



# Rockin' River Ranch Master Plan

## TAC Meeting #4 NOTES - DRAFT

<b>Project Info:</b>	Meeting Agenda	<b>Meeting No.:</b>	04
<b>Re:</b>	Technical Advisory Committee Workshop #4	<b>Meeting Date:</b>	October 17, 2017
<b>Attachment(s):</b>	None	<b>Meeting Time:</b>	9:00 am to 1:00 pm
<b>Meeting Location:</b>	4513 S Salt Mine Rd, Camp Verde, AZ 86322	<b>Location:</b>	Rockin' River Ranch State Park

### ATTENDEES:

Skip Varney	Arizona State Parks and Trails (ASPT)
Dusty Humphreys	Arizona State Parks and Trails (ASPT)
Keith Ayotte	Arizona State Parks and Trails (ASPT)
Anna Schrenk	Friends of the Verde River Greenway
Laura Jones	Friends of the Verde River Greenway
Wayne Colebank	Logan Simpson
Brad Remme	Logan Simpson
Dana Donahue	Salt Mine Road Community

### PURPOSE OF MEETING

The purpose of the Technical Advisory Committee (TAC) Workshop #4 is to review past meetings, key issues, and the Master Plan; conduct a site walk; and to discuss observations and suggestions for the Master Plan.

### MEETING NOTES

1. TAC Meeting No.4 was held in the billiards/pool room at the Main House.
2. Not all TAC members were able to attend (see Sign-in Sheet), and there were no members of the general public in attendance.
3. There was a brief discussion regarding:
  - a. Plans/graphics displayed were the same plans as the last TAC and Public meeting
  - b. No further changes had been made.
  - c. It was decided to walk the project site and discuss in the field certain aspects of the MP.
4. The group discussed the issue of dust generation; it was agreed that dust generation from the dirt/gravel roads will/may be an issue for park visitors walking or biking along the road, as well as those visitors that camp or rent one of the available cabins.
5. General road width was discussed. All existing or proposed roadways will need to accommodate two-way traffic and be stable enough to accommodate emergency or delivery vehicles.

6. It was suggested that as much of the existing main access road be utilized as part of the master plan; as a means to lower construction costs and lessen impacts to the ranch/pasture.
  - a. By utilizing as much of the existing roadway alignment as possible, it was suggested by the TAC that the day-use parking lot be evaluated / located to the Southside of the MP location. River visitors would need to cross the road to access the River and River put-in, albeit the road traffic is expected to minor and of a relatively slow speed.
7. Open Irrigation Ditches will be piped and potentially relocated to accommodate new roads, road widening, parking areas, etc.
  - a. Elaine mentioned that a nearby property has switched from open irrigation ditches to a piped system, and that they are experiencing issues with sediment build-up and general debris in the lines. Regularly spaced clean-outs were suggested as a possible way to manage debris in the line(s).
8. Cabin installations, irrigation ditch modifications, and fence work will need to be coordinated with horse activities in the adjacent pastures to ensure safety of the horses.
9. The group discussed possible ways to field survey for the future cabin sites and associated driveways in a manner in which the horses would not damage. The group also mentioned that any survey points be executed in a manner that will not injure the horses.
  - a. Non-toxic survey marking paint was stated as an option, as well as placing block/CMU or bricks.
  - b. Standard survey whiskers may be attractive to horses and may be pulled out of the ground.
10. The team reviewed several possible locations to develop/construct a pedestrian access point from the main road down to the River (as a river put-in point).
  - a. Materials for this access point were also discussed; the possibility of flood damage needs to be considered.
  - b. A compacted aggregate surface was determined by most TAC members to be a viable material for walkways, as it can also be ADA compliant. It was also understood that after high flows or flooding events, any aggregate path would in all likelihood need to be reconstructed and compacted.
11. The main stable at the park entry was visited and reviewed as a potential Contact Station. Skip mentioned that the new entry road should run as close as possible to the southside of the structure to allow Park Rangers easier access to incoming vehicles (to receive park fees and hand-out park information).
  - a. It was discussed that the center aisle of the stable could be kept “open” for displays etc. Several offices and a gift shop could occupy other areas within the stable (predominately the north and south sides of the building interior).
12. Parking adjustments will be explored at the Contact Station; visitor parking will be moved to the Westside of the structure while maintaining a turn-around for those who do not wish to enter the park after visiting the Contact Station. Staff parking would remain on the eastside of the Contact Station as shown on the most current MP graphic.
13. The entry drive immediately at the Contact Station should be a minimum of three (3) lanes wide, so that Park Rangers can check-in passenger vehicles as well as oversized vehicles while still allowing staff, emergency or approved vehicles to pass in the third lane without interruption.

14. The small corrugated structure adjacent at the stables Southeast corner would be disassembled to accommodate the new entry road. It could be reassembled elsewhere and its equestrian-based use could be maintained or re-purposed.
15. There was much discussion regarding the existing site and pasture fencing, its overall integrity, availability of pine rails, maintenance and associated labor draw.
  - a. All parties tended to agree the current fence style is appropriate, but that it is much too labor intensive to maintain on a regular/daily basis.
  - b. Dusty suggested that the team possibly look into white vinyl fence material.
  - c. Pipe rail fencing was suggested as the best form of ranch fencing; it has minimal maintenance costs however the initial upfront value is quite high.
  - d. Dusty stated that any fencing on the northside of the access road would not need to be as sturdy as the fencing at the pastures, as horses would not be near the north fence.
16. The existing lawn area to the east of the Main House was discussed briefly as a place where events, weddings, etc. could take place.
17. The main road alignment was reviewed in the area where it would likely run behind (Northeast) of the existing arena. Based on the roads finished elevation, it might provide some added flood protection to this area.
18. The point where the main road would “tee-off” towards the Group Camping area was also reviewed and it appeared that what was shown on the plan was appropriate.
19. There was discussion regarding the end of the main road near the Verde River take-out (Southeast corner of the site). What is shown on the master plan graphic will need to be modified (moved northward) to bring the drop-off and small parking area a bit closer to the actual take-out point, while staying clear of steep drop-offs and excessively sandy areas (as much as possible).
20. After the site walk, most of the group returned to the Main House to recap the discussions and suggested changes. Skip thanked the group for their time and their input.
21. TAC Meeting #5 will be held Thursday, November 16<sup>th</sup> 2017