

MINUTES
SPECIAL WORKSESSION/ROUNDTABLE
CITY COUNCIL OF THE CITY OF YUMA, ARIZONA
CONFERENCE ROOM 190, YUMA CITY HALL
ONE CITY PLAZA, YUMA, ARIZONA
June 16, 2009
3:00 p.m.

CALL TO ORDER

Mayor Nelson called the City Council meeting to order.

Councilmembers Present: Shoop, Mendoza, Beeson (arrived at 3:03 p.m.), McClendon, Hieb, Johnson and Mayor Nelson
Councilmembers Absent: none
Staffmembers Present: City Administrator, Mark S. Watson
Director of Engineering, Paul Brooberg
Director of Community Development, Laurie Lineberry
Various Department Heads or their representative
City Clerk, Brigitta M. Kuiper

I. MAJOR ROADWAYS PLAN

Giss Parkway from 4th Avenue to Castle Dome Avenue

Lineberry and **Brooberg** explained the following:

- Previous discussions focused on possible reconfiguration of the intersection of Giss Parkway at 1st Avenue.
 - Staff recommends retaining the existing Minor Arterial designation for Giss Parkway for the portion between 4th Avenue and the Interstate 8 bridge; thereafter, its designation is Principal Arterial.
 - The Giss Parkway/1st Avenue is a trouble spot.
 - Staff will deal with the problem areas through the design process, using various phases to present alternatives.
- The Arizona Department of Transportation (ADOT) has confirmed they would oversee a project for the installation of signal or roundabout at the westbound ramp of Interstate 8, if the City wants to fund the project.

Discussion

- Giss Parkway has a 35 mph speed limit from 4th Avenue to Redondo Center Drive; 35 mph is a bit fast for the speed bumps near the roundabout.
- Staff is comfortable with the idea of requiring right-of-way from a developer to support these expanded intersections.
- Gila Street and Giss Parkway Intersection
 - The City spent an enormous amount of money to create narrow streets on 1st Street from Giss Parkway to 3rd Avenue as a way of restricting traffic flow and making the area

pedestrian-friendly. This seems inconsistent with the expansion of the Gila Street and Giss Parkway intersection.

- Why create a wider intersection at Gila Street and Giss Parkway – with expanded capacity and new turn lanes - only to funnel that traffic down into narrow streets?
- The City needs to make sure what's left of a lot after the right-of-way has been taken will remain economically viable.
- The street fulfills its function – to access commercial businesses – as it is now; additional right-of-way to the north of Giss Parkway at Gila Street may be too great for the amount of traffic that will be going north.
- There needs to be connectors between Minor Arterials; Gila Street can be a collector, not a connector.
 - Staff can move forward with reducing the required rights-of-way for all Giss Parkway intersections.
 - The Gila Street/Giss Parkway intersection has been the contemplated site of a traffic signal.
 - Long-range, this intersection will connect to an extended Arizona Avenue.
 - Most of the developable space to the south of this intersection is located west of Main Street.
 - Union Pacific owns much of the property immediately south of the intersection.
 - The City owns the former Riverbend property.
 - None of these properties is currently in use.
- Taking additional right-of-way on the north side of the intersection is probably not necessary; however, to accommodate extending Arizona Avenue to the intersection, the City should reserve the right-of-way on the south; the properties to the north should be preserved intact.
- The City needs to prepare preliminary designs for a number of areas in the Major Roadways plan that have been changed; however, the City also needs put those funds toward constructing the projects that are already planned.
- Westbound Off Ramp intersection with Giss Parkway
 - A study has already been completed for this intersection and ADOT has indicated a signal or roundabout would work; however, ADOT would prefer a roundabout because of the possibility of traffic backing up onto the Interstate.

8th Street from 1st Avenue to Castle Dome Avenue

- The Major Roadways Plan calls for Giss Parkway to be a Principal Arterial with 7 lanes of traffic from its joining with the 8th Street alignment to Pacific Avenue and then, south, to 16th Street.
- This portion of 8th Street has adequate right-of-way to accommodate a 7-lane configuration.
- Access issues for the property west of Giss Parkway have been resolved with the development of the Rio Vista Subdivision.
 - The issue for the area now is sewer service. The area will be able to be accommodated once the lift station serving it is upgraded. The City's wastewater plan calls for this area to be served by the sewer plant to the north; whereas, flows now are being temporarily routed to the south.

- The developers had wanted to develop a fast-food restaurant very close to the Interstate 8 off-ramp; however, the ADOT required safety distances between access points precluded them from doing so.
 - The developers also agreed to the possibility of a median being installed to limit their access, should increased traffic volumes warrant it.
- Is there a possibility that 8th Street could be extended west, past Castle Dome Avenue?
 - The elevations relating to this extension are significant; in addition, 8th Street would have to clear Interstate 8 and the railroad by at least 25 feet.
- How can you have a street that is a Principal Arterial carry traffic from 7-lanes to increasingly narrow streets and end up at 4th Avenue with only two lanes? That configuration can't adequately disperse the amount of traffic a Principal Arterial will carry into the area. The Regional Transportation Plan calls for 8th Street to be extended to Avenue 3E, which will bring more traffic to Giss Parkway. The City already owns much of the land needed to expand; it should be preserved so expansion can be made in the future when increased traffic warrants it. Not doing so would leave the City needing to buy right-of-way along another North End east/west street.
 - Previous City Council discussions ended with the idea that 8th Street would be extended to Avenue 2 ½ E.
 - In the Major Roadways Plan it was previously discussed and anticipated for 8th Street to develop through to 2½ E, where it would serve future commercial development in the area.
 - Preserving the right-of-way wouldn't require the City to spend any money now; just leave it designated as a Principal or Major Arterial.
 - Long range plans call for traffic crossing the border at Algodones, Mexico to enter directly onto an extended 8th Street.
 - Once improvements are made to Pacific Avenue and 16th Street, it will become more apparent what other traffic improvements are needed.
 - Black Hill blocks the 8th Street alignment. The signalization tower located on the hill is an important and costly communication asset to the City and needs to be protected. Doing so may mean that 8th Street will need to curve around it.

II. CITY OF YUMA 2009-2010 BUDGET AND CAPITAL IMPROVEMENT PROGRAM

Watson: These items will be discussed at the 5:00 p.m. Regular City Council Worksession.

III. B&C COLONIA

Watson handed out to City Councilmembers a copy of his letter to Dan Winebarger, dated June 9, 2009, wherein he responded to questions about the City's Figueroa Wastewater Treatment Plant (WWTP) capacity. **Watson** explained:

- Winebarger owns 40 acres of Agriculture land that lies adjacent to B&C Colonia property.
- Winebarger made a conscious decision and fought hard to stay out of the B&C Colonia Improvement District being created by Yuma County to provide sewer improvements to the B&C Colonia area.

- Now that the County has moved forward with the project and received some \$17 million in grants, Winebarger wants to be included.
 - Winebarger is planning and 165-unit residential development on this property.
 - However, County project plans are at 60% completion
 - Design completion is anticipated by September, 2009, when the County expects to put out the bid for construction.
 - The decision to slow the project and re-design to include Winebarger's property is the County's.
- The City's Figueroa Wastewater Treatment Plant (WWTP) has the capacity to accommodate Winebarger's planned 165 residential units.
- The City's infrastructure on Avenue B has no excess capacity and cannot accommodate Winebarger's development nor has Avenue B capacity been included in the B&C Colonia design.
- Assuming Winebarger is not allowed to participate in the B&C Colonia improvement district, his development would have to connect to the City sewer system at Avenue C.
 - Because 8th Street is a new roadway, he may also be required to provide an alternative route (right-of-way) to Avenue C not along 8th Street.
 - Winebarger would be responsible for all relevant development (impact) fees, right-of-way dedications, and compliance with all City requirements.
- Should Winebarger develop his property, it and the B&C Colonia additional effluent may push the City's plant up to 75% of its capacity, which is the threshold for the City to begin planning additional expansion of the plant or the construction of new facilities.
- This situation foreshadows what might face the City in the future: development requiring expensive facility upgrades and/or new plants.
 - The City will need to plan for its response to specific developments individually and may need to decide to serve infill areas rather than more distant new development on cheap land outside the City.

Discussion

- Will the main interceptor for the B&C Colonia run along 5th Street?
 - There will be no one main interceptor; the B&C Colonia is a broad area and will have a broad spectrum of dischargers. There will be 8' to 10" lines running throughout the area, predominantly flowing from east to west.
- Would Winebarger's land be rendered undevelopable if he is not allowed to participate in the B&C Colonia Improvement District? Building a half mile of sewer line to Avenue C would be exorbitant. Could he install a larger line on 5th Street?
 - This grant money is part of the federal government stimulus package. If Yuma County allows him to participate, they will have to design him into the system. He needs to negotiate quickly with them.
 - The City does not want Winebarger to tear up 8th Street because it has only recently been built; Winebarger may need to establish a different route – and buy the necessary parcels - in which to install a sewer line.
- This situation underscores the very limited sewer capacity available in the West Valley.
 - Growth is pushing the City toward the need for a costly new plant. This could prove to be a barrier to growth.

- Choosing to develop on infill property becomes a more viable option for developers given that it would save them impact fees.
- Capacity fees are based on costs experienced in building the most recent plants; however, costs are going to be significantly higher for improvements to the Figueroa plant.
- City staff is working to determine the City's capacities in various new and existing areas. Future decisions will affect permitting and costs.

IV. REZONING APPLICATION – PROPERTY LOCATED AT THE SOUTHWEST CORNER OF 24TH STREET AND 31ST AVENUE

Watson handed out to City Councilmembers a map depicting the various zoning districts, and average lot sizes of the subdivisions existing between and surrounding Avenues B and C and 24th to 32nd Street. In order to correctly weigh the rezoning request, it is important to look at the area as a whole because of its complexity. No one zoning district is predominant and some of the zoning abutting 24th Street is questionable. He pointed out the location of a future water tower. ADOT will be returning property at the southeast corner of 24th Street and 31st Avenue to the City, which is directly adjacent to the property in question. This is a discussion that needs to be had with the Planning and Zoning Commission so it is able to see the bigger picture; he will be asking Community Development to brief the Planning and Zoning Commission with regard to this request from a more global standpoint.

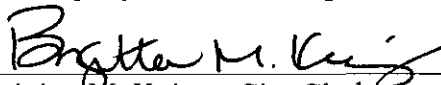
A general discussion ensued of the various existing developments along 24th Street, especially at its intersection with Avenue C. **Johnson**: The decision for the area at 24th Street and 31st Avenue was made years ago when Ponderosa 3 and 5 were zoned R-1-8, not R-1-6. **Watson**: This will occur with other parcels in this area.

Hieb: Avenue B between 32nd Street and 24th Street primarily lies in Yuma County.

V. UPDATES - none

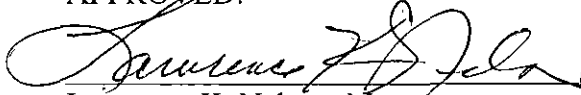
VI. ADJOURNMENT/EXECUTIVE SESSION

Motion (Hieb/Beeson): To adjourn to Executive Session. Voice vote: **adopted** 7-0. The meeting adjourned at 4:05 p.m.



Brigitta M. Kuiper, City Clerk

APPROVED:



Lawrence K. Nelson, Mayor

Approved at the City Council Meeting of:

AUG 5 - 2009

DEPUTY
City Clerk:

