

Interviewee **Gary Parsons, Transit Services Manager, Havasu Area Transit (HAT)**

Date of Interview **Tuesday, April 14, 2009, 11:00 a.m.**

HAT is a 5311-funded system. Service is hub and spoke with five routes, because of the street layout. Service is 6 days per week (no service on Sundays). The outermost points have service times from 6:00 a.m. to 7:00 p.m., with 6:30 a.m. to 6:30 p.m. at the hub.

There is now one transit center, which is a transfer point. In the future there will be 2 or 3 transit centers/transfer points.

It is legal for HAT to stop in the traffic lanes of SR 95 in the study area, but it is too dangerous at many locations. Pullout lanes are needed, with the right of way to accommodate them. More bus turnaround areas are needed than are available.

Some HAT history: From 1986 to 1996 HAT was entirely curb to curb route deviation service, in essence a "\$3 taxi service." Working with consultants, HAT changed over to fixed route service in 2005-2006.

Development services department of Lake Havasu City and HAT coordinate more often now than when HAT service was curb to curb. This is partly because places where people congregate are appropriate locations for transit centers and stops. Activity centers are created by developers and the city, and HAT works with development services to find specific locations suitable for transit within the activity centers.

In summary, there is potential for much expansion of transit in Lake Havasu City. However, there is a ceiling on some aspects of transit. Weekend visitors make little use of transit since vehicles bring them to Lake Havasu City; they use their vehicles once in Lake Havasu City. There is little prospect that air travel for tourism will increase much into Lake Havasu City, since it appears Lake Havasu City airport will not become a hub airport for the Tri-Cities region.

More details:

Mr. Parsons would support the transformation of the Uptown area into a pedestrian and bicycle area with a roof and misters.

The core of Desert Hills is a mobile home community and there are 1,000 bus pickups in Desert Hills.

Where is park-n-ride in Lake Havasu City? There is no official park-n-ride but some commuters park near the transit center and take the green route to the mall. Note, San Luis Obispo is a place where paid parking throughout downtown has spurred transit use.

Near a high school would be a location where transit would be in demand, but federal funding regulation does not allow direct transport to a high school to be the primary purpose of a HAT route. If a high school were near a commercial area, the route would be located to serve the commercial area, but high school students could also use the route. In Lake Havasu City only middle schools currently have school bus service. Grade schools and high schools do not have school bus service.

In Lake Havasu City it is 16 miles from the southern shops to the Shops at Lake Havasu in the north, in contrast with Kingman which is more compact.

There are many low-paying tourism jobs in the city. Workers holding those jobs generally live in apartments in one of four areas and they use transit regularly.

There is no multifamily housing in upper S. McCullough or upper Kiowa areas.

High transit-demand destinations are the following locations: manufacturing areas, high-density areas, low-income housing areas.

The SR 95 area would be an important impetus to changing development patterns in Lake Havasu City. Someday fuel costs will be limiting for many residents. A "Main Street" setting would be a good element near the SR 95 corridor.

Mr. Parsons wondered aloud whether senior citizen drivers could handle roundabouts and Ms. FitzGerald indicated that Green Valley residents find their first roundabout to be helpful.

Traffic congestion is an ongoing problem on Riviera, across London Bridge, and out SR 95.

Regional transit? Greyhound was lost because there was no available transit center location; now a carrier could be housed at the Lake Havasu City transit center. Coach USA considered service but did not begin service at that time. The Chemehuevi Tribe does not have a transit system from tribal 5311 funding.

There is ferry traffic from Lake Havasu City to the Havasu Landing Casino in California. HAT has a bus stop very near the ferry dock on the east side of the channel. Departures of a mall bus are timed to synchronize with the ferry. Still there have been few pickups from that stop.

***Mr. Parsons will send Lake Havasu City to Kingman and Lake Havasu City to Bullhead City ridership information to the consultant. There is more transit potential for Kingman to Bullhead City than for Lake Havasu City to either Kingman or Bullhead City.

Interviewee **Buster Johnson, Supervisor, District 3, Mohave County**

Date of Interview **Tuesday, April 14, 2009, 12:00 p.m.**

As the SR 95 realignment began to be discussed, Mr. Johnson indicated that it would primarily serve through traffic.

Mr. Johnson wants the access control recommended in previous plans to be implemented on existing SR 95. He thinks that there should have been a longer on-off ramp for the mall. He also suggests exploring a private roadway parallel to SR 95 from Yuma to I-40. One very long-range (50-year) study recommended a roadway from Lake Havasu City to Prescott.

Mr. Johnson is a supporter of more transit from Lake Havasu City to La Paz County.

Cities receive relatively more revenue from sales tax, counties from property tax. Mr. Johnson would like to have Mohave County impose a gasoline tax. Then the county could partner with the state for transportation improvements. Lake Havasu City has a development impact fee but its future is uncertain.

Lake Havasu City has forgiven certain fees as part of its economic development negotiations.

11 years ago, Mr. Johnson worked with people in the tri-cities toward taking out the “hook” in I-40. The same overall initiative would have included bypasses for Lake Havasu City and Bullhead City; both cities considered and then rejected those particular bypasses. The possibility of an airport hub in Yucca is another Tri-cities discussion that was rejected. The current Lake Havasu City airport location limits other future development.

The North Havasu Area will compete with the SR 95 interchange with I-40 (Exit 9) for some but not other commercial development.

Arizona State Land Department will keep most of its land in the North Havasu Area for many years into the future.

The settlement pattern that Mr. Johnson prefers for the eventual large-scale development in North Havasu Area would be high density in the middle of sections (1 square mile sections). Some high rises with services available within walking distance would be appropriate. There is a potential in N Havasu for some “continuum of care” developments, for retirees to buy into the opportunity to start with independent living, then upon need move to assisted living and nursing homes.

A problem in current Lake Havasu City development is a mish-mash of housing (styles, sizes, and ages) in any one neighborhood.

Cibola water was bought by Lake Havasu City.

The Sterling project is a private 10,000 acre landholding with rail access, closer to I-40 and California than is Lake Havasu City, so more able to procure California business. Probably it will build out with fewer homes than will Havasu.

Those in the Alameda corridor and Banning would like to relocate some industry to Sterling. LA County has had truck freight transfer points that truckers are under using.

There is little pent-up demand for tourism to Lake Havasu City. He'd like to see an attraction such as minor league baseball in Lake Havasu City; the "minor-minor" league team is leaving for Kansas.

Lake Havasu City does not have "old family money" available to endow items, i.e. a library.

Some intensification of McCulloch would be good; while Mr. Johnson thinks it could become a pedestrian area but he does not think that it will become one.

Interviewee **Laura Smith, Chairman, Planning and Zoning Commission**

Date of Interview **Tuesday, April 14, 2009, 2:00 p.m.**

Laura envisions a settlement pattern of rural, low-density residential, except commercial/industrial near Chenoweth.

The 95 bypass should be limited access. The remainder of the major street pattern should be more of a grid rather than curved streets.

There is not enough available land for right of way to widen existing SR 95 in North Havasu Area. For the realignment, the N1 or N2 corridor would work best in the airport area.

Impacts to wildlife should be limited/mitigated.

Lake Havasu City has already gone from commercial to mixed-use in the McCulloch area. Laura understands that the water limits are firm and at current use rates would be a 100,000 population cap.

Laura sees the ties to Parker being stronger than those to the north, because of the Colorado River ties.

Mohave Community College has a patent on the BLM land that is the park land. The college was not able to develop the land to its stated purpose in the allotted number of years. There is a memorandum of understanding that MCC will transfer the land over to the city.

Laura would like the MCC site park to be different from the master plan that was done for it. The master plan was for a park more like a “typical” Lake Havasu City park. Laura would prefer more equestrian emphasis and fewer ball fields, for example. The EA or EIS for the park is still in the future.

Currently people use washes for trails (all modes), for shooting, and for other activities.

Past the end of Bison Blvd to the northeast there is a waterfall for part of the year.

Laura indicates that Jeanne Kentch of Desert Hills Fire District would send information on the community’s interaction with the North Havasu Area [the consultant followed up and received information].

Interviewee **Char Beltran, President/CEO, Lake Havasu City Convention and Visitors Bureau**

Date of Interview **Tuesday, April 14, 2009, 3:00 p.m.**

Ms. Beltran provided the observations below.

Moving freight off existing SR 95 is important.

Citywide features important to the success of the North Havasu Area are:
Signage should be improved throughout the city. Consultants, both in leisure marketing and corporate meeting planning, have indicated that the signage is poor.
The City should own some lake frontage.

The English village area is not motor coach-friendly. It would be beneficial if by 2020 the city had a motor coach/motor home park generating RV park hotel tax, sales tax, etc.
She was asked whether condominiums rather than motor coaches serving the same age groups and incomes could have as much success in Lake Havasu City. She suggests perhaps baby-boomers enjoy motor homes, but those in 40s and younger like condos and condo time-shares and would visit Lake Havasu City and generate similar amounts of revenue as the older generation does.

The Arizona State Parks should receive assistance as they are experiencing much deeper cutbacks currently than many other agencies.

A larger two-year college or a university would enrich life in Lake Havasu City considerably.

A transition to a pedestrian area on McCulloch would be a good idea.

The number of boat manufacturers in Lake Havasu City has dwindled from 8 to 6 in the past couple of years.

Lake Havasu boating has always been dominated by California-registered boats. Phoenix people prefer Lake Powell to Lake Havasu.

College students come to Lake Havasu City for spring break from: southern California, UNLV, the three AZ universities, New Mexico, Colorado, and a few from Minnesota and other Midwestern areas.

Behavior Research Center, Bruce Hernandez, is doing 7,000 surveys for ADOT, State Parks, and Game and Fish to establish the % of fuel use in AZ that is boat fuel and thereby goes into the state lake improvement fund. [the consultant followed up by contacting Behavior Research Center].

***Ms. Beltran will email the consultant charts of recent hotel visitation and restaurant/bar revenue. Hotel revenue dipped through winter of early 2009 while restaurant/bar revenue was flat.

Interviewee **Mark Clark, Public Works Director (Interim), City of Lake Havasu City, and
Keith Huskisson, Traffic Bureau / Youth Services Supervisor,
Police Department. City of Lake Havasu City**

Date of Interview **Tuesday, April 14, 2009, 4:00 p.m.**

Mark Clark and Keith Huskisson were interviewed together.

In addition to the notes below some large maps were marked up with possible locations of arterials, bypass underpasses and interchanges, and traffic lights.

The realigned SR 95 may have as few access points as: the north end, three interchanges within it, and the south end.

The city is continuing to express its preference for the realigned SR 95 to be the furthest east alignment (once outside the North Havasu Area study area to the SE).

Frontage roads are needed on both sides of the bypass. ADOT would turn over realigned SR 95 frontage road control to Lake Havasu City only if the city had access control. Developers would be asked to dedicate frontage road and landscape acreage and that action would facilitate access control.

The city would prefer a multimodal SR 95 realignment. The ADOT Kingman district engineer indicates that an interstate-level cross section should be used, with multimodal elements on the frontage road.

Mr. Clark asks that the sketch model answer the question: Are any more arterials needed in the eastern portion of North Havasu Area, beyond the realigned SR 95 and the frontage roads?

BLM and Fish & Wildlife both indicated that the northern alignments N3 and N4 were unacceptable because of habitat concerns. The SR 95 realignment study March 31 recommendation was to keep N1 or N2, and to eliminate N3 and N4.

The consultant was informed that a “SR 95 Corridor Location Study - Traffic Analysis” was done as a part of the SR 95 realignment study, and ADOT Kingman District sent the consultant that study on April 15, 2009.

On other arterials, for access control perhaps some should have their own frontage roads, while others have most lots backing up to the arterial, only.

Some arterials should have underpasses through realigned SR 95.

The standard pavement width for a boulevard in Lake Havasu City has been 54 feet; Mr. Clark indicates the width will be increased to 64 feet in the future, including a 5 foot bicycle lane in each direction.

Existing SR 95:

The stoplights are synchronized from Palo Verde to the south, but Palo Verde was “taken out” of the synchronization. 2009 would be a good time to synchronize from Palo Verde north to the mall.

Jacob Row near Lake is an area with many crashes. Price will be a problem soon.

All intersections on SR 95 should have lights.

Speed cameras are a good idea for safety.

[The consultant sent Sergeant Huskisson the Executive Summary of the Access Management Study, State Route 95, I-40 to Bill Williams Bridge, on April 23, 2009]

Victoria Farms Road will be paved very soon; underground utilities are going in now.

Curved streets do limit speeds, which has advantages and disadvantages (Clark).

Do not have curved streets like those in the existing developed area (Huskisson).

The existing zoning in North Havasu Area is low-density residential.

The buildout population in the already platted area would be 75,000 to 80,000 and once the expanded water service area is added it would be 100,000 to 110,000. It is unlikely that the desired buildout total will be changed in the future, but the city is very open to having clustered development with areas of open space, to yield a “low” average residential density.

Mark Clark clarified that the portion of the North Havasu Area study area that is not in the Lake Havasu City water service area is in the Arizona American Water service area.

Interviewee **Michelle Misurelli, Manager/Marketing Director**
The Shops at Lake Havasu
Date of Interview **Wednesday, April 15, 2009, 8:00 a.m.**

The Wolford Development, Inc history in Lake Havasu City began when a previous mayor indicated that the site that eventually became the Shops at Lake Havasu was the only place where drainage work was completed. The airport infrastructure had required off-site drainage work at the site. Wolford owns the existing developed center and 18 additional acres that will become a strip center, with part likely to be reserved for a hotel.

The “Shops” is an open-air center. Its amenities for comfort in hot weather include awnings, fans, a splash pad, a pickup lane, and live grass in center court. The “Shops” are working with Lake Havasu City’s Main Street coordinator; Main Street will be the only location for Tricks and Treats and Rods & Relics.

Current market:

Winter visitors are very important. It is a weekend, not weekday, center.

The 14-22 age group is very important; “teen spending” remains high even in a recession.

More teens mean more attention to security at any center. Spring break helped a shoe store and a department store each be top producers for March in their chains nationally.

There are not a large number of shoppers coming across the river from the casino or environs. There are not a large number of shoppers coming from or because of the airport.

When a realigned SR 95 would be built, Wolford would be concerned about losing drive-by customers. To limit the negative effect, Wolford would ask that there be signs at the Chenoweth bypass exit, a similar sign north of the Shops where the realignment would diverge from existing SR 95. The signs could be ADOT “mall” signs or leased signboards. Wolford would ask that a sign height on the mall property be as high as possible to be readable from off the site.

Wolford is not very concerned about competition for nearby commercial properties in the future. Instead, some additional retail opportunities would draw people to come to Havasu and then find additional choices at the mall.

Transit: the HAT service works well, especially for employee transportation (stops N of Dillards and at the Super Wal-Mart). Bikes: the mall is too far out for many people to bike to it.

The “Shops” employs 1,000 in 2009. Wal-Mart opened with 479 employees.

The “Shops” will employ 2,200 before 2015. The “Shops” will stay at 2,200 through 2030. Wolford uses International Shopping Center Council ratios to establish the likely number of employees.

The bypass might be too noisy for people to build near it.

Interviewee	Jim Harris
	Planning and Zoning Commission
Date of Interview	Wednesday, April 15, 2009, 10:00 a.m.

Mr. Harris is a planning commissioner and he owns a construction company. He has a background in civil engineering.

Mr. Harris would prefer the SR 95 realignment to be further north than the route now recommended, and for the roadway to have more access points. Bentley Boulevard and Macaw Drive might be good N/S arterials. An extension of Lake Havasu Ave to the north parallel to existing SR 95 would work well.

The system needs to accommodate all modes. The Foothills is a good example of how trails could be developed.

Lake Havasu City should have a transit system more like that in Flagstaff.

Mr. Harris confirmed the consultant understands the State Lands transactions history, the annexation policy, and the rationale for water service area expansion. Mr. Harris would prefer that the “MCC park” site not be developed as a park. Development patterns with realigned SR 95 as the spine were affirmed by Mr. Harris. He believes that Verrado or DC Ranch “nodes” could be an example for the North Havasu Area. The Foothills has some similarities to Verrado; a Verrado-style “Main Street” in the North Havasu Area could work well.

Important traits of Lake Havasu City to consider in any planning are

- The original platted area was planned at 33,000 lots and 80,000 population. Only 5,000 of those lots are left.

- Average age is 35 years old; baby-boomer retirement will cause a surge in retiree migration to Lake Havasu City.

- The city is a year-round community

- People in Lake Havasu City have an “entrepreneurial drive.”

- Demographic diversity will increase in the city.

- Strengths will continue to be the climate, lake, and overall recreational opportunities.

For the Western Passage of CANAMEX to go up SR 95 is a good idea. The SR 95 realignment will be sooner than 2020 if it is given appropriate priority—maybe the bypass should be modeled as a facility to exist in 2015.

The recent hiatus in trucks going over Hoover Dam led to new habits for truckers, with more use of SR 95 in Lake Havasu City. Commercial service at the airport would be good but there must be sufficient market demand.

Interviewee **Resal Craven, Manager of Engineering, Michael Gibelyou, Right-of-Way Agent, Miles Willard, District Manager, Tom. UniSource Energy Services**
Date of Interview **Wednesday, April 15, 2009, 2:00 p.m.**

Arizona Corporation Commission will require UniSource to meet its Renewable Energy Standards for Arizona electric utilities. For UniSource, this means buying such power and most often using overhead 69Kv transmission lines to serve the North Havasu Area. The solar, wind, etc. would be generated by a provider to UniSource.

In addition to the notes below some large maps were marked up with locations and potential locations of existing substations, the WAPA line, and a proposed operations center.

A substation at 1900 Mohican would be a good example for new substations in the North Havasu Area.

***Mr. Gibelyou will send a map to the consultant showing a proposed substation, a graphic for a 10-acre perpetual BLM lease, and the location of a 69 Kv line [he sent them on April 17].

UniSource is rebuilding a 69Kv line between Chenoweth and Palo Verde in 2009.

Tom says that the Lake Havasu City roadway cross sections are usually wide enough for easements. UniSource will continue to request 10' easements adjacent to roadways.

Access, without obstacles, is the most important requirement for line maintenance to happen. It is not particularly important to have an arterial road collocated with a major transmission line (this was discussed in relation to the WAPA 230 Kv line.

The phasing should be such that conduits go in before streets are paved. It is noted that ADOT plans often recommend policies stating such phasing.

The extension of Lake Havasu Ave to the north parallel to existing SR 95 would be good, for UniSource equipment to move into the area and for access to lines.

Interviewee **Donna Baker, District Manager, Ron, Jim
NPG Cable**

Date of Interview **Wednesday, April 15, 2009, 3:00 p.m.**

NPG chooses to build it own lines rather than to lease from others, and often NPG has cable in the same places as their competitors.

They would like to be able to put cable in the median of limited access highways.

Generally cable follows power lines, so in the North Havasu Area cable will be near the WAPA. They need access from ADOT. In residential areas NPG cable sometimes shares a joint trench. The UniSource power franchise does not require power to be underground, so cable fiber is now on the same poles as overhead power, and cable is closest to the ground. In the case of existing aerial fiber along existing SR 95, any improvements to road would affect the fiber.

NPG has worked with Lake Havasu City government on 2 major trails; where poles have guy wires it is important to safeguard against decapitating bicyclists.

From Lake Havasu City aerial fiber goes 6 miles north of Lake Havasu City on SR 95, then cuts NW to Topock.

Interviewee **Margaret Nyberg**
 City Councilwoman
Date of Interview **Wednesday, April 15, 2009, 4:00 p.m.**

Ms. Nyberg believes that the SR 95 realignment location, going W-E through the North Havasu Area, is appropriate. She prefers the MCC park site to be a full-service park as planned.

An extension of Lake Havasu Ave to the north parallel to existing SR 95 would be expensive because the State Lands would be costly and because of the terrain and floodplain; maybe improving London Bridge Road would be better.

SR 95 should be improved to Bullhead City and there should be more of an industrial corridor. The corridor is the “diamond of Arizona.” There should be more development in Golden Valley.

The prospective Riviera estates development is on the south end of Lake Havasu City, where SR 95 turns east. The project will be clustered with varied densities. The entry point is at the BLM office; the development would be between that roadway and the lake, in the Contact Point area. A university is being considered (see the Havasu Foundation for Higher Education website).

Additional transit and trails would be advantageous. Dirt paths are better than curb, gutter, and sidewalk.

Quartzsite would be a good location for a large regional airport.

The I-40 interchange for SR 95 South (Exit 9) is developing (Arizona Gateway), and soon will include Pilot and Love’s travel centers, a Carls Jr., and other businesses. Other vehicles are slowed behind trucks turning into the businesses.

***A University of Arizona affordable housing study was done recently for Lake Havasu City; Councilwoman Nyberg has not seen it yet.

Interviewee **George Shannon**
Archaeologist, Bureau of Land Management, Lake Havasu City
office

Date of Interview **Wednesday, April 15, 2009, 5:00 p.m.**

Map 28 of the Approved Resource Management Plan shows the Crossman Peak ACEC, which has both wildlife and cultural areas that require protection. The multiple use principle for BLM lands is good. There are appropriate places for various uses including off-highway vehicles (OHVs); used inappropriately, OHVs are rough on the land.

BLM has volunteer site stewards for many sites. Conversely, BLM has only 2 rangers for 1.2 million acres of land. BLM staff use aerial photos to monitor.

As little vehicle use as possible would interest him personally. It would be good to stress carpooling, motorcycles, walkable neighborhoods, and transit.

***Dr. Shannon gave the consultant a CD of the Lake Havasu Field Office's Approved Resource Management Plan.

Interviewee	Gary Kellogg, President/CEO Lake Havasu City Partnership for Economic Development (PED)
Date of Interview	Thursday, April 16, 2009, 9:00 a.m.

PED is both publicly and privately funded. PED received \$1.2M from the private sector.

The city is in the early phase of industrial park development; many floodplain issues have been worked through. Light manufacturing (i.e. high-end machine shop) and distribution is appropriate for the city. Solar R&D is not the best choice given several of the city's location factors (outside of having a lot of sun!).

SR 95 should be beautified; shading would be helpful in summer.

Because of the efficiency of modern air conditioning, summer heat is not a problem when recruiting businesses. The year-round heat plus air-conditioning costs in Lake Havasu City are competitive with most other places. The partnership between the city and Bradley Chevrolet was effective and touches on aesthetics and the climate--it allowed for cars to be displayed, and for landscaping that shades the area.

Sterilite's (plastic extruding) large truck use is about 4 or 5 trips/day.

The study that led to the airport moving to where it is now had some important findings for the whole area.

Lake Havasu City Business Park:

Chenoweth is the key access point for the industrial park; in addition to the Chenoweth interchange, perhaps another off-ramp for the industrial park could be considered.

Phase I is a 12.9 acre parcel, and Phase II is 64 acres (the phases were drawn on a map).

HAT is a good system and employers are able to help employees with commuting, through HAT. Mr. Kellogg hopes that the economy will let Tri-Cities regional system be implemented soon.

Dick Samp Park is a good new park and its development might delay the need to develop the "MCC site" as a park.

Lake Havasu City is doing some joint marketing with the "Gateway" project at SR 95 and I-40. There are 25 acres of pads ready at "Gateway;" a few businesses are open (i.e. Loves, in 2009).

"Sterling" is the same developer as "Gateway."

The rail that was previously available at Yucca is now "closed off." Transloading points are being considered for one of the following locations—Flagstaff, Navajo Army Depot, Kingman, or elsewhere.

With regard to regional transportation/economic development issues, Mr. Kellogg gave the consultant contact names at Mohave County and Kingman.

The Bullhead City SR 95 alternate and its arterial intersections are well done.

***In addition to aerials already received from J. Greg Froslic of Public Works, ask Greg for maps and plats of the economic development areas.

Interviewee **John Kendig Vice Chairman, Bruce Hinman Commissioner,
Lake Havasu City Planning and Zoning Commission, and
Stuart Schmeling, Senior Planner**

Date of Interview **Thursday, April 16, 2009, 10:00 a.m.**

SR 95 at the city limits should have a better city entrance sign. On SR 95 the Bradley Chevrolet landscaping is effective.

The mountain preserve committee designated the best areas for preservation. The Planning Commission's letter to Lima will include the policies and areas; the areas are different from those designated in the General Plan.

A project similar to Verrado could be in the North Havasu Area's future, but it would have just 1 SR 95 realignment interchange that would have much commercial surrounding it. South of the realignment, to the south boundary of the study area, the lot sizes and housing types would probably be similar to those on Palo Verde, except there could be pockets of higher density. State Lands is likely to sell section-by-section and would have section line roads, many with underpasses (later M. Headstream confirmed that Arizona State Land Department would prefer to sell relatively large parcels as possible, sometimes entire sections).

The MCC Park would probably be developed a few years after the adjacent state lands sell. Perhaps the effluent water from the new wastewater plant could be used to irrigate a golf course?

In Annexation area 8 the typical density might be up to 2 units per acre, and the density ceiling is likely to be 4 units per acre.

In Uptown, rather than closing McCulloch to vehicles, do as in Palm Springs, with 1-way on McCulloch and the other way on both Smoketree and Acoma. In summer pedestrians couldn't walk further than 6 blocks. In the Main St. district, buildings can be up to 60' high. Find the UMS code and some other new codes on the planning department website.

Interviewee **Melanie Headstream, Planner III**
 Arizona State Land Department (ASLD)
Date of Interview **Thursday, April 16, 2009, 11:00 a.m.**

Annexation areas 1 and 2 are the next areas Arizona State Land Department will likely market in Lake Havasu City (within 5 years). The north half of Sections 27, and Sections 22 and 16 might be within 5 years.

Planner Stuart Schmeling indicated to Ms. Headstream that annexation areas 1 and 2 are likely to be annexed within the next 3 years.

The lack of funding has led to a pause in any conceptual land use planning by ASLD.

SR 95 realignment construction’s place in state priorities would be determined by scoring it against all state routes statewide.

Both sound walls and lake views are amenities, and the trade-off between them is sometimes necessary, but difficult.

For the SR 95 realignment on the east side of Lake Havasu City, ASLD prefers the more westerly corridor, while the city wants the easterly corridor. The city would consider a shift to higher density. Ms. FitzGerald indicates that ADOT is working toward 1 preferred corridor, but sometimes a DCR does include a preferred, an alternate, and the no-build.

The “South of Price” property in Lake Havasu City came back into state ownership because of a mortgage default.

Better north-south access should be built throughout the North Havasu Area than exists just to the south.

An extension of Lake Havasu Ave to the north parallel to existing SR 95, about 500’ to 800’ east of SR 95 would work well, but topography would make it expensive.

Little ‘affordable housing’ at the time of construction has been built in Lake Havasu City. People have instead purchased multifamily-zoned large-ish lots and built large single-family homes on the lots.

ADOT pays state lands the same price per acre for right of way as other buyers pay.

***A new ASLD Lake Havasu City area map was provided to the consultant.
The ASLD website has a list of all currently disposable properties.

Interviewee	Charles (Chuck) Fein, Co-Chairman Public Works Advisory Board and Bill Mulcahy, Parks and Recreation Director
Date of Interview	Thursday, April 16, 2009, 1:00 p.m.

Mr. Fein:

Better north-south access should be built throughout the North Havasu Area than exists just to the south. There are two “stub” streets off Palo Verde that would make good connections.

In addition to the industrial park that is planned, there should be some more commercial and industrial development at the edges of that area.

An extension of Lake Havasu Ave to the north parallel to existing SR 95 would be too expensive because of the terrain and floodplain.

The planned landscaping of existing SR 95 will be a big improvement.

There should be a plan similar to this plan for Golden Valley.

Mr. Mulcahy (who joined the discussion later):

There is a formal scenic corridor already on existing SR 95 from the N edge of North Havasu Area out to Havasu Heights; it is a recent official designation, 1 mile either side of the road. A formal scenic corridor on existing SR 95 in the North Havasu Area might be a good idea. The extension of Lake Havasu Ave to the north parallel to existing SR 95 would be worth the investment.

MCC Park would probably be developed as a regional park once the SR 95 realignment is constructed.

The Lake Havasu City airport is unlikely to achieve regional importance.

Both interviewees indicated that the Bullhead City SR 95 alternate is well done. The grid development pattern functions better than Lake Havasu City’s plate of spaghetti.

At the change of seasons, a big part of SR 95 traffic is RV travelers going from Quartzsite to I-40.

Mohave County has an industrial corridor either side of I-40; the consultant was advised to contact Design Manager Steven Latoski, P.E. in county Public Works.

Check the status of the Western Passage of CANAMEX; has FHWA designated SR 95?

The Lake Havasu City master trails plan was recently approved by AZ state parks.

The prospective Riviera estates development (320 acres) could include a mainland launch site by Arizona State Parks, in the Contact Point area of the lake.

***the consultant was given a copy of the Lake Havasu City master trails plan.

Interviewee **Dean Barlow**
City Council Member and Keep Havasu Beautiful

Date of Interview **Tuesday, April 21, 2009,by telephone**

Mr. Barlow indicated that the construction of the SR 95 realignment is closely related to growth in population and traffic. The city is not growing now; when growth resumes the demand for the realignment will increase.

Once built, the realignment will define the area. Meanwhile, corridor preservation is important in the North Havasu Area. Some arterial locations might be: the Lake Havasu Avenue extension; a roadway oriented N/S at the Chenoweth interchange; and section line and perhaps half section-line roadways in the far northeast.

Arterials should form a more logical system in the North Havasu Area (than the system at present to the south). There should be some straight roadways, but also sensitivity to the topography and washes. There are mountain protection areas and the Army Corps of Engineers' regulations regarding washes.

Clustering would be good and economics will lead to that. A few high-priced acre lots will be in the same developments as one-eighth and one-fourth acre lots. Cherry Tree is an area with big homes on small lots and is an appropriate development in Lake Havasu City. The "Verrado Main Street" is similar to some of the Cherry Tree area. Probably the Lake Havasu City market would support a larger such area in Uptown than in the North Havasu Area.

The prospective Riviera estates would be higher-end than development in the north given the premium for the lake location, in Riviera.

On a regional level Mr. Barlow believes in capitalizing on whatever the Tri-cities have in common. Once the state land department is able to market trust lands more rapidly, they will do so. Eventually the city limits will go to the water boundaries. The industrial park will grow; only legal paperwork is required before more of the industrial park is marketed.

Lake Havasu City is oriented more to I-40 and the north than to I-10 and the south. Lake Havasu City is not hurt by its relative isolation.

Interviewee **Jeanne Kentch**
 Desert Hills Fire District
Date of Interview **Tuesday, April 21, 2009,by telephone**

Ms. Kentch spoke to the consultant about the Desert Hills Fire District service area that is mostly to the west of Lake Havasu City. She sent the consultant a district map. She indicated that there would likely be future service calls to the fire district on and around future arterials connecting to the west of the realigned SR 95.