

Jim Harris, Chair  
Tiffany Wilson, Vice Chair  
Suzannah Ballard  
Joan Dzuro  
Paul Lehr  
Gabriele Medley  
JP Thornton  
Phil Annett, Alternate  
Mary Costa, Alternate  
Lonnie Stevenson, Alternate



Lake Havasu City  
Council Chambers  
92 Acoma Boulevard South  
Lake Havasu City, Arizona 86403  
www.lhcaz.gov

## Planning and Zoning Commission Regular Meeting

### Minutes - Final

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Wednesday, January 21, 2026

9:00 AM

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#### 1. CALL TO ORDER

Chair Harris called the meeting to order at 9:01 a.m.

#### 2. PLEDGE OF ALLEGIANCE

Chair Harris led the Pledge of Allegiance.

#### 3. ROLL CALL

**Present:** 8 - Joan Dzuro, Tiffany Wilson, Lonnie Stevenson, Jim Harris, Gabriele Medley, Mary Costa, JP Thornton and Phil Annett

**Excused:** 1 - Paul Lehr

**Absent:** 1 - Suzannah Ballard

Commissioner Lehr is present, but did not take a seat at the dais. He submitted a recusal request prior to the meeting. With two vacancies, Chair Harris invited Commissioners Stevenson and Costa to the dais.

#### 4. CORRESPONDENCE AND ANNOUNCEMENTS

Planning Division Manager Chris Gilbert advised City Council approved the Minor General Plan Amendment (GPA) and Rezone requests for 2400 Wood Lane and 1955 Palmer Drive on December 9, 2025. On January 13, 2026, Council approved the Major GPA and Planned Development/Rezone requests for The Waterfront on the Island.

#### 5. MINUTES

[ID 26-5093](#) Approval of the Minutes of the December 3, 2025, Planning & Zoning Commission Regular Meeting (Shelby Hennigan)

**Commissioner Medley moved to approve the Minutes of the December 3, 2025, Planning & Zoning Commission Regular Meeting, seconded by Commissioner Thornton. The motion passed with the following vote:**

**Aye:** 7 - Dzuro, Wilson, Stevenson, Harris, Medley, Costa and Thornton

## 6. PUBLIC HEARING

Chair Harris provided an overview of the Public Hearing process.

[ID 26-5080](#) Request to Approve Resolution No. 26-01 Amending Tract 2287 and 2289 Parking-in-Common Masterplan for 1060 Acoma Boulevard S, Tract 2287, Block 3, Lot 4, to Reorganize the Parking and Accommodate a Drive-Through (Chris Gilbert)

Mr. Gilbert provided an overview of the Staff Report [displayed PowerPoint]:

- The subject property is 0.69 acres of vacant land located at the southeast corner of Acoma Blvd S and Sweetwater Ave.
- The proposed project is an approximately 3000 sq. ft. retail/restaurant with a drive-thru, which is a permitted use by the zoning.
- It is zoned Commercial Southgate (C-SGD) District, with similar zoning to the east, General Commercial (C-2) District to the west, and Residential Southgate (R-SGD) to the south.

Mr. Gilbert explained the current Parking-in-Common (PIC) Plan shows a parallel driveway to Sweetwater Ave from Acoma Blvd S through the PIC area of the block up to the Chemehuevi Wash. Parking is shown at 90 degrees on both sides of the drive aisle, with additional parking along the alley. It provides approximately 30 parking spaces.

He stated the applicant is not asking to withdraw from PIC, but is proposing an amendment to rearrange parking in a way that would permit a drive-thru. It includes 21 parking spaces and stacking for at least six vehicles in a single drive-thru lane, or twelve in double lane. Due to traffic at the intersection of Acoma Blvd S and Sweetwater Ave, Public Works will not permit an access point from Acoma Blvd S, as shown on the original PIC Plan. This proposal provides access from Sweetwater Ave. If the adjacent property to the east redevelops, it provides a connection for shared parking.

Paul Lehr, Lehr Architecture, stated Mr. Gilbert did a great job providing an overview. They have had discussions with UniSource Electric to allow concrete and curbing in the Public Utility Easement (PUE), which is necessary for the site plan. In return, they will work with them on the transformer and trash enclosure locations. Additionally, they will install the required 10-foot landscape buffer along Sweetwater Ave and Acoma Blvd S.

Commissioner Thornton asked how this will impact the adjacent building. Mr. Lehr explained the parking is designed along the front of the lots. The proposal includes a stub for future connection, should that lot ever complete paving of their parking lot.

Chair Harris opened the Public Hearing.

Brian & Darlene Daugherty, residents, have a home adjacent to the proposed project and are largely in favor of it, but have several questions and concerns:

1. What does “accessible route” mean on the site plan?
2. Will the proposed retaining wall be at grade or alley level?
3. Where will the drive-thru window be located and how will it flow?

Ms. Daugherty explained the drive-thru window appears to be directly behind their home on the conceptual plan and they are concerned about the impact of noise, lights, and privacy. She asked that they take that into consideration when designing the drive-thru.

Mr. Daugherty asked for the location of the dumpster to be reconsidered, as it is very close to their yard. With this being food waste, they are concerned about rodents, pests, and odors. Ms. Daugherty suggested requiring a lock on the dumpster. She explained blowing trash has become a major issue in their neighborhood since the Maverick gas station opened. Their neighborhood has been inundated with trash blowing from the dumpsters and trash cans at Maverick, to the point they are pulling trash out of their pool filters. It hasn't caused any major issues yet, but they are concerned it could result in costly repairs. She asked the applicant to be mindful of ensuring dumpsters and trash cans have lids and are closed. Wind can't be stopped, but they appreciate them being good neighbors. She asked if the City could assist with the trash problem at Maverick.

Rick Tomasello, resident, owns the adjacent commercial property. He explained the proposed PIC connection will remove four spaces from his lot. Their proposal provides approximately 21 spaces and he has about 20 spaces, so that loss could be significant. He expressed concern about traffic exiting from Sweetwater Ave, noting that since Maverick opened there have been times he has had to wait two or three traffic cycles to turn onto Acoma Blvd S to get on the highway.

Mr. Tomasello asked when the zoning of his property changed, noting it was originally C-2, but is shown as C-SGD.

Chair Harris explained the C-SGD zoning overlay was created about 20 years ago to help facilitate development and address parking issues. Referencing the original PIC Plan, he noted the lots are long and narrow. If developed to their full potential building footprint, many were unable to provide the required parking. PIC allows all the lots to share parking, reducing the burden on each lot.

Mr. Tomasello understands the reasoning. PIC was not in place when they developed their property and he is under the impression the C-2 zoning exempted them.

Mr. Gilbert explained that if the development predates the zoning change and PIC adoption, it would be considered grandfathered in and legally non-conforming. They are not being asked to connect to the new parking lot now, but if their lot is substantially redeveloped in the future, they may need to connect.

Joe Damico, resident, owns a home on Acoma Blvd S. He explained that when Maverick was built, there was very little thought given to how the increase in noise, traffic, and trash would impact neighbors. Several neighbors have come up to discuss the trash situation. Not only is it polluting their yards, but the trash is blowing down into the wash and polluting the lake. It is disconcerting that this isn't being taken more seriously.

Mr. Damico stated the noise is out of hand and there seemed to be no thought of installing sound barriers at Maverick. The resulting traffic situation is unsafe, particularly when the City sees an influx of visitors with large RVs or vehicles pulling large trailers and boats. He noted the number of near misses is on par with the old Site 6 days, where you can grab a chair and watch the chaos. If this proposal is approved, there needs to be some adaptation to address the congestion at the intersection of Sweetwater Ave & Acoma Blvd S. He asked how the City plans to address neighborhood concerns.

Chair Harris asked Mr. Gilbert if they could use the Code Compliance section to address some of these issues. Mr. Gilbert explained that section is specific to this project. Many of the concerns expressed are about Maverick and need to be addressed separately by the City.

Mr. Damico stated Maverick is an example. They are bringing up these issues now so they can be properly addressed for this new project.

Regarding parking and traffic, Mr. Gilbert explained that because of the existing traffic patterns, Public Works will no longer allow direct access to Acoma Blvd S. While the project will generate more traffic, having it go through the stop sign on Sweetwater Ave is a better option. It is important to remember the proposed use of retail/restaurant is allowed, so a similar project could be built. This proposal to amend the PIC plan will help mitigate traffic issues on Acoma Blvd S by utilizing a controlled intersection. This layout will also prevent customers from using the alley as a means of ingress/egress. Mr. Gilbert explained the intersection of Highway 95 and Acoma Blvd S is controlled by Arizona Department of Transportation (ADOT) and is a bigger picture item. The City will work with ADOT during Design Review.

Regarding concerns about trash, Mr. Gilbert explained the Commission can discuss and give direction for possible solutions. As far as the concerns about Maverick, that is a separate issue with no bearing on today's hearing, but it can be addressed by Code

Enforcement.

Mr. Damico stated he would like to see the Commission be more preemptive in looking for ways to address their concerns to avoid the problems they are experiencing with Maverick. He asked what options exist to address noise from the drive-thru, noting they don't want the speaker blasting into neighbors' yards. If the speaker could be located off Acoma Blvd S, it would be less intrusive.

Mr. Gilbert explained that because this property directly abuts residential lots, a screening buffer, comprised of a buffer zone and 6-foot screening device, will be required.

Jeff Thuneman, Development Services Director, clarified that because this hearing is for a PIC Amendment only, specific details related to trash enclosures or screening cannot be conditioned as part of approval. Trash enclosures, buffering and screening are required by City Code. These items will be reviewed during the Design Review process to ensure compliance. The Development and Building Codes are tools the City can use to manage these issues. Additionally, the applicant is present and taking notes of the neighbors' concerns, so these are considerations they can work into their final design.

As far as concerns related to Maverick, Code Enforcement is a division of Development Services and he encouraged the neighbors to reach out to them with details. Code Enforcement can work with Maverick to address these issues.

Bonny Toy, resident, doesn't live in the neighborhood, but attends church down the street. She explained Calvary Church has a large congregation and hosts numerous services and events throughout the week. This intersection is often used by members. There is a large sign that instructs drivers to not block the intersection, which only allows about two cars to stack between Sweetwater Ave and the highway. Traffic turning right off Sweetwater Ave often backs up and the driveway on Sweetwater may worsen the problem. She suggested moving the building closer to the road and utilizing the rear alley as the primary access point.

With no additional speakers, Chair Harris closed the Public Hearing.

Regarding the Daughertys' question about site elevation, Mr. Lehr explained there is approximately a 4-foot elevation change to the alley. The building will match the elevation of Sweetwater Ave. Civil plans are not yet complete, but they expect there will be some kind of retaining wall, possibly up to 4-feet, at the rear of the property.

Mr. Lehr stated one of the first design steps is to submit a traffic impact statement (TIS) to ADOT. Their initial design is based on feedback from Public Works that the best way to

mitigate traffic is to move the driveway to Sweetwater Ave. Discussions will continue with the City and ADOT based on TIS review and they will continue to work with them to mitigate traffic issues.

In response to Ms. Daugherty's question about the "accessible route," Mr. Lehr explained it indicates the handicap accessible walkway.

Mr. Lehr stated site lighting will be Code compliant, which requires components like shielding, to make the project night sky friendly. The Code has standards for trash enclosures, including 6-foot walls and gates, and they intend to have a cover. They are willing to entertain a different location for the trash enclosure. This site plan is meant to show the changes to PIC, but other details can be adjusted as site development evolves.

Regarding screening, Mr. Lehr explained the 6-foot screen wall will be measured from the drive-thru lane, which should help mitigate noise and light from the drive-thru.

Chair Harris asked if the screen wall could be inset from the retaining wall, which would provide additional height and screening. Mr. Gilbert confirmed the retaining wall is not included in the screen height, so the screen wall could be placed on top of or set in from the retaining wall.

Mr. Lehr noted the retaining and screen walls will be inset from the property line to allow access to utilities and the trash enclosure. He isn't sure what the precise inset will be, but it could be 10- to 15-feet, providing additional buffering.

Replying to the Daughertys' question about drive-thru design, Mr. Lehr explained they are in the early phases of designing the interior, so the exact location hasn't been determined. He envisions the order kiosk being on the west side of the building, adjacent to Acoma Blvd S, with the pickup window located at the rear of the building. Mr. & Ms. Daugherty indicated they would prefer that over having the ordering kiosk directly behind them.

Commissioner Stevenson asked if the retaining wall will encroach into the PUE, noting the double drive-thru lane looks to be encroaching. Mr. Lehr explained this is something they are still discussing with UniSource Electric. They need to stay clear of the transformer, but a lot of this will depend on the final civil design.

For clarification, Commissioner Stevenson asked if they were limited on the driveway location as a result of Public Works denying access to Acoma Blvd S, as well as to ensure conformity with the overall PIC design. Mr. Lehr responded affirmatively.

Mr. Gilbert reviewed the Conditions for Code Compliance:

1. The development shall substantially match the Site Plan attached as Exhibit A.
2. Design Review to ensure compliance with all applicable City codes, including driveway locations and parking, is required prior to development of the properties within the Site Plan.
3. Any deed restrictions that need to be amended are required to be recorded with Mohave County.

With no further discussion, Chair Harris entertained a motion.

**Commissioner Dzuro moved to approve Resolution No. 26-01 amending the Tract 2287 and 2289 Parking-In-Common Masterplan for 1060 Acoma Boulevard S with Code Compliance Conditions outlined by Staff.**

**The motion was seconded by Commissioner Medley and passed with the following vote:**

**Aye:** 7 - Dzuro, Wilson, Stevenson, Harris, Medley, Costa and Thornton

**7. CALL TO PUBLIC**

Chair Harris provided an overview of Call to Public and opened Call to Public. Seeing no comments, he closed Call to Public.

**8. FUTURE MEETING**

The regular meeting of the Planning & Zoning Commission scheduled for Wednesday, February 4, 2026, has been cancelled.

The next regular meeting is scheduled for Wednesday, February 18, 2026.

**9. ADJOURNMENT**

Chair Harris adjourned the meeting at 9:41 a.m.

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Jim Harris, Chair

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Shelby Hennigan, Recording Secretary