oak Creek Airport

The Sedona Oak Creek Airport is located approximately 14 miles northeast of Cottonwood Municipal Airport at the termination of Airport Road, which extends southward from SR 89A, west of SR 179. With a total site area of 220 acres, the airport is served by a single asphalt runway measuring 5,132 feet in length by 100 feet in width, as well as two (2) taxiways and a helipad. Other improvements include a terminal that houses administrative offices, conference rooms, and space leased to supporting services such as car rentals and private air transportation services. There is also a restaurant and hotel just off of the Airport Operational Area. Estimated operations for 2019 included 35,000 takeoffs/landings, and 59 based aircraft.



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The airport is sited on land acquired by Yavapai County from the US Forest Service in 1956; development began in earnest in 1957, with the construction of a runway. Other facilities such as terminals, taxiways, and hangars were constructed in short order. The facility is managed by the Sedona-Oak Creek Airport Authority through an operating agreement with the county. It is classified as a Community General Aviation airport, meaning that its reach impacts not just local and regional economies, but statewide and nationally as well.



Prescott Airport/Ernest A. Love Field

While not located in the Verde Valley, Ernest A. Love Field, commonly known as Prescott Airport, is the closest airport providing scheduled commercial service to the Verde Valley. Three asphalt runways are available, with Runway 3R-21L at 7,619 feet long by 150 feet wide; Runway 3L-21R is 4,846 feet long and 60 feet wide and parallels the main runway. The third runway, Runway 12- 30, measures 4,408 feet long by 75 feet wide. As of 2020, the facility saw 235,807 operations and 263 based aircraft; based aircraft were predominantly single engine fixed-wing aircraft, along with three (3) jets and 29 helicopters.

The Prescott airport began operations on July 4, 1926 with the opening of an airstrip built by volunteers and pilots at the site of the current Prescott Municipal Airport. In 1928 the first City owned hangar was built, and the airport was renamed in honor of Ernest A. Love. Love, a Prescott native, was an Army pilot in WWI who was shot down near Verdun, France in 1916, died of his wounds shortly thereafter.



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Figure CIR-11 Prescott Municipal Airport



As with the Cottonwood Airport, Prescott provided Navy cadet pilot training during WWII; several civilian pilot training programs operate from there today. Commercial passenger service began in 1946, when Arizona Airways began offering flights between Prescott and Phoenix. In addition to passenger and private flight operations, smaller cargo transport services operate out of Prescott as well.

Trails

While hiking and biking are typically considered leisure activities, they are increasing in popularity as non-vehicular modes of transportation. They represent the original “green” means of circulation throughout Clarkdale and the Verde Valley. Encouraging their use helps keep the local ecology clean and the residents healthy.

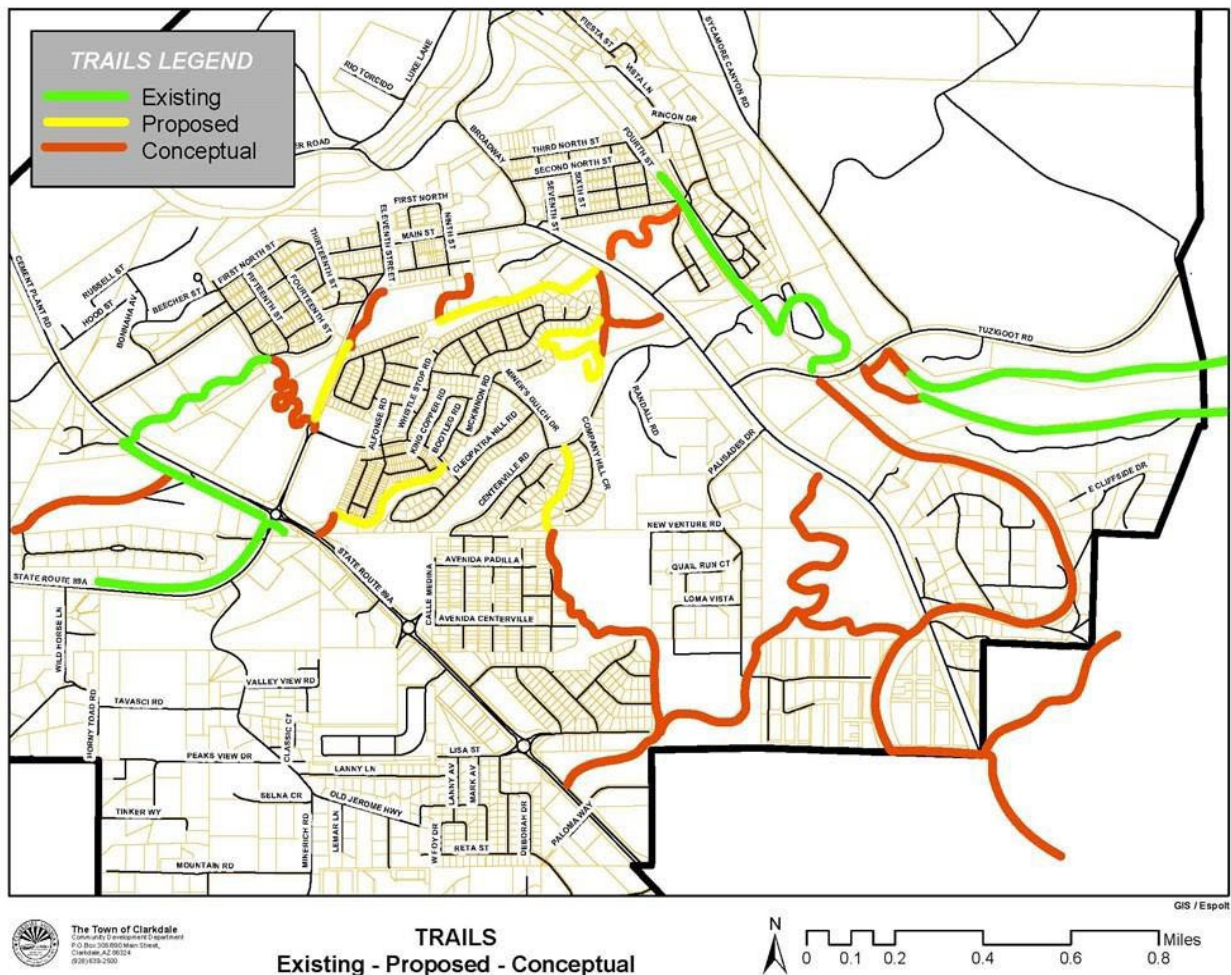
Clarkdale is fortunate to have numerous trails that encourage users to get out to enjoy the natural environment. The area is resplendent with unusual flora and fauna, native species, and spectacular views of the red rocks. The Town’s hiking and biking trails are generally easy to access and useable by beginners and advanced outdoor enthusiasts alike.

The purpose of including trails in the circulation element is to focus on their contribution to moving pedestrian and bicycle traffic throughout Clarkdale, rather than their recreational attributes or potential as economic drivers. Those aspects will be discussed in the Parks, Recreation, and Open Space element, and the Economic Development element, respectively.



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Figure CIR-12 Existing, Proposed, and Conceptual Trails



The Existing, Proposed, and Conceptual Trails map (Figure CIR-12) provides an overview of existing trails (green) as well as trails in the planning and development phase (yellow) and conceptual extensions and connections (red). Development of the connectors indicated will be dependent upon development agreements affiliated with subdivisions, agreements with private property owners, and construction of pathways in public rights-of-way throughout Town. Recent improvements to the Broadway corridor are a good example of bicycle and pedestrian right-of-way improvements.

Proposed extensions and connections shown on the Map (CIR-12) are well suited for development. Thanks to the old railroad beds throughout Town, many may be eligible for Rails-to-Trails funding for improvements. Restoration of trestles 2 and 3 along the former railway, built to a pedestrian/bicycle scale, would provide less challenging options for crossing steep and deep washes such as Deception Wash and provide an ideal opportunity to emphasize Clarkdale's connection to early railroad development in Arizona.



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3.3 Guiding Principles, Goals, and Policies

Guiding Principle 1: Develop a comprehensive, complete circulation network that efficiently and effectively integrates systems for vehicular and non-vehicular traffic.

Goal CIR-1: Require new streets and roads to be constructed to adopted road standards

1. Ensure maintenance of private roads is acknowledged in development agreements and during construction for subdivisions, regardless of number of lots developed.
2. Ensure rights-of-ways or easements are adequately sized for ultimate road capacity as part of roadway dedications to the Town.
3. Ensure all private roads have easement description documents and an approach for road maintenance such as road maintenance agreements

Goal CIR-2: Require new streets and roads provide safe and efficient connectivity with the existing circulation system.

1. Avoid construction of dead-end connectors and arterials; new construction should be required to complete existing incomplete circulation networks.
2. Require design of new circulation systems that provide adequate local collectors and arterials to discourage use of local streets as vehicular traffic throughways.
3. Ensure connectivity with pedestrian and bicycle networks is safe and separated from vehicular traffic.

Goal CIR-3: Integrate multi-modal and non-traditional modes of transportation into the Town's circulation network.

1. Require new development to construct complete streets, including bicycle lanes and pedestrian walkways, to provide safe access to alternative modes of transportation.
2. Ensure safe separation between vehicular and non-vehicular modes of transportation.
3. Residential and Commercial developments should provide adequate access sites for transit systems to serve residents and customers. At minimum, pull-out lanes and sheltered areas for riders should be provided where residential populations or commercial square footage warrants.
4. Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.
5. Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected pathways along washes.

Goal CIR-4: Ensure the circulation system supports underlying land use designations and zoning districts.

1. Streets and roads necessary for development should be congruent with both the land use designation and underlying zoning district and adopted road development standards.



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2. Develop access standards for residential, commercial, and industrial land uses that provide clear direction for connection to the circulation network.
3. Require adherence to the hierarchy of streets and roads as dictated by the adopted road standards.
 - a. Minimize connection of local streets directly to arterials.
 - b. Minimize commercial and industrial use of local residential streets to connect to collectors and arterials.
4. Encourage use of frontage/backage connections for properties along State Route 89A to minimize turning movements that may inhibit the free flow of vehicular traffic on SR 89A.
 - a. Frontage/backage roads should be developed to provide safe pedestrian and bicycle alternatives to SR 89A.
 - b. Implement linkages between commercial and mixed-use pods to encourage pedestrian and bicycle usage as viable modes of transportation.



Staff Report

Item Number: 5.B.

Agenda Item: **Ordinance No. 457; A General Plan Text Amendment, Chapter 3 - Circulation Element**

Discuss, review and act upon Ordinance No. 457, a General Plan text amendment to Chapter 3 - Circulation Element, related to Road Cross-Sections.

Staff Contact: Scott Ellis, Community Development Director

Meeting Date: June 16, 2026

Strategic Goal: This agenda item supports the following Clarkdale Strategic Goal Area:

- Goal Area 4 - Plan for the maintenance and growth of quality infrastructure that is sustainable and resilient.

Background: The Town is currently updating the Engineering Standards section of the Town Code, which establishes requirements for roadway design and dimensions. As part of the recent Zoning Ordinance update, several provisions were removed with the intent that they be incorporated into the Engineering Standards. Additionally, the current General Plan, specifically Chapter 3 – Circulation Element, includes detailed roadway cross-section design standards that are more appropriately located within the Engineering Standards. Relocating these standards will improve consistency and eliminate potential conflicts in roadway requirements across Town regulations. Attachments can be found under item 5.A.

Budget Impact: The proposed amendment is administrative in nature and is not expected to have a fiscal impact on the Town.

Recommendation: Staff recommends that the Planning Commission recommend approval to Town Council.

Suggested Motion: "I move to recommend approval to Town Council of Ordinance No. 457; A General Plan Text Amendment to Chapter 3 - Circulation Element."



Staff Report

Item Number: 5.C.

Agenda Item:**PUBLIC HEARING: Ordinance No. 458, A General Plan Text Amendment to Chapter 2 - Land Use Element**

The Planning Commission will hold a public hearing to take public comment on Ordinance No. 458: A General Plan Text Amendment to Chapter 2 - Land Use Element, including amendments to Section 2.2 Zoning Districts, Section 2.3 Land Use Designations with the addition of Subsection 2.3.1 Interpretation of Legacy Commercial Designations, and the addition of a Cross-Reference Note to the Future Land Use Map.

Staff Contact:

Scott Ellis, Community Development Director

Meeting Date:

June 16, 2026

Strategic Goal:

Not applicable.

Background:

OVERVIEW. As part of the Town's comprehensive 13-chapter Zoning Code Update, staff conducted a detailed review of zoning districts, land use categories, definitions, and associated General Plan references to improve clarity, consistency, and usability of the Town's land use regulations. During that process, the legacy Neighborhood Commercial and Highway Commercial land use designations were removed from the proposed zoning framework and consolidated into updated commercial classifications. While these legacy designations remain depicted on the Future Land Use Map within the adopted General Plan, they are no longer reflected in the updated zoning structure.

To ensure consistency between the General Plan and the proposed Zoning Code, staff is proposing a text amendment to:

1. Update Section 2.3 Land Use Designations;
2. Add Section 2.3.1, Interpretation of Legacy Commercial Designations, to clarify how existing Neighborhood Commercial and Highway Commercial map designations shall be interpreted; and
3. Add a cross-reference note to the Future Land Use Map directing readers to Section 2.3.1.

These amendments are intended to improve clarity and avoid confusion when interpreting the General Plan and Future Land Use Map following adoption of the updated Zoning Code.

ANALYSIS. The proposed amendment does not alter the overall vision, goals, policies, or growth strategy established by the General Plan. No changes are proposed to the Future Land Use Map itself.

Rather, the amendment provides administrative clarification regarding the interpretation of legacy commercial designations that remain displayed on the map but are no longer utilized in the updated zoning framework.

The proposed language will:

- Improve consistency between the General Plan and the proposed Zoning Code;
- Reduce ambiguity when interpreting legacy commercial designations;
- Provide clear guidance for future development applications and zoning decisions;
- Improve usability of the General Plan for property owners, developers, staff, and decision-makers; and
- Maintain the Town's adopted land use vision without creating new development entitlements or altering land use expectations.

The amendment is administrative in nature and does not affect property ownership rights, permitted uses, or development intensity.

FINDINGS. Staff finds that the proposed General Plan text amendment:

1. Is consistent with the goals and policies of the Clarkdale General Plan.
2. Improves clarity and consistency between the General Plan and the Town's updated Zoning Code.
3. Does not alter the Town's adopted growth strategy or Future Land Use Map.
4. Promotes effective implementation and administration of the General Plan.
5. Serves the public interest by providing clear direction regarding interpretation of legacy commercial land use designations.

HOUSING IMPACT STATEMENT. Before adopting any ordinance affecting zoning or zoning codes, the Town Council is required by state law to consider a housing impact statement regarding the impact of the zoning ordinance or zoning ordinance text amendment that includes a general estimate of the probable impact on the average cost to construct housing for sale or rent; a description of any data or reference material on which the proposed ordinance or amendment is based; and a description of any less costly or less restrictive alternative methods of achieving the purpose of the proposed ordinance or amendment.

The proposed amendment is not expected to increase the cost of housing construction for sale or rent within the Town of Clarkdale. The amendment is administrative in nature and is intended to improve consistency between the

General Plan and the Town's updated Zoning Code.

Budget Impact: The proposed amendment is administrative in nature and is not expected to have a fiscal impact on the Town.

Recommendation: Staff recommends that the Planning Commission recommend approval to Town Council of Ordinance No. 458: A General Plan Text Amendment to Chapter 2 - Land Use Element.

Suggested Motion: "I move to recommend approval to Town Council of Ordinance No. 458: A General Plan Text Amendment to Chapter 2 - Land Use Element."



Chapter 2: Land Use Element

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

- Arizona Revised Statutes, Title 9

The purpose of the Land Use Element is to classify land by use for all lands within the corporate boundary of the Town of Clarkdale. The description of these uses provides broad guidance relative to development potential and assigns the relevant zoning districts to each designation. This element lays the foundation for future growth areas and the uses appropriate in those areas by clustering compatible zoning districts into broad land use categories. In so doing, it reduces the potential conflicts that can occur by providing transitional zoning and land use classes, buffering incompatible uses from each other.

This chapter is divided into 3 sections: Current Conditions, Zoning Districts, Land Use Designations. Each section will describe the uses and activities permitted in a given zoning district, and how those relate to each other based on density, intensity, and compatibility.

2.1 Current Conditions

Land use and zoning regulations in Clarkdale predate the landmark Supreme Court decision which established the practice of zoning in the United States. As the first master-planned community in Arizona, configuring the town's physical arrangement into areas that grouped compatible uses together only made sense. The centralized location of the business block and clubhouse between Upper and Lower Clarkdale made it convenient for families to access, while locating the smelter, railroad, and other uses that supported it further removed from residential neighborhoods lessened their negative impacts on the community.

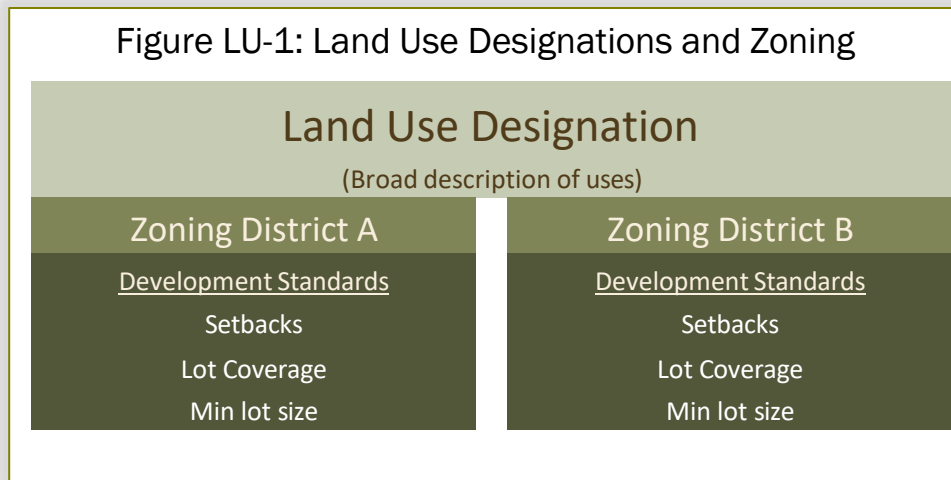
Currently, Clarkdale's Zoning Ordinance employs 13 zoning and three (3) overlay districts, which regulate the manner and placement of similar functions within a given district. Residential zoning districts tend to be found in close proximity to one another on the zoning map, with higher density zoning districts closer to lower density commercial uses, in effect buffering the commercial uses from the lower density residential uses. Similarly, commercial and industrial uses are clustered together to better preserve the character of residential neighborhoods throughout Clarkdale.

The relationship between Land Use Designations and zoning districts is hierarchical in nature. Land Use Designations provide general descriptions and speak to broad categories of uses such as regional commercial, industrial, and open space. Zoning districts provide lists of specific uses appropriate in that district, along with development standards that regulate the manner and placement of uses on specific sites.



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Figure LU-1: Land Use Designations and Zoning



The General Plan 2012 set forth 13 Land Use Designations, providing general guidance with respect to the location of uses throughout Town. Of those, the National Forest (NF) designation has been combined with the Public Lands (PL) designation as they essentially serve the same purpose; should the Prescott National Forest lands activated for exchange lands in the future, changing the land use designation will not have an impact—a General Plan Amendment (GPA) would be required for development purposes.

Conflicts exist between the Commercial, Neighborhood Commercial, and Highway Commercial land use designations and underlying zoning. For example, the majority of the land along SR 89A is zoned Commercial, which means all uses in the Commercial zoning district can be used. The Neighborhood and Highway Commercial land use designations only speak to broad uses and lack specificity with respect to appropriate zoning districts. Similarly, the town employs only one (1) Industrial zoning district, relying on the less definitive land use designations of Industrial Light and Industrial Heavy to differentiate uses. Throughout this element, recommendations have been made to clarify the appropriateness of zoning districts in land use designations, and a policy included in Section 2.5 Guiding Principles, Goals, and Strategies.

Specific Area Plans

By virtue of its topographical configuration and historic development patterns, Clarkdale has several distinct neighborhoods that require special consideration with respect to planning and preservation of their unique features. Developed as Focus Area Plans, the Specific Area Plans will be further discussed in the Community Design Element. Summarized below, these plans provide additional guidance with respect to development in the following areas:

Central Business District: Originally adopted by Town Council in August of 2018, this plan focuses on the historic Main Street area between 11th Street and Broadway. Recently, work by the Arizona State University School of Geographical Sciences and Urban Planning in conjunction with the Town of Clarkdale and stakeholders in the community resulted in a detailed set of design principles and guidelines to preserve and revitalize the area. The document entitled “Design Principals and



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Guidelines for the Town of Clarkdale's Downtown District and 89A Commercial Corridor" has been appended to the General Plan and made a part of it to ensure the guidelines and principles are instituted in the planning process.

State Route 89A: SR 89A bisects Clarkdale diagonally from northwest to southeast and is the major arterial for moving goods and residents through the Jerome/Clarkdale/Cottonwood corridor. Extending approximately two (2) miles through Clarkdale, it is segmented into four (4) subsections that are defined by roundabouts: Jerome (boundary) to Clarkdale Parkway; Clarkdale Parkway to Centerville; Centerville to Lisa; and Lisa to Scenic Drive. While there are scattered single-structure commercial uses along the west side of the highway, the area is largely undeveloped. Deep washes and drainage swales coupled with limited roadway access points further complicate development along this corridor. This area was also included in the ASU Study referenced above, and the resulting design principals and guidelines provide a clear framework for development of this important arterial roadway; they are also included in the document attached as an Appendix.

Broadway Corridor: Approximately 1.6 miles in length, Broadway connects Historic Downtown Clarkdale to Old Town Cottonwood. Originally constructed in 1927 as part of SR 89A, it was dedicated to the Town when the Arizona Department of Transportation (ADOT) realigned SR 89A to its current configuration. Recognized by ADOT as a Scenic and Historic Highway, specific design guidelines have been adopted to protect the viewsheds that set this corridor apart from typical modern thoroughfares. The wide right-of-way provides ample space for bike/ped uses, providing connectivity between Clarkdale's historic downtown and the numerous recreational opportunities in the area.

Bitter Creek Industrial Park: Historically, this area is where the heaviest of operations related to the smelter were conducted. The Plan area encompasses approximately 400 acres, all zoned Industrial and carrying the Heavy Industrial land use designation. In total, there are 15 parcels of land owned by eight (8) separate entities, including the Town of Clarkdale. Unlike most rural communities, Clarkdale's rail access sets it apart with respect to economic development potential. Currently, the Verde Valley Train runs out of the station adjacent to North Broadway; it is an important economic driver for tourism in Clarkdale. Expansion of it and other passenger and freight uses would provide additional employment opportunities for current and future residents of the Town, as would further development of the Park. Of critical importance is the extension of Broadway/Luke Lane from its current termination point to intersect with Cement Plant Road. Grant funding from sources such as the Economic Development Administration's (EDA) Public Works and Economic Adjustment program, United States Department of Agriculture's (USDA) Rural Development Program (RD), and private foundation grants should offset a significant portion of the project.

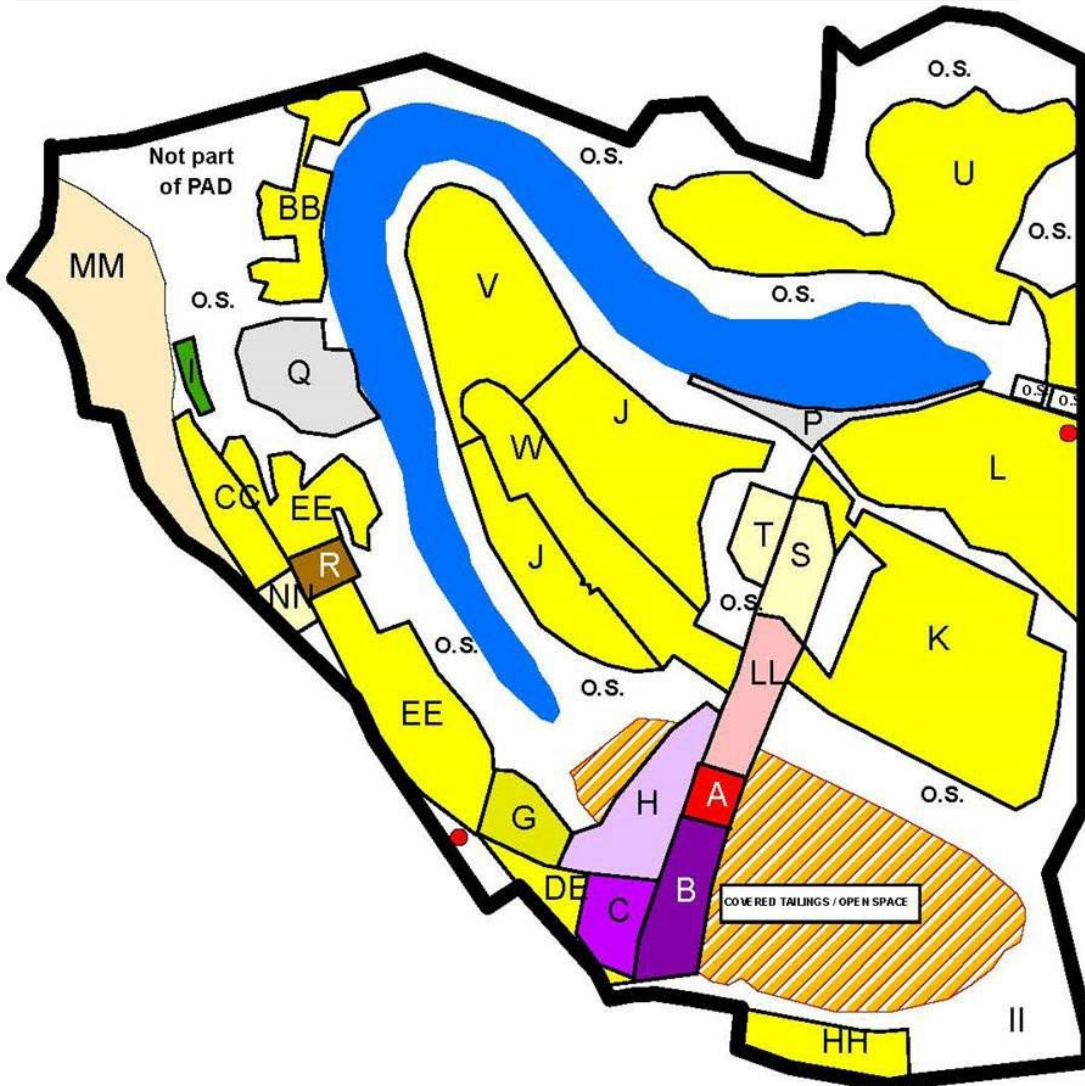
Special Land Use Areas

Peck's Lake/Verde Valley Ranch: During the heyday of the mining and smelting industries in the Verde Valley, Phelps-Dodge and Freeport-McMoRan owned a majority of the land in Clarkdale as well as large tracts of land outside the town boundary. Phelps-Dodge and Freeport-McMoRan have maintained ownership of approximately 950 acres surrounding Peck's Lake and in 1991, reached an agreement for development of Verde Valley Ranch. While the agreement has subsequently been amended, the boundaries of the development remain largely unchanged.



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Figure LU-2: Verde Valley Ranch Planned Area Development



Source: Town of Clarkdale GIS



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The scale of this project relative to the area of the town impacts the distribution of acreage in terms of land use designations and zoning districts. Of the approximately 977 acres within the approved Planned Area Development, about 350 acres (347.4) have been allocated to residential uses, while roughly 30 acres are intended for various commercial uses, and the balance is dedicated to open space and golf course use. The area currently carries a Mixed-Use land use designation with an underlying Planned Area Development (PAD) zoning district.

When complete, this development will add 900 residential units to the town's housing stock, and approximately 1.75 million square feet of commercial and retail space, and just over 200 acres dedicated to a new golf course and related amenities. This development will have a significant impact on vehicular circulation as access is currently limited to North Broadway Street. Future negotiations related to revisions of the approved PAD should consider these impacts and mitigation thereof.



Peck's Lake





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2.2 Zoning Districts

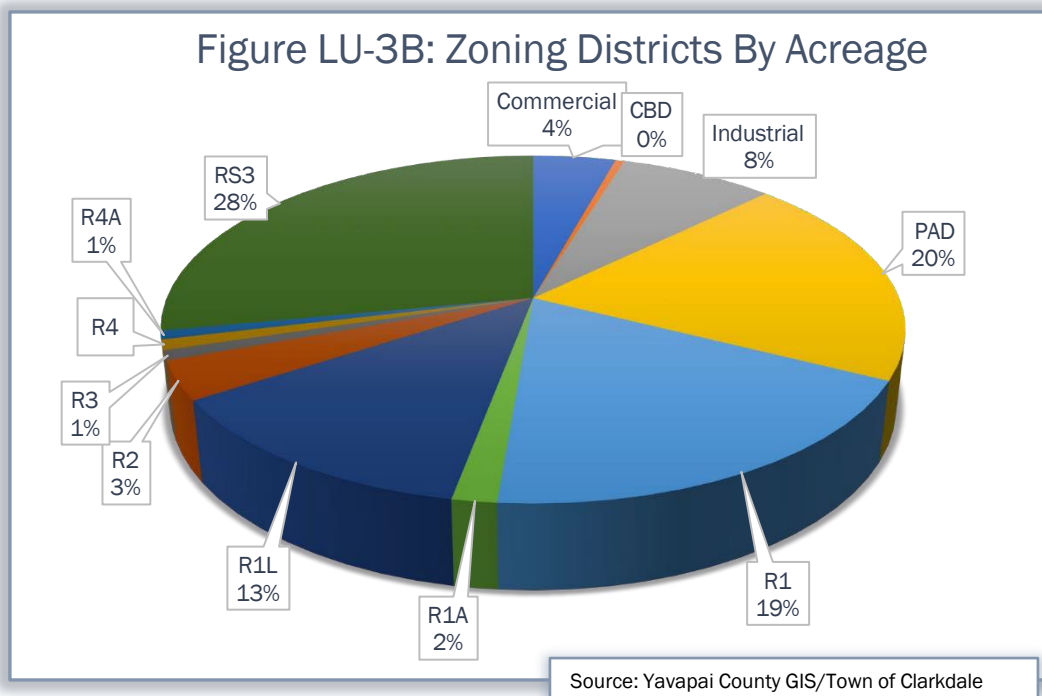
Zoning Districts further define the manner and placement of specific classes of uses. There are eight (8) zoning districts that regulate different types of residential uses, specifying what kind of units are appropriate (single family residential, manufactured housing, multifamily housing) and where on a given lot they can be sited (setbacks, height limitations). Commercial and Industrial zoning districts have an even greater focus on manner and placement as some uses create noise, dust, and vibrations that can be detrimental to adjoining properties. Creating adequate separations between uses and grouping similar uses together can minimize negative impacts between neighbors.

Residential zoning districts comprise the greatest area by zoning, accounting for 4,450 acres or just over 2/3rds (67%) of the land area in Clarkdale. Those areas assigned the Planned Area Development (PAD) zoning district represent 1,305 acres, which represent a mix of residential and commercial uses. Industrial zoning has been assigned to approximately 525 acres, most of which is in the area surrounding the railway facilities in the northeast corner of town. For the most part, the 281 acres along SR 89A carries Commercial zoning; the historic downtown rounds out the land area zoned for commercial uses under its Central Business District (CBD) zoning.

Figure LU-3A: Zoning Districts by Acreage

R1	1,240	R2	236	R4A	52	CBD	30
R1A	109	R3	61	RS3	1,846	I	525
R1L	844	R4	63	C	281	PAD	1,305

Source: Yavapai County GIS/Town of Clarkdale





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Residential Zoning Districts

Residential zoning districts are those that regulate development homes or dwelling units on a given lot or parcel. These districts generally fall into three (3) subtypes: Single Family Site-Built, Modular or Manufactured, and Multi-family.

Single Family Residential (R1): In Clarkdale, this zoning district is limited to site-built homes and related

accessory structures only and is intended to preserve traditional single family residential neighborhoods found within and outside of master-planned residential subdivision developments. Publicly owned parks, day care homes, and minor utility installations are other uses typically found in this zoning district, as are accessory structures such as sheds, garages, and workshops. Minimum lot size is 10,000 square feet (sf) or 4.35 dwelling units per acre

Single Family Residential Alternative (R1A): This zoning district is identical to the district above, but allows smaller minimum lot sizes and allows for townhomes, patio homes, and other higher density single family uses. Minimum lot size is 5,000 sf, or 8.7 dwelling units per acre.

Single Family Residential Limited (R1L): As with the R1 and R1A zoning districts, the intent of the R1L district is to protect traditional single family residential neighborhoods in a more rural setting with a minimum lot size of one (1) acre. Minimum lot size is 43,560 sf, or one (1) dwelling unit per acre.

Suburban Residential (RS3): This zoning district is the lowest density residential zoning district in Clarkdale. It allows for a minimum lot size of three (3) acres, and first allows the siting of churches, synagogues, and other similar structures as permitted uses. Currently, this zoning district is applied only to the 1,683 acres of National Forest land on the south side of Clarkdale. The minimum lot size is 130,680 square feet.

Single Family and Limited Multiple Family Residential (R2): This is the first district where multiple-family dwelling units are permitted but limited to no more than four (4) units per lot. It is intended to provide a transition from large lot single family residential development to a higher density residential use that is not incompatible with single family homes. Minimum lot sizes are 8,000 sf or 5.4 dwelling units per acre for single family residential uses, and 4,000 sf or 10.89 dwelling units per acre for 2, 3, and 4-unit configurations.

Multiple Family Residential (R3): Multiple-family development in structures with more than four (4) dwelling units are first allowed in the R3 zoning district, as well as all uses allowed in the R2 zoning district. This allows a higher density for multi-family development in areas that may have or propose to accommodate single family homes as well as duplex, triplex, and quadplex units. Minimum lot sizes are 8,000 sf or 5.4 dwelling units per acre for single family residential uses; 4,000 sf or 10.89 dwelling units per acre for 2, 3, and 4-unit configurations, and 3,000 sf or 14.5 dwelling units per acre for multifamily developments.



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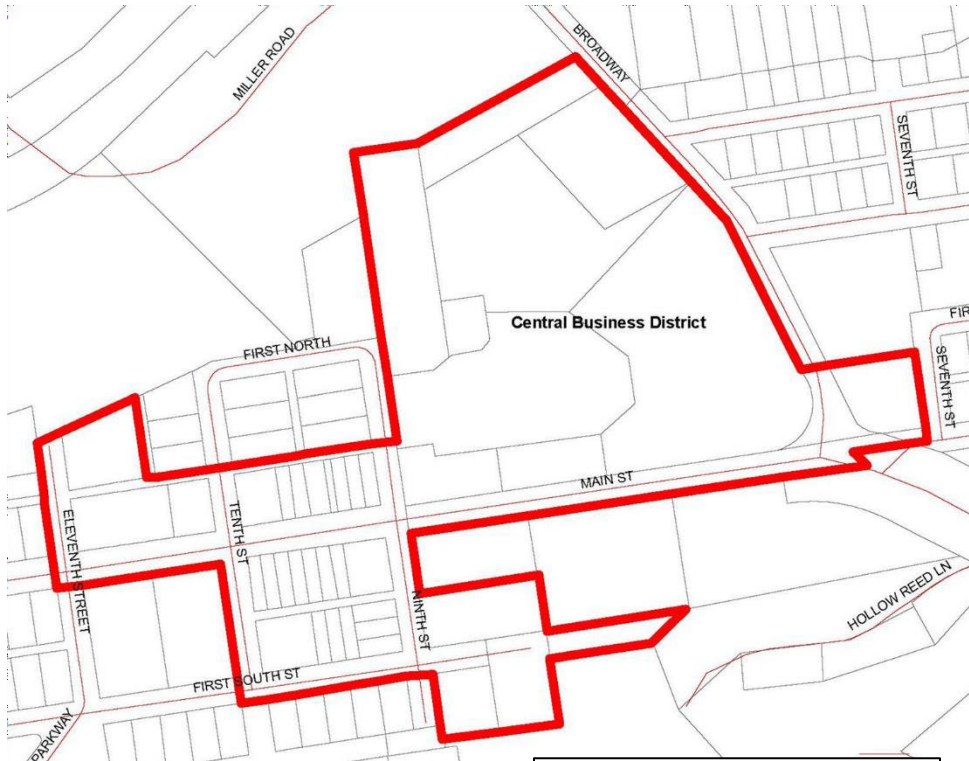
Manufactured Home Residential (R4): This zoning district first allows the siting of manufactured homes in both subdivisions and lot-rental parks, as well as RV parks. The density is higher than most single-family homes, providing for five (5) to eight (8) units per acre. The minimum lot size for a manufactured housing park is 5,000 sf, or 8.7 dwelling units per acre, while subdivisions are set at an 8,000 sf minimum lot size, or 5.4 dwelling units per acre.

Manufactured Home Residential Alternate (R4A): In addition to the manufactured home subdivisions and parks permitted in the R4 district, this zone allows for site-built single family residential development. The minimum lot size for a manufactured housing park is 5,000 sf, or 8.7 dwelling units per acre, while manufactured home subdivisions are set at an 8,000 sf minimum lot size, or 5.4 dwelling units per acre.

Commercial Zoning Districts

The Town of Clarkdale employs four (4) commercial zoning districts that regulate the manner and placement of retail, service, and hospitality uses throughout town. These uses are differentiated based on type of business, intensity of use, and potential conflicts with residential uses that may be nearby.

Figure LU-4: Central Business District Zoning District



Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

Central Business District (CB): This commercial district is applied only in the historic downtown illustrated in Figure LU-4, Central Business District Boundary. It is limited to retail, office, residential, and commercial uses typical of historic downtowns.

Commercial (C): The Commercial zoning district is comprised of 28 permitted uses and ten (10) conditional uses. The uses are typical for a commercial area of moderate density and intensity, and specific performance standards are included to minimize conflict with adjoining zoning and land use districts. This zoning district is predominantly sited along both sides of SR-89A, with a few small parcels in the Central Business District.

Neighborhood Commercial (NC): The purpose of this zoning district is to provide commercial support to adjacent residential neighborhoods. Permitted uses tend to be those with limited hours of operation, lower traffic generation, and are accessible by pedestrians and bicyclists that live nearby.

Highway Commercial (HC): This district is intended to accommodate larger commercial businesses with a regional draw. Sites are generally accessed by automobiles and transit systems; businesses tend to have longer hours of operation, require access to loading docks, and require numerous parking stalls.

Note: the Neighborhood Commercial (NC) and Highway Commercial (HC) districts described above reflect zoning districts in effect at the time of Plan adoption. Under the Town's updated zoning code, these districts have been consolidated into the Commercial (C) district. These descriptions are retained for reference and shall be interpreted in accordance with the Interpretation of Legacy Commercial Designations provision at the end of Section 2.3.

Industrial Zoning

Industrial districts provide locations for manufacturing, mining, warehousing, and other uses that generate noise, traffic, and other factors that conflict with residential and lighter commercial uses.

Industrial (I): Uses in the Industrial zoning district are those that create dust, noise, vibration, and other side effects that may be detrimental to adjoining uses. As such, they focus on manufacturing, freight and logistics, and warehousing.

Open Space

Open Space is a stand-alone zoning district that applies to those areas that are either not suitable for development due to problems inherent to topography or other physical characteristics or are important lands that need to be preserved to protect unique natural habitats.

Open Space (OS): Intended to support the preservation of undeveloped land, this zoning district allows uses that require few to no structures as permitted uses and limits conditional uses to golf courses, campgrounds, and municipal facilities.



Town of Clarkdale General Plan 2021

Overlay Districts

Overlay districts provide additional guidance and regulation with respect to development and development standards. Overlay districts can be specific in location (Arts and Entertainment, 89A Commercial Corridor) or in purpose (Planned Area Development). Clarkdale employs two locational overlay districts and one purpose-driven overlay district.



Town of Clarkdale General Plan 2021

Arts and Entertainment District (AEO): The purpose of this overlay district is to allow those uses related to arts and entertainment within the boundary of the Central Business (CB) zoning district only.

89A Corridor Commercial Overlay (89AO): This overlay district was created to provide additional design and development standards for properties and projects within 500' of the centerline of SR 89A.

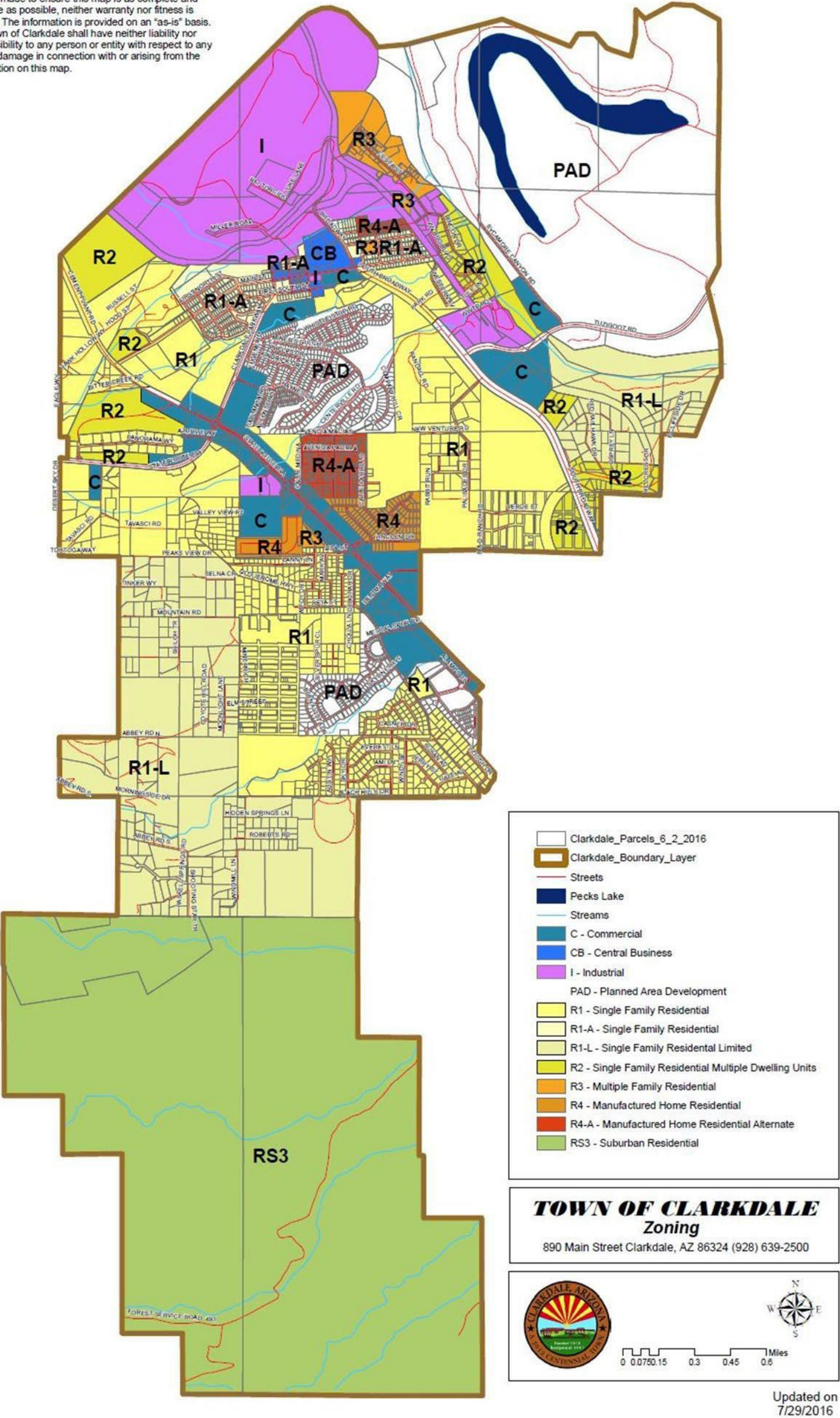
Planned Area Development/Planned Unit Development (PAD/PUD): The purpose of this zoning district is to provide flexibility in design for mixed use projects that is not typically achieved within the development standards of the individual zoning districts included in the development.

Zoning districts implementing the General Plan may differ in nomenclature from the land use categories described herein, and such differences are intended to reflect the Town's evolving regulatory framework rather than a change in land use policy.



Town of Clarkdale General Plan 2021

This map is designed to provide information about Clarkdale, and is prepared for general planning and informational purposes only. It is not accurate to engineering or surveying standards. While every effort is made to ensure this map is as complete and accurate as possible, neither warranty nor fitness is implied. The information is provided on an "as-is" basis. The Town of Clarkdale shall have neither liability nor responsibility to any person or entity with respect to any loss or damage in connection with or arising from the information on this map.





Town of Clarkdale General Plan 2021

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Town of Clarkdale General Plan 2021

2.3 Land Use Designations

Land Use Designations represent broad descriptions of uses that are supported by underlying zoning districts. In Clarkdale, there are 13 different land use designations in four (4) different categories: Residential, Commercial and Industrial, Public Lands and Open Space, and Mixed Uses. Within those four (4) categories, the land uses are further classified by the density of development and the intensity of the use.

Density describes the concentration of buildings and structures on a given lot or parcel. For residential designations, it is typically described as dwelling units per acre (DU/A) and each subcategory of residential land use sets a maximum number of dwelling units per acre. For commercial and industrial uses, it is expressed as Floor Area Ratio (FAR), or the ratio of building floor space to the area of a subject property.

Intensity speaks to the impact a given use has on the subject properties and how the use may affect nearby properties. In terms of residential uses, the amount of traffic generated by multifamily projects is greater than single family residential; therefore, multifamily uses are described as more intense than single family uses. For commercial projects, retail uses are generally higher intensity uses as they attract customers throughout the day on an unscheduled basis, where a medical office would have scheduled appointments with a limited number per day, and thus considered a lower intensity use. Similarly, industrial uses that are wholly within an enclosed building are typically less impactful than those where dust, noise, and traffic can create negative effects for surrounding properties.

The relationship between Land Use Designations and zoning districts is hierarchical in nature. Land Use Designations provide general descriptions and speak to broad categories of uses such as regional commercial, industrial, and open space. Zoning districts provide lists of specific uses appropriate in that district, along with development standards that regulate the manner and placement of uses on specific sites.

The area for each land use designation is set forth by category and classification in the figures below. Figure LU-6A: Land Use Designations by Acreage illustrates estimated acreage by classification as a percent, while Figure LU-6B: Land Use Designations by Acreage sets forth the approximate number of acres per classification. Figure LU-7 Land Use and Zoning Matrix defines which zoning districts are appropriate for each land use designation. This information is essential in determining the balance of land uses in Clarkdale and determining where changes in distribution may be necessary.



Town of Clarkdale General Plan 2021

2.3.1 Interpretation of Legacy Commercial Designations

The Neighborhood Commercial (NC) and Highway Commercial (HC) designations referenced in this General Plan reflect legacy terminology from prior zoning designations in effect at the time of Plan adoption.

With the adoption of the Town's updated zoning code, these zoning districts have been consolidated into the Town's current commercial zoning framework. Accordingly, references to NC and HC in this General Plan shall be interpreted as describing the intended scale, character, and function of commercial development rather than corresponding to specific zoning districts.

Neighborhood Commercial (NC) areas are intended to accommodate lower-intensity, neighborhood-serving commercial uses, while Highway Commercial (HC) areas are intended to accommodate higher-intensity, corridor-oriented commercial uses serving a broader market area.

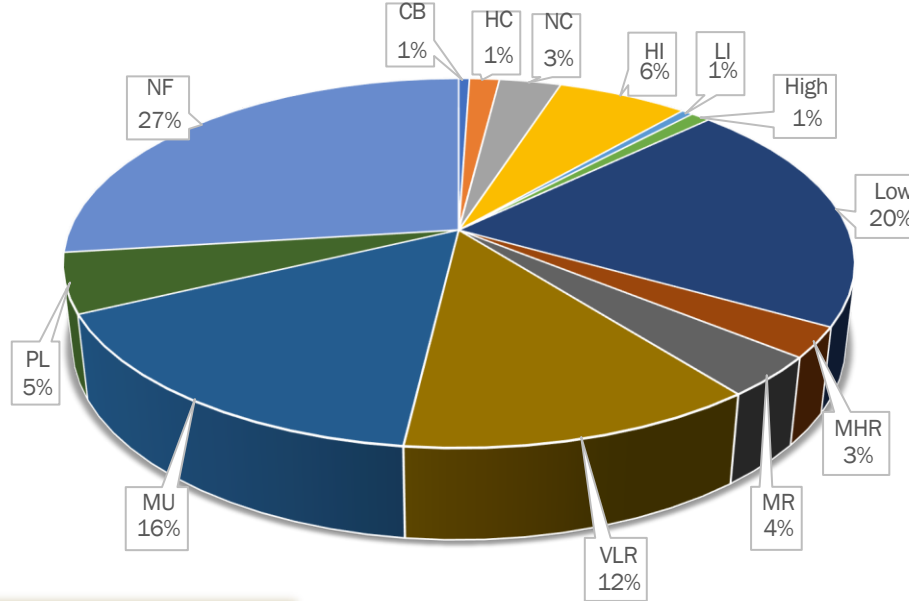
Areas designated NC or HC on the Future Land Use Map shall be implemented through the Town's current zoning districts, including but not limited to Commercial (C) and Central Business (CB), and shall be regulated in accordance with the Town's zoning code and applicable development standards.

This interpretation is intended solely to ensure consistency between the General Plan and the Town's zoning code and does not alter the underlying land use pattern, intensity, or distribution of commercial development established by this General Plan.



Town of Clarkdale General Plan 2021

Figure LU-6A: Land Use Designations by Acreage



Source: Town of Clarkdale GIS

Figure LU-6B: Land Use Designations by Acreage

Residential		Commercial/Industrial		Other	
High Density	59	Central Business	33	Mixed Use	998
Low Density	1,275	Highway	91	Public Lands	2,008
Med High Density	166	Neighborhood	187		
Medium Density	222	Heavy Industrial	397		
Very Low Density	775	Light Industrial	35		

Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

Figure LU-7: Land Use and Zoning Matrix

DESIGNATION	RESIDENTIAL					COMMERCIAL			INDUSTRIAL		OTHER		
	High	Med High	Med	Low	Very Low	CBD	Neighborhood	Highway	Light	Heavy	Public Lands	Reserved Use	Open Space
Zoning													
Single Family Residential (R1)				X								X	
Single Family Residential Alternate (R1A)												X	
Single Family Residential Limited (R1L)				X	X							X	
Single Family and Limited Multiple Family Residential (R2)												X	
Single Family												X	
2-4 Units						X	X	X				X	
5+ Units (CUP)			X			X	X	X				X	
Multiple Family Residential (R3)												X	
Single Family												X	
2-4 Units			X			X	X	X				X	
5+ Units	X	X	X			X	X	X				X	
Non-Residential	X	X	X					X				X	
Manufactured Home Residential (R4)												X	
Manufactured Home Park			X									X	
Manufactured Home Subdivision			X									X	
Manufactured Home Residential Alternative (R4A)												X	
Manufactured Home Park			X									X	
Manufactured Home Subdivision			X									X	
Single Family Residential													
Suburban Residential (R3)				X	X						X***	X	
Central Business						X						X	
Commercial							X	X			X	X	
Neighborhood Commercial/C1							X					X	
Highway Commercial/C2								X				X	
Light Industrial									X	X			
Heavy Industrial										X		X	
Open Space											X	X	X

***National Forest Only

Source: Town of Clarkdale GIS



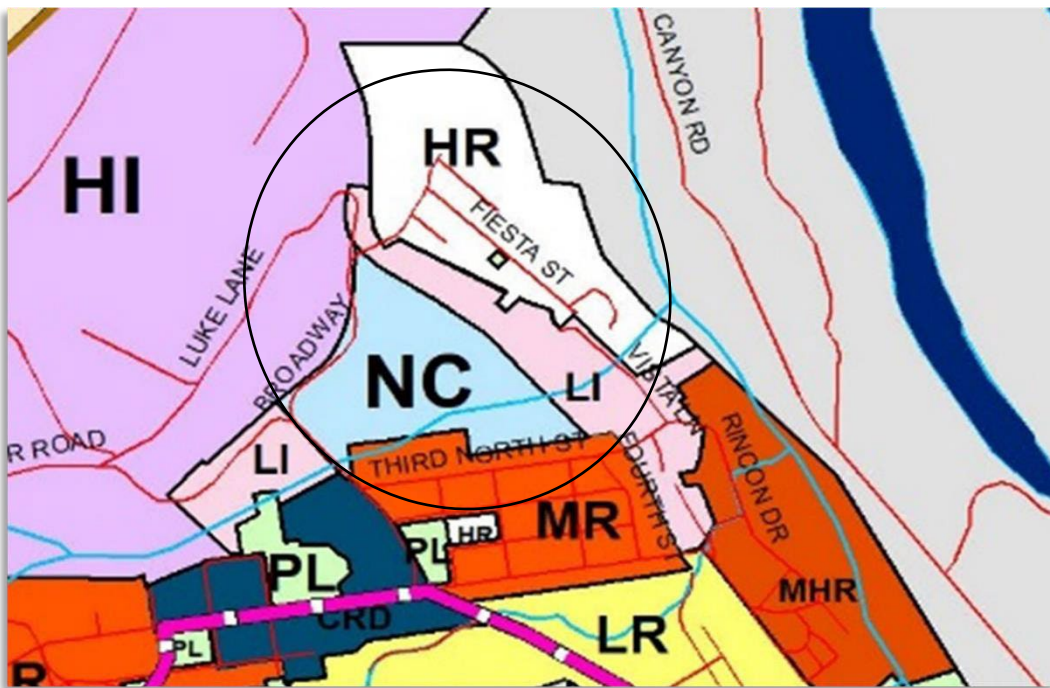
Town of Clarkdale General Plan 2021

Residential

There are currently five (5) residential land use designations: High Density, Medium High Density, Medium Density, Low Density, and Very Low Density. Each designation is differentiated by the number of dwelling units per acre and specific zoning districts that are appropriate for the designation based on density and intensity of use.

High Density Residential (HDR): This designation supports development at a rate of 13 or more dwelling units per acre. It is by far the smallest residential land use designation by acreage encompassing only 59 acres, and is currently applied to the Patio Park area, the Schoolhouse Apartments in Lower Clarkdale, and the existing Copper Mountain Apartments west of SR 89A.

Figure LU-8A: High Density Residential
Land Use Designation Map



Source: Town of Clarkdale GIS

Future General Plan Amendments that propose changing land use designations to the HDR designation should be in very close proximity to transportation corridors, transit systems, and have infrastructure and utilities in place or have entered into a development agreement to extend those services to the property as a condition of amendment approval. Connection to current parks and



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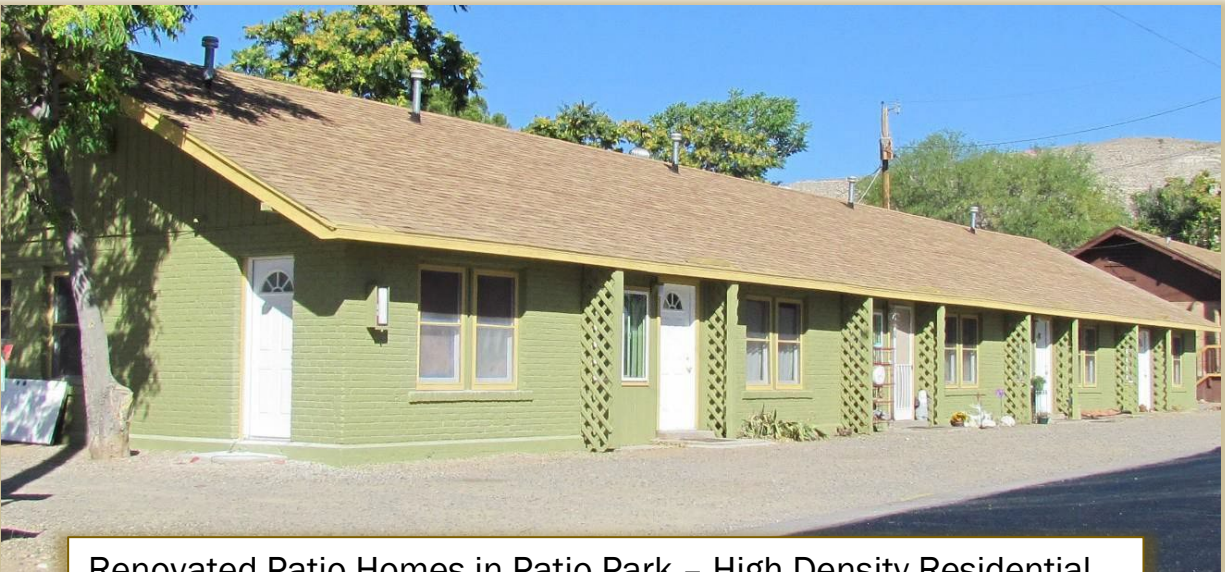
trails systems should also be required. Private parks should be developed to provide recreational opportunities appropriate to the residents of the development and scaled to the size of the project. Parks developed for dedication to the Town of Clarkdale should conform to the standards set forth in the Recreation and Open Space Element of the General Plan.

Figure LU-8B: High Density Residential Land Use Acreage sets forth the appropriate zoning districts for this land use category, as well as gross and net acreage. Gross acreage represents all land carrying the specified zoning district, while vacant acreage represents the undeveloped land in that zoning district.

Figure LU-8B: High Density Residential Land Use Acreage

High Density Residential	Gross Acreage	Net Acreage
Multi-Family Residential (R3)	61	21
Mixed Use (MU)/Planned Area Development (MU/PAD)	1,305	163
TOTAL	1,366	184

Source: Town of Clarkdale GIS



Renovated Patio Homes in Patio Park – High Density Residential



Town of Clarkdale General Plan 2021

Medium High Density Residential (MHDR): Supporting densities of up to 12 dwelling units per acre, this designation is intended to provide for the development of residential units of moderate density such as duplex, triplex, and quadplex housing stock as well as smaller multi-family apartment buildings (with a conditional use permit). Currently, 166 acres carry this designation in five (5) areas throughout Clarkdale. Of that, just over 100 acres is vacant, 55 of which are owned by either the Salt River Pima Maricopa or Yavapai-Apache Indian communities.

Figure LU-9A: Medium High Density Residential Land Use



Source: Town of Clarkdale GIS

Future General Plan Amendments that propose changing land use designations to MHDR should be near transportation corridors or access to transit systems and have infrastructure and utilities in place or have entered into a development agreement to extend those services to the property as a condition of amendment approval. Connection to current parks and trails systems should also be required. Private parks should be developed to provide recreational opportunities appropriate to the residents of the development and scaled to the size of the project. Parks developed for dedication to the Town of Clarkdale should conform to the standards in the Recreation and Open Space Element.



Town of Clarkdale General Plan 2021

Figure LU-9B: Medium High Density Residential Land Use Acreage

Medium High Density Residential Land Use Designation (12 dwelling units or fewer per acre)		
Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Single Family and Multifamily Limited (R2) *	166	100
Multi-Family Residential (R3)	61	21
TOTAL	227	121

Source: Town of Clarkdale GIS *Multifamily only



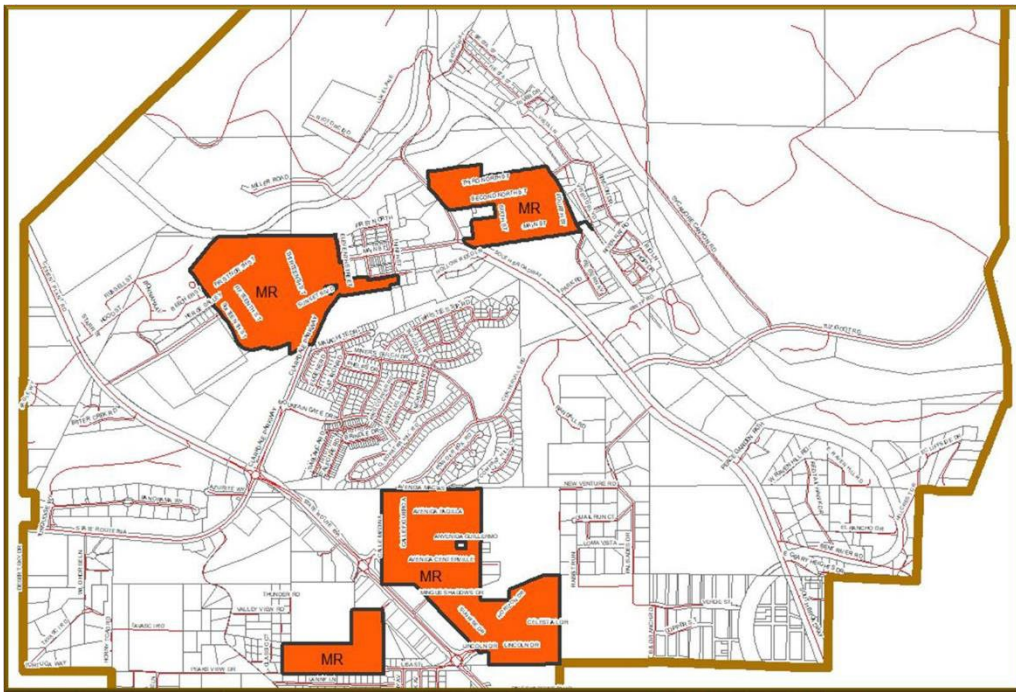
Copper Mountain Apartments – Medium High Density Residential



Town of Clarkdale General Plan 2021

Medium Density Residential (MDR): The intent of this designation is to allow for small lot single family residential development typically found in the residential areas of the historic townsite, as well as manufactured home parks and subdivisions. Of the approximately 225 acres currently included in this classification, approximately 26 acres is undeveloped. Upper and Lower Clarkdale historic neighborhoods account for about half of the developed acreage, consisting mostly of site-built homes. The remainder of the built-out area encompasses Centerville and Mingus Shadows subdivisions, and Lamplighter Mobile Home Park.

Figure LU-10A: Medium Density Residential Land Use Map



Source: Town of Clarkdale GIS

Future General Plan Amendments that propose changing land use designations to MHDR should provide direct access to transportation corridors or transit systems and have infrastructure and utilities in place or have entered into a development agreement to extend those services to the property as a condition of amendment approval. Connection to current parks and trails systems should also be required. Private parks should be developed to provide recreational opportunities appropriate to the residents of the development and scaled to the size of the project. Parks developed for dedication to the Town of Clarkdale should conform to the standards set forth in the Recreation and Open Space Element.



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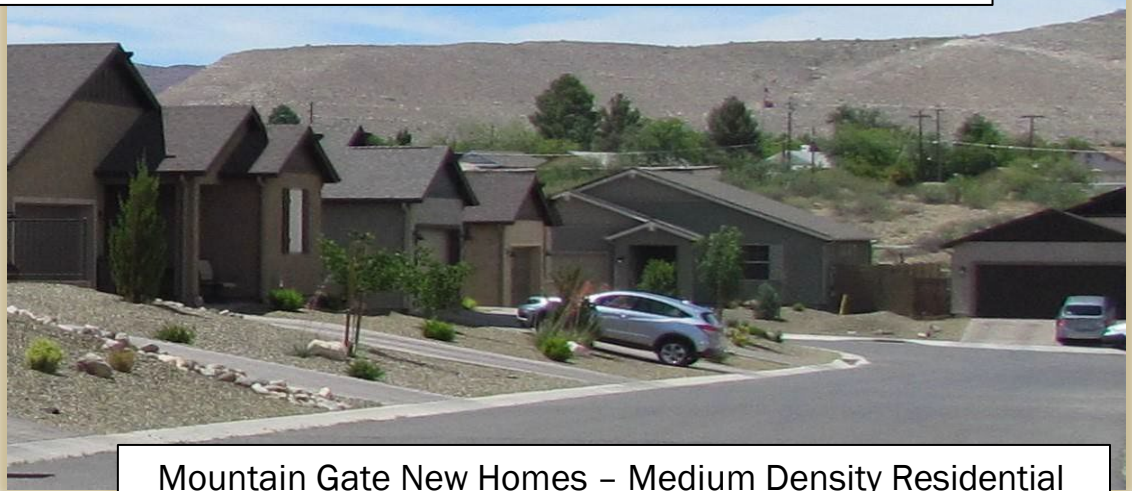
Figure LU-10B: Medium Density Residential Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Manufactured Home Residential (R4)	64	0
Manufactured Home Residential Alternate (R4A)	52	6
Single Family Residential (R1A)	109	20
TOTAL	225	26

Source: Town of Clarkdale GIS



Lower Clarkdale Historic Homes – Medium Density Residential



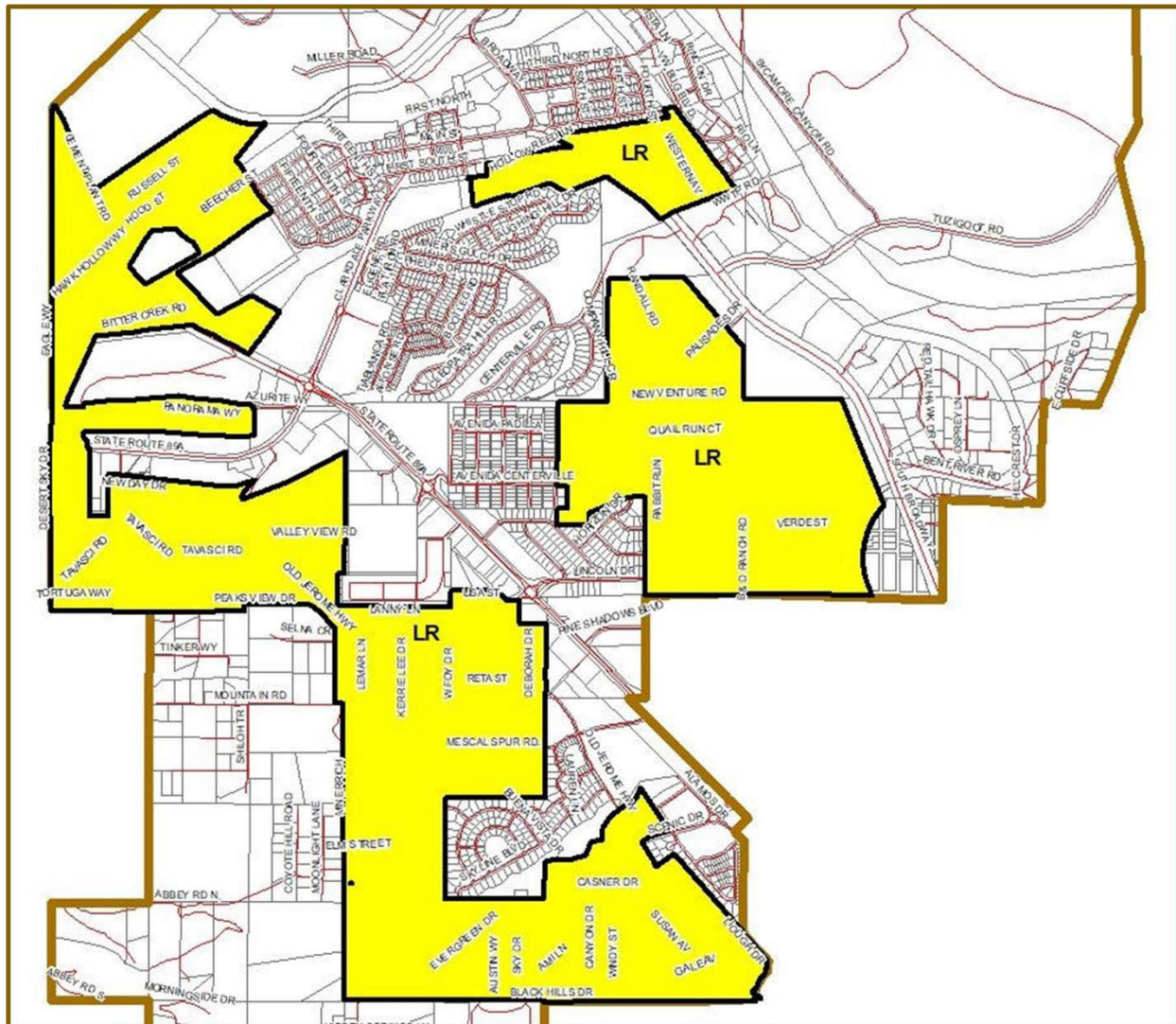
Mountain Gate New Homes – Medium Density Residential



Town of Clarkdale General Plan 2021

Low Density Residential (LDR): This Land Use designation is applied to those lands that are suitable for larger lot single family site built residential homes. Of the land use designations in Clarkdale, Low Density Residential is the second largest in area, encompassing 1,275 acres. Of that, an estimated 560 acres is developed as intended, while 715 acres remain vacant. Developed subdivisions in this classification include Black Hills Estates, Foothills Terrace, and Paz and Cota. It also applies to the largely undeveloped Radley Subdivision immediately west of the Crossroads at Mingus PAD, as well as several large acreage tracts in the Broadway and SR 89A corridors. Appropriate zoning districts

Figure LU11-A: Low Density Residential Land Use Map



Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

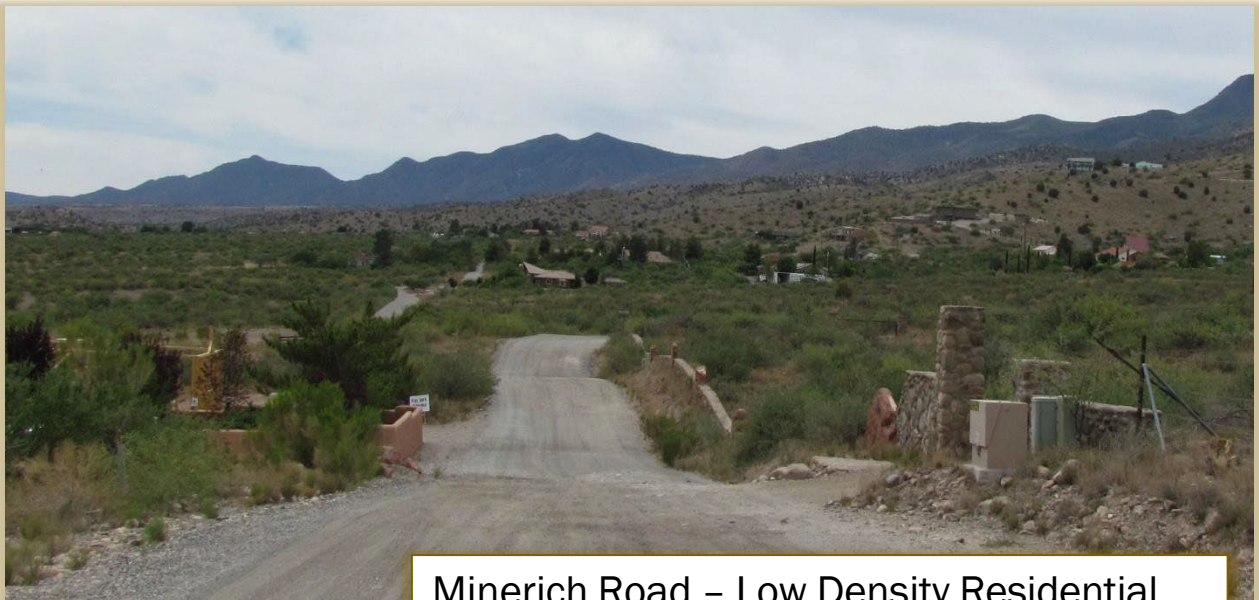
include Single-Family Residential (R1) and Single-Family and Limited Multiple Family Residential (R2), but for the development of single-family residential uses only.

Connection to current parks and trails systems should be required for subdivisions where densities are equal to or greater than three (3) dwelling units per acre. Private parks should be developed to provide recreational opportunities appropriate to the residents of the development and scaled to the size of the project. Parks developed for dedication to the Town of Clarkdale should conform to the standards set forth in the Recreation and Open Space Element.

Figure LU-11 B: Low Density Residential Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Single Family Residential (R1)	1,110	735
Single Family/Limited Multiple Family Residential (R2) (SFR Only)	166	100
TOTAL	1,275	835

Source: Town of Clarkdale GIS



Minerich Road – Low Density Residential

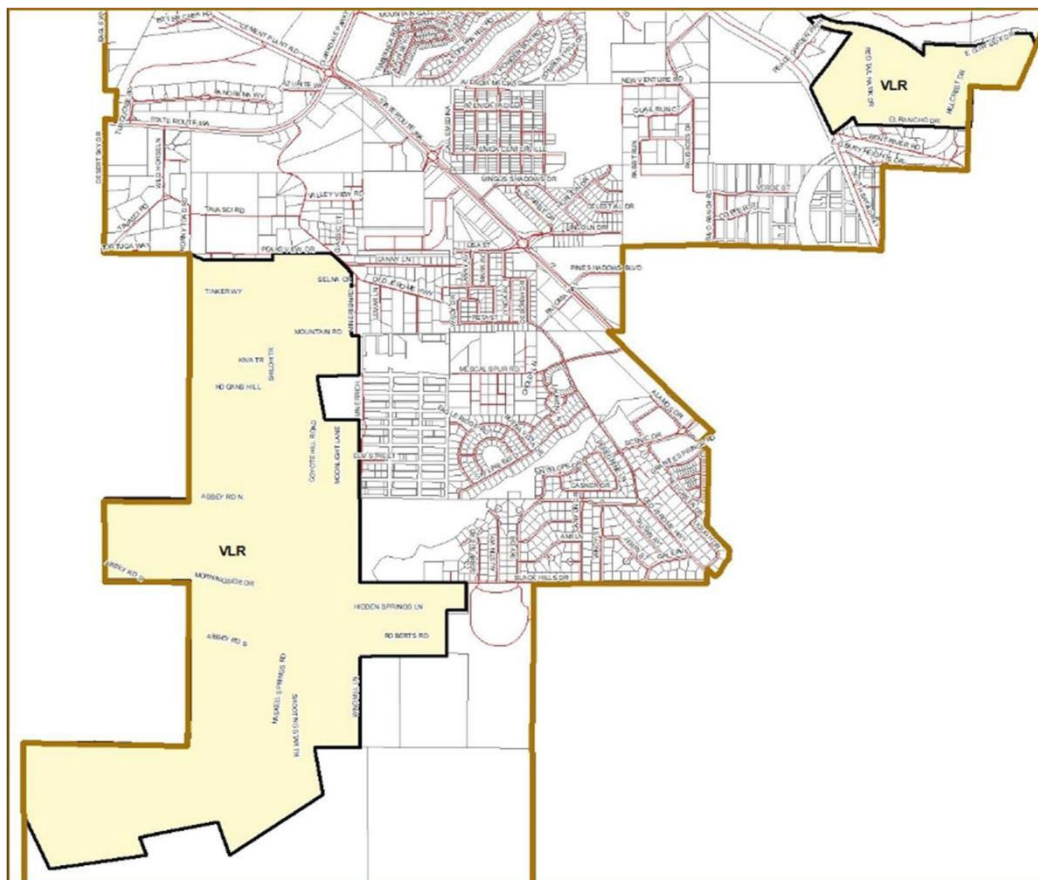


Town of Clarkdale General Plan 2021

Very Low Density Residential (VLDR): With a maximum density of one (1) dwelling unit per acre, this is the most sparsely populated land use designation applied to developable land in Clarkdale. The intent of this classification is to provide for larger lot development where municipal services are generally not available. Neighborhoods in this designation include Haskell Springs, Raven Hill/Cliffside, and the area west of Minerich Road. As with the Low Density land use designation, there are large tracts of undeveloped land that carry this classification. In this instance, however, much of the land in VLDR is challenged both in terms of access, availability of utilities, and topography.

Given the minimum density and remoteness of the areas to which this designation is applied, dedicated parks and recreation areas are not generally required. However, for subdivisions, connectivity to the trails system is recommended.

Figure LU-11 A: Very Low-Density Residential Land Use Map



Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

There are two zoning districts appropriate for this designation: Single Family Residential Limited (R1L) and Suburban Residential (RS3). Currently, RS3 is assigned only to the area encompassed by the Prescott National Forest, while R1L zoning is the predominant zoning district in this designation. Approximately 300 acres of the R1L zoned land is held in large, undeveloped tracts; the balance is in medium to large parcels typically 2 acres or greater in size.

Figure LU-11 B: Very Low-Density Residential Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Single Family Residential Limited (R1L)	844	735
Suburban Residential (RS3)	1,846	100
TOTAL	2,690	835

Source: Town of Clarkdale GIS



Minerich Road – Low-Density Residential



Town of Clarkdale General Plan 2021

Commercial

Commercial Land Use designations are those classes of uses that are generally less compatible with residential uses as the inherent effects of the use can negatively impact nearby residents. It is for this reason that they are further classified as heavy and light, as the dust, noise, and vibrations caused by more intense uses are less desirable than the convenience of lighter, less impactful uses locating closer to residential neighborhoods. Clarkdale employs three (3) commercial land use designations: Central Business (CB), Neighborhood Commercial (NC), and Highway Commercial (HC). For both Commercial, Industrial, and Other land use designations, the Zoning Table sets forth the appropriate districts for each designation, along with the approximate acreage allocated to that district in the given designation. Gross Acreage represents the estimated acreage within the designation allocated to a specific zoning district; Vacant Acreage represents the undeveloped lands carrying a given zoning district within that land use designation.

Density for commercial and industrial land use designations is expressed as Floor Area Ratio (FAR) rather than number of dwelling units. FAR is similar to lot coverage, except that it is also a measure of verticality as the area of each floor above the ground floor is included. For example, a lot where a commercial building covers half of the lot would have a FAR of .5. If the same building had two (2) floors, it would have a FAR of 1.0, and if it had three (3) floors, it would have a FAR of 1.5.

FAR = .5



FAR = 1.5



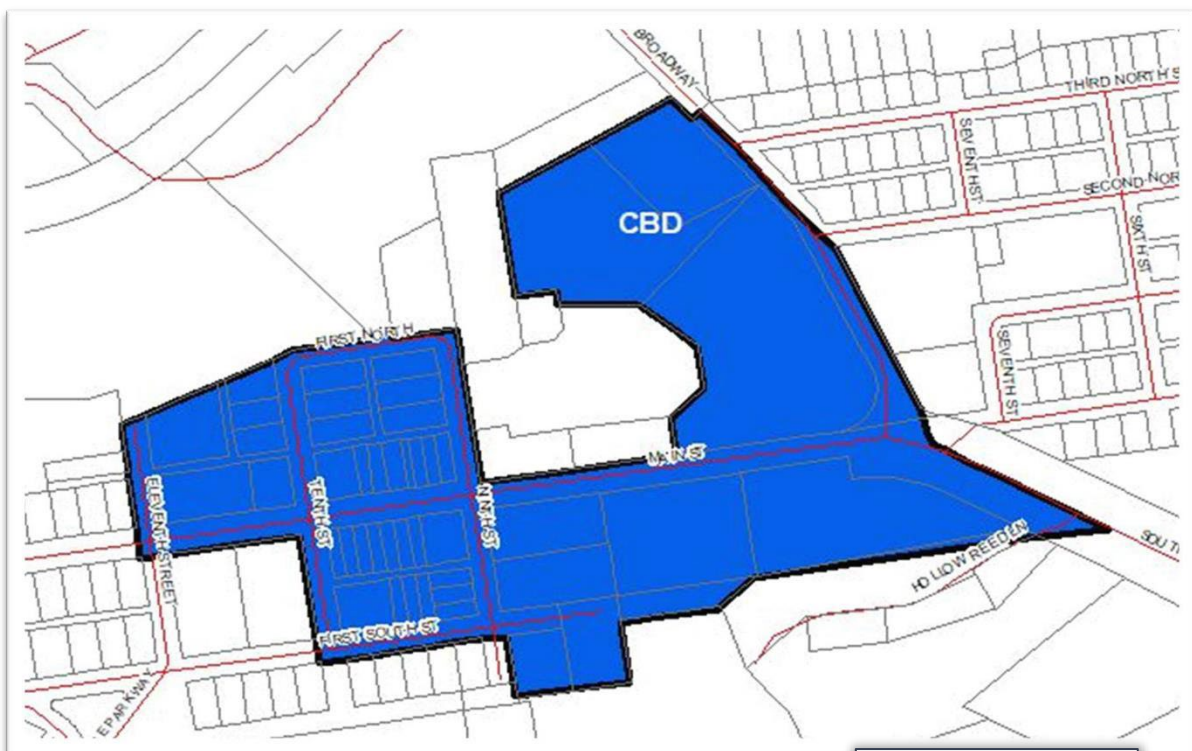


Town of Clarkdale General Plan 2021

Central Business District (CB): This land use designation is found in the historic downtown area and contains a mix of retail, office, and residential uses. The rationale for this classification is to protect and enhance those uses historically found in downtowns; given the prototypical nature of Clarkdale's central business district and the degree to which that influences the unique sense of community that is Clarkdale, protecting and enhancing this area is critical. Uses in the CB designation are focused on those that are pedestrian friendly, entrepreneurial in nature, and contribute to the historic sense of the area.

Future General Plan Amendments that propose changing land use designations to CB must be adjacent to or within very close proximity of the historic downtown area, include those uses customarily found in an historic downtown, and maintain the scale and integrity of the existing structures.

Figure LU-12A: Central Business District Land Use Designation Map



Source: Town of Clarkdale

Currently, this is the smallest of the three (3) commercial land use designations, encompassing only 33 acres. The predominant zoning district is Commercial Business District, with one (1) lot zoned Industrial and two (2) parcels zoned Commercial. In addition to zoning regulations, this area is



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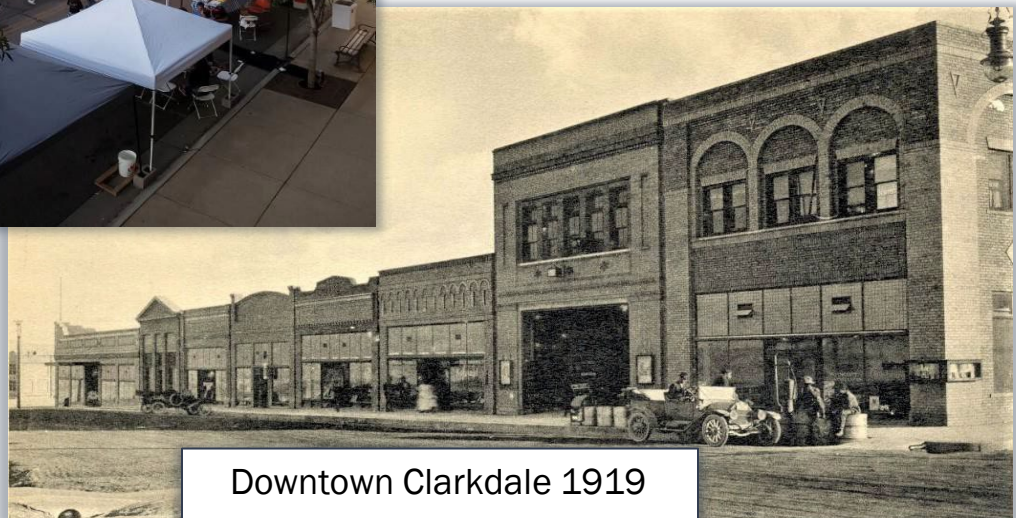
subject to the design requirements as set forth in the proposed Downtown Specific Area Plan and the Historic Preservation District standards.

Figure LU-12B: Central Business District Land Use Designation Acreage

Central Business District (CB)	Gross Acreage	Vacant Acreage
Single Family Residential Alternative (R1A) (Multifamily only)	2.37	0
Single Family and Limited Multiple Family Residential (R2)	0	0
Multiple Family Residential (R3)	0	0
Neighborhood Commercial (NC)/Commercial Light (C1)	0	0
Commercial Business District	30	9
Commercial	4.5	4.5
TOTAL	36.87	13.5

Source: Town of Clarkdale Zoning Code

Downtown Clarkdale 2019



Downtown Clarkdale 1919



Town of Clarkdale General Plan 2021

Neighborhood Commercial (NC): The purpose of this classification is to provide for convenient goods and services for the residents of Clarkdale and surrounding areas. Appropriate uses would be offices, banks, retail intended to serve the local market, salons, wineries—businesses that meet the daily needs of the citizens of the town and generate less traffic, noise, and congestion than those uses assigned to a heavier class of uses typically found in close proximity to highways and other major transportation corridors.

Future General Plan Amendments that propose re-designation of land to NC should be considered only as a component of a development plan or proposal. Proximity to concentrations of residential development should be a priority; the ability to access the project via pedestrian, bicycle, or other alternative modes of transportation should also be prioritized. Floor Area Ratios of 1.0 or less are recommended; increases can be granted when special circumstances exist.

This designation is currently assigned to approximately 187 acres in five (5) areas around Clarkdale: Broadway/Patio Park/Lower Clarkdale; along Broadway near Park Road to the boundary with Cottonwood; SR 89A/Cement Plant Road/Clarkdale Parkway; First South Street alley to Mountain

Gate; and State Route 89A from Centerville Road to Lisa Street. Of the total acreage, approximately 25 acres are developed; the balance remains vacant.

Note: Neighborhood Commercial (NC) designations shown on this map are legacy terms and shall be interpreted in accordance with Section 2.3 of the Land Use Element.

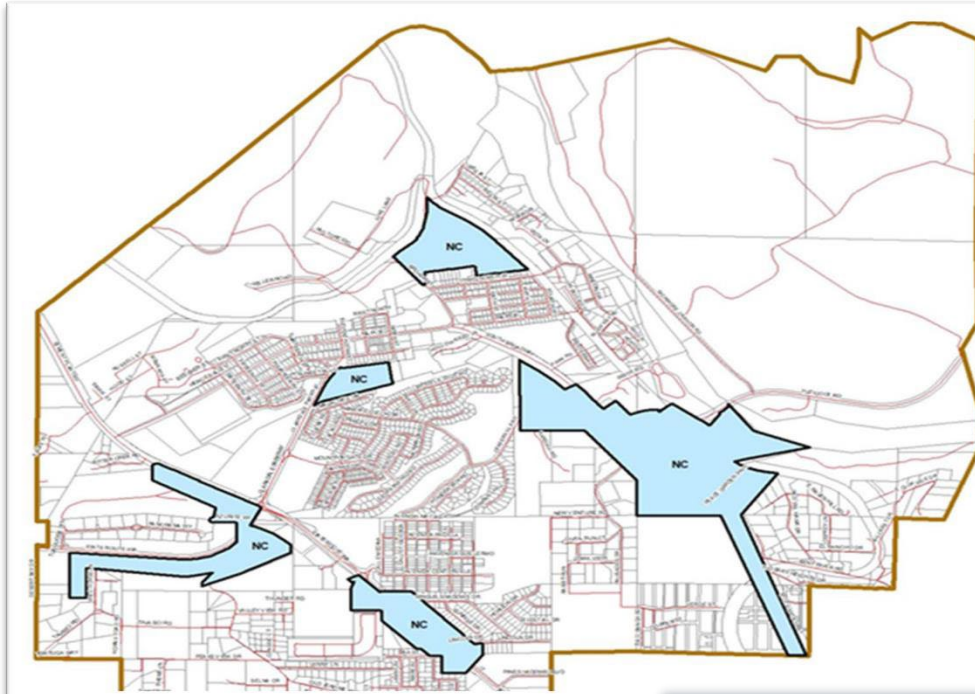


Olsen's Feed Store - Neighborhood Commercial



Town of Clarkdale General Plan 2021

Figure LU-13A: Neighborhood Commercial Land Use Map



Source: Town of Clarkdale GIS

Figure LU-13B: Neighborhood Commercial Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Single Family and Limited Multiple Family Residential (R2)*	0	0
Multiple Family Residential (R3)	0	0
Neighborhood Commercial (NC)/Commercial Light (C1)	0	0
Commercial	281	253
TOTAL	281	253

*Multiple Family Only

Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

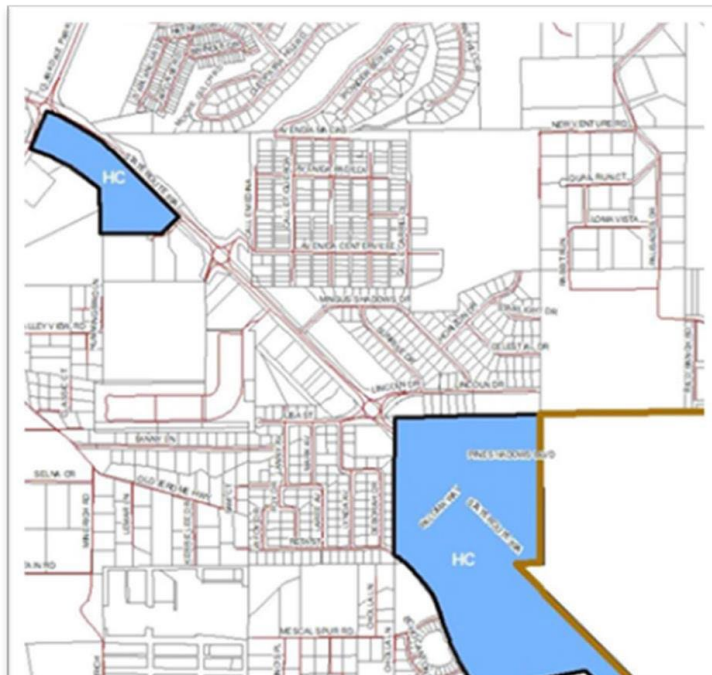
Highway Commercial (HC): The purpose of the Highway Commercial designation is to group those uses that are more dependent on automobiles and transit systems together to provide separation between residential neighborhoods and more intensive commercial uses that attract users from a regional as well as local base. Appropriate uses in this classification would be hotels and motels, large retailers with a regional draw, gas stations, hospitals, and other uses that are typically located along major arterials.

Expansion of the HC land use designation should be limited to those areas currently designated as NC, or as a component of a master-planned development or plan. Adjacency to major transportation corridors should also be a consideration, as should the impact of traffic on nearby residential neighborhoods. Floor Area Ratios of 1.0 or less are recommended; increases can be granted when special circumstances exist.

Lands currently assigned this designation are largely located in close proximity to the Crossroads at Mingus, Foothills Terrace, and Mingus Shadows residential subdivisions, and can also serve the Mountain Gate and Centerville subdivisions nearby.

Note: Highway Commercial (HC) designations shown on this map are legacy terms and shall be interpreted in accordance with Section 2.3 of the Land Use Element.

Figure LU-14: Highway Commercial Land Use Designation Map



Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

Figure LU-14B: Highway Commercial Land Use Designation Acreage

Highway Commercial (HC)	Gross Acreage	Vacant Acreage
Single Family and Limited Multiple Family Residential (R2)*	0	0
Multiple Family Residential (R3)	0	0
Highway Commercial (HC)/Commercial Medium (C2)	0	0
Commercial	281	253
TOTAL	281	253

*Multiple Family Only



#1 Food Store – Highway Commercial



Town of Clarkdale General Plan 2021

Industrial

Industrial Land Use designations provide for proper siting of uses that are not compatible with residential neighborhoods as the inherent effects of the industrial uses can negatively impact uses in adjoining lower intensity areas. Factors influencing the determination of uses include traffic, noise, odors, and other effects incompatible with residential living or other neighborhood-oriented uses. They are further classified as heavy and light, as the dust, noise, and vibrations caused by heavy industrial activities are not desirable close to less intense residential and commercial uses. Typical uses found in industrial areas would include freight yards, storage, manufacturing, lumber milling, aggregate mining, and the like.

For the Industrial land use designation, the Zoning Table sets forth the appropriate districts for each designation, along with the approximate acreage allocated to that district. Gross Acreage represents the estimated acreage within the designation allocated to a specific zoning district; Vacant Acreage represents the undeveloped lands assigned that zoning district. The recommended Floor Area Ratio is 1.0 for both designations, although increases can be accommodated where special needs exist.



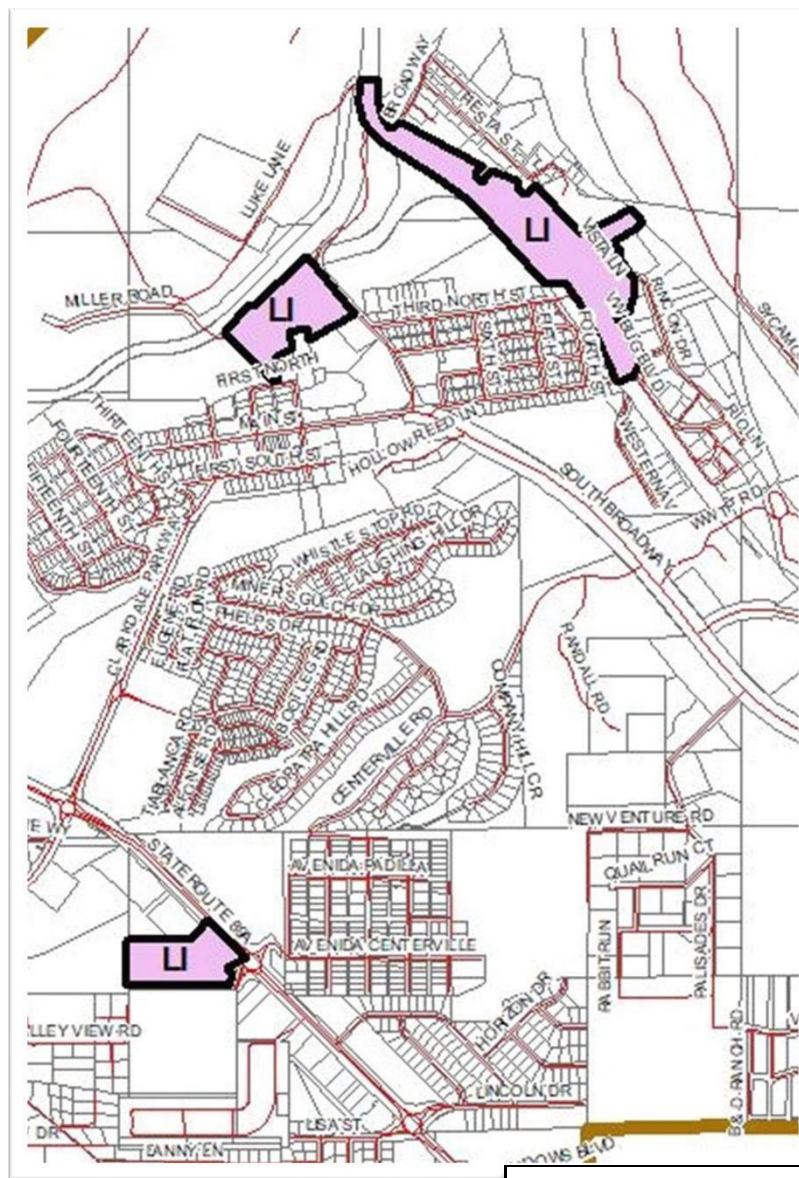
United Verde Smelter and Miller Wholesale Industrial



Town of Clarkdale General Plan 2021

Light Industrial/Industrial Park (LI/IP): This land use designation is intended to provide for those uses such as light manufacturing, warehousing, distribution, self-storage units, and similar businesses that generate less noise, dust, and odor than heavier industrial uses. This designation is also intended to buffer the Heavy Industrial (HI) classification from other less intensive land uses.

Figure LU-15 A: Light Industrial/Industrial Park Land Use Designation Map





Town of Clarkdale General Plan 2021

Re-designation of land to the LI/IP designation should focus on those lands already zoned Industrial or located near the boundaries of the Heavy Industrial designation. Direct access to major arterials and transportation should also be considered.

Lands carrying this designation can be found in the Patio Park area, southwest of the Broadway/Miller intersection, and along State Route 89A near the cemetery.

Figure LU-15 B: Light Industrial/Industrial Park Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Industrial	35	13.55
TOTAL	35	13.55

Source: Town of Clarkdale GIS

Bent River Machine
- Light Industrial



Mold-In Graphics -
Light Industrial

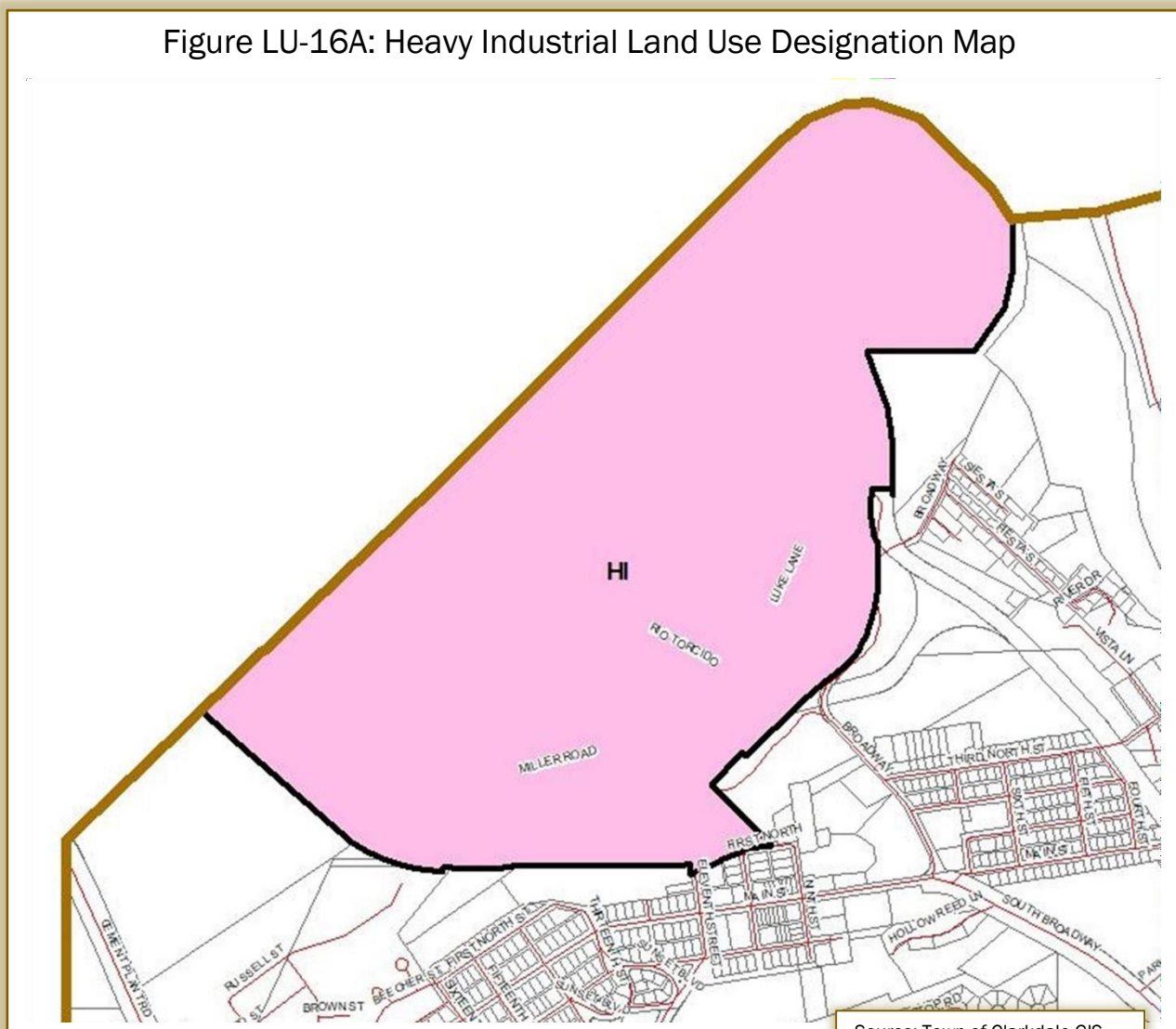


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Heavy Industrial (HI): Intended for the most consequential manufacturing and related uses, the Heavy Industrial designation allows for uses such as gravel and mining operations, contractor storage yards, and large-scale manufacturing facilities. Heavy industrial uses are defined as such based on the traffic generated by employees and movement of raw materials, component parts, and products manufactured, outdoor storage of equipment and materials, and generation of noise, dust, odors, and other effects that may negatively impact other uses nearby.

Requests to amend the land use designation to HI should strongly consider the impact of the use on the surrounding areas. These uses are not intended to be located near residential neighborhoods, but rather locate as removed from residential areas as possible. Proximity to major transportation corridors, including the railway, should also be a primary consideration.

Figure LU-16A: Heavy Industrial Land Use Designation Map



Source: Town of Clarkdale GIS



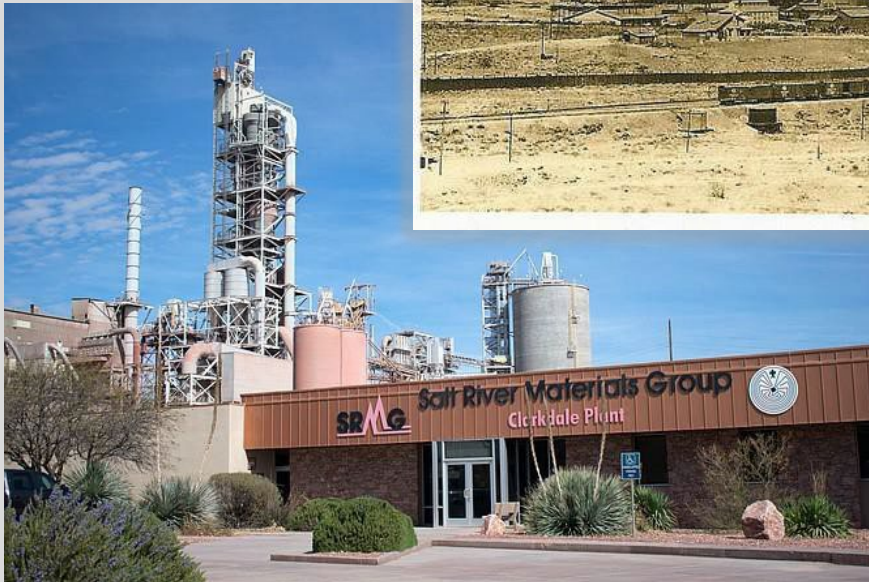
Town of Clarkdale General Plan 2021

The current HI land use classification is applied to a single location in the northwest corner of the town near the intersection of Broadway and Miller Roads and includes much of the former smelting operation and rail yard area associated with Phelps-Dodge and Freeport-McMoRan.

Figure LU-16B: Heavy Industrial Land Use Designation Acreage

Heavy Industrial (HI)	Gross Acreage	Vacant Acreage
Industrial	397	304
TOTAL	397	304

Source: Town of Clarkdale GIS





Town of Clarkdale General Plan 2021

Other Land Use Designations

Unlike the previous groups of designations, this category includes the classifications that do not fit into the broad definitions of residential, commercial, or industrial land use. As such, each one has a narrow band of uses generally dictated by ownership, physical configuration, or are defined by a master planning document that further regulates development.



Crossroads at Mingus – Planned Area Development



Verde Valley Fire Department – Public Lands

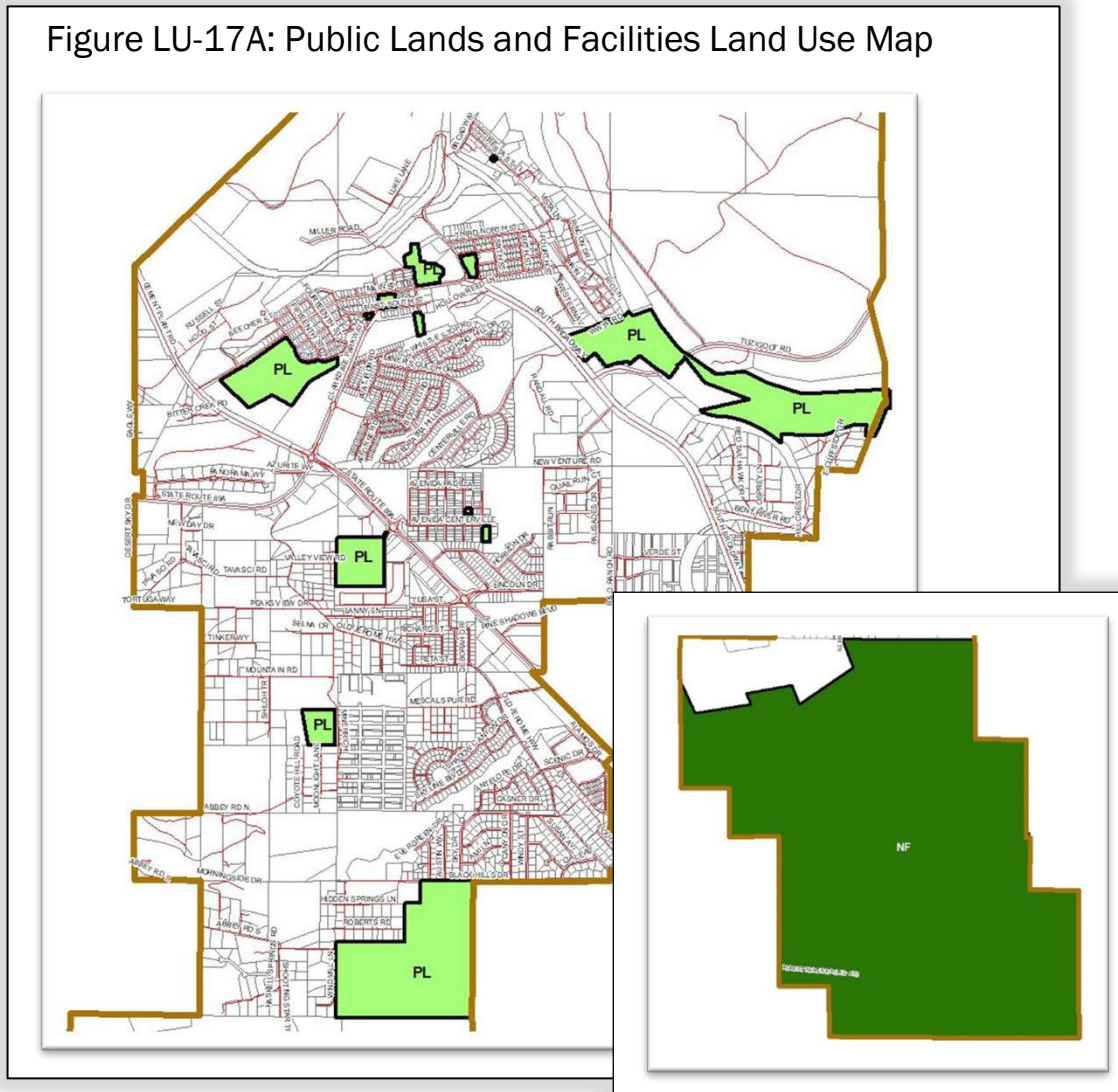


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Public Lands and Facilities (PL):

Lands in this classification are limited to those owned by a political subdivision of the State of Arizona or the federal government. Their singular purpose is to meet the public's needs for schools, municipal offices and facilities, parks, and other such uses.

Figure LU-17A: Public Lands and Facilities Land Use Map



Future General Plan Amendments to change land use designations to PL should be those owned by the entities outlined above. With respect to recreational facilities, the proximity of the proposed lands to existing recreational facilities or connection thereto should be considered. Those lands used for municipal utilities should be so located to maximize their utility to existing water and sewer systems. Proposed expansion of areas dedicated to public schools should also consider pedestrian access between the school site and the neighborhoods they serve.



Town of Clarkdale General Plan 2021

Currently, there are a number of underlying zoning districts that also carry the PL land use designation, which encompasses 325 acres throughout Clarkdale. In addition, the Prescott National Forest (formerly designated as National Forest) covers 1,682 acres that provide recreational and open space for residents and visitors alike.



Clark Memorial Clubhouse -Public Land



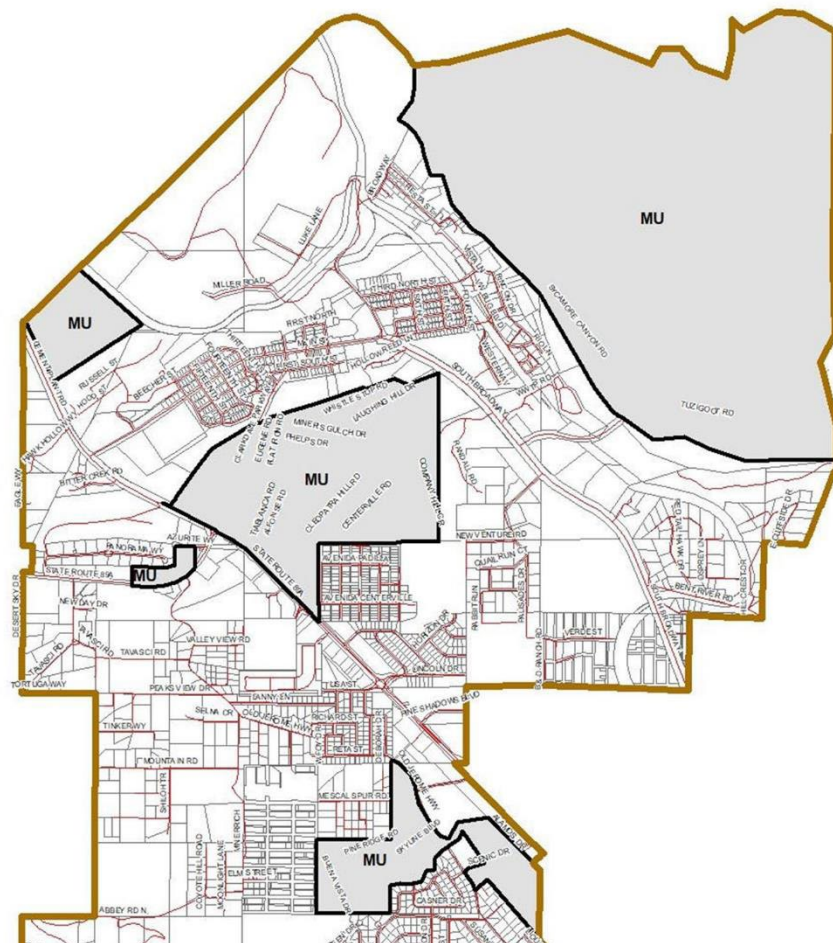
Town Square Park -Public Land



Town of Clarkdale General Plan 2021

Mixed Use/Planned Area Development (MU/PAD): The purpose of the Mixed Use/Planned Area Development designation is to provide areas specifically intended to support mixed use developments. Mixed Use districts can include any combination of residential, commercial, or industrial zoning districts. The Planned Area Development requires the creation and approval of a Final Development Plan (FDP) as part of the project approval process. Where a Mixed-Use development can be held to the strict interpretation of the underlying zoning districts, Planned Area Developments can provide flexibility in design and configuration of uses.

Figure LU-18A: Mixed Use/Planned Area Development



Source: Town of Clarkdale GIS

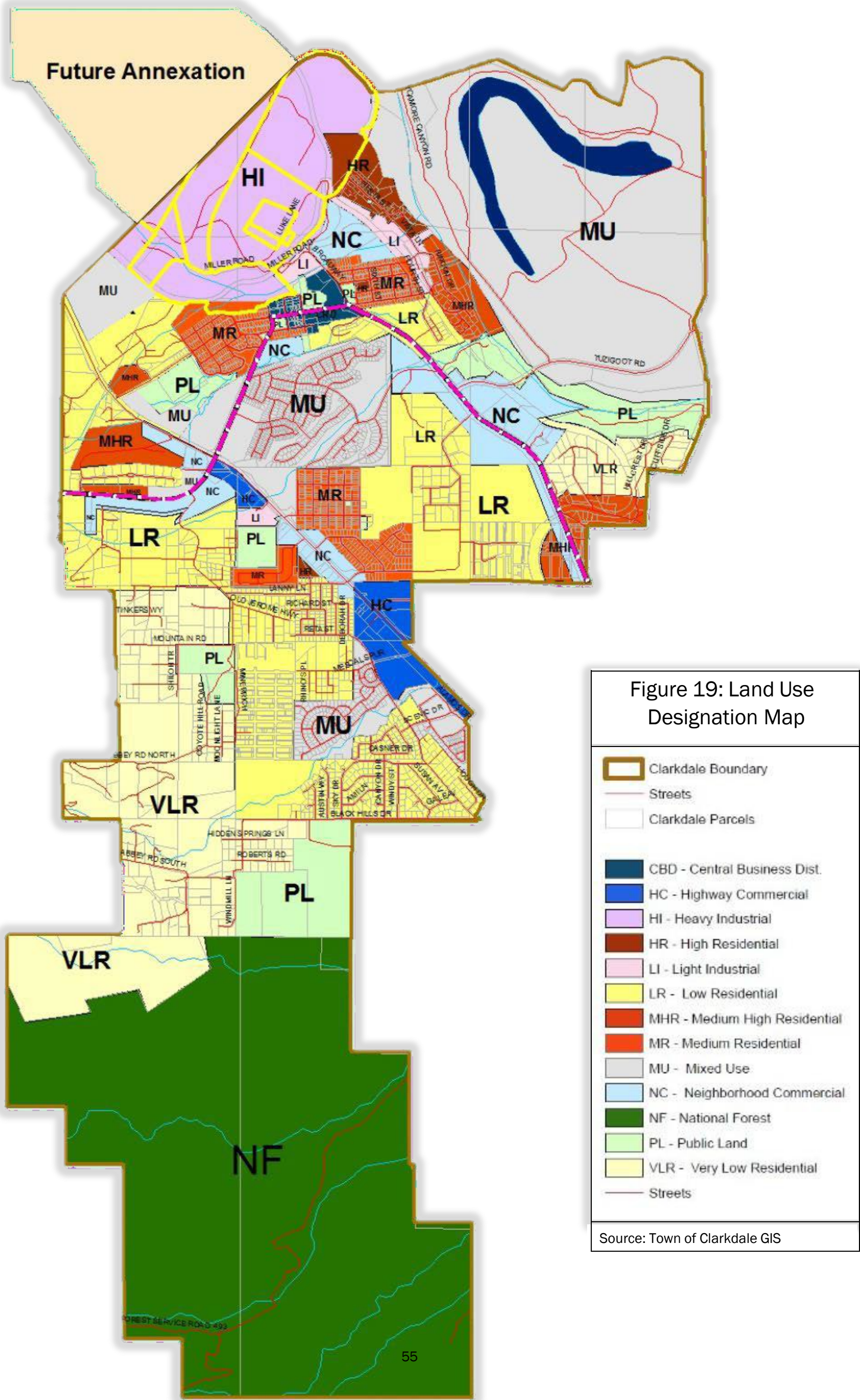


Town of Clarkdale General Plan 2021

It is strongly recommended that future designation of lands to this land use classification requires a master development plan or final development plan in conjunction with a General Plan Amendment application, as well as a Development Agreement that sets forth the terms, phasing, and obligations of the Town and developer. Consideration should also be given to the impacts of proposed development on existing transportation and circulation systems, municipal utilities, parks and recreation facilities, and other public services.

Currently, the areas carrying this designation include the Mountain Gate and Crossroads at Mingus neighborhoods, a 50-acre parcel owned by the Salt River-Pima, and the proposed Verde Valley Ranch project. In total, nearly 1,335 acres are entitled to develop as mixed uses; of that, approximately 325 acres have already been developed

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Town of Clarkdale General Plan 2021

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2.4 Aggregate Mining Operations

In 2011, the Arizona State Legislature approved the Aggregate Protection Act, which requires jurisdictions to identify nearby aggregate operations and prevent the siting of incompatible uses in close proximity to them.

While there are no active mines within the town boundaries, Phoenix Cement Plant and Clarkdale Plant 24 have been identified by the Arizona Department of Mines and Mineral Resources as aggregate mining operations. Given their proximity to the town boundary, development in the area surrounding these operations should be limited to those uses that are compatible with similar heavy industrial uses.



Source: Arizona Geological Survey, AzDMMR



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2.5 Guiding Principles, Goals, and Policies

The purpose of this section is to set forth the Guiding Principles and policies that provide a framework for development of goals and policies to implement the intent of the land use designations and resulting land use plan.

Guiding Principles

- 1) Careful planning to ensure compatibility of new development with the existing built environment is critical to maintaining the sense of place that is Clarkdale.
- 2) Maintaining a balanced mix of land uses is key to a balanced, well-planned community.
- 3) Implementation of Clarkdale's Sustainability Guidelines is central to the preservation of the environment and natural resources that abound in Clarkdale.
- 4) Preservation and enhancement of the historic nature, features, and aesthetic of Clarkdale benefits the Town economically and experientially.

LUP 1: Resolve conflicts where Land Use Designations and Zoning Districts are not congruent with one another. In these instances, rezoning to the appropriate district should be a requirement of any development agreement, master plan approval, general plan amendment, zone change, or other legislative action.

Action 1: Work with landowners in the 89A corridor and Industrial Park area to correct conflicts when zoning districts do not support the land use designations assigned to a property.

LUP 2: Ensure new development is consistent with proximal existing neighborhoods and development, established circulation corridors, open spaces, and the Town's Sustainability Plan.

Goal 1: Protect residential neighborhoods from incompatible uses by implementing buffering measures that mitigate detrimental impacts. Buffers should include landscaping, barrier walls, open space, trails and bike/ped pathways, or increased building setbacks.

Goal 2: Discourage degradation of existing residential neighborhoods by enforcement of property maintenance codes, considerate infill of vacant lots, and eliminating blight, neglect, and uses that can be a threat to public safety.

Goal 3: Prioritize the use of draws, washes, and other natural features to buffer developments from each other. Incentivize development of challenged terrain by providing density bonuses for undevelopable areas that are dedicated to preservation of their natural state.

Goal 4: Ensure that proposed development is compatible with existing development both in terms of density and intensity.



Town of Clarkdale General Plan 2021

Goal 5: Provide density bonuses for those projects that implement Clarkdale's Sustainability Plan's most rigorous requirements for water conservation.

Goal 6: Encourage mixed-use developments that provide more sustainable housing options, including multi-family projects that are in proximity to employment centers, transportation corridors, and schools.

Goal 7: Focus on preservation of clean air in Clarkdale

Goal 8: Ensure new construction does not impede existing solar energy systems and, where possible, expands their use.

LUP 3: Provide for a variety in housing options across economic and configurational strata that creates a balance of residential units to accommodate the changing needs of Clarkdale residents.

Goal 1: Incentivize development of affordable housing through density bonuses for unit set-asides for low/moderate income households.

Goal 2: Support uses of land owned by schools, churches, and other organizations for innovative affordable housing development.

LUP 4: Development along SR-89A should serve both regional and local demands for goods and services.

Goal 1: Encourage cluster development that includes a mix of retail, office, and professional uses.

Goal 2: Neighborhood commercial development should be accessible by pedestrians, bicyclists, and others using alternative modes of transportation.

Goal 3: Neighborhood and highway commercial nodes should be easily accessible by local and regional transit systems.

LUP 5: Support development in the Industrial land use designation that creates additional employment opportunities for residents of Clarkdale.

LUP 6: Identify existing aggregate mining areas that are in production or proposed for production.

Goal 1: Avoid siting incompatible uses near active aggregate mining operations.

Goal 2: When expansion of existing aggregate mining operations or operations commence on identified aggregate mining areas, require the operations to buffer and screen the sites for maximum mitigation on adjacent incompatible uses.

TOWN OF CLARKDALE

ORDINANCE NO. 458

AN ORDINANCE OF THE MAYOR AND TOWN COUNCIL OF THE TOWN OF CLARKDALE, ARIZONA, APPROVING A GENERAL PLAN TEXT AMENDMENT TO CHAPTER 2 – LAND USE ELEMENT, SECTION 2.2 ZONING DISTRICTS; AND SECTION 2.3 LAND USE DESIGNATIONS WITH THE ADDITION OF SUBSECTION 2.3.1, INTERPRETATION OF LEGACY COMMERCIAL DESIGNATIONS; AND THE ADDITION OF A CROSS-REFERENCE NOTE TO THE FUTURE LAND USE MAP; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS,

The Town of Clarkdale has adopted a General Plan pursuant to Arizona Revised Statutes; and

WHEREAS,

The Town has identified the need to amend Chapter 2 – Land Use Element, Section 2.2 Zoning Districts and Section 2.3 Land Use Designations, to add the Subsection 2.3.1 - Interpretation of Legacy Commercial Land Use Designations and provide additional guidance related to the Future Land Use Map; and

WHEREAS,

The proposed amendment is intended to improve clarity, consistency, and implementation of the Town's adopted General Plan; and

WHEREAS,

Pursuant to Arizona Revised Statutes and the Town's adopted procedures, the Planning Commission held a public hearing on the proposed amendment and forwarded a recommendation to the Town Council; and

WHEREAS,

The Town Council has determined that the proposed General Plan text amendment is in the best interest of the public health, safety, and welfare of the Town of Clarkdale.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND TOWN COUNCIL OF THE TOWN OF CLARKDALE, ARIZONA, AS FOLLOWS:

SECTION 1.

That the Town of Clarkdale General Plan, Chapter 2 – Land Use Element, is hereby amended as more particularly described in Exhibit "A," attached hereto and incorporated herein by reference, including amendments to Section 2.2, Zoning Districts; and Section 2.3, Land Use Designations with the addition of Section 2.3.1, Interpretation of Legacy Commercial Designations; and the addition of a cross-reference note to the Future Land Use Map.

SECTION 2.

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

SECTION 3.

This Ordinance shall become effective 30 days after adoption by the Town Council as provided by law.

PASSED AND ADOPTED by the Mayor and Town Council of the Town of Clarkdale, Arizona, this ____ day of _____, 2026.

ATTEST:

Charity Brooks, Town Clerk

Robyn Prud'homme-Bauer, Mayor

APPROVED AS TO FORM:

Stephen W. Polk, Town Attorney

CERTIFICATION:

I, _____, Town Clerk, hereby certify that the foregoing is a true and correct copy of Ordinance No. 458, adopted by the Town of Clarkdale on the ____ day of _____, 2026, and posted in three public places on the ____ day of _____, 2026.

Town Clerk

EXHIBIT “A” ON NEXT PAGE
General Plan Text Amendment
Chapter 2 – Land Use Element
Section 2.2 Zoning Districts
Section 2.3 Land Use Designations
Subsection 2.3.1 – Interpretation of Legacy Commercial Designations
Future Land Use Map Cross-Reference Note



Chapter 2: Land Use Element

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

- Arizona Revised Statutes, Title 9

The purpose of the Land Use Element is to classify land by use for all lands within the corporate boundary of the Town of Clarkdale. The description of these uses provides broad guidance relative to development potential and assigns the relevant zoning districts to each designation. This element lays the foundation for future growth areas and the uses appropriate in those areas by clustering compatible zoning districts into broad land use categories. In so doing, it reduces the potential conflicts that can occur by providing transitional zoning and land use classes, buffering incompatible uses from each other.

This chapter is divided into 3 sections: Current Conditions, Zoning Districts, Land Use Designations. Each section will describe the uses and activities permitted in a given zoning district, and how those relate to each other based on density, intensity, and compatibility.

2.1 Current Conditions

Land use and zoning regulations in Clarkdale predate the landmark Supreme Court decision which established the practice of zoning in the United States. As the first master-planned community in Arizona, configuring the town's physical arrangement into areas that grouped compatible uses together only made sense. The centralized location of the business block and clubhouse between Upper and Lower Clarkdale made it convenient for families to access, while locating the smelter, railroad, and other uses that supported it further removed from residential neighborhoods lessened their negative impacts on the community.

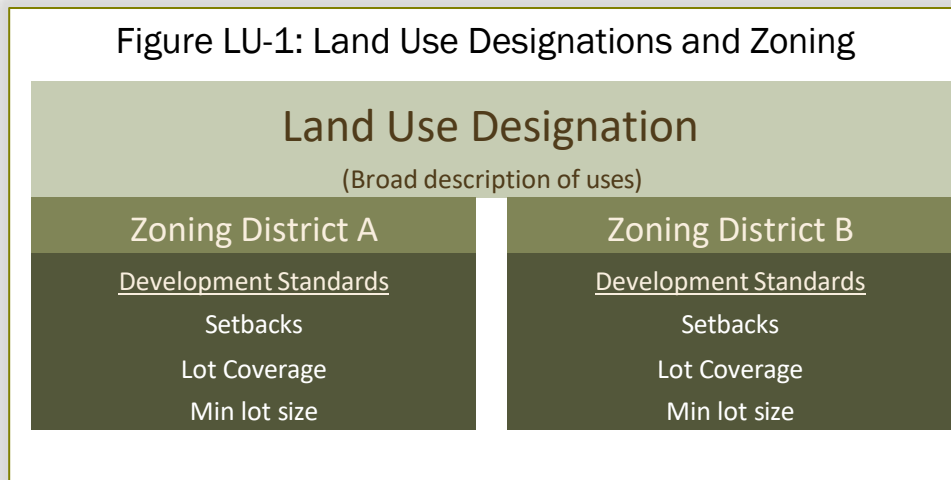
Currently, Clarkdale's Zoning Ordinance employs 13 zoning and three (3) overlay districts, which regulate the manner and placement of similar functions within a given district. Residential zoning districts tend to be found in close proximity to one another on the zoning map, with higher density zoning districts closer to lower density commercial uses, in effect buffering the commercial uses from the lower density residential uses. Similarly, commercial and industrial uses are clustered together to better preserve the character of residential neighborhoods throughout Clarkdale.

The relationship between Land Use Designations and zoning districts is hierarchical in nature. Land Use Designations provide general descriptions and speak to broad categories of uses such as regional commercial, industrial, and open space. Zoning districts provide lists of specific uses appropriate in that district, along with development standards that regulate the manner and placement of uses on specific sites.



Town of Clarkdale General Plan 2021

Figure LU-1: Land Use Designations and Zoning



The General Plan 2012 set forth 13 Land Use Designations, providing general guidance with respect to the location of uses throughout Town. Of those, the National Forest (NF) designation has been combined with the Public Lands (PL) designation as they essentially serve the same purpose; should the Prescott National Forest lands activated for exchange lands in the future, changing the land use designation will not have an impact—a General Plan Amendment (GPA) would be required for development purposes.

Conflicts exist between the Commercial, Neighborhood Commercial, and Highway Commercial land use designations and underlying zoning. For example, the majority of the land along SR 89A is zoned Commercial, which means all uses in the Commercial zoning district can be used. The Neighborhood and Highway Commercial land use designations only speak to broad uses and lack specificity with respect to appropriate zoning districts. Similarly, the town employs only one (1) Industrial zoning district, relying on the less definitive land use designations of Industrial Light and Industrial Heavy to differentiate uses. Throughout this element, recommendations have been made to clarify the appropriateness of zoning districts in land use designations, and a policy included in Section 2.5 Guiding Principles, Goals, and Strategies.

Specific Area Plans

By virtue of its topographical configuration and historic development patterns, Clarkdale has several distinct neighborhoods that require special consideration with respect to planning and preservation of their unique features. Developed as Focus Area Plans, the Specific Area Plans will be further discussed in the Community Design Element. Summarized below, these plans provide additional guidance with respect to development in the following areas:

Central Business District: Originally adopted by Town Council in August of 2018, this plan focuses on the historic Main Street area between 11th Street and Broadway. Recently, work by the Arizona State University School of Geographical Sciences and Urban Planning in conjunction with the Town of Clarkdale and stakeholders in the community resulted in a detailed set of design principles and guidelines to preserve and revitalize the area. The document entitled “Design Principals and



Town of Clarkdale General Plan 2021

Guidelines for the Town of Clarkdale's Downtown District and 89A Commercial Corridor" has been appended to the General Plan and made a part of it to ensure the guidelines and principles are instituted in the planning process.

State Route 89A: SR 89A bisects Clarkdale diagonally from northwest to southeast and is the major arterial for moving goods and residents through the Jerome/Clarkdale/Cottonwood corridor. Extending approximately two (2) miles through Clarkdale, it is segmented into four (4) subsections that are defined by roundabouts: Jerome (boundary) to Clarkdale Parkway; Clarkdale Parkway to Centerville; Centerville to Lisa; and Lisa to Scenic Drive. While there are scattered single-structure commercial uses along the west side of the highway, the area is largely undeveloped. Deep washes and drainage swales coupled with limited roadway access points further complicate development along this corridor. This area was also included in the ASU Study referenced above, and the resulting design principals and guidelines provide a clear framework for development of this important arterial roadway; they are also included in the document attached as an Appendix.

Broadway Corridor: Approximately 1.6 miles in length, Broadway connects Historic Downtown Clarkdale to Old Town Cottonwood. Originally constructed in 1927 as part of SR 89A, it was dedicated to the Town when the Arizona Department of Transportation (ADOT) realigned SR 89A to its current configuration. Recognized by ADOT as a Scenic and Historic Highway, specific design guidelines have been adopted to protect the viewsheds that set this corridor apart from typical modern thoroughfares. The wide right-of-way provides ample space for bike/ped uses, providing connectivity between Clarkdale's historic downtown and the numerous recreational opportunities in the area.

Bitter Creek Industrial Park: Historically, this area is where the heaviest of operations related to the smelter were conducted. The Plan area encompasses approximately 400 acres, all zoned Industrial and carrying the Heavy Industrial land use designation. In total, there are 15 parcels of land owned by eight (8) separate entities, including the Town of Clarkdale. Unlike most rural communities, Clarkdale's rail access sets it apart with respect to economic development potential. Currently, the Verde Valley Train runs out of the station adjacent to North Broadway; it is an important economic driver for tourism in Clarkdale. Expansion of it and other passenger and freight uses would provide additional employment opportunities for current and future residents of the Town, as would further development of the Park. Of critical importance is the extension of Broadway/Luke Lane from its current termination point to intersect with Cement Plant Road. Grant funding from sources such as the Economic Development Administration's (EDA) Public Works and Economic Adjustment program, United States Department of Agriculture's (USDA) Rural Development Program (RD), and private foundation grants should offset a significant portion of the project.

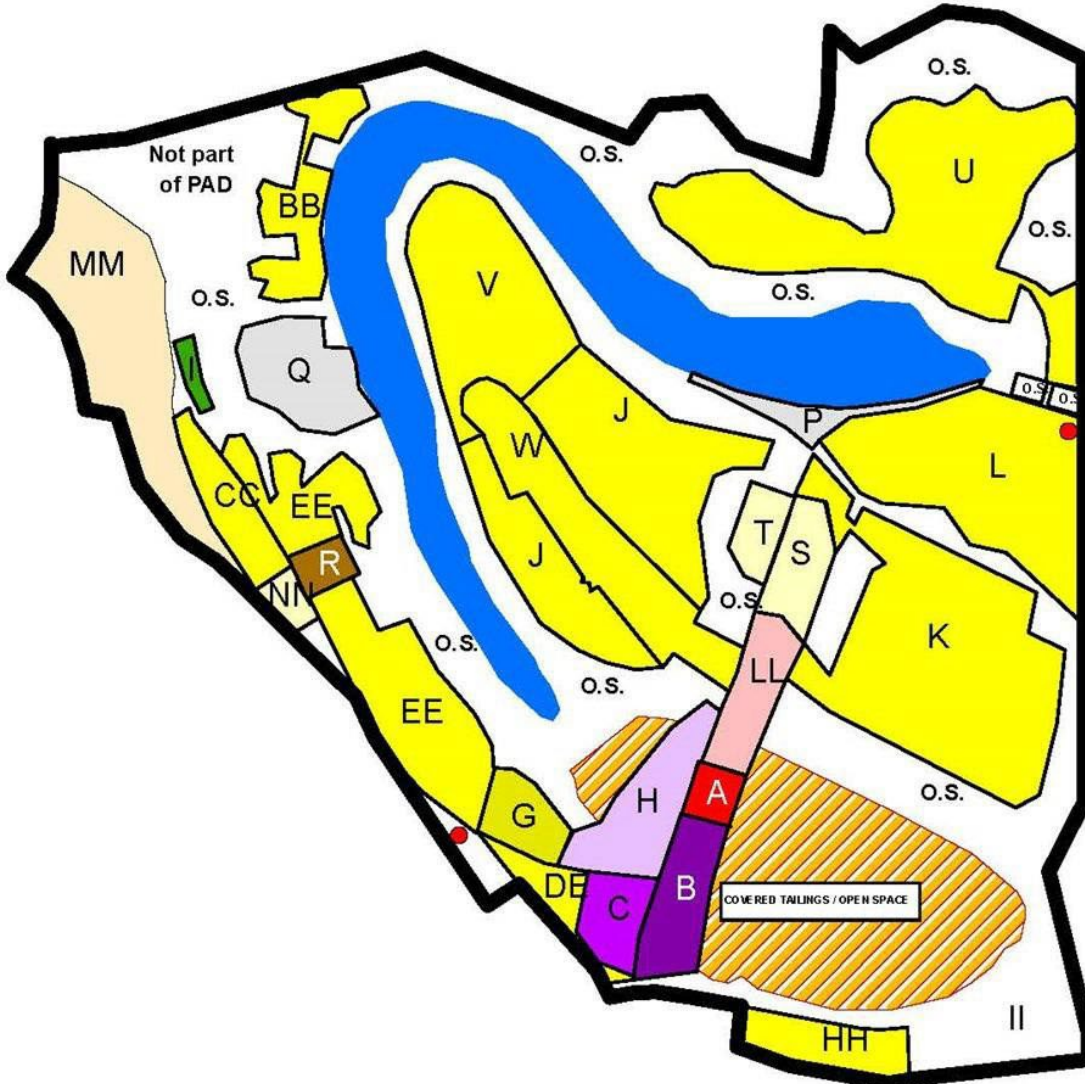
Special Land Use Areas

Peck's Lake/Verde Valley Ranch: During the heyday of the mining and smelting industries in the Verde Valley, Phelps-Dodge and Freeport-McMoRan owned a majority of the land in Clarkdale as well as large tracts of land outside the town boundary. Phelps-Dodge and Freeport-McMoRan have maintained ownership of approximately 950 acres surrounding Peck's Lake and in 1991, reached an agreement for development of Verde Valley Ranch. While the agreement has subsequently been amended, the boundaries of the development remain largely unchanged.



Town of Clarkdale General Plan 2021

Figure LU-2: Verde Valley Ranch Planned Area Development



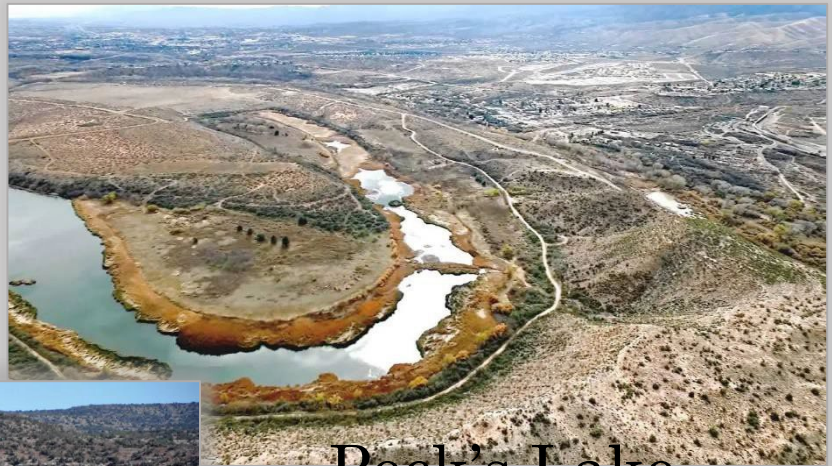
Source: Town of Clarkdale GIS



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The scale of this project relative to the area of the town impacts the distribution of acreage in terms of land use designations and zoning districts. Of the approximately 977 acres within the approved Planned Area Development, about 350 acres (347.4) have been allocated to residential uses, while roughly 30 acres are intended for various commercial uses, and the balance is dedicated to open space and golf course use. The area currently carries a Mixed-Use land use designation with an underlying Planned Area Development (PAD) zoning district.

When complete, this development will add 900 residential units to the town's housing stock, and approximately 1.75 million square feet of commercial and retail space, and just over 200 acres dedicated to a new golf course and related amenities. This development will have a significant impact on vehicular circulation as access is currently limited to North Broadway Street. Future negotiations related to revisions of the approved PAD should consider these impacts and mitigation thereof.



Peck's Lake





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2.2 Zoning Districts

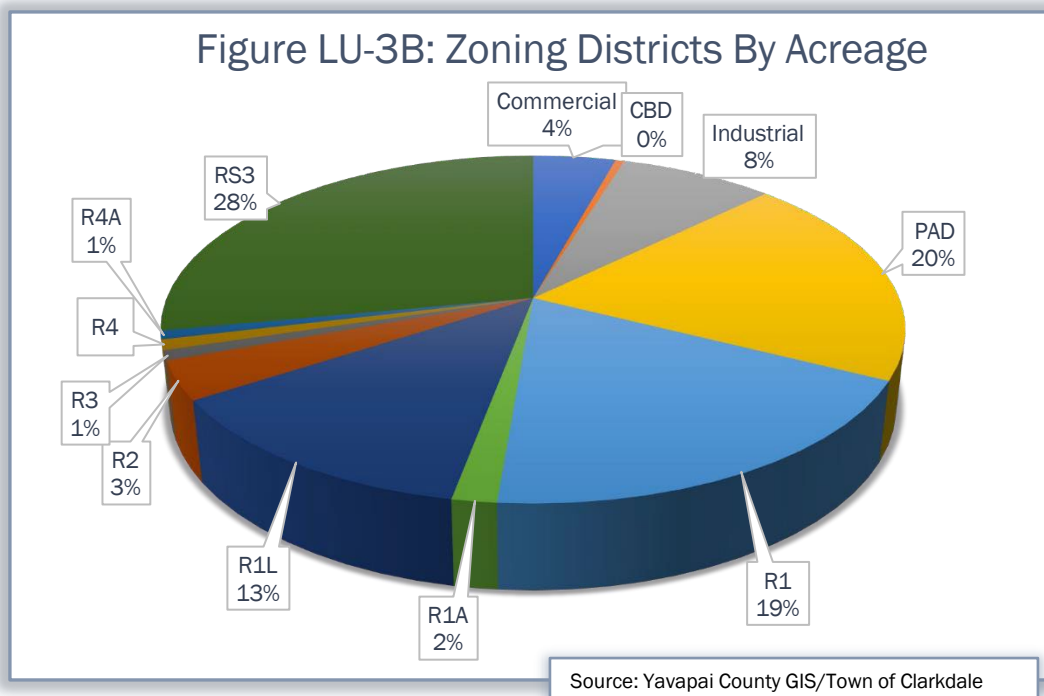
Zoning Districts further define the manner and placement of specific classes of uses. There are eight (8) zoning districts that regulate different types of residential uses, specifying what kind of units are appropriate (single family residential, manufactured housing, multifamily housing) and where on a given lot they can be sited (setbacks, height limitations). Commercial and Industrial zoning districts have an even greater focus on manner and placement as some uses create noise, dust, and vibrations that can be detrimental to adjoining properties. Creating adequate separations between uses and grouping similar uses together can minimize negative impacts between neighbors.

Residential zoning districts comprise the greatest area by zoning, accounting for 4,450 acres or just over 2/3^{ds} (67%) of the land area in Clarkdale. Those areas assigned the Planned Area Development (PAD) zoning district represent 1,305 acres, which represent a mix of residential and commercial uses. Industrial zoning has been assigned to approximately 525 acres, most of which is in the area surrounding the railway facilities in the northeast corner of town. For the most part, the 281 acres along SR 89A carries Commercial zoning; the historic downtown rounds out the land area zoned for commercial uses under its Central Business District (CBD) zoning.

Figure LU-3A: Zoning Districts by Acreage

R1	1,240	R2	236	R4A	52	CBD	30
R1A	109	R3	61	RS3	1,846	I	525
R1L	844	R4	63	C	281	PAD	1,305

Source: Yavapai County GIS/Town of Clarkdale





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Residential Zoning Districts

Residential zoning districts are those that regulate development homes or dwelling units on a given lot or parcel. These districts generally fall into three (3) subtypes: Single Family Site-Built, Modular or Manufactured, and Multi-family.

Single Family Residential (R1): In Clarkdale, this zoning district is limited to site-built homes and related accessory structures only and is intended to preserve traditional single family residential neighborhoods found within and outside of master-planned residential subdivision developments. Publicly owned parks, day care homes, and minor utility installations are other uses typically found in this zoning district, as are accessory structures such as sheds, garages, and workshops. Minimum lot size is 10,000 square feet (sf) or 4.35 dwelling units per acre

Single Family Residential Alternative (R1A): This zoning district is identical to the district above, but allows smaller minimum lot sizes and allows for townhomes, patio homes, and other higher density single family uses. Minimum lot size is 5,000 sf, or 8.7 dwelling units per acre.

Single Family Residential Limited (R1L): As with the R1 and R1A zoning districts, the intent of the R1L district is to protect traditional single family residential neighborhoods in a more rural setting with a minimum lot size of one (1) acre. Minimum lot size is 43,560 sf, or one (1) dwelling unit per acre.

Suburban Residential (RS3): This zoning district is the lowest density residential zoning district in Clarkdale. It allows for a minimum lot size of three (3) acres, and first allows the siting of churches, synagogues, and other similar structures as permitted uses. Currently, this zoning district is applied only to the 1,683 acres of National Forest land on the south side of Clarkdale. The minimum lot size is 130,680 square feet.

Single Family and Limited Multiple Family Residential (R2): This is the first district where multiple-family dwelling units are permitted but limited to no more than four (4) units per lot. It is intended to provide a transition from large lot single family residential development to a higher density residential use that is not incompatible with single family homes. Minimum lot sizes are 8,000 sf or 5.4 dwelling units per acre for single family residential uses, and 4,000 sf or 10.89 dwelling units per acre for 2, 3, and 4-unit configurations.

Multiple Family Residential (R3): Multiple-family development in structures with more than four (4) dwelling units are first allowed in the R3 zoning district, as well as all uses allowed in the R2 zoning district. This allows a higher density for multi-family development in areas that may have or propose to accommodate single family homes as well as duplex, triplex, and quadplex units. Minimum lot sizes are 8,000 sf or 5.4 dwelling units per acre for single family residential uses; 4,000 sf or 10.89 dwelling units per acre for 2, 3, and 4-unit configurations, and 3,000 sf or 14.5 dwelling units per acre for multifamily developments.



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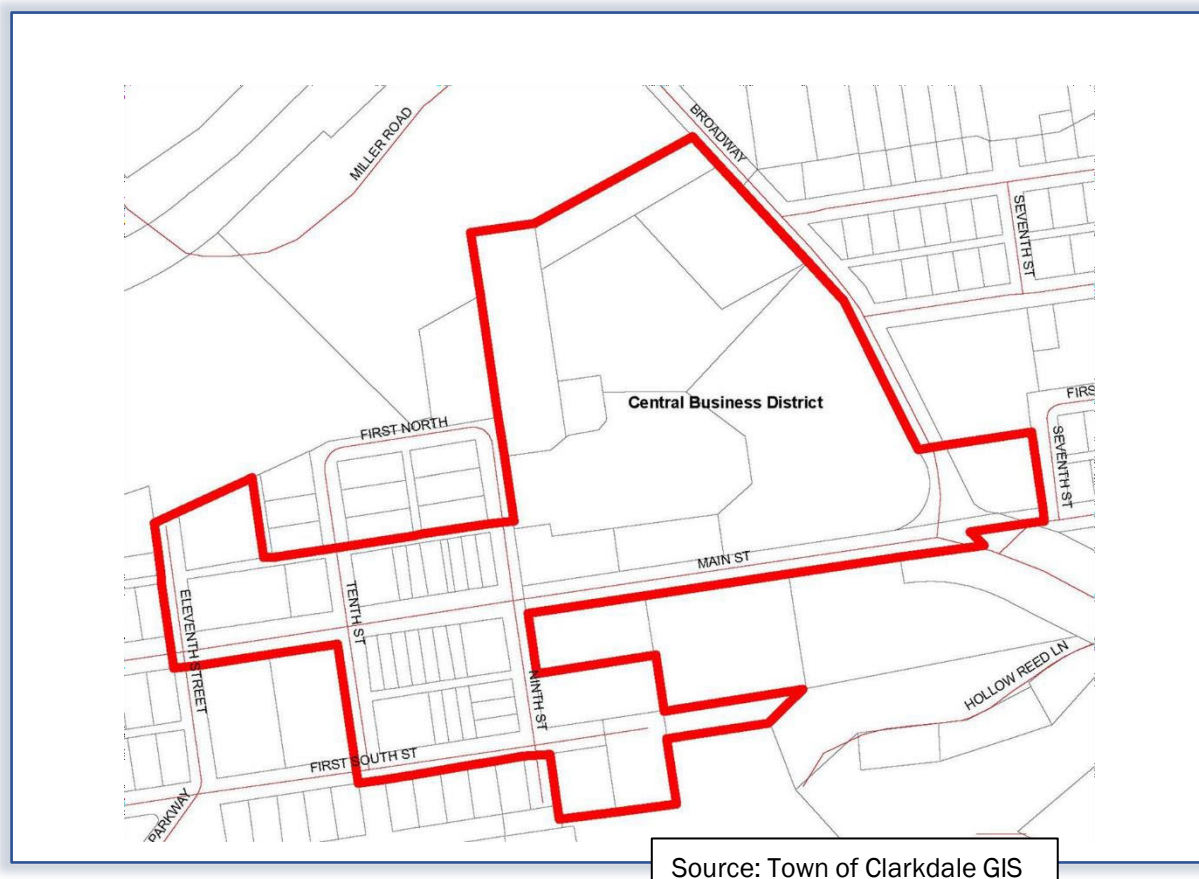
Manufactured Home Residential (R4): This zoning district first allows the siting of manufactured homes in both subdivisions and lot-rental parks, as well as RV parks. The density is higher than most single-family homes, providing for five (5) to eight (8) units per acre. The minimum lot size for a manufactured housing park is 5,000 sf, or 8.7 dwelling units per acre, while subdivisions are set at an 8,000 sf minimum lot size, or 5.4 dwelling units per acre.

Manufactured Home Residential Alternate (R4A): In addition to the manufactured home subdivisions and parks permitted in the R4 district, this zone allows for site-built single family residential development. The minimum lot size for a manufactured housing park is 5,000 sf, or 8.7 dwelling units per acre, while manufactured home subdivisions are set at an 8,000 sf minimum lot size, or 5.4 dwelling units per acre.

Commercial Zoning Districts

The Town of Clarkdale employs four (4) commercial zoning districts that regulate the manner and placement of retail, service, and hospitality uses throughout town. These uses are differentiated based on type of business, intensity of use, and potential conflicts with residential uses that may be nearby.

Figure LU-4: Central Business District Zoning District





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Central Business District (CB): This commercial district is applied only in the historic downtown illustrated in Figure LU-4, Central Business District Boundary. It is limited to retail, office, residential, and commercial uses typical of historic downtowns.

Commercial (C): The Commercial zoning district is comprised of 28 permitted uses and ten (10) conditional uses. The uses are typical for a commercial area of moderate density and intensity, and specific performance standards are included to minimize conflict with adjoining zoning and land use districts. This zoning district is predominantly sited along both sides of SR-89A, with a few small parcels in the Central Business District.

Neighborhood Commercial (NC): The purpose of this zoning district is to provide commercial support to adjacent residential neighborhoods. Permitted uses tend to be those with limited hours of operation, lower traffic generation, and are accessible by pedestrians and bicyclists that live nearby.

Highway Commercial (HC): This district is intended to accommodate larger commercial businesses with a regional draw. Sites are generally accessed by automobiles and transit systems; businesses tend to have longer hours of operation, require access to loading docks, and require numerous parking stalls.

Note: the Neighborhood Commercial (NC) and Highway Commercial (HC) districts described above reflect zoning districts in effect at the time of Plan adoption. Under the Town's updated zoning code, these districts have been consolidated into the Commercial (C) district. These descriptions are retained for reference and shall be interpreted in accordance with Subsection 2.3.1 Interpretation of Legacy Commercial Designations.

Industrial Zoning

Industrial districts provide locations for manufacturing, mining, warehousing, and other uses that generate noise, traffic, and other factors that conflict with residential and lighter commercial uses.

Industrial (I): Uses in the Industrial zoning district are those that create dust, noise, vibration, and other side effects that may be detrimental to adjoining uses. As such, they focus on manufacturing, freight and logistics, and warehousing.

Open Space

Open Space is a stand-alone zoning district that applies to those areas that are either not suitable for development due to problems inherent to topography or other physical characteristics or are important lands that need to be preserved to protect unique natural habitats.

Open Space (OS): Intended to support the preservation of undeveloped land, this zoning district allows uses that require few to no structures as permitted uses and limits conditional uses to golf courses, campgrounds, and municipal facilities.



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Overlay Districts

Overlay districts provide additional guidance and regulation with respect to development and development standards. Overlay districts can be specific in location (Arts and Entertainment, 89A Commercial Corridor) or in purpose (Planned Area Development). Clarkdale employs two locational overlay districts and one purpose-driven overlay district.

Arts and Entertainment District (AEO): The purpose of this overlay district is to allow those uses related to arts and entertainment within the boundary of the Central Business (CB) zoning district only.

89A Corridor Commercial Overlay (89AO): This overlay district was created to provide additional design and development standards for properties and projects within 500' of the centerline of SR 89A.

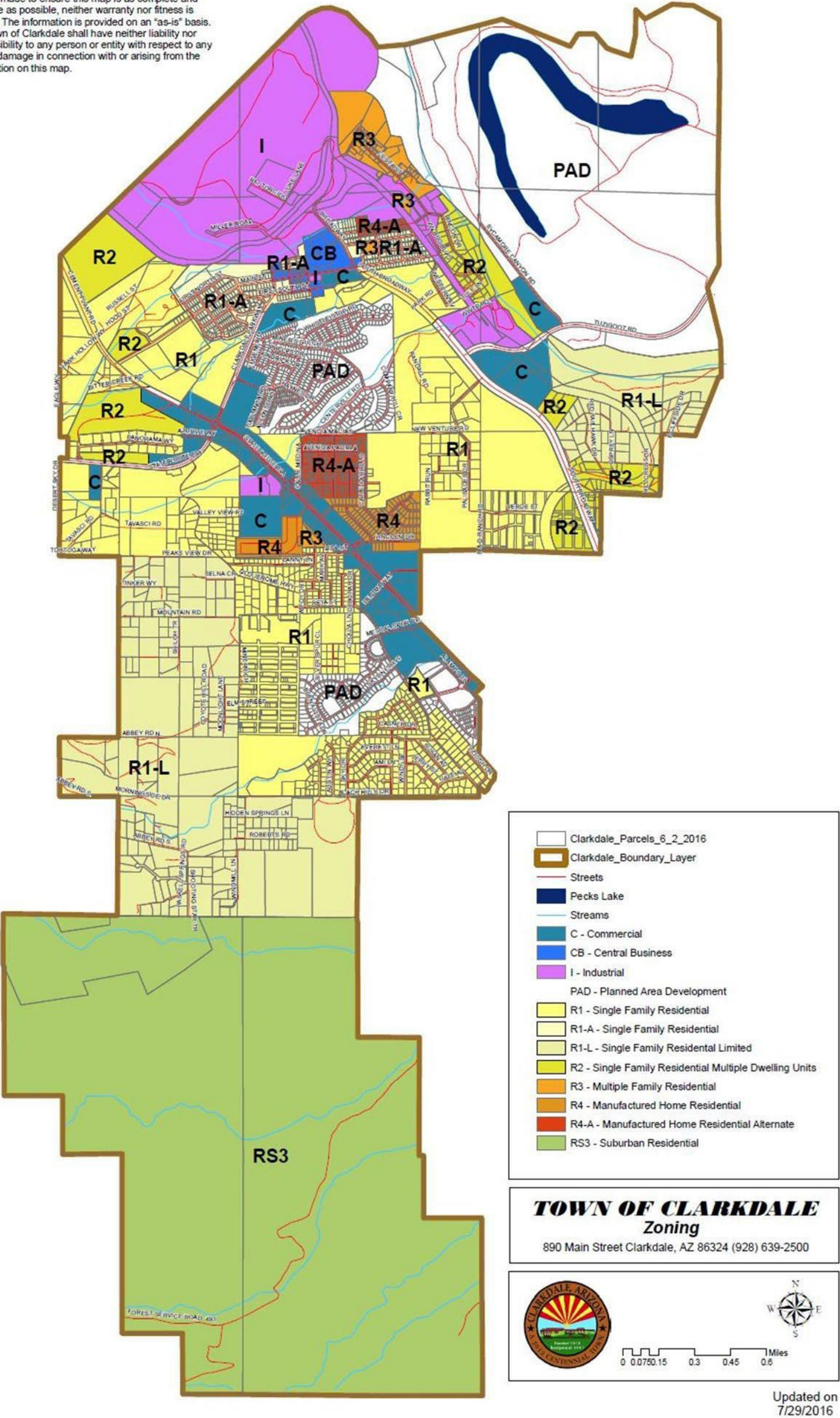
Planned Area Development/Planned Unit Development (PAD/PUD): The purpose of this zoning district is to provide flexibility in design for mixed use projects that is not typically achieved within the development standards of the individual zoning districts included in the development.

Zoning districts implementing the General Plan may differ in nomenclature from the land use categories described herein, and such differences are intended to reflect the Town's evolving regulatory framework rather than a change in land use policy.



Town of Clarkdale General Plan 2021

This map is designed to provide information about Clarkdale, and is prepared for general planning and informational purposes only. It is not accurate to engineering or surveying standards. While every effort is made to ensure this map is as complete and accurate as possible, neither warranty nor fitness is implied. The information is provided on an "as-is" basis. The Town of Clarkdale shall have neither liability nor responsibility to any person or entity with respect to any loss or damage in connection with or arising from the information on this map.





Town of Clarkdale General Plan 2021

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Town of Clarkdale General Plan 2021

2.3 Land Use Designations

Land Use Designations represent broad descriptions of uses that are supported by underlying zoning districts. In Clarkdale, there are 13 different land use designations in four (4) different categories: Residential, Commercial and Industrial, Public Lands and Open Space, and Mixed Uses. Within those four (4) categories, the land uses are further classified by the density of development and the intensity of the use.

Density describes the concentration of buildings and structures on a given lot or parcel. For residential designations, it is typically described as dwelling units per acre (DU/A) and each subcategory of residential land use sets a maximum number of dwelling units per acre. For commercial and industrial uses, it is expressed as Floor Area Ratio (FAR), or the ratio of building floor space to the area of a subject property.

Intensity speaks to the impact a given use has on the subject properties and how the use may affect nearby properties. In terms of residential uses, the amount of traffic generated by multifamily projects is greater than single family residential; therefore, multifamily uses are described as more intense than single family uses. For commercial projects, retail uses are generally higher intensity uses as they attract customers throughout the day on an unscheduled basis, where a medical office would have scheduled appointments with a limited number per day, and thus considered a lower intensity use. Similarly, industrial uses that are wholly within an enclosed building are typically less impactful than those where dust, noise, and traffic can create negative effects for surrounding properties.

The relationship between Land Use Designations and zoning districts is hierarchical in nature. Land Use Designations provide general descriptions and speak to broad categories of uses such as regional commercial, industrial, and open space. Zoning districts provide lists of specific uses appropriate in that district, along with development standards that regulate the manner and placement of uses on specific sites.

The area for each land use designation is set forth by category and classification in the figures below. Figure LU-6A: Land Use Designations by Acreage illustrates estimated acreage by classification as a percent, while Figure LU-6B: Land Use Designations by Acreage sets forth the approximate number of acres per classification. Figure LU-7 Land Use and Zoning Matrix defines which zoning districts are appropriate for each land use designation. This information is essential in determining the balance of land uses in Clarkdale and determining where changes in distribution may be necessary.



Town of Clarkdale General Plan 2021

2.3.1 Interpretation of Legacy Commercial Designations

The Neighborhood Commercial (NC) and Highway Commercial (HC) designations referenced in this General Plan reflect legacy terminology from prior zoning designations in effect at the time of Plan adoption.

With the adoption of the Town's updated zoning code, these zoning districts have been consolidated into the Town's current commercial zoning framework. Accordingly, references to NC and HC in this General Plan shall be interpreted as describing the intended scale, character, and function of commercial development rather than corresponding to specific zoning districts.

Neighborhood Commercial (NC) areas are intended to accommodate lower-intensity, neighborhood-serving commercial uses, while Highway Commercial (HC) areas are intended to accommodate higher-intensity, corridor-oriented commercial uses serving a broader market area.

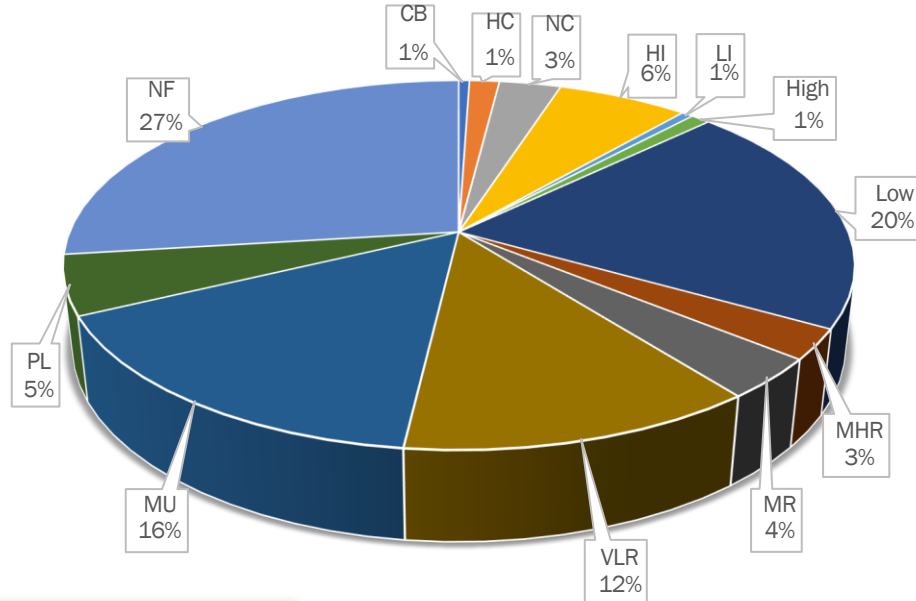
Areas designated NC or HC on the Future Land Use Map shall be implemented through the Town's current zoning districts, including but not limited to Commercial (C) and Central Business (CB), and shall be regulated in accordance with the Town's zoning code and applicable development standards.

This interpretation is intended solely to ensure consistency between the General Plan and the Town's zoning code and does not alter the underlying land use pattern, intensity, or distribution of commercial development established by this General Plan.



Town of Clarkdale General Plan 2021

Figure LU-6A: Land Use Designations by Acreage



Source: Town of Clarkdale GIS

Figure LU-6B: Land Use Designations by Acreage

Residential		Commercial/Industrial		Other	
High Density	59	Central Business	33	Mixed Use	998
Low Density	1,275	Highway	91	Public Lands	2,008
Med High Density	166	Neighborhood	187		
Medium Density	222	Heavy Industrial	397		
Very Low Density	775	Light Industrial	35		

Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

Figure LU-7: Land Use and Zoning Matrix

DESIGNATION	RESIDENTIAL					COMMERCIAL			INDUSTRIAL		OTHER		
	High	Med High	Med	Low	Very Low	CBD	Neighborhood	Highway	Light	Heavy	Public Lands	Reserved Use	Open Space
Zoning													
Single Family Residential (R1)				X								X	
Single Family Residential Alternate (R1A)												X	
Single Family Residential Limited (R1L)				X	X							X	
Single Family and Limited Multiple Family Residential (R2)												X	
Single Family												X	
2-4 Units						X	X	X				X	
5+ Units (CUP)			X			X	X	X				X	
Multiple Family Residential (R3)												X	
Single Family												X	
2-4 Units			X			X	X	X				X	
5+ Units	X	X	X			X	X	X				X	
Non-Residential	X	X	X					X				X	
Manufactured Home Residential (R4)												X	
Manufactured Home Park			X									X	
Manufactured Home Subdivision			X									X	
Manufactured Home Residential Alternative (R4A)												X	
Manufactured Home Park			X									X	
Manufactured Home Subdivision			X									X	
Single Family Residential													
Suburban Residential (R3)				X	X						X***	X	
Central Business						X						X	
Commercial							X	X			X	X	
Neighborhood Commercial/C1							X					X	
Highway Commercial/C2								X				X	
Light Industrial									X	X			
Heavy Industrial										X		X	
Open Space											X	X	X

***National Forest Only

Source: Town of Clarkdale GIS



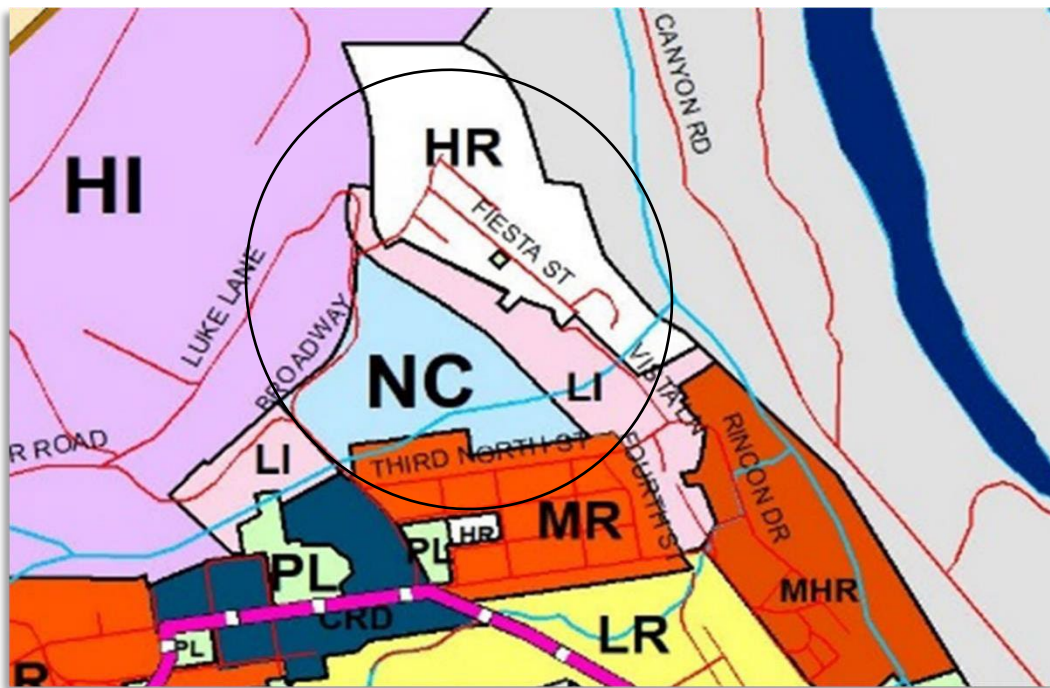
Town of Clarkdale General Plan 2021

Residential

There are currently five (5) residential land use designations: High Density, Medium High Density, Medium Density, Low Density, and Very Low Density. Each designation is differentiated by the number of dwelling units per acre and specific zoning districts that are appropriate for the designation based on density and intensity of use.

High Density Residential (HDR): This designation supports development at a rate of 13 or more dwelling units per acre. It is by far the smallest residential land use designation by acreage encompassing only 59 acres, and is currently applied to the Patio Park area, the Schoolhouse Apartments in Lower Clarkdale, and the existing Copper Mountain Apartments west of SR 89A.

Figure LU-8A: High Density Residential
Land Use Designation Map



Source: Town of Clarkdale GIS

Future General Plan Amendments that propose changing land use designations to the HDR designation should be in very close proximity to transportation corridors, transit systems, and have infrastructure and utilities in place or have entered into a development agreement to extend those services to the property as a condition of amendment approval. Connection to current parks and



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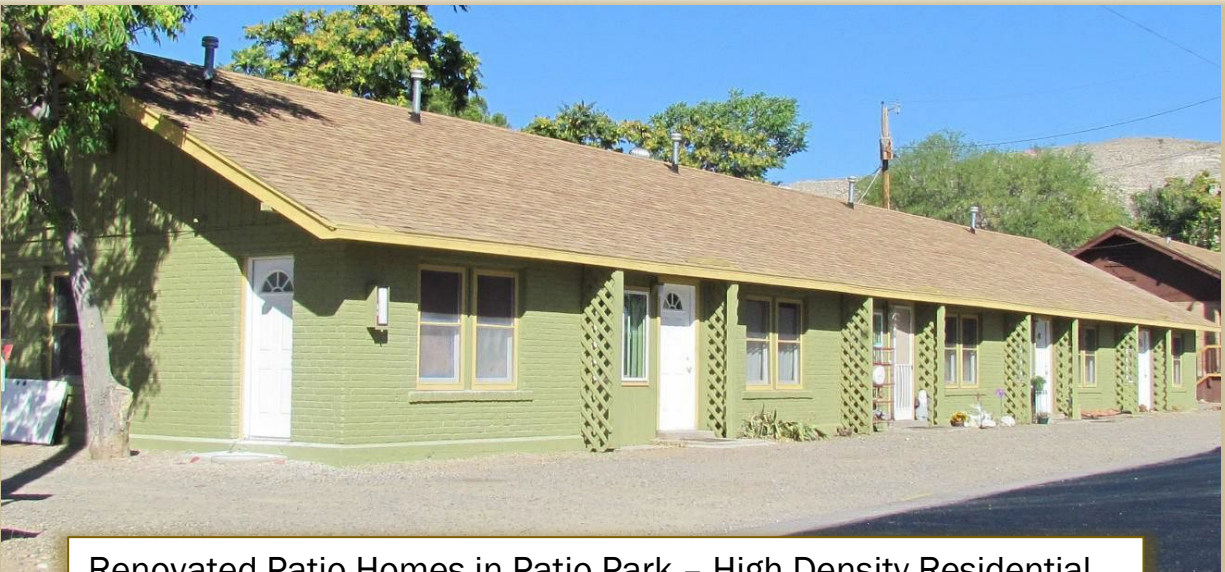
trails systems should also be required. Private parks should be developed to provide recreational opportunities appropriate to the residents of the development and scaled to the size of the project. Parks developed for dedication to the Town of Clarkdale should conform to the standards set forth in the Recreation and Open Space Element of the General Plan.

Figure LU-8B: High Density Residential Land Use Acreage sets forth the appropriate zoning districts for this land use category, as well as gross and net acreage. Gross acreage represents all land carrying the specified zoning district, while vacant acreage represents the undeveloped land in that zoning district.

Figure LU-8B: High Density Residential Land Use Acreage

High Density Residential	Gross Acreage	Net Acreage
Multi-Family Residential (R3)	61	21
Mixed Use (MU)/Planned Area Development (MU/PAD)	1,305	163
TOTAL	1,366	184

Source: Town of Clarkdale GIS



Renovated Patio Homes in Patio Park – High Density Residential



Town of Clarkdale General Plan 2021

Medium High Density Residential (MHDR): Supporting densities of up to 12 dwelling units per acre, this designation is intended to provide for the development of residential units of moderate density such as duplex, triplex, and quadplex housing stock as well as smaller multi-family apartment buildings (with a conditional use permit). Currently, 166 acres carry this designation in five (5) areas throughout Clarkdale. Of that, just over 100 acres is vacant, 55 of which are owned by either the Salt River Pima Maricopa or Yavapai-Apache Indian communities.

Figure LU-9A: Medium High Density Residential Land Use



Source: Town of Clarkdale GIS

Future General Plan Amendments that propose changing land use designations to MHDR should be near transportation corridors or access to transit systems and have infrastructure and utilities in place or have entered into a development agreement to extend those services to the property as a condition of amendment approval. Connection to current parks and trails systems should also be required. Private parks should be developed to provide recreational opportunities appropriate to the residents of the development and scaled to the size of the project. Parks developed for dedication to the Town of Clarkdale should conform to the standards in the Recreation and Open Space Element.



Town of Clarkdale General Plan 2021

Figure LU-9B: Medium High Density Residential Land Use Acreage

Medium High Density Residential Land Use Designation (12 dwelling units or fewer per acre)		
Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Single Family and Multifamily Limited (R2) *	166	100
Multi-Family Residential (R3)	61	21
TOTAL	227	121

Source: Town of Clarkdale GIS *Multifamily only



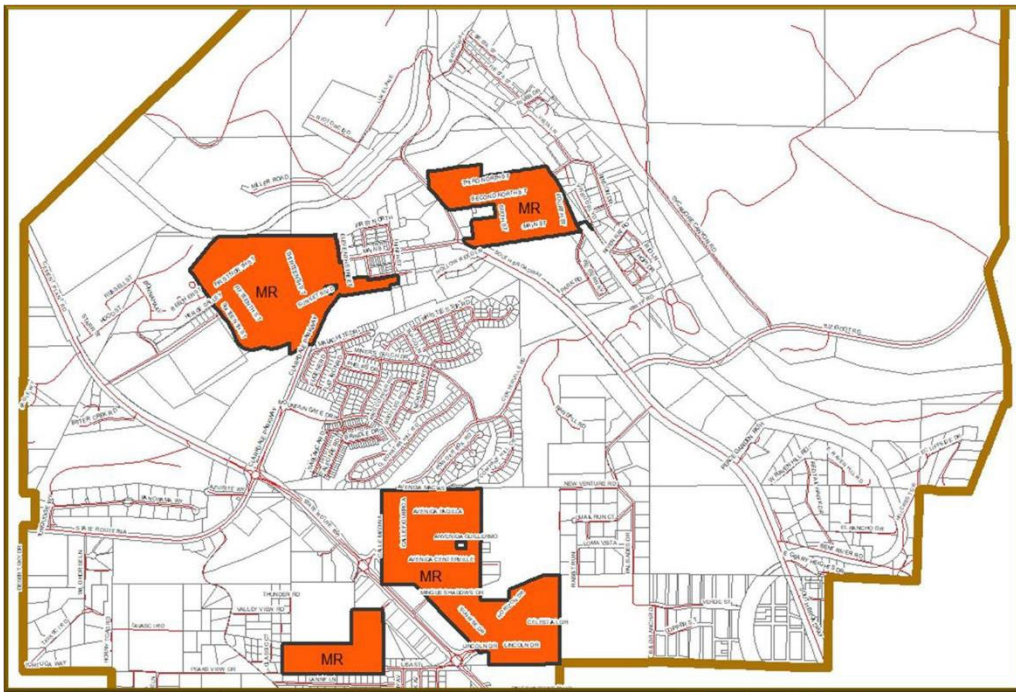
Copper Mountain Apartments – Medium High Density Residential



Town of Clarkdale General Plan 2021

Medium Density Residential (MDR): The intent of this designation is to allow for small lot single family residential development typically found in the residential areas of the historic townsite, as well as manufactured home parks and subdivisions. Of the approximately 225 acres currently included in this classification, approximately 26 acres is undeveloped. Upper and Lower Clarkdale historic neighborhoods account for about half of the developed acreage, consisting mostly of site-built homes. The remainder of the built-out area encompasses Centerville and Mingus Shadows subdivisions, and Lamplighter Mobile Home Park.

Figure LU-10A: Medium Density Residential Land Use Map



Source: Town of Clarkdale GIS

Future General Plan Amendments that propose changing land use designations to MHDR should provide direct access to transportation corridors or transit systems and have infrastructure and utilities in place or have entered into a development agreement to extend those services to the property as a condition of amendment approval. Connection to current parks and trails systems should also be required. Private parks should be developed to provide recreational opportunities appropriate to the residents of the development and scaled to the size of the project. Parks developed for dedication to the Town of Clarkdale should conform to the standards set forth in the Recreation and Open Space Element.



Town of Clarkdale General Plan 2021

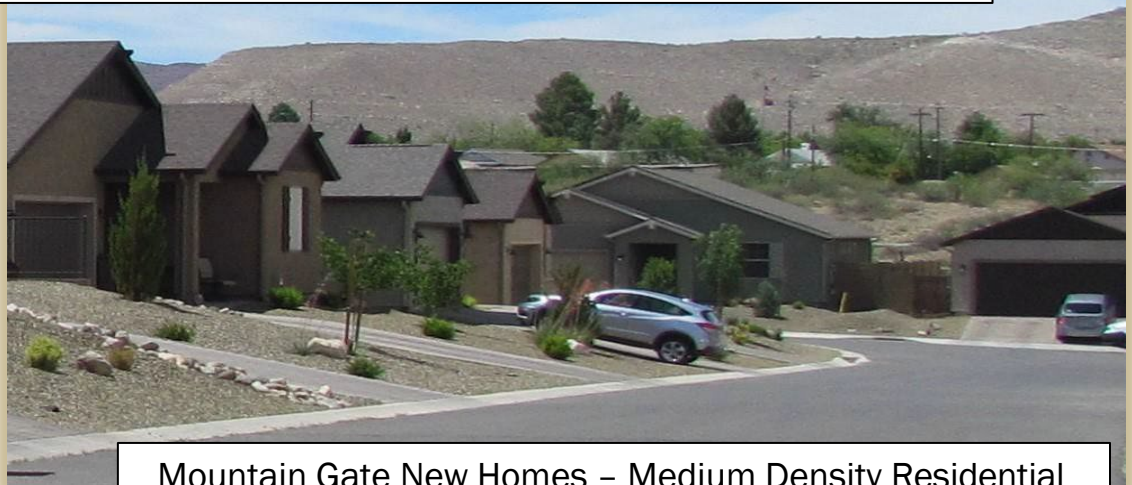
Figure LU-10B: Medium Density Residential Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Manufactured Home Residential (R4)	64	0
Manufactured Home Residential Alternate (R4A)	52	6
Single Family Residential (R1A)	109	20
TOTAL	225	26

Source: Town of Clarkdale GIS



Lower Clarkdale Historic Homes – Medium Density Residential



Mountain Gate New Homes – Medium Density Residential



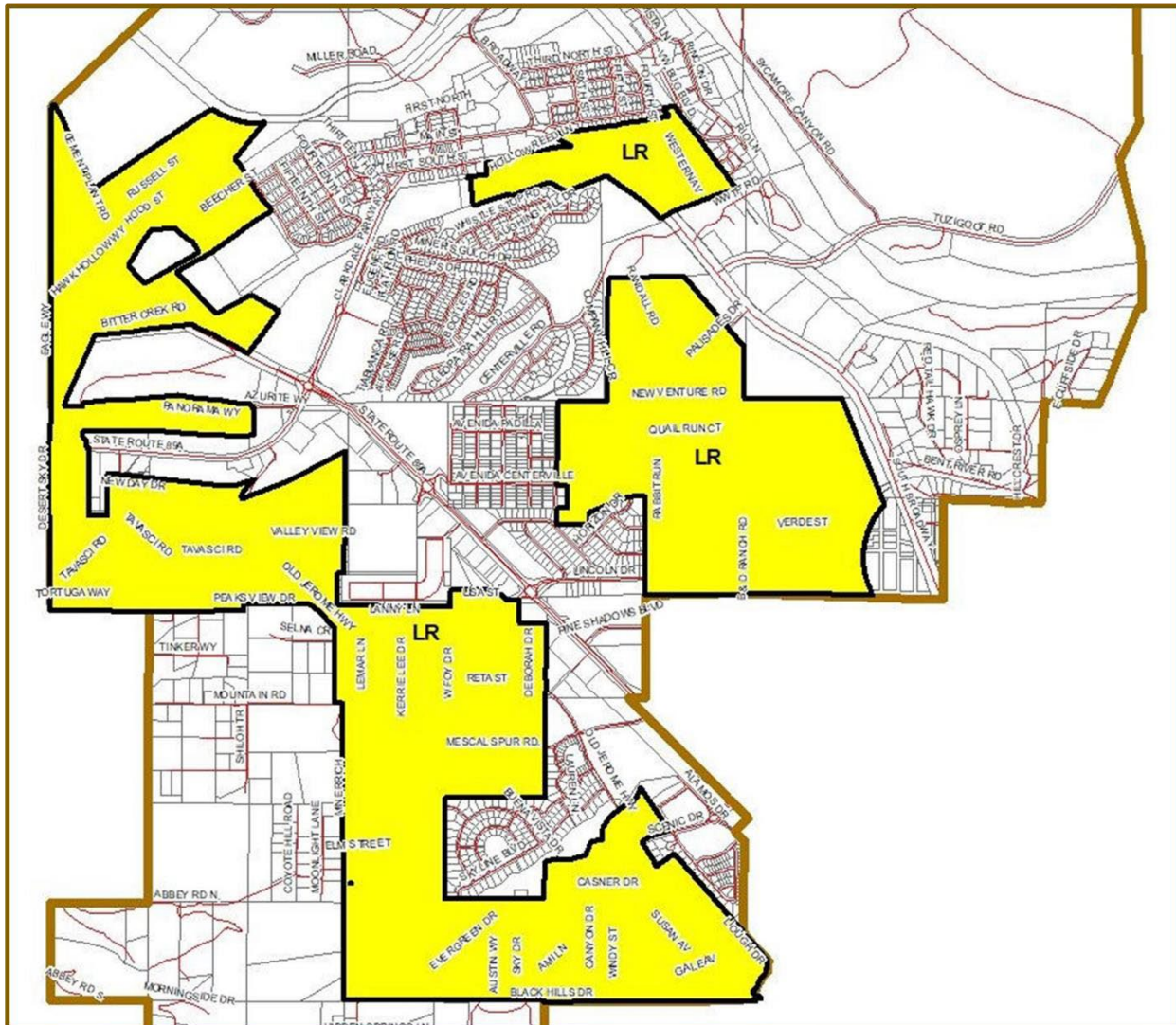
Town of Clarkdale General Plan 2021

Low Density Residential (LDR): This Land Use designation is applied to those lands that are suitable for larger lot single family site built residential homes. Of the land use designations in Clarkdale, Low Density Residential is the second largest in area, encompassing 1,275 acres. Of that, an estimated 560 acres is developed as intended, while 715 acres remain vacant. Developed subdivisions in this classification include Black Hills Estates, Foothills Terrace, and Paz and Cota. It also applies to the largely undeveloped Radley Subdivision immediately west of the Crossroads at Mingus PAD, as well as several large acreage tracts in the Broadway and SR 89A corridors. Appropriate zoning districts include Single-Family Residential (R1) and Single-Family and Limited Multiple Family Residential (R2), but for the development of single-family residential uses only.



Town of Clarkdale General Plan 2021

Figure LU11-A: Low Density Residential Land Use Map



Source: Town of Clarkdale GIS



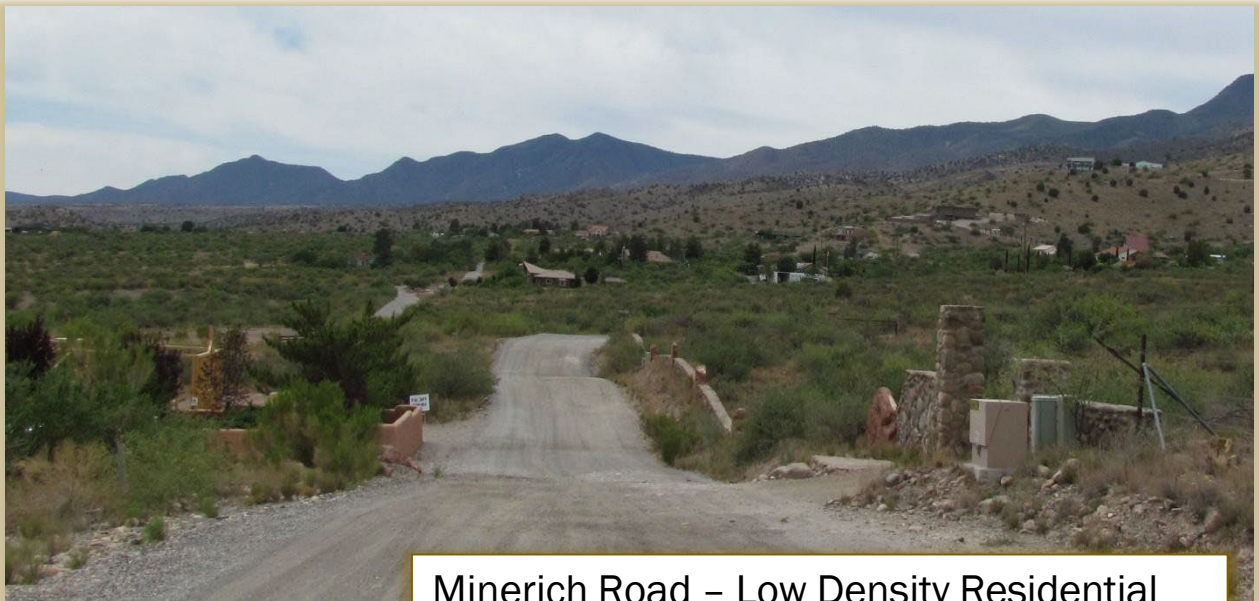
Town of Clarkdale General Plan 2021

Connection to current parks and trails systems should be required for subdivisions where densities are equal to or greater than three (3) dwelling units per acre. Private parks should be developed to provide recreational opportunities appropriate to the residents of the development and scaled to the size of the project. Parks developed for dedication to the Town of Clarkdale should conform to the standards set forth in the Recreation and Open Space Element.

Figure LU-11 B: Low Density Residential Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Single Family Residential (R1)	1,110	735
Single Family/Limited Multiple Family Residential (R2) (SFR Only)	166	100
TOTAL	1,275	835

Source: Town of Clarkdale GIS



Minerich Road – Low Density Residential

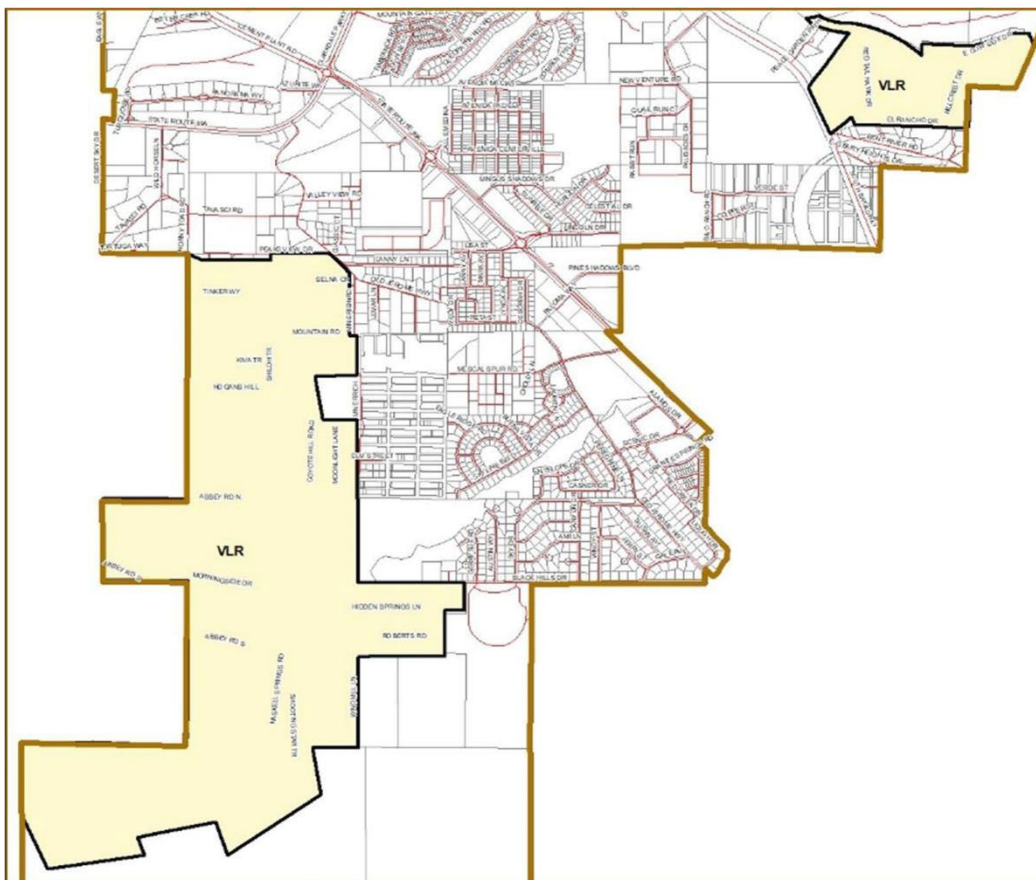


Town of Clarkdale General Plan 2021

Very Low Density Residential (VLDR): With a maximum density of one (1) dwelling unit per acre, this is the most sparsely populated land use designation applied to developable land in Clarkdale. The intent of this classification is to provide for larger lot development where municipal services are generally not available. Neighborhoods in this designation include Haskell Springs, Raven Hill/Cliffside, and the area west of Minerich Road. As with the Low Density land use designation, there are large tracts of undeveloped land that carry this classification. In this instance, however, much of the land in VLDR is challenged both in terms of access, availability of utilities, and topography.

Given the minimum density and remoteness of the areas to which this designation is applied, dedicated parks and recreation areas are not generally required. However, for subdivisions, connectivity to the trails system is recommended.

Figure LU-11 A: Very Low-Density Residential Land Use Map



Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

There are two zoning districts appropriate for this designation: Single Family Residential Limited (R1L) and Suburban Residential (RS3). Currently, RS3 is assigned only to the area encompassed by the Prescott National Forest, while R1L zoning is the predominant zoning district in this designation. Approximately 300 acres of the R1L zoned land is held in large, undeveloped tracts; the balance is in medium to large parcels typically 2 acres or greater in size.

Figure LU-11 B: Very Low-Density Residential Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Single Family Residential Limited (R1L)	844	735
Suburban Residential (RS3)	1,846	100
TOTAL	2,690	835

Source: Town of Clarkdale GIS



Minerich Road – Low-Density Residential



Town of Clarkdale General Plan 2021

Commercial

Commercial Land Use designations are those classes of uses that are generally less compatible with residential uses as the inherent effects of the use can negatively impact nearby residents. It is for this reason that they are further classified as heavy and light, as the dust, noise, and vibrations caused by more intense uses are less desirable than the convenience of lighter, less impactful uses locating closer to residential neighborhoods. Clarkdale employs three (3) commercial land use designations: Central Business (CB), Neighborhood Commercial (NC), and Highway Commercial (HC). For both Commercial, Industrial, and Other land use designations, the Zoning Table sets forth the appropriate districts for each designation, along with the approximate acreage allocated to that district in the given designation. Gross Acreage represents the estimated acreage within the designation allocated to a specific zoning district; Vacant Acreage represents the undeveloped lands carrying a given zoning district within that land use designation.

Density for commercial and industrial land use designations is expressed as Floor Area Ratio (FAR) rather than number of dwelling units. FAR is similar to lot coverage, except that it is also a measure of verticality as the area of each floor above the ground floor is included. For example, a lot where a commercial building covers half of the lot would have a FAR of .5. If the same building had two (2) floors, it would have a FAR of 1.0, and if it had three (3) floors, it would have a FAR of 1.5.

FAR = .5



FAR = 1.5



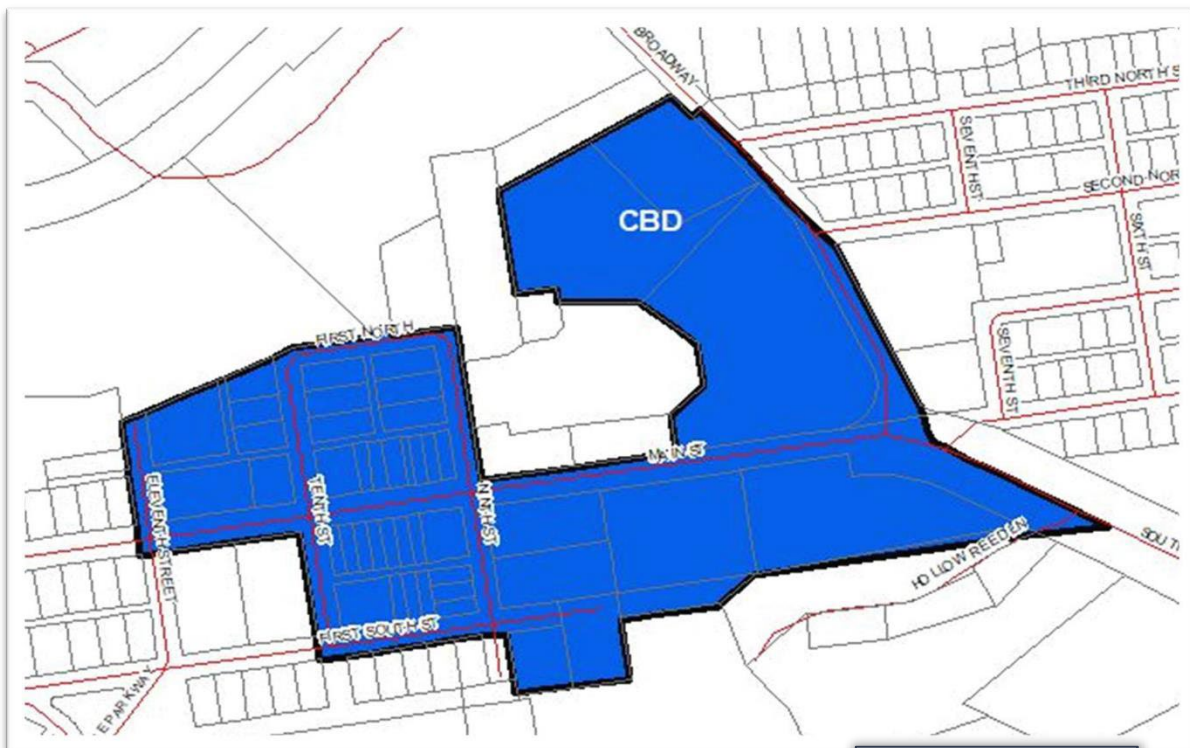


Town of Clarkdale General Plan 2021

Central Business District (CB): This land use designation is found in the historic downtown area and contains a mix of retail, office, and residential uses. The rationale for this classification is to protect and enhance those uses historically found in downtowns; given the prototypical nature of Clarkdale's central business district and the degree to which that influences the unique sense of community that is Clarkdale, protecting and enhancing this area is critical. Uses in the CB designation are focused on those that are pedestrian friendly, entrepreneurial in nature, and contribute to the historic sense of the area.

Future General Plan Amendments that propose changing land use designations to CB must be adjacent to or within very close proximity of the historic downtown area, include those uses customarily found in an historic downtown, and maintain the scale and integrity of the existing structures.

Figure LU-12A: Central Business District Land Use Designation Map



Source: Town of Clarkdale

Currently, this is the smallest of the three (3) commercial land use designations, encompassing only 33 acres. The predominant zoning district is Commercial Business District, with one (1) lot zoned Industrial and two (2) parcels zoned Commercial. In addition to zoning regulations, this area is subject to the design requirements as set forth in the proposed Downtown Specific Area Plan and the Historic Preservation District standards.



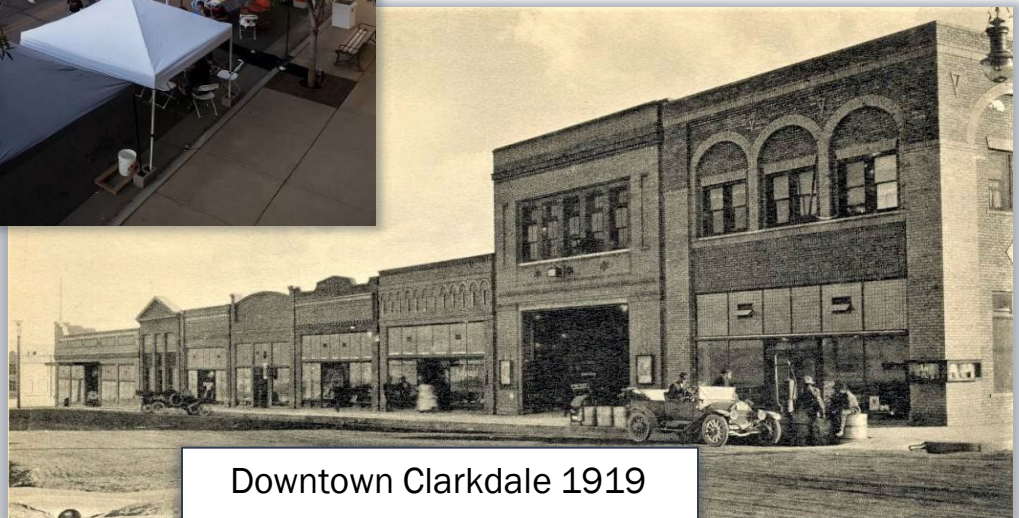
Town of Clarkdale General Plan 2021

Figure LU-12B: Central Business District Land Use Designation Acreage

	Gross Acreage	Vacant Acreage
Central Business District (CB)		
Single Family Residential Alternative (R1A) (Multifamily only)	2.37	0
Single Family and Limited Multiple Family Residential (R2)	0	0
Multiple Family Residential (R3)	0	0
Neighborhood Commercial (NC)/Commercial Light (C1)	0	0
Commercial Business District	30	9
Commercial	4.5	4.5
TOTAL	36.87	13.5

Source: Town of Clarkdale Zoning Code

Downtown Clarkdale 2019



Downtown Clarkdale 1919



Town of Clarkdale General Plan 2021

Neighborhood Commercial (NC): The purpose of this classification is to provide for convenient goods and services for the residents of Clarkdale and surrounding areas. Appropriate uses would be offices, banks, retail intended to serve the local market, salons, wineries—businesses that meet the daily needs of the citizens of the town and generate less traffic, noise, and congestion than those uses assigned to a heavier class of uses typically found in close proximity to highways and other major transportation corridors.

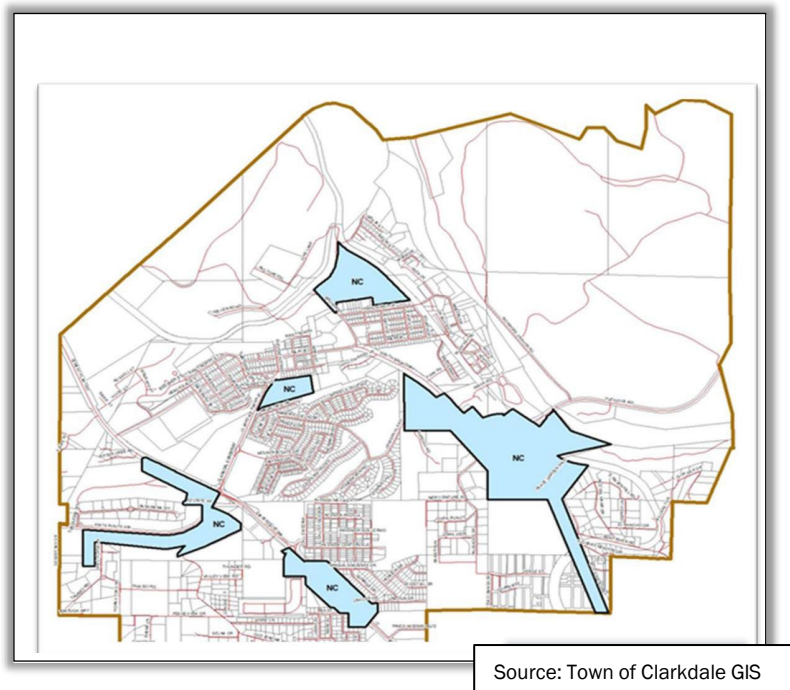
Future General Plan Amendments that propose re-designation of land to NC should be considered only as a component of a development plan or proposal. Proximity to concentrations of residential development should be a priority; the ability to access the project via pedestrian, bicycle, or other alternative modes of transportation should also be prioritized. Floor Area Ratios of 1.0 or less are recommended; increases can be granted when special circumstances exist.

This designation is currently assigned to approximately 187 acres in five (5) areas around Clarkdale: Broadway/Patio Park/Lower Clarkdale; along Broadway near Park Road to the boundary with Cottonwood; SR 89A/Cement Plant Road/Clarkdale Parkway; First South Street alley to Mountain

Gate; and State Route 89A from Centerville Road to Lisa Street. Of the total acreage, approximately 25 acres are developed; the balance remains vacant.

Note: Neighborhood Commercial (NC) designations shown on this map are legacy terms and shall be interpreted in accordance with Section 2.3 of the Land Use Element.

Figure LU-13A: Neighborhood Commercial Land Use Map





Town of Clarkdale General Plan 2021



Olsen's Feed Store - Neighborhood Commercial

Figure LU-13B: Neighborhood Commercial Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Single Family and Limited Multiple Family Residential (R2)*	0	0
Multiple Family Residential (R3)	0	0
Neighborhood Commercial (NC)/Commercial Light (C1)	0	0
Commercial	281	253
TOTAL	281	253

*Multiple Family Only



Town of Clarkdale General Plan 2021

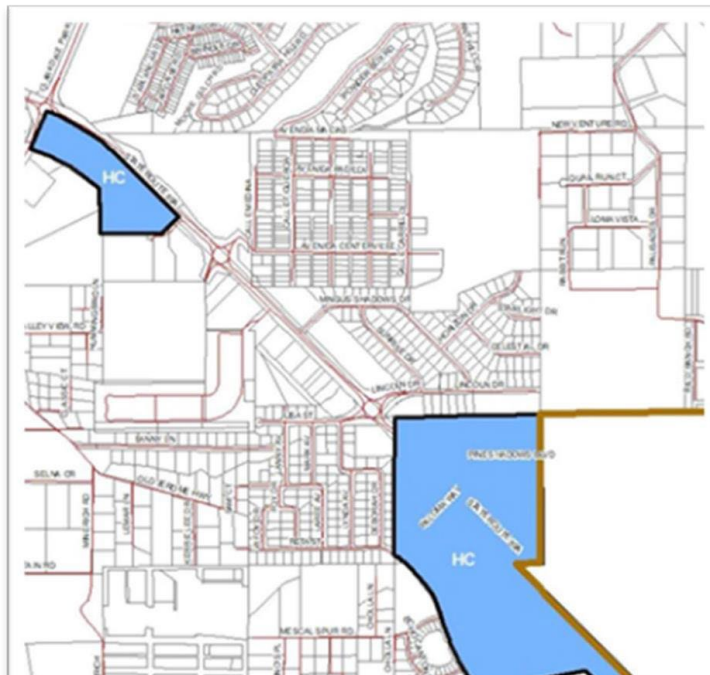
Highway Commercial (HC): The purpose of the Highway Commercial designation is to group those uses that are more dependent on automobiles and transit systems together to provide separation between residential neighborhoods and more intensive commercial uses that attract users from a regional as well as local base. Appropriate uses in this classification would be hotels and motels, large retailers with a regional draw, gas stations, hospitals, and other uses that are typically located along major arterials.

Expansion of the HC land use designation should be limited to those areas currently designated as NC, or as a component of a master-planned development or plan. Adjacency to major transportation corridors should also be a consideration, as should the impact of traffic on nearby residential neighborhoods. Floor Area Ratios of 1.0 or less are recommended; increases can be granted when special circumstances exist.

Lands currently assigned this designation are largely located in close proximity to the Crossroads at Mingus, Foothills Terrace, and Mingus Shadows residential subdivisions, and can also serve the Mountain Gate and Centerville subdivisions nearby.

Note: Highway Commercial (HC) designations shown on this map are legacy terms and shall be interpreted in accordance with Section 2.3 of the Land Use Element.

Figure LU-14: Highway Commercial Land Use Designation Map



Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

Figure LU-14B: Highway Commercial Land Use Designation Acreage

Highway Commercial (HC)	Gross Acreage	Vacant Acreage
Single Family and Limited Multiple Family Residential (R2)*	0	0
Multiple Family Residential (R3)	0	0
Highway Commercial (HC)/Commercial Medium (C2)	0	0
Commercial	281	253
TOTAL	281	253

*Multiple Family Only



#1 Food Store – Highway Commercial



Town of Clarkdale General Plan 2021

Industrial

Industrial Land Use designations provide for proper siting of uses that are not compatible with residential neighborhoods as the inherent effects of the industrial uses can negatively impact uses in adjoining lower intensity areas. Factors influencing the determination of uses include traffic, noise, odors, and other effects incompatible with residential living or other neighborhood-oriented uses. They are further classified as heavy and light, as the dust, noise, and vibrations caused by heavy industrial activities are not desirable close to less intense residential and commercial uses. Typical uses found in industrial areas would include freight yards, storage, manufacturing, lumber milling, aggregate mining, and the like.

For the Industrial land use designation, the Zoning Table sets forth the appropriate districts for each designation, along with the approximate acreage allocated to that district. Gross Acreage represents the estimated acreage within the designation allocated to a specific zoning district; Vacant Acreage represents the undeveloped lands assigned that zoning district. The recommended Floor Area Ratio is 1.0 for both designations, although increases can be accommodated where special needs exist.



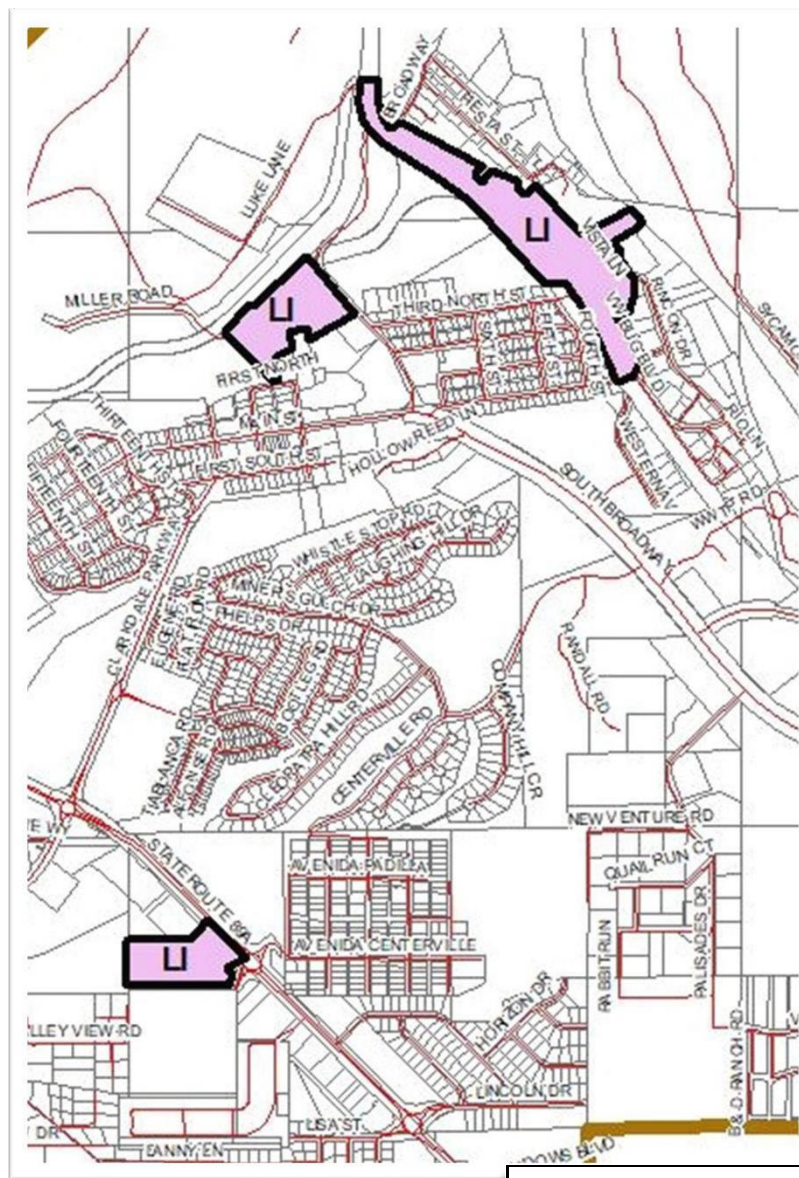
United Verde Smelter and Miller Wholesale Industrial



Town of Clarkdale General Plan 2021

Light Industrial/Industrial Park (LI/IP): This land use designation is intended to provide for those uses such as light manufacturing, warehousing, distribution, self-storage units, and similar businesses that generate less noise, dust, and odor than heavier industrial uses. This designation is also intended to buffer the Heavy Industrial (HI) classification from other less intensive land uses.

Figure LU-15 A: Light Industrial/Industrial Park Land Use Designation Map





Town of Clarkdale General Plan 2021

Re-designation of land to the LI/IP designation should focus on those lands already zoned Industrial or located near the boundaries of the Heavy Industrial designation. Direct access to major arterials and transportation should also be considered.

Lands carrying this designation can be found in the Patio Park area, southwest of the Broadway/Miller intersection, and along State Route 89A near the cemetery.

Figure LU-15 B: Light Industrial/Industrial Park Land Use Acreage

Appropriate Zoning Districts	Gross Acreage	Vacant Acreage
Industrial	35	13.55
TOTAL	35	13.55

Source: Town of Clarkdale GIS

Bent River Machine
– Light Industrial



Mold-In Graphics –
Light Industrial

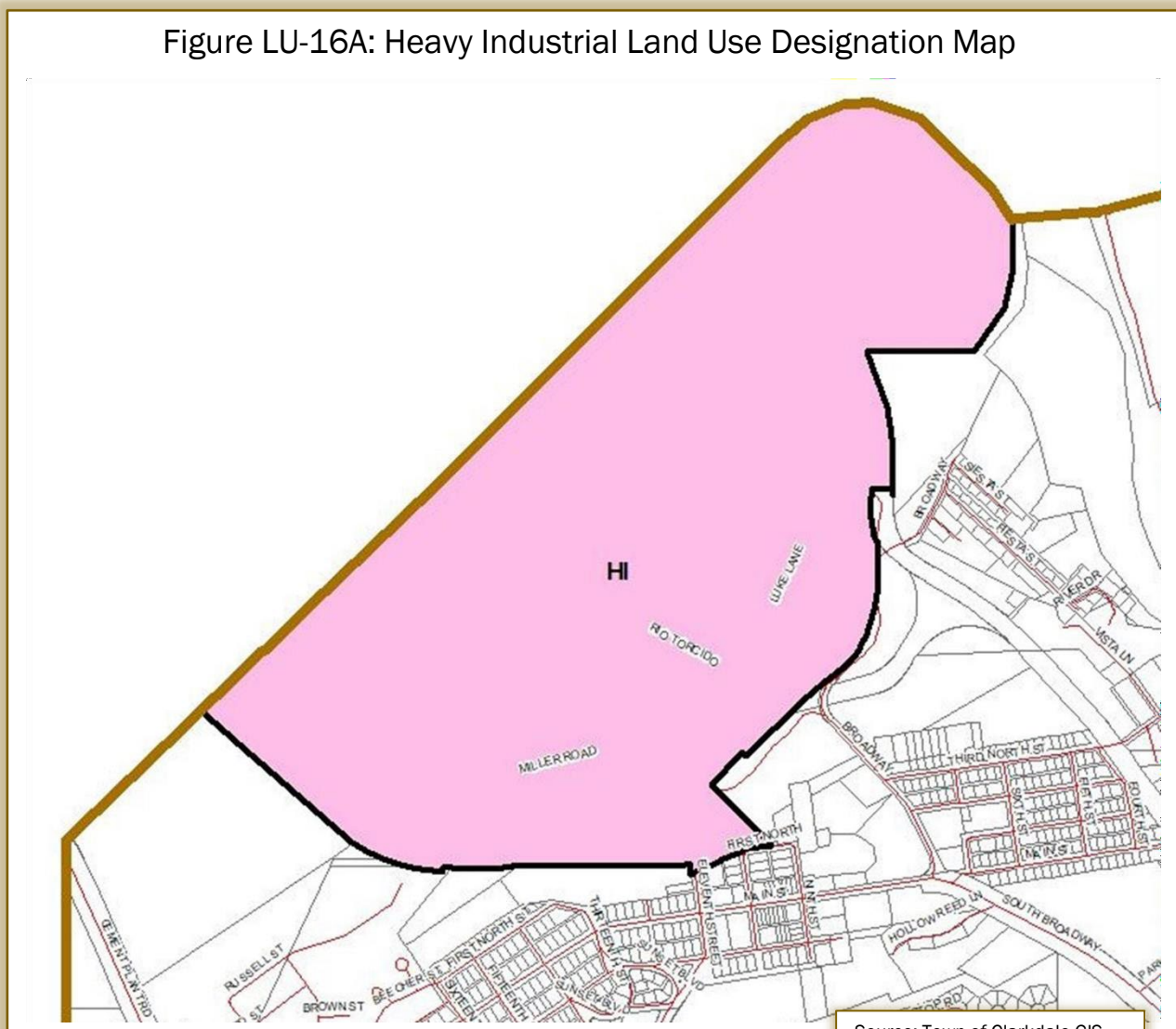


Town of Clarkdale General Plan 2021

Heavy Industrial (HI): Intended for the most consequential manufacturing and related uses, the Heavy Industrial designation allows for uses such as gravel and mining operations, contractor storage yards, and large-scale manufacturing facilities. Heavy industrial uses are defined as such based on the traffic generated by employees and movement of raw materials, component parts, and products manufactured, outdoor storage of equipment and materials, and generation of noise, dust, odors, and other effects that may negatively impact other uses nearby.

Requests to amend the land use designation to HI should strongly consider the impact of the use on the surrounding areas. These uses are not intended to be located near residential neighborhoods, but rather locate as removed from residential areas as possible. Proximity to major transportation corridors, including the railway, should also be a primary consideration.

Figure LU-16A: Heavy Industrial Land Use Designation Map



Source: Town of Clarkdale GIS



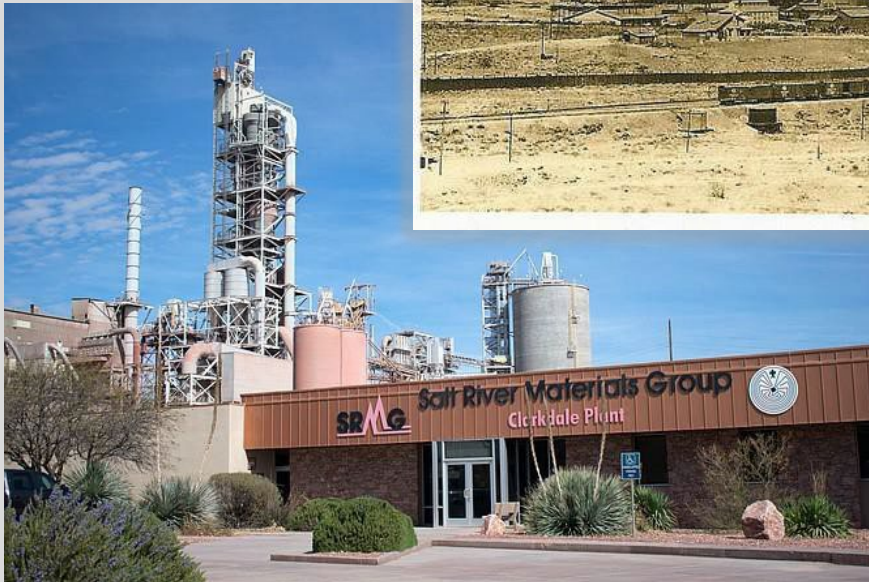
Town of Clarkdale General Plan 2021

The current HI land use classification is applied to a single location in the northwest corner of the town near the intersection of Broadway and Miller Roads and includes much of the former smelting operation and rail yard area associated with Phelps-Dodge and Freeport-McMoRan.

Figure LU-16B: Heavy Industrial Land Use Designation Acreage

Heavy Industrial (HI)	Gross Acreage	Vacant Acreage
Industrial	397	304
TOTAL	397	304

Source: Town of Clarkdale GIS





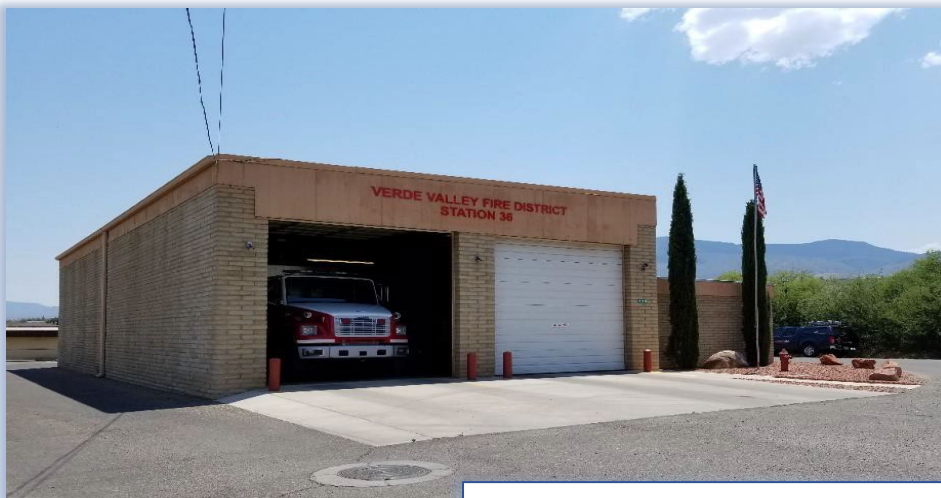
Town of Clarkdale General Plan 2021

Other Land Use Designations

Unlike the previous groups of designations, this category includes the classifications that do not fit into the broad definitions of residential, commercial, or industrial land use. As such, each one has a narrow band of uses generally dictated by ownership, physical configuration, or are defined by a master planning document that further regulates development.



Crossroads at Mingus – Planned Area Development



Verde Valley Fire Department – Public Lands

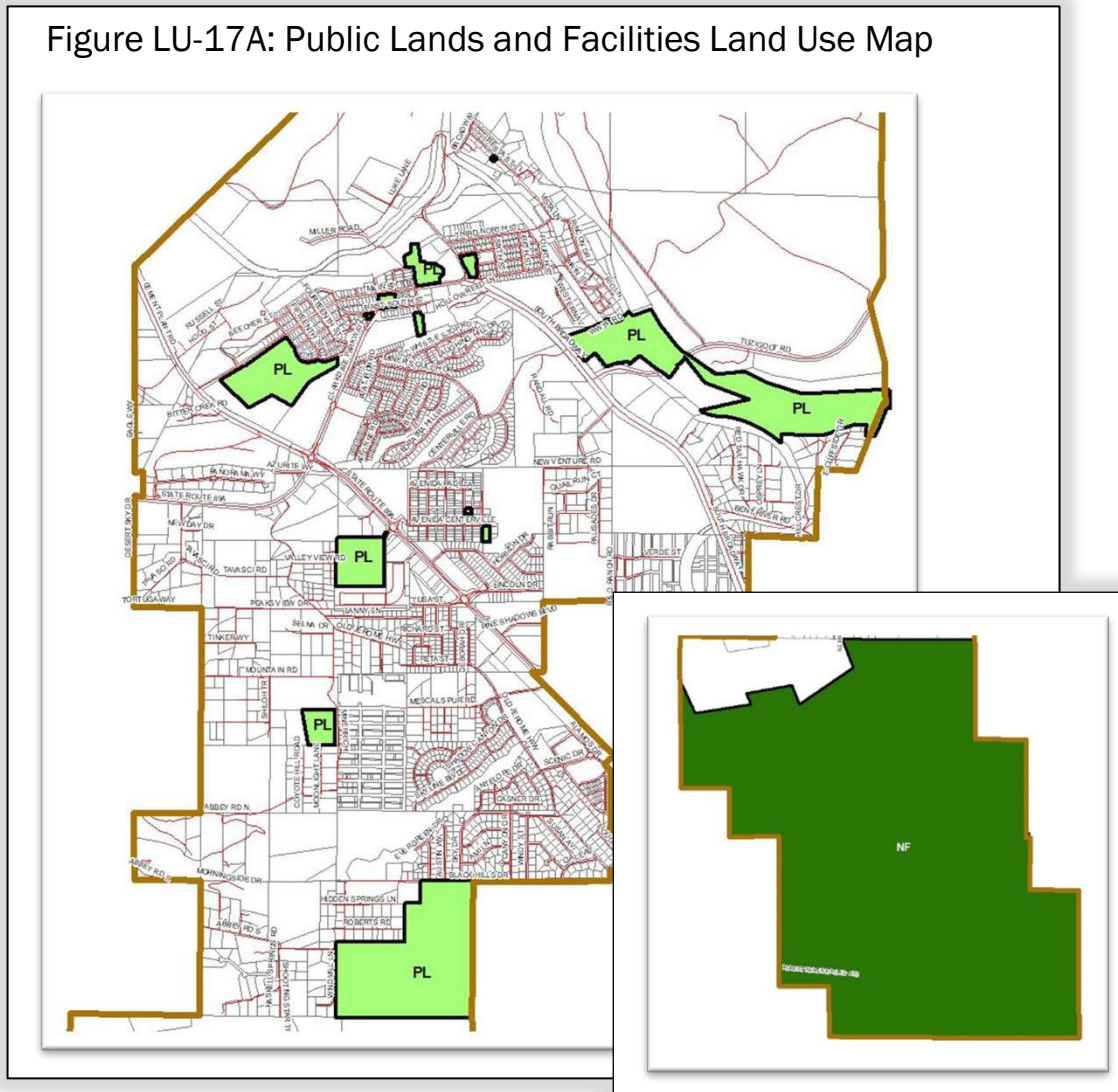


Town of Clarkdale General Plan 2021

Public Lands and Facilities (PL):

Lands in this classification are limited to those owned by a political subdivision of the State of Arizona or the federal government. Their singular purpose is to meet the public's needs for schools, municipal offices and facilities, parks, and other such uses.

Figure LU-17A: Public Lands and Facilities Land Use Map



Future General Plan Amendments to change land use designations to PL should be those owned by the entities outlined above. With respect to recreational facilities, the proximity of the proposed lands to existing recreational facilities or connection thereto should be considered. Those lands used for municipal utilities should be so located to maximize their utility to existing water and sewer systems. Proposed expansion of areas dedicated to public schools should also consider pedestrian access between the school site and the neighborhoods they serve.



Town of Clarkdale General Plan 2021

Currently, there are a number of underlying zoning districts that also carry the PL land use designation, which encompasses 325 acres throughout Clarkdale. In addition, the Prescott National Forest (formerly designated as National Forest) covers 1,682 acres that provide recreational and open space for residents and visitors alike.



Clark Memorial Clubhouse -Public Land



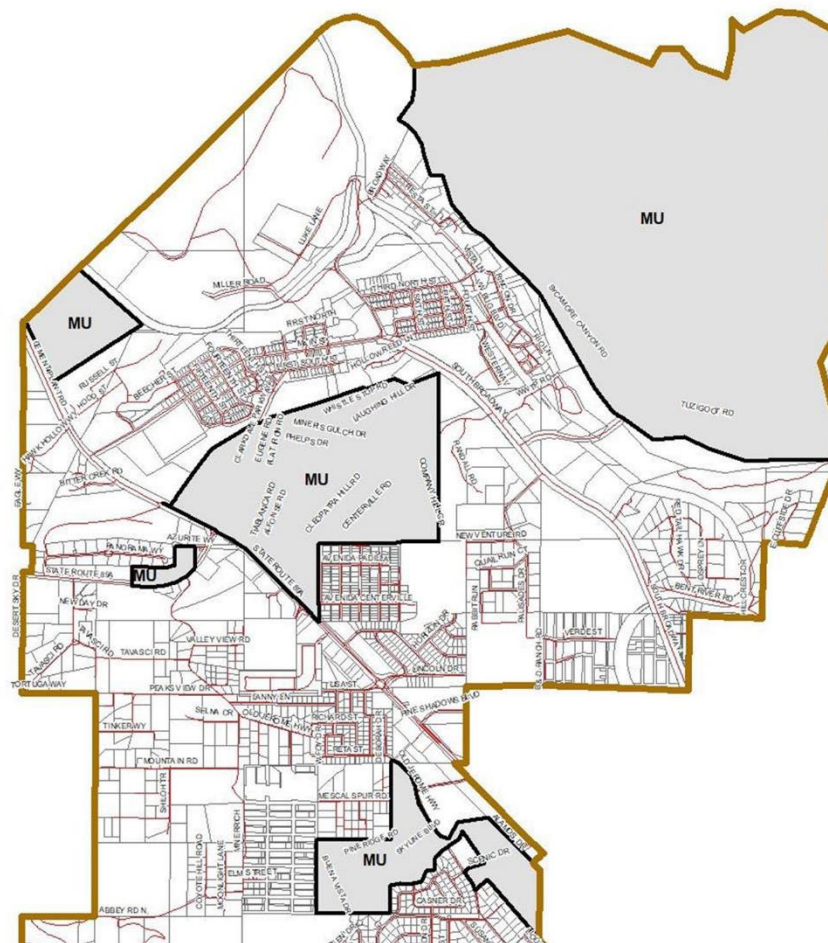
Town Square Park -Public Land



Town of Clarkdale General Plan 2021

Mixed Use/Planned Area Development (MU/PAD): The purpose of the Mixed Use/Planned Area Development designation is to provide areas specifically intended to support mixed use developments. Mixed Use districts can include any combination of residential, commercial, or industrial zoning districts. The Planned Area Development requires the creation and approval of a Final Development Plan (FDP) as part of the project approval process. Where a Mixed-Use development can be held to the strict interpretation of the underlying zoning districts, Planned Area Developments can provide flexibility in design and configuration of uses.

Figure LU-18A: Mixed Use/Planned Area Development



Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

It is strongly recommended that future designation of lands to this land use classification requires a master development plan or final development plan in conjunction with a General Plan Amendment application, as well as a Development Agreement that sets forth the terms, phasing, and obligations of the Town and developer. Consideration should also be given to the impacts of proposed development on existing transportation and circulation systems, municipal utilities, parks and recreation facilities, and other public services.

Currently, the areas carrying this designation include the Mountain Gate and Crossroads at Mingus neighborhoods, a 50-acre parcel owned by the Salt River-Pima, and the proposed Verde Valley Ranch project. In total, nearly 1,335 acres are entitled to develop as mixed uses; of that, approximately 325 acres have already been developed

.

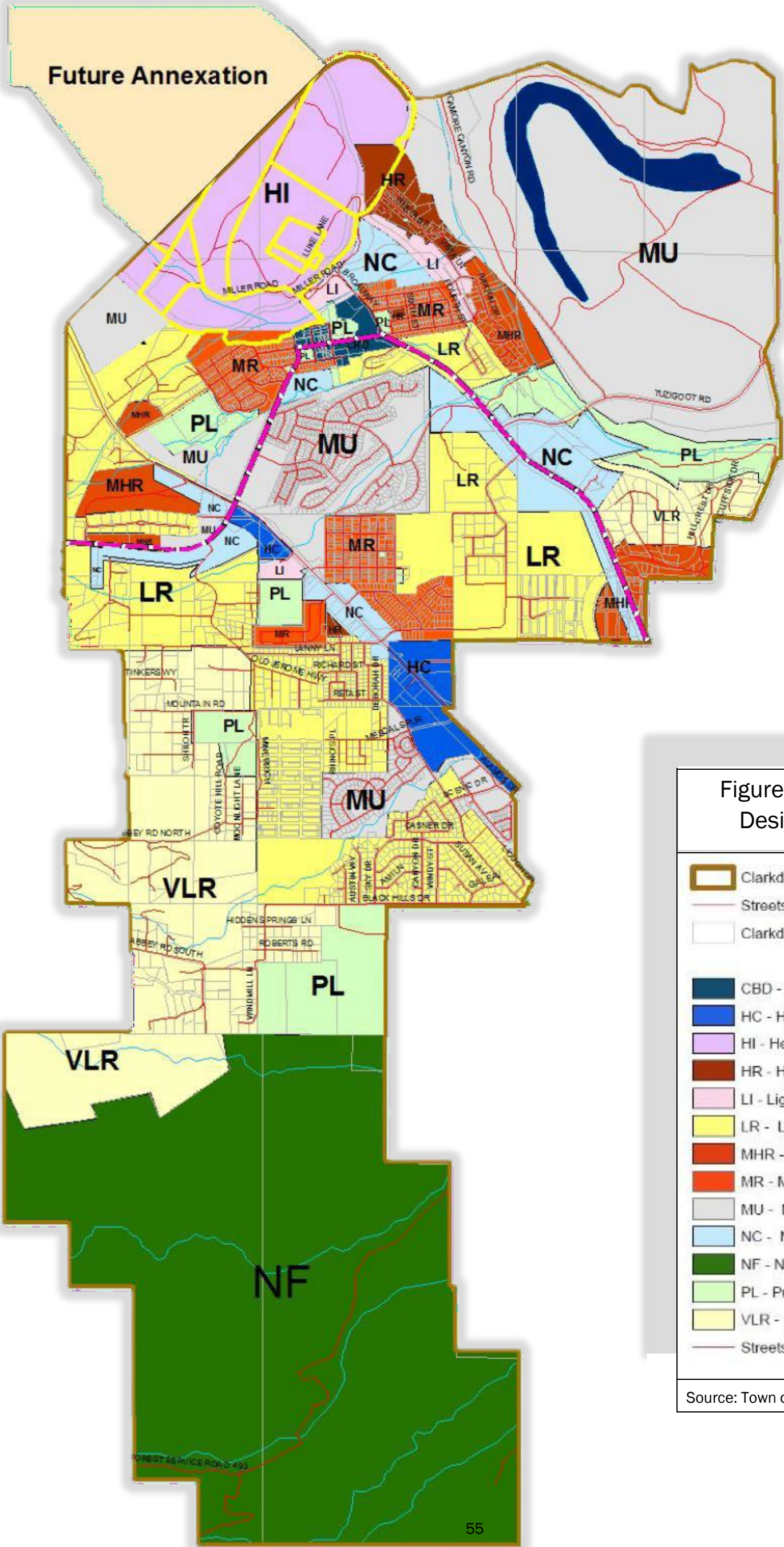


Figure 19: Land Use Designation Map

	Clarkdale Boundary
	Streets
	Clarkdale Parcels
	CBD - Central Business Dist.
	HC - Highway Commercial
	HI - Heavy Industrial
	HR - High Residential
	LI - Light Industrial
	LR - Low Residential
	MHR - Medium High Residential
	MR - Medium Residential
	MU - Mixed Use
	NC - Neighborhood Commercial
	NF - National Forest
	PL - Public Land
	VLR - Very Low Residential
	Streets

Source: Town of Clarkdale GIS



Town of Clarkdale General Plan 2021

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Town of Clarkdale General Plan 2021

2.4 Aggregate Mining Operations

In 2011, the Arizona State Legislature approved the Aggregate Protection Act, which requires jurisdictions to identify nearby aggregate operations and prevent the siting of incompatible uses in close proximity to them.

While there are no active mines within the town boundaries, Phoenix Cement Plant and Clarkdale Plant 24 have been identified by the Arizona Department of Mines and Mineral Resources as aggregate mining operations. Given their proximity to the town boundary, development in the area surrounding these operations should be limited to those uses that are compatible with similar heavy industrial uses.



Source: Arizona Geological Survey, AzDMMR



Town of Clarkdale General Plan 2021

2.5 Guiding Principles, Goals, and Policies

The purpose of this section is to set forth the Guiding Principles and policies that provide a framework for development of goals and policies to implement the intent of the land use designations and resulting land use plan.

Guiding Principles

- 1) Careful planning to ensure compatibility of new development with the existing built environment is critical to maintaining the sense of place that is Clarkdale.
- 2) Maintaining a balanced mix of land uses is key to a balanced, well-planned community.
- 3) Implementation of Clarkdale's Sustainability Guidelines is central to the preservation of the environment and natural resources that abound in Clarkdale.
- 4) Preservation and enhancement of the historic nature, features, and aesthetic of Clarkdale benefits the Town economically and experientially.

LUP 1: Resolve conflicts where Land Use Designations and Zoning Districts are not congruent with one another. In these instances, rezoning to the appropriate district should be a requirement of any development agreement, master plan approval, general plan amendment, zone change, or other legislative action.

Action 1: Work with landowners in the 89A corridor and Industrial Park area to correct conflicts when zoning districts do not support the land use designations assigned to a property.

LUP 2: Ensure new development is consistent with proximal existing neighborhoods and development, established circulation corridors, open spaces, and the Town's Sustainability Plan.

Goal 1: Protect residential neighborhoods from incompatible uses by implementing buffering measures that mitigate detrimental impacts. Buffers should include landscaping, barrier walls, open space, trails and bike/ped pathways, or increased building setbacks.

Goal 2: Discourage degradation of existing residential neighborhoods by enforcement of property maintenance codes, considerate infill of vacant lots, and eliminating blight, neglect, and uses that can be a threat to public safety.

Goal 3: Prioritize the use of draws, washes, and other natural features to buffer developments from each other. Incentivize development of challenged terrain by providing density bonuses for undevelopable areas that are dedicated to preservation of their natural state.

Goal 4: Ensure that proposed development is compatible with existing development both in terms of density and intensity.



Town of Clarkdale General Plan 2021

Goal 5: Provide density bonuses for those projects that implement Clarkdale's Sustainability Plan's most rigorous requirements for water conservation.

Goal 6: Encourage mixed-use developments that provide more sustainable housing options, including multi-family projects that are in proximity to employment centers, transportation corridors, and schools.

Goal 7: Focus on preservation of clean air in Clarkdale

Goal 8: Ensure new construction does not impede existing solar energy systems and, where possible, expands their use.

LUP 3: Provide for a variety in housing options across economic and configurational strata that creates a balance of residential units to accommodate the changing needs of Clarkdale residents.

Goal 1: Incentivize development of affordable housing through density bonuses for unit set-asides for low/moderate income households.

Goal 2: Support uses of land owned by schools, churches, and other organizations for innovative affordable housing development.

LUP 4: Development along SR-89A should serve both regional and local demands for goods and services.

Goal 1: Encourage cluster development that includes a mix of retail, office, and professional uses.

Goal 2: Neighborhood commercial development should be accessible by pedestrians, bicyclists, and others using alternative modes of transportation.

Goal 3: Neighborhood and highway commercial nodes should be easily accessible by local and regional transit systems.

LUP 5: Support development in the Industrial land use designation that creates additional employment opportunities for residents of Clarkdale.

LUP 6: Identify existing aggregate mining areas that are in production or proposed for production.

Goal 1: Avoid siting incompatible uses near active aggregate mining operations.

Goal 2: When expansion of existing aggregate mining operations or operations commence on identified aggregate mining areas, require the operations to buffer and screen the sites for maximum mitigation on adjacent incompatible uses.



Staff Report

Item Number: 5.D.

<u>Agenda Item:</u>	Ordinance No. 458, A General Plan Text Amendment to Chapter 2 - Land Use Element Discuss, review and act upon Ordinance No. 458: A General Plan Text Amendment to Chapter 2 - Land Use Element, including amendments to Section 2.2 Zoning Districts, Section 2.3 Land Use Designations with the addition of Subsection 2.3.1 Interpretation of Legacy Commercial Designations, and the addition of a Cross-Reference Note to the Future Land Use Map.
<u>Staff Contact:</u>	Scott Ellis, Community Development Director
<u>Meeting Date:</u>	June 16, 2026
<u>Strategic Goal:</u>	Not applicable.
<u>Background:</u>	OVERVIEW. As part of the Town’s comprehensive 13-chapter Zoning Code Update, staff conducted a detailed review of zoning districts, land use categories, definitions, and associated General Plan references to improve clarity, consistency, and usability of the Town’s land use regulations. During that process, the legacy Neighborhood Commercial and Highway Commercial land use designations were removed from the proposed zoning framework and consolidated into updated commercial classifications. While these legacy designations remain depicted on the Future Land Use Map within the adopted General Plan, they are no longer reflected in the updated zoning structure. To ensure consistency between the General Plan and the proposed Zoning Code, staff is proposing a text amendment to: 1. Update Section 2.3 Land Use Designations; 2. Add Section 2.3.1, Interpretation of Legacy Commercial Designations, to clarify how existing Neighborhood Commercial and Highway Commercial map designations shall be interpreted; and 3. Add a cross-reference note to the Future Land Use Map directing readers to Section 2.3.1. These amendments are intended to improve clarity and avoid confusion when interpreting the General Plan and Future Land Use Map following adoption of the updated Zoning Code.

ANALYSIS. The proposed amendment does not alter the overall vision, goals, policies, or growth strategy established by the General Plan. No changes are proposed to the Future Land Use Map itself.

Rather, the amendment provides administrative clarification regarding the interpretation of legacy commercial designations that remain displayed on the map but are no longer utilized in the updated zoning framework.

The proposed language will:

- Improve consistency between the General Plan and the proposed Zoning Code;
- Reduce ambiguity when interpreting legacy commercial designations;
- Provide clear guidance for future development applications and zoning decisions;
- Improve usability of the General Plan for property owners, developers, staff, and decision-makers; and
- Maintain the Town's adopted land use vision without creating new development entitlements or altering land use expectations.

The amendment is administrative in nature and does not affect property ownership rights, permitted uses, or development intensity.

FINDINGS. Staff finds that the proposed General Plan text amendment:

1. Is consistent with the goals and policies of the Clarkdale General Plan.
2. Improves clarity and consistency between the General Plan and the Town's updated Zoning Code.
3. Does not alter the Town's adopted growth strategy or Future Land Use Map.
4. Promotes effective implementation and administration of the General Plan.
5. Serves the public interest by providing clear direction regarding interpretation of legacy commercial land use designations.

HOUSING IMPACT STATEMENT. Before adopting any ordinance affecting zoning or zoning codes, the Town Council is required by state law to consider a housing impact statement regarding the impact of the zoning ordinance or zoning ordinance text amendment that includes a general estimate of the probable impact on the average cost to construct housing for sale or rent; a description of any data or reference material on which the proposed ordinance or amendment is based; and a description of any less costly or less restrictive alternative methods of achieving the purpose of the proposed ordinance or amendment.

The proposed amendment is not expected to increase the cost of housing construction for sale or rent within the Town of Clarkdale. The amendment is administrative in nature and is intended to improve consistency between the

General Plan and the Town's updated Zoning Code.

Attachments can be found under item 5.C.

Budget Impact: The proposed amendment is administrative in nature and is not expected to have a fiscal impact on the Town.

Recommendation: Staff recommends that the Planning Commission recommend approval to Town Council of Ordinance No. 458: A General Plan Text Amendment to Chapter 2 - Land Use Element.

Suggested Motion: "I move to recommend approval to Town Council of Ordinance No. 458: A General Plan Text Amendment to Chapter 2 - Land Use Element."



Staff Report

Item Number: 5.E.

Agenda Item: **2025-2026 General Plan Annual Report**
Discuss, review, and act upon the 2025-2026 General Plan Annual Report.

Staff Contact: Clover Pinion, Senior Planner

Meeting Date: June 16, 2026

Strategic Goal: This agenda item supports the following Clarkdale Strategic Goal Area:

- Goal Area 5 - Strategically invest in organizational development to enhance efficiency and service delivery and to attract and retain an exemplary workforce.

Background: The Fiscal Year 2025–2026 General Plan Annual Report summarizes the Town's progress toward implementing the goals and objectives of the adopted General Plan. The report highlights key accomplishments, ongoing initiatives, and strategic projects related to infrastructure, economic development, housing, historic preservation, water resources, transportation, parks and recreation, and organizational development. Overall, the report demonstrates continued advancement of the community vision and priorities established by the General Plan.

Budget Impact: The report is administrative in nature and is not expected to have a fiscal impact on the Town.

Recommendation: Staff recommends that the Planning Commission recommend approval to Town Council of the Fiscal Year 2025-2026 General Plan Annual Report.

Suggested Motion: "I move to recommend approval of the Fiscal Year 2025-2026 General Plan Annual Report, as presented, to the Town Council."

CLARKDALE

The Gem of Arizona

GENERAL PLAN ANNUAL REPORT

2025–2026

FISCAL YEAR ENDING JUNE 30, 2026



PRESERVE

Our Historic Character



INVEST

In Our Community
and Infrastructure



ENHANCE

Quality of Life for All
Who Live, Work and Visit

Working together to preserve our past,
strengthen our present, and build a
vibrant future for Clarkdale.

This Annual Report provides a comprehensive overview of implementation efforts associated with the Town of Clarkdale General Plan and Strategic Plan initiatives. The report is intended to assist Town Council, staff, commissions, and the public in tracking progress toward community goals and identifying ongoing and future priorities.

During this reporting period, the Town continued significant efforts related to infrastructure planning, economic development, housing initiatives, historic preservation, water conservation, transportation improvements, and organizational development.

Key accomplishments included:

- Completion and advancement of the comprehensive Zoning Code Update
- Ongoing coordination for major development projects and economic initiatives
- Progress on water infrastructure and conservation planning
- Expansion of recreation, trail, and park improvement projects
- Continued historic preservation initiatives
- Implementation of strategic organizational and workforce initiatives

Strategic Plan and Master Project List Integration

The following sections organize strategic projects under the most appropriate General Plan subcategories to support annual implementation tracking, reporting, and departmental coordination.

Based on the activities summarized in this report, the Town of Clarkdale continues to implement and advance the goals, policies, and objectives contained within the adopted General Plan. The projects and initiatives identified herein demonstrate measurable progress toward achieving the community vision established by the General Plan.

Chapter 2 – Land Use Element

Current Conditions

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Current Development Projects (Plateau, Belle Maison, Taawaki Hotel Remodel, Railroad Expansion, Downtown Projects)	Community Development	Active	1	All projects are moving forward & are different stages of approval or permitting.
Downtown Property Evaluation	Admin / Community Development	Ongoing	2	Two property owners were approached about selling to the town, both declined.
Municipal Building Repairs/Maintenance	Town Manager / Public Works	Ongoing	5	
Neighborhood Clean Up Events	Public Works	Ongoing	1	The two events conducted in FY26 hauled away 41 dumpsters totaling 59.84 tons of solid waste.
Circle K Development Process	Community Development	In Progress	1 & 2	Civil plans are in review & building permits are in the process of being applied for.
U-Haul Development Process	Community Development	In Progress	1 & 2	Design Review is still in progress.

Zoning Districts

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Incentive Policy for Housing	Community Development	In Progress	1	Discussions have been started.
Public/Private Partnership Housing Evaluation	Community Development	In Progress	1	Pending meetings with developers.

Specific Area Plans

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Bitter Creek Area Development Plan	Community Development / Economic Development	Ongoing	1	
Downtown Revitalization Efforts	Community Development / Economic Development	Ongoing	2	
89A Corridor Economic Development	Community Development / Economic Development	Ongoing	1 & 2	

Land & Use Designations

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
No projects at this time				

Key Accomplishments

- 13 Chapter Zoning Code Overhaul Approved
- 2024 Building Code Updates Approved

Chapter 3 – Circulation Element

Transportation Planning

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Centerville Road Project	Community Development / Public Works	In Progress	4	Acquired properties have been demoed & the soil testing came back; the project is moving forward.
Broadway / Connectivity Planning	Public Works	Ongoing	4	Preliminary design work completed for lower Centerville bike/ped improvements for grant application.
Upper Clarkdale Traffic Engineering Study	Public Works	Complete	4	Striping complete, study under advisement.

Roadway Improvements

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Luke Lane Design & Pavement	Public Works	Design	4	Grant awarded for design.
Cement Plant Road Improvements	Public Works	Grant Pursuit	4	Design complete.
Alleyway Improvements	Public Works	Complete	4	
Pavement Management Program	Public Works	Ongoing	4	Completed projects for 2025/2026 fiscal year: Chip & fog seal for Centerville &

				Patio Park, overlay for Rio Vista, crack, seal & fog seal for Sky Drive, & slurry seal for South Broadway.
Traffic Enforcement Initiatives	Police Department	Ongoing	4	Purchased two new speed signs and trailers.
Bitter Creek Bridge II	Public Works	Design Complete	4	RFP for materials.

Bike/Pedestrian Enhancements

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Clarkdale Parkway Improvements	Public Works	Design Complete/Grant Pursuit	1 & 2	
Bike Lane Improvements	Public Works	Ongoing	1 & 2	Green paint & pavement markings completed in upper Clarkdale.

Trails

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Trails Master Plan Implementation	Parks & Recreation / Public Works	Ongoing	1 & 2	

Key Accomplishments

- Bitter Creek Bridge Design Complete
- Clarkdale Parkway Improvements Design Complete
- Cement Plant Road Multi-model Design Complete

Chapter 4 – Cost of Development Element

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Water/Wastewater Rate Study & Capacity Fee Evaluation	Public Works / Finance	In Progress	4	Supplemental submitted for FY 2027.
Annual CIP Planning Process	Admin / Public Works/Community Development	Ongoing	4	
Grant Funding Pursuit for Major Capital Projects	Admin	Ongoing	1	
Funding Strategy for Purple Pipe Construction	Public Works	In Progress	4	Awarded grant for design which was completed.

Chapter 5 – Future Growth Areas Element

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Commercial & Industrial Growth Planning	Community Development / Economic Development	Ongoing	1	
Workforce Housing Initiatives	Community Development	In Progress	1	
Infill Development Coordination	Community Development	Ongoing	5	
Economic Development Recruitment Program	Economic Development	Ongoing	3	

Chapter 6 – Community Design Element

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Downtown Wayfinding Signage Program	Parks & Recreation	Active	1 & 2	
Downtown Vibrancy Initiatives	Community Development / Economic Development	Ongoing	1 & 2	
CIP Projects	All	Ongoing & Complete	1 & 4	

Chapter 7 – Water Resources Element

Water Supply

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
89A Well Buildout	Public Works	In Progress	4	Re-drilled well, design is 90% complete for connection to system.
New Water Storage Tank Funding	Public Works	Grant Pursuit	4	Applied for Congressionally Directed Spending.
Water Campus Expansion	Public Works	In Progress	4	Design in the works, ~ 60% complete.
Cemetery Well Feasibility	Public Works	Under Evaluation	4	Re-drilled well, source samples taken, evaluating pump size benefits vs cost to connect to system.
Stormwater Management Practices	Public Works	Ongoing	4	

Regional Water Planning

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
H2O 2050 Water Conservation Strategy	Public Works / Admin	Ongoing	4	Drought Strategy Code and New Water Conservation Code in progress.
Water/Wastewater Master Plan Projects	Public Works	Ongoing	4	Integrated into CIP.

Wastewater

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Purple Pipe Design	Public Works	Design Complete	4	
Funding Strategy for Purple Pipe Construction	Public Works	Grant Pursuit	4	Researching construction grants.
Third North Sewer Realignment	Public Works	Complete	4	

Conservation Programs

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Water Conservation Code Adoption	Public Works / Community Development	In Progress	6	Completed one Council work session, second one is scheduled.
Water Report Card / Dashboard	Public Works	In Progress	6	Work session completed with Council to identify parts of ASU collaboration to use. Data updates in progress.
AMI Cellular Meter Installation	Public Works	Complete	4 & 6	
Lost Water Evaluation	Public Works	In Progress	6	Created an action plan. Valve replacements being completed with PRV hydrant projects. Valve exercising with new vac tailer attachment. RWAA assisted

				with spot detection. Completed meter swaps in preparation for system isolation. Replaced Mountain Gate well production meter. Ordered replacement for Haskell Springs Well. Replacing service lines in Crossroads.
Advanced Water Purification Research	Public Works	Ongoing	1	Research continues as ADEQ releases new/updated direction.

Key Accomplishments

- Completed AMI Meter Installation
- Continued Implementation of Water Conservation Initiatives
- Purple Pipe Design Completed
- Third North Sewer Realignment Completed

Chapter 8 – Environmental Planning & Sustainability Element

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Verde River Invasive Species Removal	Parks & Recreation	Ongoing	6	
Flight Training Mitigation Efforts	Admin	Ongoing	1	
Environmental & Sustainability Programming	Parks & Recreation / Admin	Ongoing	1	
Effluent Discharge Into Bitter Creek	Public Works	Ongoing	6	Preliminary study completed. Second study started with TNC grant assistance.
EV Charging Station & Electric Vehicle Program	Public Works / Police	In Progress	5	Police Department EV charges installed. Vehicles ordered.
Water-Wise Education Campaign	Public Works / Admin	Ongoing	1 & 6	Eye on Water notices sent with instructions on how to set up a leak alert.

Chapter 9 – Economic Development Element

Economic Partnerships

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Verde Canyon Railroad Partnership	Economic Development / Admin	Ongoing	3	
Economic Development Working Group	Admin / Economic Development	In Progress	3	
Economic Development Web Page Update	Economic Development	In Progress	3	Developing list of businesses to highlight.

Downtown Revitalization

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Downtown Revitalization Efforts	Community Development / Economic Development	Ongoing	1 & 3	
Arts Incubator / Pop-Up Shops	Economic Development / Library	Under Evaluation	3	

Tourism

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Tourism Retail Recruitment	Economic Development	Ongoing	3	Applied for Opportunity Zoning. Quarterly meetings with strategists.
Tourism Marketing Working Group	Economic Development	Ongoing	3	Frequent meetings with strategists.

Industrial Development

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Railroad Expansion Coordination	Community Development / Economic Development	Active	3	

Workforce Development

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Workforce Training Partnerships	Admin	Ongoing	5	
Entrepreneurship & Remote Worker Strategies	Economic Development	Ongoing	5	

Chapter 10 – Recreation & Open Space Element

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Centerville Park CDBG Project	Parks & Recreation	In Progress	2	Received \$311,151 in CDBG funding for safety and ADA improvements; completion anticipated in early 2027.
Park Infrastructure Replacement	Parks & Recreation	Ongoing	2	
Verde River RAP Improvements	Parks & Recreation	Ongoing	1 & 2	
Copper Penny Park Signage	Parks & Recreation	In Progress	2	
Park Steward Program Expansion	Parks & Recreation	In Progress	2	
Trail Maintenance Volunteer Program	Parks & Recreation	Ongoing	2	
Concert Series & Community Events	Parks & Recreation	Ongoing	2	Eight fully sponsored concerts; Expanded Fourth of July festivities for the USA's 250th Anniversary; Continued annual Halloween and Santa Comes to Clarkdale events; Supported major community events including Clarktoberfest, Cocodona, Vintage Run, the Clarkdale Car Show,

				and Smelter Town Beer Fest.
Volunteer Appreciation Event	Parks & Recreation	Ongoing	5	Honored 71 volunteers at the 2026 Volunteer Appreciation Event; Sponsorships covered most event costs; Volunteers supported events, grant management, photography, Flag Corps, and community programs.
ADA Improvements in Public Spaces	Public Works / Parks & Recreation	Ongoing	4	

Key Accomplishments

- Grand Opening of Selna Mongini STEAM Park
- Expanded Recreation & Event Programming
- Advanced Park Improvement Projects

Chapter 11 – Housing Element

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Income-Aligned Housing Initiatives	Community Development	In Progress	1	Working on meeting with developers. Applied for Opportunity Zoning.
Housing Repair Assistance Programs	Community Development / Public Works	Ongoing	1	
Workforce Housing Research	Community Development	Ongoing	1 & 5	Working on meeting with developers. Applied for Opportunity Zoning.

Key Accomplishments

- Housing Plan Approved February of 2026

Chapter 12 – Historic Preservation Element

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Historic Town Complex Preservation	Public Works	Ongoing	1	
Coordination with Tuzigoot & Yavapai-Apache Nation	Historic Preservation / Community Development	Ongoing	1, 2 & 3	Have reached out for a meeting.
Historic Tourism & Downtown Preservation Initiatives	Historic Preservation / Economic Development	Ongoing	1 & 3	HPC has created a strategic plan.

Key Accomplishments

- Clark Building Exterior Completed
- 2025 Governor’s Heritage Preservation Honor Award
- Public Works/Community Development Windows Installed

Chapter 13 – Education Element

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
STEAM Programming at Selna Mongini Park	Parks & Recreation	Complete	2	Hosted a community STEAM event with 15 partner organizations and approximately 300 attendees; Featured hands-on demonstrations and interactive learning activities focused on science, technology, engineering, art, and math.
Community Water Education Programs	Public Works	Ongoing	6	Planning in progress.
Lunch-&-Learn Educational Series	Admin/Town Clerk	Ongoing	1	
Community Partnerships with Yavapai College	Admin	Ongoing	5	
Workforce Training Coordination	Admin / HR	Ongoing	5	

Additional Information

Organizational Development & Workforce Retention

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Employee Wellness Program	Admin / HR	Ongoing	5	
Leadership & Communication Training	Admin / HR	Ongoing	5	
Employee Handbook Updates	Admin / HR	Ongoing	5	
Ethics & Cybersecurity Training	Admin / HR	Ongoing	5	
Succession Planning	Admin / HR	Ongoing	5	
Long-Term Financial Planning	Admin / Finance	Ongoing	1 & 5	
Benchmarking for Pay & Benefits	Admin / HR	Ongoing	5	

Reporting

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Town Annual Report	All	Completed	1	
Strategic Plan Annual Review Process	All	Ongoing	1	

Project / Initiative	Responsible Department	Status	Strategic Plan Alignment	Progress Notes
Quarterly KPI Reporting	All	Ongoing	1	
Project Matrix Maintenance	All	Ongoing	1	

Strategic Goals

Strategic Goal	Description
Goal Area 1	Enhance quality of life for residents, businesses, & visitors to Clarkdale
Goal Area 2	Enhance the quality & availability of parks, recreation, & cultural opportunities
Goal Area 3	Strengthen & diversify the economy through tourism & business development
Goal Area 4	Plan for the maintenance & growth of quality infrastructure
Goal Area 5	Strategically invest in organizational development & workforce retention
Goal Area 6	Adopt water conservation strategies that protect the Verde River & aquifer



Staff Report

Item Number: 6.A.

Agenda Item:**Design Review Guidelines**

The purpose of this discussion is to obtain initial feedback from the Planning Commission regarding the draft Design Review Guidelines and identify any modifications that should be considered prior to future code adoption. The draft standards focus on measurable elements such as building orientation, transparency, facade articulation, materials, pedestrian connectivity, screening, and site design.

Staff Contact:

Clover Pinion, Senior Planner

Meeting Date:

June 16, 2026

Strategic Goal:

This agenda item supports the following Clarkdale Strategic Goal Area:

- Goal Area 1 - Enhance the quality of life for residents, businesses, and visitors to Clarkdale.

Background:

As part of the Town's recently completed 13-chapter Zoning Code Update, staff evaluated opportunities to modernize and clarify the Town's development standards while maintaining compliance with evolving Arizona law. One area identified for future consideration is the adoption of objective Design Review Guidelines applicable to commercial, mixed-use, and multifamily development. Historically, design review standards in Arizona communities have often relied upon subjective language and discretionary interpretation. Recent legislative actions, including House Bill 2447 and subsequent discussions at the state level, have emphasized the use of objective, measurable standards and administrative review procedures in place of subjective design criteria.

At the time of this report, the Arizona Legislature continues to evaluate additional legislation that may affect the scope and application of municipal design standards. As a result, staff is not recommending immediate adoption of Design Review Guidelines into the Zoning Code.

Instead, staff has prepared a draft set of objective Design Review Guidelines for discussion purposes and future consideration. The draft standards focus on measurable elements such as building orientation, transparency, facade articulation, materials, pedestrian connectivity, screening, and site design. The proposed guidelines are intended to:

- Promote durable building materials and quality site design;
- Improve pedestrian-oriented development patterns;
- Reduce visual impacts associated with blank walls, excessive building massing, and unshielded mechanical equipment;
- Provide predictable development standards for applicants;
- Maintain consistency with the community character and development patterns of Clarkdale; and
- Comply with Arizona requirements for objective and administratively applied development standards.

Staff intends to continue monitoring legislative activity and guidance from state agencies and municipal organizations. Once the legislative framework is finalized, staff anticipates returning with recommendations regarding the appropriate incorporation of objective Design Review Guidelines into the Town's Zoning Code.

Budget Impact:

The proposed amendment is administrative in nature and is not expected to have a fiscal impact on the Town.

Recommendation:

No recommendation. Discussion only.

B. **Design Guidelines.** The purpose of this Section is to establish clear, objective, and measurable design standards applicable to development within the Town of Clarkdale in order to:

- a. Promote durable building materials and quality site design;
 - b. Reduce visual impacts associated with blank walls, excessive building massing, and unshielded lighting;
 - c. Maintain safe and functional pedestrian environments;
 - d. Ensure compliance with applicable Arizona law requiring objective design standards and administrative review procedures.
 - e. The standards of this Section are intended to be applied administratively and shall not require subjective interpretation regarding architectural style or personal preference.
1. *Applicability.* The standards of this Section shall apply to:
- a. New commercial buildings;
 - b. Mixed-use buildings;
 - c. Multi-family residential development;
 - d. Exterior expansions exceeding 25 percent of an existing building footprint;
 - e. Major facade remodels visible from a public street;
 - f. Developments subject to Design Review.
 - g. The following are exempt:
 - i. Ordinary maintenance and repair;
 - ii. Interior remodels;
 - iii. Re-roofing with similar materials/colors;
 - iv. Replacement of windows, doors, or siding matching existing materials and dimensions;
 - v. Single-family detached dwellings unless otherwise specified.
 - vi. Properties located in the Historic Preservation district.

2. *Building Orientation.*

a. Primary Entrances.

- i. Buildings located on a public street shall provide at least one primary pedestrian entrance facing the street.
- ii. Primary entrances shall remain visible and unobstructed from adjacent sidewalks or pedestrian pathways.
- iii. Buildings on corner lots shall orient the primary entrance toward either:
 - (A) the street corner; or
 - (B) the street with the greatest frontage.

3. *Ground Floor Transparency.*

a. Commercial and Mixed-Use Buildings. Ground-floor street-facing facades located within Downtown or commercial districts shall provide transparent windows and doors along a minimum of:

- i. 40% of the ground-floor facade between two feet and 10 feet above finished grade.
- ii. Reflective, mirrored, or opaque glass shall not count toward transparency requirements.
- iii. Dark-tinted glass with a visible light transmittance below 25 percent is prohibited on ground-floor street-facing facades.

4. *Blank Wall Limitations.* Street-facing facades shall not contain uninterrupted blank wall areas exceeding 20 linear feet. Blank wall areas shall be interrupted by at least one of the following:

- a. Windows;
- b. Doors;
- c. Pilasters;
- d. Recesses or projections with a minimum depth of six inches;
- e. Awnings or canopies;

- f. Material changes;
- g. Public art;
- h. Trellises or architectural shading elements.

5. *Building Massing and Articulation.*

- a. Horizontal Articulation. Buildings exceeding 50 feet in facade length shall incorporate facade modulation at intervals not exceeding 30 feet through at least one of the following:
 - i. Recesses;
 - ii. Projections;
 - iii. Material changes;
 - iv. Vertical architectural elements;
 - v. Storefront bays;
 - vi. Covered entrances.
- b. Upper Story Step-backs. Buildings exceeding two stories shall provide an upper-story setback of at least 6 feet for portions of the building above the second story along street-facing facades.

6. *Roof Forms.*

- a. Flat roofs visible from a public street shall incorporate at least one of the following:
 - i. Parapets;
 - ii. Cornice treatments;
 - iii. Variations in roof height;
 - iv. Decorative roof forms.
- b. Rooftop mechanical equipment shall be screened from public streets using parapets or architecturally integrated screening materials.
- c. Bright galvanized metal roofing visible from public streets is prohibited.

7. *Exterior Materials.*

- a. Permitted Primary Materials. Primary exterior materials visible from public streets shall consist of one or more of the following:
 - i. Brick;
 - ii. Stone;
 - iii. Integrally colored split-face block;
 - iv. Stucco;
 - v. Fiber cement siding;
 - vi. Wood siding;
 - vii. Metal panels with matte or non-reflective finishes.
- b. Prohibited Materials. The following materials are prohibited as primary facade materials on street-facing elevations:
 - i. Mirrored glass;
 - ii. Highly reflective metal panels;
 - iii. Untextured EIFS at ground-floor pedestrian levels;
 - iv. Corrugated metal siding in Downtown districts;
 - v. Vinyl siding.

8. *Color Standards.*

- a. Exterior colors visible from public streets shall utilize low-reflectance finishes. Neon, fluorescent, or highly reflective paint colors are prohibited except as:
 - i. approved sign elements; or
 - ii. public art installations.
- b. Large wall areas shall utilize colors with a Light Reflectance Value (LRV) between 15 and 60.
- c. Accent colors may exceed the permitted LRV range when comprising less than 15% of a facade elevation.

9. *Mechanical Equipment and Utilities.*

- a. Ground-mounted mechanical equipment visible from a public street shall be screened using:
 - i. walls;
 - ii. landscaping;
 - iii. fencing; or
 - iv. integrated architectural screening.
- b. Utility boxes located along street frontages shall utilize muted or earth-tone colors.
- c. Roof-mounted solar equipment shall extend no more than 18 inches above the roof plane unless otherwise required by building code or manufacturer specifications.

10. *Pedestrian Elements.*

- a. Commercial developments shall provide a continuous pedestrian connection from public sidewalks to primary building entrances.
- b. Pedestrian walkways crossing vehicle circulation areas shall be distinguished through at least one of the following:
 - i. Decorative paving;
 - ii. Stamped concrete;
 - iii. Colored concrete;
 - iv. Raised crossings.
- c. Sidewalk dining, benches, bicycle racks, and pedestrian amenities shall maintain a minimum unobstructed pedestrian path of five feet.

COMMERCIAL / MIXED-USE DESIGN REVIEW CHECKLIST

Standard	Requirement	Complies	Notes
Primary Entrance	Street-facing entrance provided	☐ Yes ☐ No	
Transparency	40–80% ground-floor glazing	☐ Yes ☐ No	

Standard	Requirement	Complies	Notes
Blank Walls	No blank wall >20 ft	☐ Yes ☐ No	
Articulation	Facade modulation every 30 ft	☐ Yes ☐ No	
Storefront Width	Bays between 18–30 ft	☐ Yes ☐ No	
Recessed Entry	Minimum 24 in recess	☐ Yes ☐ No	
Awning Clearance	Minimum 9 ft clearance	☐ Yes ☐ No	
Shade Coverage	50% pedestrian shading	☐ Yes ☐ No	
Materials	Approved materials utilized	☐ Yes ☐ No	
Prohibited Materials	None utilized	☐ Yes ☐ No	
Roof Screening	Equipment screened	☐ Yes ☐ No	
Lighting	Fully shielded fixtures	☐ Yes ☐ No	
Lighting Temperature	≤4000K	☐ Yes ☐ No	
Parking Placement	≤50% frontage occupied	☐ Yes ☐ No	
Signage	≤ 250 Sq Ft	☐ Yes ☐ No	
Dumpster Screening	Fully screened	☐ Yes ☐ No	
Walkway Connectivity	Sidewalk connection provided	☐ Yes ☐ No	



BUILDING ORIENTATION



INTENT:

Building orientation strengthens walkability and creates active, engaging streets by ensuring primary entrances are visible, welcoming, and directly connected to the public realm.



Buildings shall orient primary pedestrian entrances toward the street and remain visible and unobstructed from adjacent sidewalks or pathways.

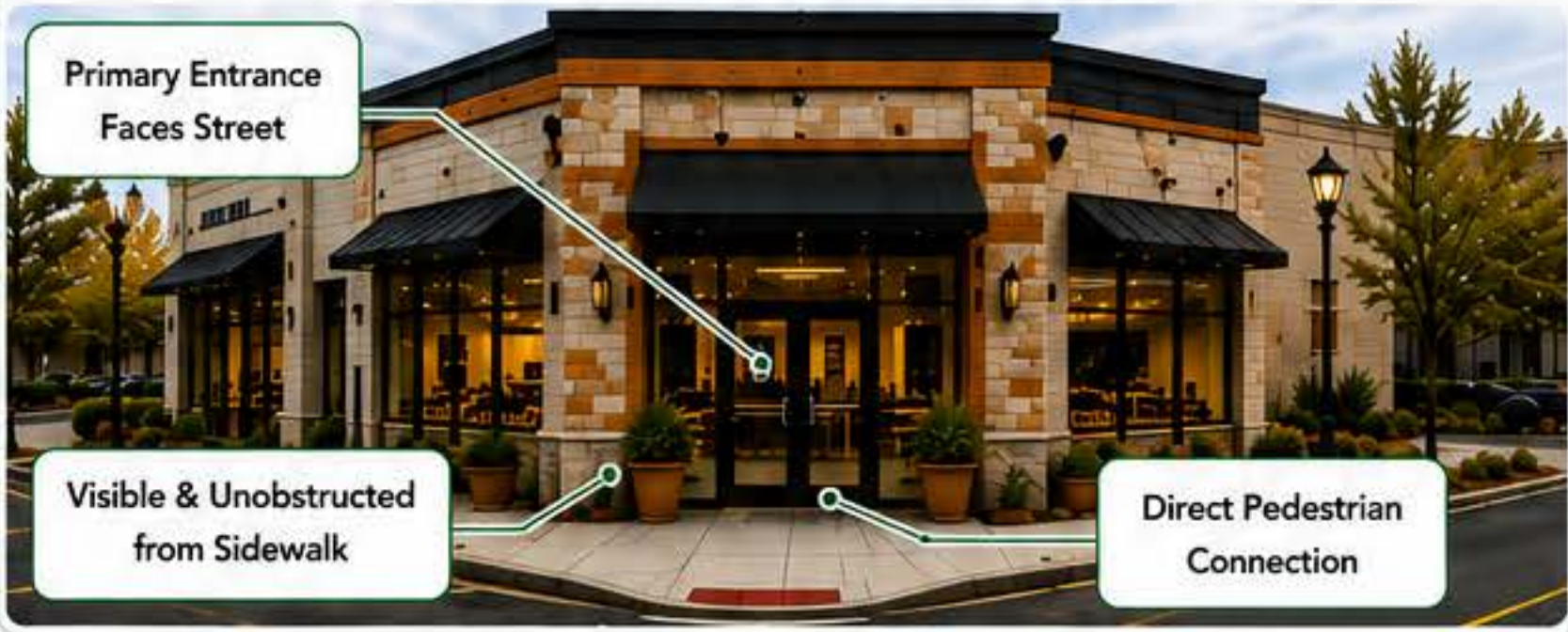
STANDARDS:

- Buildings located on a public street shall provide at least one primary pedestrian entrance facing the street.
- Primary entrances shall remain visible and unobstructed from adjacent sidewalks or pedestrian pathways.



COMPLIES

Primary entrance faces the street and is clearly visible.



DOES NOT COMPLY

Entrance not visible from the street.



CORNER LOT ORIENTATION

For buildings on corner lots, orient the primary entrance toward either:

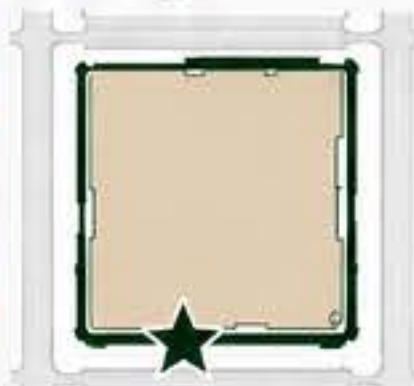
COMPLIES

The Street Corner



COMPLIES

The Street with Greatest Frontage



GOOD PRACTICE HIGHLIGHTS



Orient entrances toward the street to activate the public realm.



Ensure a clear, direct connection from the sidewalk to the entrance.



Keep entrances visible and unobstructed at all times.



Welcoming entrances enhance safety, comfort, and community character.



Well-oriented buildings with visible entrances create vibrant streets and welcoming places.





GROUND FLOOR TRANSPARENCY



INTENT:

Transparent storefronts create active, engaging streetscapes by connecting inside and outside spaces, supporting local businesses, and improving pedestrian safety and visibility.

STANDARDS:

- Ground-floor street-facing facades within Downtown and commercial districts shall provide transparent windows and doors along a minimum of 40% of the ground-floor facade between 2 feet and 10 feet above finished grade.
- Reflective, mirrored, or opaque glass shall not count toward transparency requirements.
- Dark-tinted glass with a visible light transmittance below 25% is prohibited on ground-floor street-facing facades.



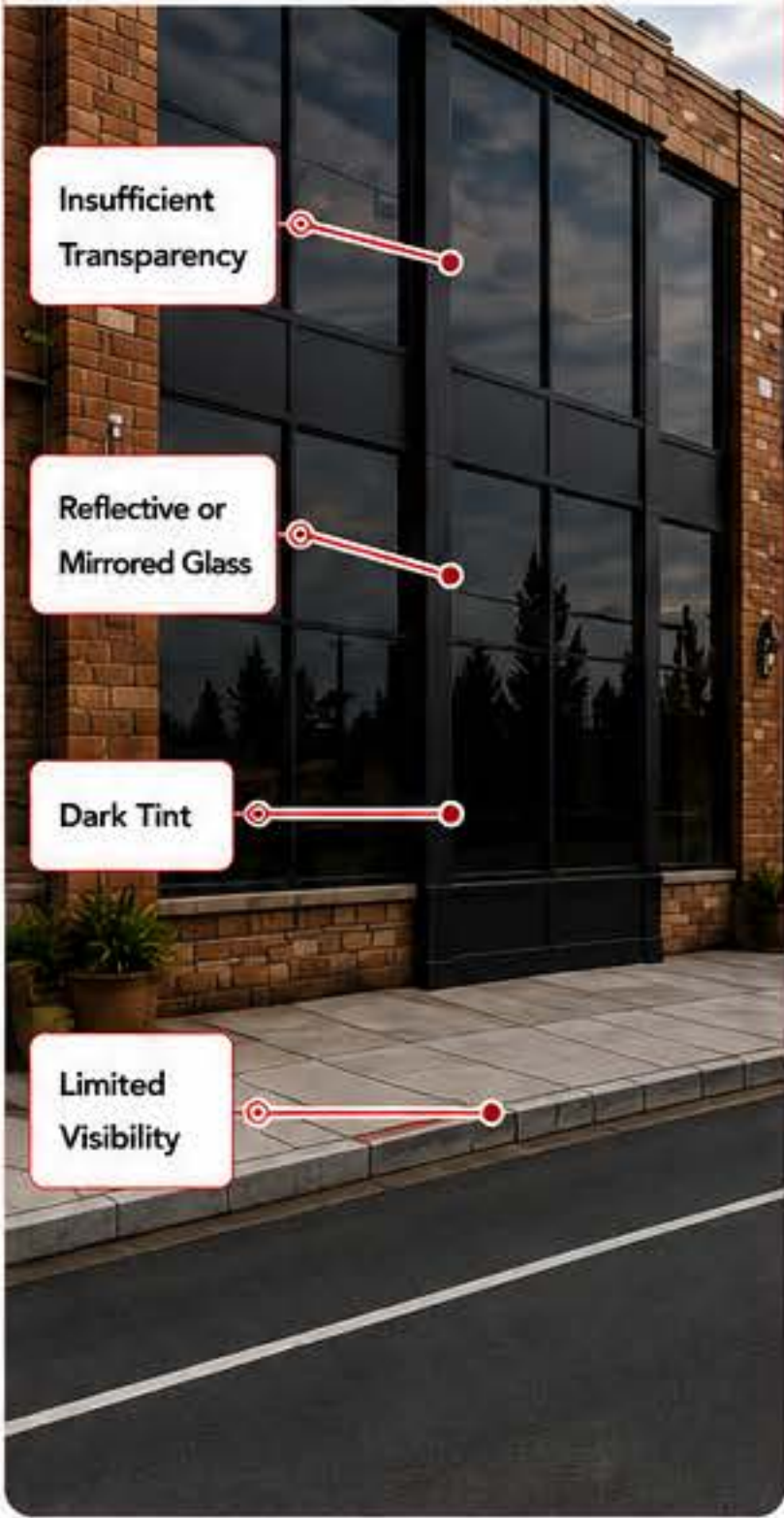
COMPLIES

Provides at least 40% transparency between 2 feet and 10 feet above finished grade.



DOES NOT COMPLY

Provides less than 40% transparency or uses prohibited glazing.



40% TRANSPARENCY REQUIREMENT



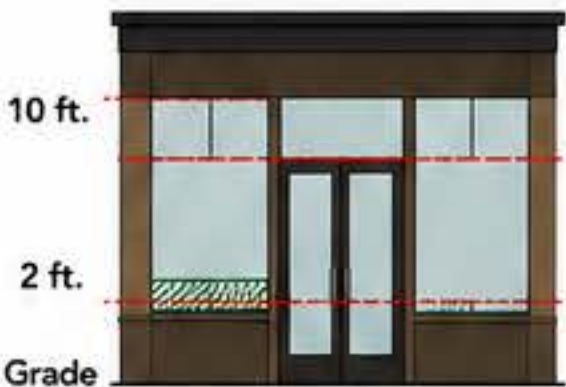
COMPLIES

40% or more transparent area between 2' and 10'.



DOES NOT COMPLY

Less than 40% transparent area.



Transparency measured between 2 ft. and 10 ft. above finished grade.

PROHIBITED GLASS



Reflective Glass

Does not count toward transparency.



Mirrored Glass

Does not count toward transparency.



Opaque Glass

Does not count toward transparency.



Dark-Tinted Glass

(VLT below 25%)
Prohibited.

Examples above are not permitted on ground-floor street-facing facades.



GOOD PRACTICE HIGHLIGHTS



Activate storefronts and create a welcoming street experience.



Improve visibility for pedestrians and enhance public safety.



Strengthen the pedestrian experience and encourage activity.



Support vibrant commercial districts and local businesses.



Transparent storefronts strengthen commercial districts, support local businesses, and create engaging pedestrian environments.





BLANK WALL LIMITATIONS



INTENT:

Blank wall limitations help create visually interesting, pedestrian-friendly streetscapes by breaking up large uninterrupted wall surfaces with architectural features, windows, entrances, and other design elements that add visual interest and human scale.



STANDARDS:

Street-facing facades shall not contain uninterrupted blank wall areas exceeding 20 linear feet.

Blank wall areas shall be interrupted by one or more of the following:

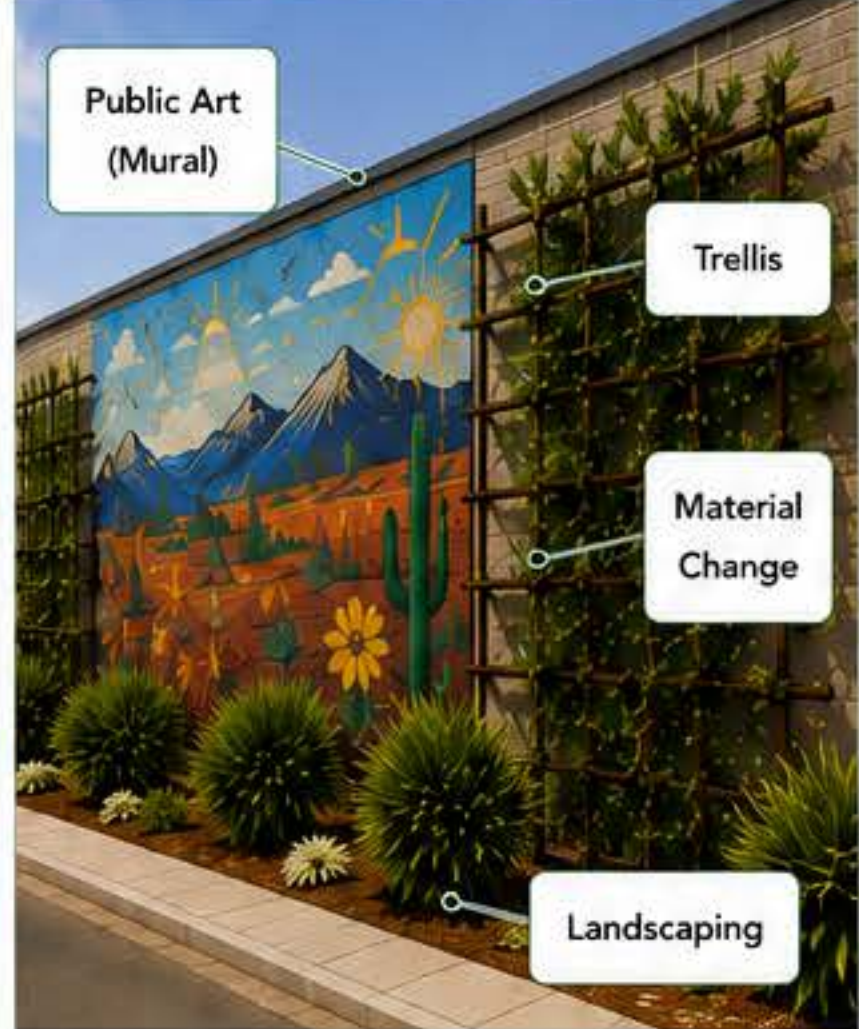
- Windows
- Doors
- Pilasters
- Recesses or projections (minimum 6-inch depth)
- Awnings or canopies
- Material changes
- Public art
- Trellises or architectural shading elements

✓ COMPLIES – STOREFRONT ARTICULATION



Architectural features interrupt blank wall segments and create an active pedestrian environment.

✓ COMPLIES – PUBLIC ART & ARCHITECTURAL SCREENING



Public art and architectural elements provide visual interest and reduce the appearance of long wall segments.

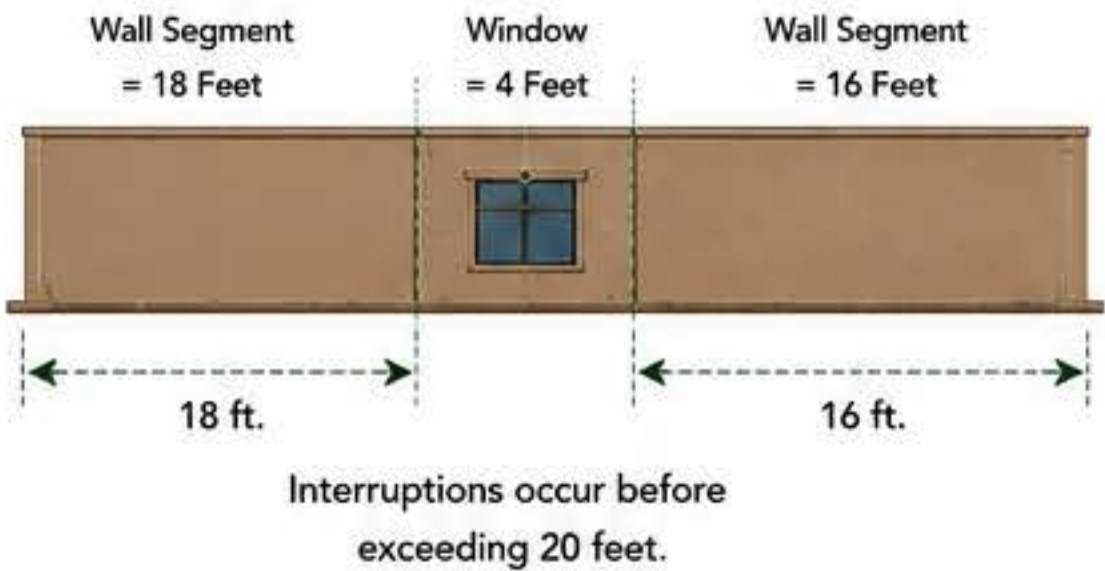
✗ DOES NOT COMPLY



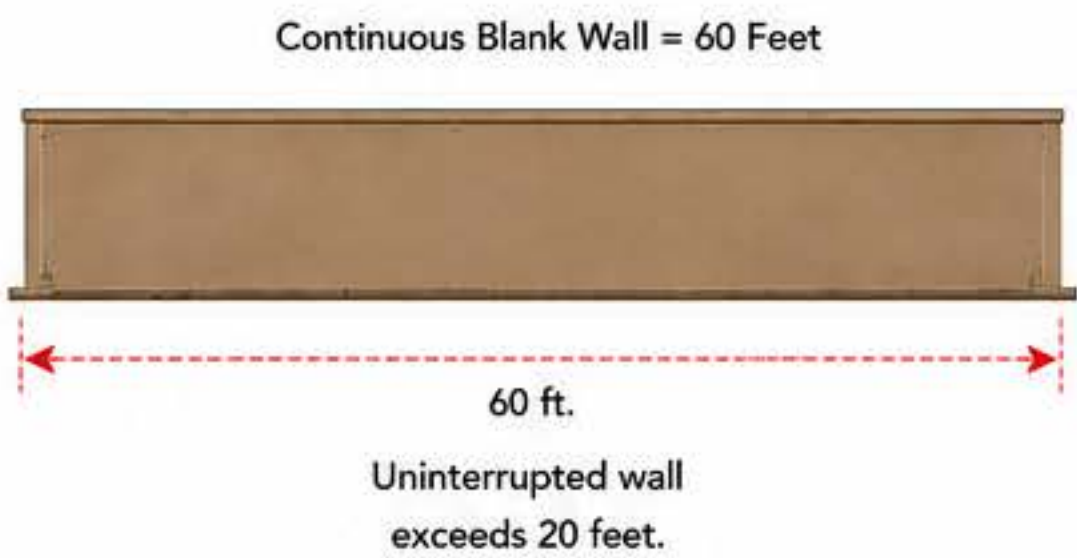
Long uninterrupted wall segments create inactive streetscapes and exceed the maximum blank wall length.

20-FOOT MAXIMUM WALL LENGTH

✓ COMPLIES



✗ DOES NOT COMPLY



Architectural features, entrances, windows, and material changes help reduce blank wall impacts and create pedestrian-friendly streetscapes.





BLANK FENCE INTERRUPTIONS



INTENT:

Blank fence standards also apply to fences and walls visible from public streets. Visual breaks improve appearance, pedestrian comfort, and overall site design.



NOTE:

Visual interruptions should occur at regular intervals to reduce the appearance of long uninterrupted fence segments.

EXAMPLES OF FEATURES THAT INTERRUPT BLANK FENCES



Pilasters

Vertical elements add rhythm and break up lengthy fence runs.



Recesses or Projections

Recessed or projecting sections create shadow and visual interest.



Material Changes

Changes in color, texture, or material help break monotony.



Public Art

Artwork adds character and creates a sense of place.



Trellises or Shading Elements

Trellises and shading elements soften the fence and add depth.



COMPLIANT FENCE

Pilasters

Material Change

Public Art

Landscaping



Fence Segments Are All Less Than 20 Feet



ACCEPTABLE INTERRUPTIONS:

- ✓ Pilasters
- ✓ Recesses or Projections (min. 6" depth)
- ✓ Material Changes
- ✓ Public Art
- ✓ Trellises or Shading Elements
- ✓ Landscaping



NON-COMPLIANT FENCE

No Architectural Features

No Material Changes

No Landscaping

Uninterrupted Fence



Fence Length = 60 Feet (Exceeds 20 Feet)

AVOID:

- ✗ Long uninterrupted fence segments
- ✗ Monotonous facades
- ✗ Large blank surfaces
- ✗ Featureless fences and walls



BUILDING MASSING & ARTICULATION

- Building facades exceeding 40 feet in length shall incorporate articulation and massing techniques to create visual interest.
- Articulation techniques may include at least three of the following:
 - Wall plane offsets or projections
 - Change in materials
 - Variations in roof height or form
 - Architectural details or trim
 - Windows or door openings



INTENT:

Well-proportioned buildings with articulated facades reduce bulk and monotony, create a comfortable pedestrian experience, and reduce perceived mass.



NOTE:

Articulation should be integral to the building design and consistent around all visible sides of the structure.



QUICK REFERENCE

- ✓ Facade > 40 ft. in length requires articulation.
- ✓ Use at least 3 articulation techniques.
- ✓ Break up long facades.
- ✓ Incorporate material changes.
- ✓ Provide architectural details and visual interest.



COMPLIES – ARTICULATED FACADE



Multiple articulation techniques create visual interest and reduce perceived mass.



DOES NOT COMPLY – MONOTONOUS FACADE



Large, unarticulated facades create a bulky appearance and are not permitted.



Thoughtful massing and articulation create visually interesting buildings, enhance the pedestrian experience, and strengthen Clarkdale's character.





ROOF FORMS

- Flat roofs visible from a public street shall incorporate one or more of the following:
 - Parapets
 - Cornice treatments
 - Variations in roof height
 - Decorative roof forms
- Rooftop mechanical equipment shall be screened from public streets using parapets or architecturally integrated screening materials.
- Bright galvanized metal roofing visible from public streets is prohibited.



INTENT:
Roof forms contribute significantly to a building’s architectural character and help create visually interesting rooflines that complement Clarkdale’s historic and commercial districts. Proper screening of rooftop equipment preserves the appearance of buildings from public streets.



NOTE:
Rooftop mechanical equipment should be incorporated into the overall building design and screened in a manner that complements the building’s architecture.



COMPLIES

Parapet and Cornice



Parapets and cornice treatments add definition and screen rooftop equipment.



COMPLIES

Roof Height Variation



Variations in roof height create visual interest and reduce building mass.



COMPLIES

Decorative Roof Form



Decorative roof forms enhance architectural character and the roof silhouette.

ACCEPTABLE ROOF ELEMENTS

Parapet



Cornice



Roof Height Variation



Decorative Roof Form



Architectural Screening



Use one or more of these elements on flat roofs visible from public streets.



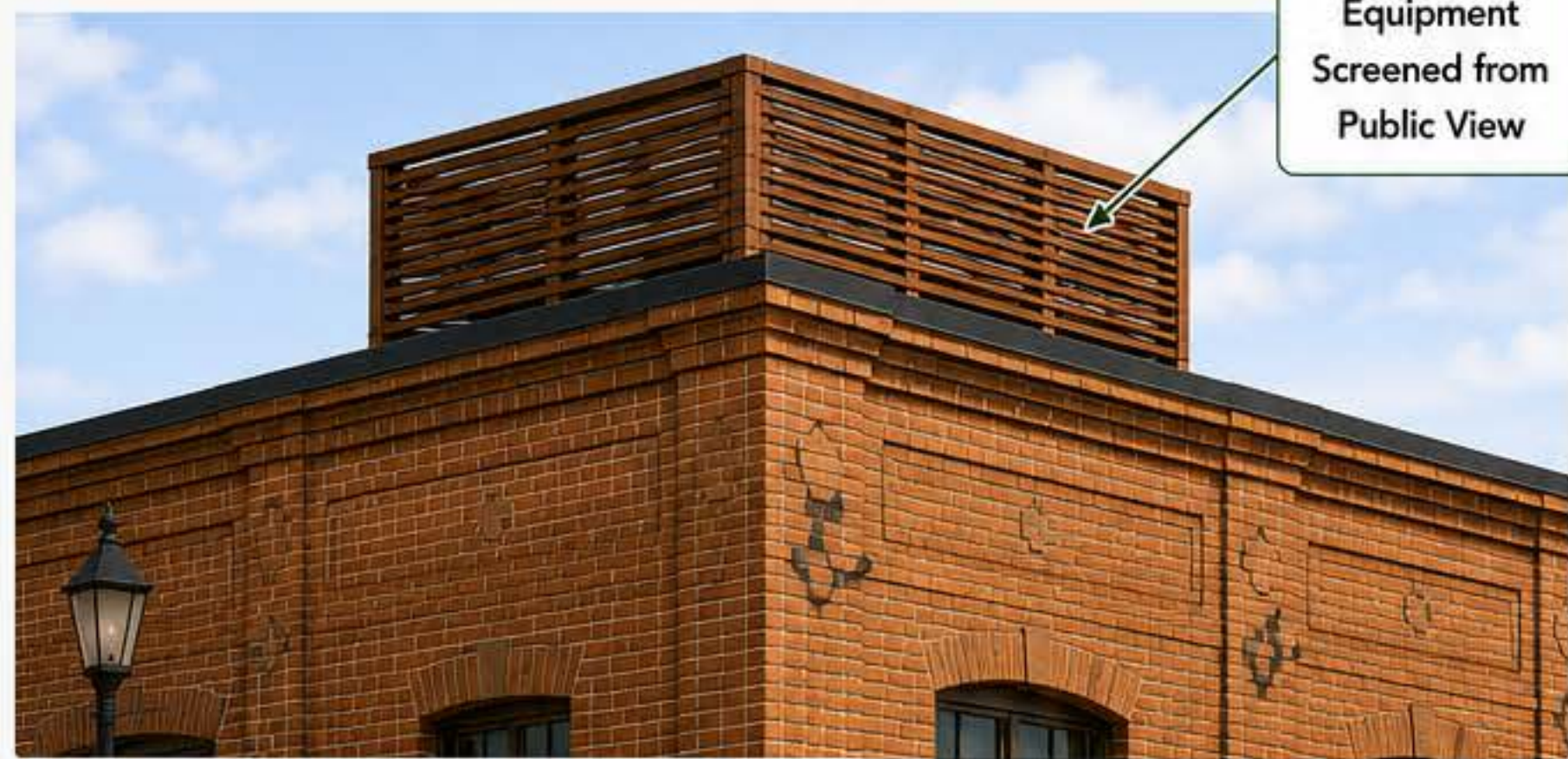
Thoughtful roof design enhances building character, respects Clarkdale’s historic context, and creates a more attractive streetscape for our community.





COMPLIES

Screened Mechanical Equipment



Screened rooftop equipment preserves the building's architectural character and maintains a clean skyline.



DOES NOT COMPLY

Visible Mechanical Equipment



Rooftop mechanical equipment must be screened from public streets.

SCREENING OF ROOFTOP EQUIPMENT



COMPLIANT

Equipment is screened by parapet or architecturally integrated materials.

Equipment not visible from street



Screening height must be equal to or greater than the height of the rooftop equipment.

ACCEPTABLE SCREENING METHODS

Parapet Wall



Architectural Screen



Louvered Screen



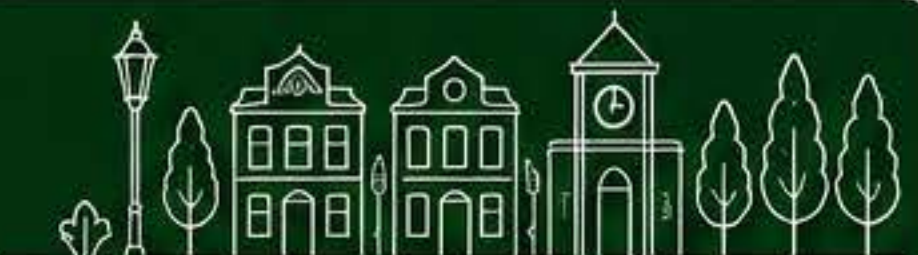
Solid Screen with Architectural Detailing



Use materials and detailing that are compatible with the building's architecture.



Thoughtful roof design and appropriate screening preserve architectural character and support a clean, attractive skyline for Clarkdale.





EXTERIOR MATERIALS

- Primary exterior materials visible from public streets shall consist of one or more of the following:
 - Brick
 - Stone
 - Integrally colored split-face block
 - Stucco
 - Fiber cement siding
 - Wood siding
 - Metal panels with matte or non-reflective finishes
- The following materials are prohibited as primary facade materials on street-facing elevations:
 - Mirrored glass
 - Highly reflective metal panels
 - Untextured EIFS at ground-floor pedestrian levels
 - Corrugated metal siding in Downtown districts
 - Vinyl siding



INTENT:

Exterior materials play a significant role in defining and building character. Durable, high-quality materials contribute to Clarkdale’s historic character and create visually appealing streetscapes.



NOTE:

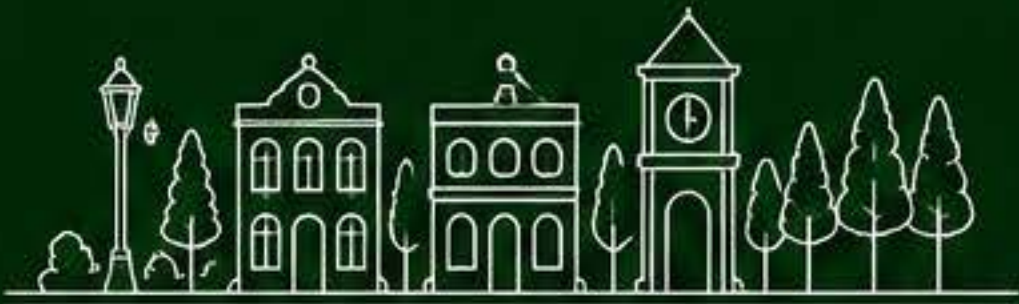
Combining compatible materials, textures, and colors can help create visual interest, reinforce architectural character, and reduce the appearance of large building masses.

 PERMITTED PRIMARY MATERIALS (One or more of the following)

BRICK	STONE	INTEGRALLY COLORED SPLIT-FACE BLOCK	STUCCO	FIBER CEMENT SIDING	WOOD SIDING	METAL PANELS (MATTE FINISH)
						
						
• Durable • Historic Character • Appropriate Downtown Material	• Natural Material • High Quality • Appearance	• Integrally Colored • Textured Surface • Durable	• Appropriate Desert Material • Textured Finish	• Durable • Traditional Appearance • Low Maintenance	• Historic Character • Natural Material • Warm Appearance	• Non-Reflective Finish • Contemporary Application • Durable



Quality exterior materials create enduring buildings, enhance Clarkdale’s character, and support attractive, vibrant streetscapes.



COMPLIANT MATERIAL PALETTE EXAMPLE



PROHIBITED MATERIALS (As primary facade materials)

MIRRORED GLASS



- Reflective Surface
- Creates Glare
- Does Not Support Pedestrian Interaction

HIGHLY REFLECTIVE METAL PANELS



- Excessive Reflectivity
- Incompatible With Historic Character
- Creates Glare

UNTEXTURED EIFS AT GROUND LEVEL



- Flat Appearance
- Lacks Material Depth
- Not Appropriate at Pedestrian Level

CORRUGATED METAL SIDING (DOWNTOWN)



- Not Appropriate as Primary Facade Material in
- Downtown Districts

VINYL SIDING



- Low Durability
- Inconsistent With Desired Character
- Not Permitted



COLOR STANDARDS & LRV REQUIREMENTS



INTENT:

Exterior colors contribute significantly to community character. Appropriate color palettes help create visually appealing development while maintaining compatibility with surrounding buildings and the natural environment.



NOTE:

Large wall areas should utilize colors with a Light Reflectance Value (LRV) between 15 and 60.

LIGHT REFLECTANCE VALUE (LRV) SCALE



STANDARDS:

- Exterior colors visible from public streets shall utilize low-reflectance finishes.
- Large wall areas shall utilize colors with an LRV between 15 and 60.
- Accent colors may exceed the permitted LRV range when comprising less than 15 percent of a facade elevation.

ACCEPTABLE FOR LARGE WALL AREAS (15-60 LRV)

LRV 15
Dark Bronze



LRV 30
Desert Tan



LRV 45
Warm Beige



LRV 60
Light Sandstone



NOT ACCEPTABLE FOR LARGE WALL AREAS

LRV 5
Black



LRV 85
Bright White



COMPLIANT COLOR PALETTE EXAMPLE



Primary Wall Color
LRV = 35

Secondary
Material Color
LRV = 25

Accent Area
Less Than 15%



Appropriate color palettes help create attractive development and reinforce community character.



COLOR EXAMPLES & PROHIBITED COLORS



INTENT:

Color standards encourage high-quality building design while allowing flexibility and creativity through appropriate accent colors and public art.



NOTE:

Public art installations are exempt from color restrictions.



ACCENT COLOR EXAMPLE



Wall Color
(LRV 40)
Desert Tan

Trim Color
(LRV 12)
Deep Green

Accent Door
(LRV 70)
Brick Red

Accent colors may be used for doors, trim, awnings, and other elements when less than 15% of the facade.



PUBLIC ART EXCEPTION



Public Art
Exempt from
Color
Restrictions

Murals and art installations add vibrancy and celebrate Clarkdale's culture and heritage.



PROHIBITED COLORS & FINISHES



Neon Green
(Prohibited)



Neon Pink
(Prohibited)



Fluorescent Orange
(Prohibited)



Reflective Metallic
Finish (Prohibited)



APPROPRIATE COMMUNITY PALETTE (Examples)



Desert Tan
(LRV 35)



Warm Beige
(LRV 45)



Adobe Brown
(LRV 25)



Soft Sage
(LRV 30)



Terra Cotta
(LRV 28)



Brick Red
(LRV 18)



Copper Bronze
(LRV 20)



Sandstone
(LRV 50)



Thoughtful color selection contributes to attractive development and enhances the visual character of the community.



MECHANICAL EQUIPMENT & UTILITIES

GROUND-MOUNTED EQUIPMENT SCREENING



INTENT:

Mechanical equipment, utility infrastructure, and service areas can negatively impact streetscape appearance when visible from public streets. Appropriate screening helps conceal equipment, improve visual character, and maintain attractive pedestrian environments.



STANDARDS:

Ground-mounted mechanical equipment visible from a public street shall be screened using one or more of the following:

- ✓ Walls
- ✓ Landscaping
- ✓ Fencing
- ✓ Integrated Architectural Screening

✓ COMPLIES – LANDSCAPE SCREENING



Landscaping can effectively screen equipment while contributing to the overall site design.

✓ COMPLIES – ARCHITECTURAL SCREENING



Architecturally integrated screening blends equipment into the building design.

✗ DOES NOT COMPLY



Unscreened equipment creates unnecessary visual impacts and detracts from streetscape character.

✓ ACCEPTABLE – EQUIPMENT SCREENED FROM PUBLIC VIEW



✗ DOES NOT COMPLY – EQUIPMENT VISIBLE FROM PUBLIC STREET



ACCEPTABLE SCREENING METHODS



LANDSCAPING



Native and drought-tolerant planting used to soften and conceal equipment.



MASONRY WALL



Durable wall screening compatible with surrounding architecture.



DECORATIVE FENCING



Decorative fencing designed to screen equipment while maintaining site aesthetics.



INTEGRATED ARCHITECTURAL ENCLOSURE



Materials and detailing match the primary building.

GOOD PRACTICE HIGHLIGHTS



Incorporate landscape screening



Integrate screening into building design



Reduce visual clutter



Improve pedestrian experience



Maintain community character



Thoughtful screening of mechanical equipment helps create attractive streetscapes while protecting the visual character of the community.





MECHANICAL EQUIPMENT & UTILITIES

UTILITY BOXES & ROOF-MOUNTED SOLAR EQUIPMENT

INTENT:

Utility infrastructure and solar equipment should be integrated into site and building design in a manner that minimizes visual impacts from public streets. Appropriate colors and installation methods help maintain attractive streetscapes while supporting modern utility and sustainability needs.

STANDARDS:

UTILITY BOXES

Utility boxes located along street frontages shall utilize:

- ✔ Muted Colors
- ✔ Earth-Tone Colors

ROOF-MOUNTED SOLAR EQUIPMENT

Roof-mounted solar equipment shall:

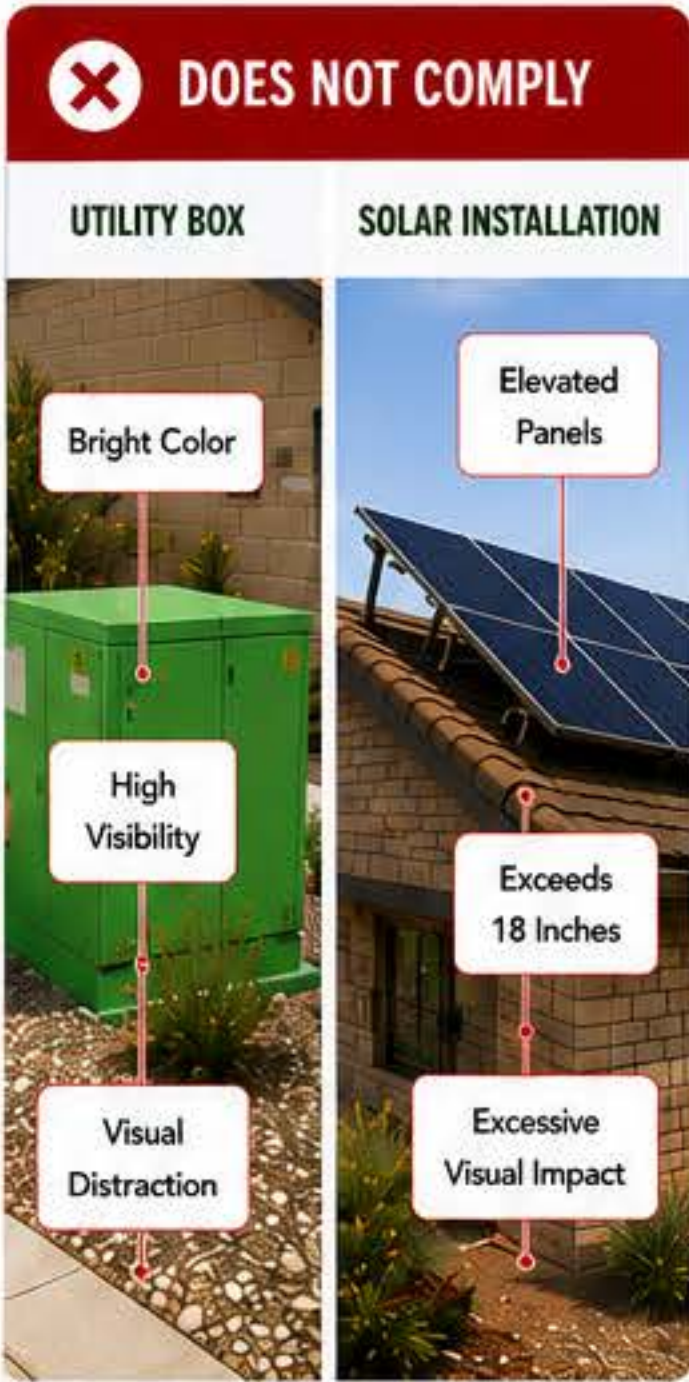
- ✔ Be mounted parallel to the roof plane
- ✔ Extend no more than 18 inches above the roof plane
- ✔ Comply with building code and manufacturer requirements



Muted colors help utility infrastructure blend into the surrounding environment.



Low-profile solar installations reduce visibility from public streets.



Bright utility colors and elevated solar arrays create unnecessary visual impacts.

ACCEPTABLE APPLICATIONS

EARTH-TONE UTILITY BOX



Blends into the landscape.

UTILITY EQUIPMENT ADJACENT TO LANDSCAPING



Reduces visual prominence.

LOW-PROFILE SOLAR PANELS



Mounted parallel to roof slope.

INTEGRATED SOLAR DESIGN



Maintains building character while supporting renewable energy.



Thoughtful utility colors and low-profile solar installations help support sustainability while preserving community character.





PEDESTRIAN ELEMENTS

Continuous Pedestrian Connections



INTENT:

Pedestrian access should be safe, direct, and clearly connected between public sidewalks and building entrances.



DIRECT SIDEWALK CONNECTION



Clearly defined pedestrian routes improve accessibility and site navigation.



SAFE ACCESS



Walkways should provide a continuous route from the public sidewalk to the entrance.



CONNECTED DESIGN



Pedestrian circulation should be integrated into overall site design.



STANDARD:

Commercial developments shall provide a continuous pedestrian connection from public sidewalks to primary building entrances.



COMPLIES



WHY IT COMPLIES:

- Continuous pedestrian route provided
- Direct connection to primary entrance
- Safe and visible access for pedestrians



DOES NOT COMPLY



WHY IT DOES NOT COMPLY:

- No continuous pedestrian connection
- Pedestrian route interrupted by vehicles
- Building entrance lacks direct sidewalk access



GOOD PEDESTRIAN DESIGN

Provide clearly visible, direct, and accessible walkways that connect public sidewalks to primary building entrances and minimize conflicts with vehicles.



Well-connected pedestrian environments create safe, inviting, and vibrant commercial areas.





PEDESTRIAN ELEMENTS

Continuous Pedestrian Connections

Pedestrian walkways crossing vehicle circulation areas shall be distinguished through at least one of the following:

i. DECORATIVE PAVING



Use decorative paving materials to visually distinguish pedestrian crossings.

ii. STAMPED CONCRETE



Use stamped concrete to add texture and visually distinguish crossings.

iii. COLORED CONCRETE



Use colored concrete to differentiate pedestrian crossings.

iv. RAISED CROSSINGS



Use raised crossings to slow traffic and enhance pedestrian safety.

Sidewalk dining, benches, bicycle racks, and pedestrian amenities shall maintain a minimum unobstructed pedestrian path of five feet.



Well-designed pedestrian elements create safe, accessible, and inviting environments for everyone.

