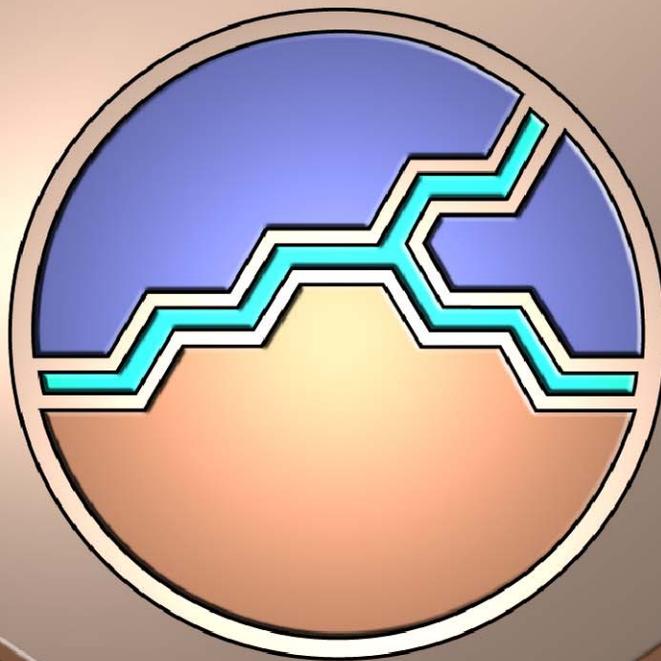


City of Yuma

2012

**GENERAL  
PLAN**



**JUNE 6TH, 2012**

**RESOLUTION NO. R2012-29**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUMA,  
ARIZONA, ADOPTING THE CITY OF YUMA 2012 GENERAL PLAN**

WHEREAS, thoughtful planning for the future development of the City of Yuma ("City") is essential to the quality of life, economic vitality and well-being of the residents of the Yuma area; and,

WHEREAS, the City of Yuma City Council supports a comprehensive, long-range plan for guidance and future development of the City; and,

WHEREAS, the State of Arizona has charged cities, counties and towns to develop general and comprehensive plans to address the future development of their communities; and,

WHEREAS, the State of Arizona has determined the scope and content of those general and comprehensive plans; and,

WHEREAS, the City of Yuma has developed the City of Yuma 2012 General Plan ("General Plan" or "Plan") that meets the requirements of state law, which is subject to future changes in the state law and consideration of requests for modifications to the Plan in the form of major and minor amendments where warranted; and,

WHEREAS, the City of Yuma has provided a number of opportunities for the public to hear about and comment on the draft Plan, including open houses, press releases, discussions by staff members about the individual General Plan Elements broadcast on City Channel 73, and electronic distribution through the City's website and to interested parties; and,

WHEREAS, the City of Yuma hosted four Open Houses to gather public input on the draft General Plan; and,

WHEREAS, a Public Discussion Report was prepared that includes discussion and consideration of all written comments received on the draft Plan; and,

WHEREAS, the City of Yuma Planning and Zoning Commission has participated in the preparation of the City of Yuma 2012 General Plan, has held public hearings on October 10, 2011, October 24, 2011 and November 14, 2011 for Case No. GP2011-001, and after due consideration of public and Planning Commission comments, has recommended the City of Yuma 2012 General Plan for adoption by the City Council; and,

WHEREAS, due and proper notice of the public hearings were given in the time, form, substance and manner as provided by law, including publication of such notice in The Sun on September 24, 2011 and November 12, 2011 and,

WHEREAS, the City of Yuma City Council has held a public hearing on the General Plan recommended by the Planning and Zoning Commission and considered the statements of the public and recommendation of the Planning Commission at the public hearing; and,

WHEREAS, by Resolution R2011-39, the City of Yuma City Council adopted the City of Yuma 2012 General Plan on March 21, 2012; and,

WHEREAS, in accordance with ARS §9-461.06, after adoption of a general plan in an area containing a military airport that includes property in a high noise or accident potential zone, the Arizona Attorney General reviews the adopted plan for compliance with military airport legislation, ARS § 28-8461; and,

WHEREAS, the City of Yuma has prepared an amended City of Yuma 2012 General Plan dated June 6, 2012, that includes the changes requested by the Arizona Attorney General and has been reviewed and approved by the Arizona Attorney General; and,

WHEREAS, the City of Yuma 2012 General Plan provides a comprehensive, long-range plan for the development of the City; and,

WHEREAS, the General Plan is a guide and policy document and does not legislate any new fees, taxes or changes to development and building codes.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Yuma as follows:

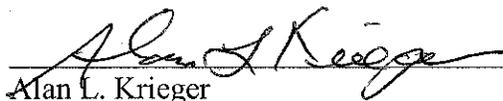
Section 1: That Arizona Revised Statutes ("A.R.S.") § 9-461.06 authorizes the City Council of the City of Yuma to adopt a General Plan following an appropriately noticed public hearing.

Section 2: That Resolution R2011-39 which adopted the City of Yuma 2012 General Plan on March 21<sup>st</sup>, 2012, is hereby rescinded.

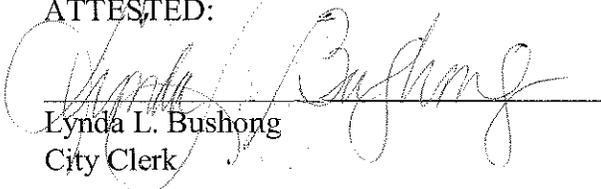
Section 3: That the City of Yuma 2012 General Plan dated June 6, 2012, on file with the City Clerk and posted on the City's website and by this reference incorporated herein, is hereby adopted.

Adopted this 6th day of June 2012.

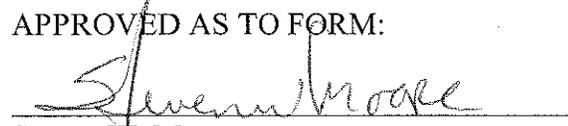
APPROVED:

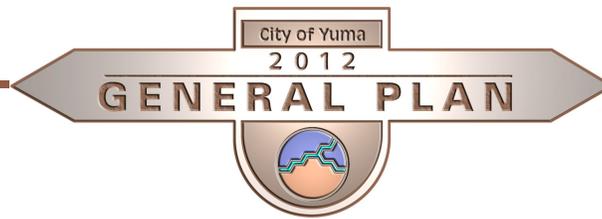
  
\_\_\_\_\_  
Alan L. Krieger  
Mayor

ATTESTED:

  
\_\_\_\_\_  
Lynda L. Bushong  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Steven W. Moore  
City Attorney



### CITY COUNCIL

Alan L. Krieger, Mayor  
Paul B. Johnson  
Cody Beeson  
Bobbi Brooks  
Leslie L. McClendon  
Jerry Stuart  
Edward Thomas

### PLANNING & ZONING COMMISSION

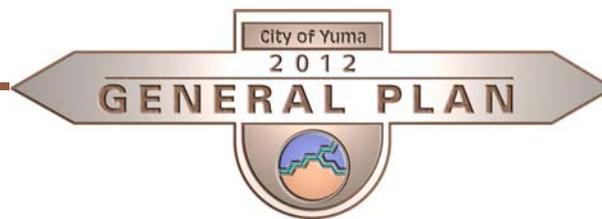
David Koopman, Chairman  
Tony Brockington  
Marty Carter  
Del Cave  
Karen Conde  
Richard Sorenson  
Clinton Underhill

### CITY STAFF

Greg Wilkinson, City Administrator  
Laurie Lineberry, Director – Community Development  
Bruce Heckman – Planning Manager  
Jennifer Albers – Principal Planner  
Noah Cullis – Senior Planner  
Robert Blevins - Principal Planner  
Joy Everett – Associate Planner  
Nate Broadhead – Assistant Planner

***Resolution R2012-29***

***Adopted June 6<sup>th</sup>, 2012***



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## **Our Vision...**

***Building on our heritage, our vision for Yuma is a community that is livable and competitive.***

***Yuma is a Healthy, Vibrant Community***  
*Where people feel safe, basic human needs are met, diverse educational opportunities are available, diversity is cultivated, citizens are interested, informed and involved, the environment is clean and aesthetically appealing, the arts, culture and recreational offerings flourish.*

***Yuma has a Sustainable, Diverse Economy***  
*Where educational opportunities support and promote economic development, existing businesses are nurtured, the environment supports new business development, the community thinks globally, and older neighborhoods remain vital.*

# **1 – INTRODUCTION**

The purpose and intent of the General Plan is to provide general guidance for the future development of the City of Yuma. No Objective, Goal, Policy, Action Item or other material in this General Plan shall be effective unless it was previously adopted by the official passage of an Ordinance or Resolution of the City of Yuma, or it is an individual amendment to this plan that is separately approved by official action of the Yuma City Council during the consideration of this General Plan.

The General Plan is a policy document and guide to where Yuma wants to be in the future. It provides comprehensive direction for the growth and development of the City of Yuma. The plan is intended to be both long range and visionary and to provide guidance for actions to be taken in the next ten to twenty years. Building on local conditions, needs and desires and following state guidelines, the General Plan is many things:

- A local decision about the kind of community Yuma wants to be. The plan has been developed here in Yuma, not by legislators in Phoenix or Washington.
- A growth guide that steers development to appropriate locations and away from places where it could harm major community economic assets, such as farming and military operations.
- A compilation of coordinated plans for land use, roads, parks, fire stations, police facilities and utilities we will need as Yuma grows.
- A means of support and protection for older, established neighborhoods.
- And an essential component of the City's efforts to attract new jobs to Yuma.

The plan does not legislate any new fees, taxes or changes to development and building codes.

The General Plan was developed for a variety of reasons. First and foremost, it is a way for Yuma to prepare for the future. By identifying where development will occur, the City can allocate resources and provide infrastructure in a timely and cost effective manner. The Plan can help the City identify and develop solutions for complex urban problems. For example, through the Housing Element the City can identify older neighborhoods that may be on the verge of deterioration or neglect and offer solutions to the residents to maintain the quality of their local community. The Plan allows the City to better manage resources through the identification of potential shortfalls in services or resources for future residents and businesses. The Plan helps sustain the community's long-term economic vitality and quality of life through the protection of important community assets.

- Prevents encroachment on the Marine Corps Air Station – Yuma, by limiting residential development around the base and allowing compatible adjacent land uses.
- Protects farming areas through the identification of long-term agriculture in the Yuma and Gila Valleys and the reduction of urban density close to the urban fringe.
- Protects homeowners and business property values for the long term by identifying appropriate locations for those and adjacent property.
- Protects landowners and industry, as stockholders in the City, by developing a plan that protects long-term economic interests and quality of life.
- Provides for parks, open space and emergency services to maintain a quality community.
- Saves taxpayers money for needed public physical improvements.

**VISION AND THEMES**

The Plan was developed on the foundation of Council and citizen direction through existing plans and policies. The development of the Joint Land Use Plan, in partnership with Yuma County, the City of Yuma Strategic Plan, Heritage Area Planning and Neighborhood Revitalization efforts have involved thousands of citizen hours. These efforts have included mass mailings, work groups, civic groups, public forums and hearings and culminated in City Council debate and adoption.

As a result of these efforts an overriding vision and themes for the plan have been developed. The Vision parallels the Strategic Management Plan Vision with the themes as follows:

- **Economic Development** – We encourage the development of both small and large businesses that improve the standard of living for our families, friends and neighbors.
- **Neighborhoods** – We recognize our neighborhoods are the foundation of our community and we maintain and enhance their value, character and stability.
- **Growth** – We have an attractive place in which to live, work and visit, where continued growth is orderly, financially sound and supported by community consensus.
- **History** – We recognize the vital importance of Old Town’s relationship with our past, with the Colorado River, and as a location for cultural, recreational and entertainment activities.
- **Culture and Recreation** – We utilize and sustain our natural spaces and resources, including the River’s edge, waterways, parks and historic sites, for recreation and cultural experiences to improve the economy and our quality of life.

Public participation in the development of the General Plan is ongoing as the Plan is a “living” document that will respond to changing economic conditions and community needs and desires.

**Yuma has Orderly Growth**  
*Where regular investment in existing infrastructure and neighborhoods sustains their vitality, proper planning for new infrastructure protects and strengthens our quality of life and promotes economic development, natural resources are sustained, and the essential values and vision of the community remain intact.*

**- City of Yuma  
 City Council  
 Strategic  
 Management  
 Plan  
 2000-2002**

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## **SMART GROWTH (STATE OF ARIZONA DEPARTMENT OF COMMERCE)**

The State of Arizona has been working for over a decade to actively manage growth and preserve open space. In 1998, the Arizona Legislature passed the Growing Smarter Act, which clarified and strengthened planning elements in the required plans of municipalities and counties and added four new elements, namely: Open Space, Growth Areas, Environmental Planning, and Cost of Development. In 2000, the Legislature passed Growing Smarter Plus to further enhance land use planning statutes in Arizona.

### **Growing Smarter Legislation**

An excerpt from the Growing Smarter Act:

***The purpose of this act is to more effectively plan for the impacts of population growth by creating a more meaningful and predictable land planning process, to increase citizen involvement in the land planning process, to directly acquire and preserve additional open space areas within this state through necessary reforms to the master planning and open space conservation programs of the state land department and to establish a growth planning analysis process to consider and address various statewide growth management issues so that the future development of land in this state will occur in a more rational, efficient and environmentally sensitive manner that furthers the best interests of the state's citizens by promoting the protection of its natural heritage without unduly burdening its competitive economy.***

### **What is Smart Growth?**

*The cumulative effects of population growth, its patterns and form have long-term social, environmental, and economic consequences. Smart growth is a continuous planning process to guide the preservation, development, or redevelopment of a neighborhood, community, or region to promote the goals and ambitions of its residents when facing growth pressures. Quality of life, infrastructure, and land use are typically key considerations in the process. Smart growth communities prudently manage and direct their growth-strained resources to assure an economic future consistent with their goals. In addition, smart growth informs economic development efforts by providing a framework to coordinate investments and policies.*

*Smart growth is guiding growth in ways that result in vibrant communities, strong economies, and a healthy environment. Smart growth means adding new homes, schools, businesses, jobs and infrastructure to Arizona's economy in ways that make sense and promote balance. Smart growth enhances the communities where we live, without over-burdening our transportation and infrastructure systems, polluting our air and water, or depleting our open spaces and magnificent natural landscapes. Smart growth embodies qualities that make communities great places to live and give them a sense of place – walkable neighborhoods, recreational amenities, historic spaces, vibrant downtowns, choices in transportation, jobs, and housing, prudent investments in capital facilities and infrastructure and opportunities for diversity and citizen involvement.*

---

*Around the country, communities are striving to implement new practices of land use development that will maximize investments while also preserving natural lands and critical environmental areas, protecting water and air quality and reusing already-developed land. In turn, the resulting higher quality of life in many of these communities makes them more economically competitive and creates more business opportunities that improve the local tax base.*

*The Smart Growth Network developed a set of ten principles that reflect the new ways that many communities are positively affecting land use and development:*

- 1. Mix land uses*
- 2. Take advantage of compact building design*
- 3. Create a range of housing opportunities and choices*
- 4. Create walkable neighborhoods*
- 5. Foster distinctive, attractive communities with a strong sense of place*
- 6. Preserve open space, farmland, natural beauty, and critical environmental areas*
- 7. Strengthen and direct development towards existing communities*
- 8. Provide a variety of transportation choices*
- 9. Make development decisions predictable, fair, and cost effective*
- 10. Encourage community and stakeholder collaboration in development decisions*

In Yuma, the Smart Growth principles listed above have been demonstrated in a variety of ways and are a part of the development pattern of Yuma. From the mix of land uses found in the downtown area, to the compact building design of the Sunset Mesa development, to the protection of farmlands in the Gila and Yuma Valleys to the walkable neighborhoods of the future Laurel and Estancia projects.

Through the elements of the City of Yuma General Plan the Smart Growth legislation of the Arizona Legislature has been addressed and the Smart Growth Principles endorsed by the State of Arizona have been considered.

Linked with Smart Growth is Sustainability. Sustainability is the ability to sustain growth and development while minimizing the long term effect on the environment. The American Planning Association has developed a Policy guide on Planning for Sustainability which identified various dimensions/objectives to sustainability that should be considered in the development of General Plans:

- 1. Sustaining communities as good places to live,*
- 2. Sustaining the values of our society – like individual liberty and democracy.*
- 3. Sustaining the biodiversity of the natural environment.*
- 4. Sustaining natural systems to provide the life-supporting “services”.*

General Plans and planning as a whole can work toward meeting those four objectives through land use actions, transportation planning, economic development, etc.

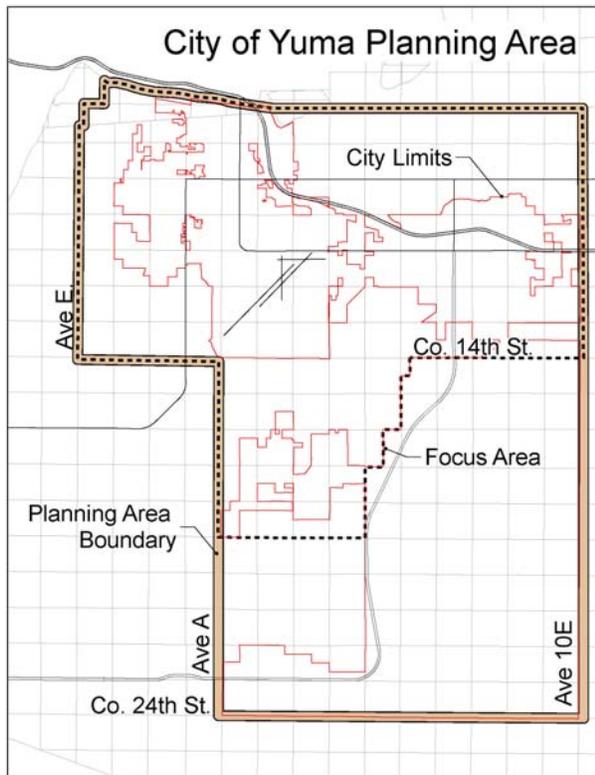
## PLAN ORGANIZATION

The Plan is organized into thirteen chapters, ten of which contain the elements of the General Plan. Within each of these elements are specific goals, objectives and policies that will be used to guide the City's growth and development.

- Goals are defined as desired results and are stated as broad policy.
- Objectives are a measurable level of achievement or process to achieve the goal.
- Policies are defined as specific measures to reach the objectives and attain the goals.
- Action Plans are also included which identify a list of projects that will implement the Policies.

## PLAN BOUNDARIES

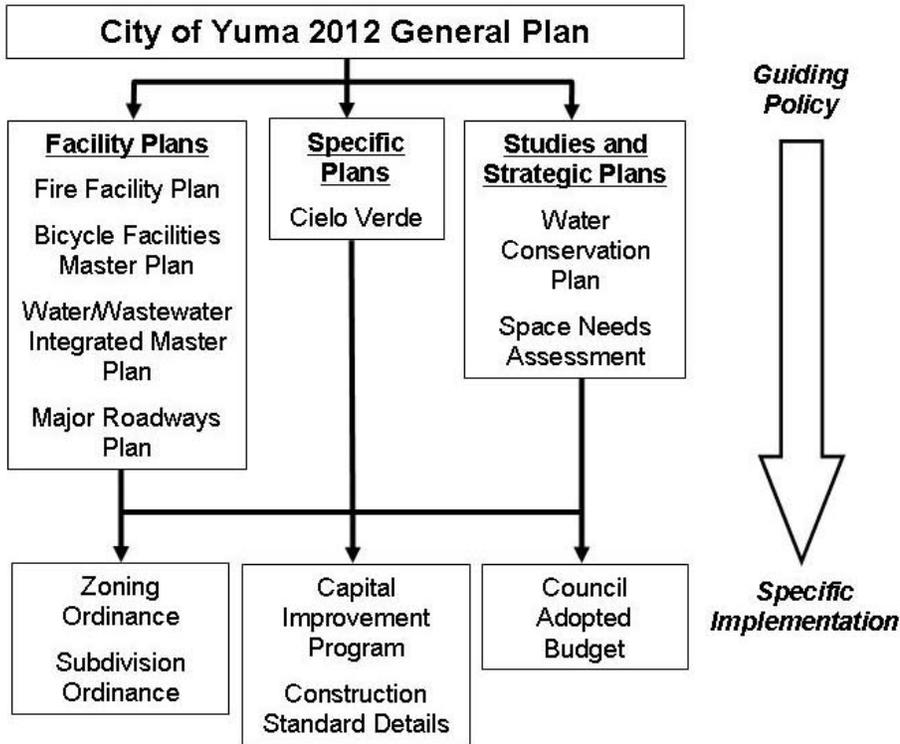
There are three different areas of the Yuma area that have been considered throughout the Plan's development.



- The first is the incorporated *City Limits*. This is the area that is currently part of the City of Yuma. This area includes a portion of the Goldwater Range and other federal lands to the south.
- The second is the *Planning Area*. This boundary is inclusive of the entire City limits and the neighboring urban areas that are likely to annex to the City of Yuma. These non-City areas have been included in planning efforts because of their close proximity to the City and the potential impact to the City of their development or of the City's development on them. It is likely the urban section of the Planning Area will be part of the City of Yuma at a future date. The Planning area includes the portion of the City limits located within the Goldwater Range.
- The third boundary is the *Focus Area*, which is the area examined in detail within this General Plan. The Focus Area is where major facility planning has taken place and is primarily where urban development is anticipated except the area of the City within the Goldwater Range which is not anticipated to need urban services.

**RELATED DOCUMENTS**

The General Plan provides the overall guide for more detailed decision-making. It fits within the Framework of urban development as that guide. More detailed Master Facility Plans and Utility Plans are developed to address specific needs but rely on the General Plan to provide the guide for service standards and service areas. Below is a drawing that shows this framework.



**STATE LAW REQUIREMENTS**

The City of Yuma 2012 General Plan meets the requirements of State Law for content and scope. State Law, within section 9-461.05 of the Arizona Revised Statutes (A.R.S.), defines the number of elements that should be included and their areas of interest. Due to overlapping areas of concern and content, the City of Yuma has grouped several elements into various chapters of the General Plan with the intent being to provide a more readable and understandable document. Following is a table identifying the contents of the City of Yuma 2012 General Plan. Noted within the table is the state required element and where it can be found in the City of Yuma 2012 General Plan.

<b>City of Yuma 2012 General Plan Element</b>	<b>State Required Element</b>	<b>Content</b>
Chapter 1 – Introduction	N/A	Introduction to City of Yuma 2012 General Plan
Chapter 2 – Land Use	Land Use Element	Identify various and appropriate land uses within the community.
Chapter 3 – Transportation	Circulation Element	Develop a plan that identifies major roadways and bicycle facilities.
	Bicycle Element	
Chapter 4 – Parks, Recreation and Open Space	Recreation Element	Develop plan to provide parks, recreation and open space opportunities.
	Open Space Element	
Chapter 5 – Housing	Housing Element	Develop standards and programs for housing quality, variety and affordability.
Chapter 6 – Redevelopment	Conservation, Redevelopment and Rehabilitation Element	Develop plans for community redevelopment and the elimination of blighted areas. Identify programs that promote home ownership, assistance to improve appearance, promote maintenance for commercial and residential and provide for safety and security of neighborhoods.
	Neighborhood Preservation and Revitalization Element	
Chapter 7 – Conservation, Environmental and Energy	Conservation Element	Develop plans to protect natural resources and mitigate impacts on the environment from urban development. Identify policies that encourage and provide incentives for efficient use of energy and greater uses of renewable energy.
	Environmental Element	
	Energy Element	
Chapter 8 – Public Services	Public Services and Facilities Element	Develop plans and programs for police and fire services, water, sewer, stormwater, sanitation and schools
	Public Buildings Element	
	Water Resources Element	
Chapter 9 – Safety	Safety Element	Develop plan to protect the community from natural disasters.
Chapter 10 – Cost of Development	Cost of Development Element	Identify the fair distribution of infrastructure costs for new development.
Chapter 11 – Growth Area	Growth Area Element	Identify areas suitable for a mix of developments and multi-modal opportunities.
Chapter 12 – Public Participation	N/A	Identify means by which the public can be informed and participate in the administration and development of the General Plan.
Chapter 13 – Implementation	N/A	Identify process by which to implement and administer the General Plan and its amendment.
Appendix A – Reference List	N/A	Reference list of background documentation.

**A.R.S Section 9-461.07 C.1. - Land Use Element**

*A land use element that: (a) 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. (b) Includes a statement of the standards of population density and building intensity recommended for the various land use categories covered by the plan. (c) Identifies specific programs and policies that the municipality may use to promote infill or compact form development activity and locations where those development patterns should be encouraged. (d) Includes consideration of air quality and access to incident solar energy for all categories of land use. (e) Includes policies that address maintaining a broad variety of land uses including the range of uses existing in the municipality when the plan is adopted, readopted or amended.*

## 2 – LAND USE ELEMENT

The purpose of the Land Use Element is to provide a guide for the appropriate locations for residential, commercial and industrial development. The Land Use Element is the foundation for the remaining elements of the General Plan. It provides a land use map, wherein future populations and residential densities, can be projected. This provides a means to estimate future service needs for infrastructure and utilities. This element includes consideration of the Smart Growth Principles of a mix of land uses, compact building design and the development of distinctive, attractive communities that create a strong sense of place.

This element is structured in four sections: the Background and Existing Conditions section contains a review of demographic changes within Yuma from 2000 to 2008, growth and development patterns in and around the City and a summary of the City/County Joint Land Use Plan. The Evaluation and Analysis section discusses population and development projections for the City and a description of each land use designation included in the Land Use map. The Goals, Objectives and Policies, describe "what" the City wishes to achieve for future development. The Action Plan identifies a list of projects to achieve the goals.

### BACKGROUND AND EXISTING CONDITIONS

The City of Yuma is the 11<sup>th</sup> largest City in Arizona and has seen significant change over the last 8 years. Located in one of the forty fastest growing Metropolitan Statistical Areas (MSA) of the United States from 2000 to 2009 and from 2008 to 2009 was the fastest growing MSA in Arizona, much of the growth in Yuma County has been in the City of Yuma. This growth has been spurred by strong local economic conditions. On the following page is a table showing demographic change over the past 10 years. This information is from the 2000 Census and the 2010 Census both completed by the United States Department of Commerce Census Bureau.

From the demographic data, important information that helps define the Yuma community should be noted. The Census Bureau information and growth reflected from 2000 to 2010 demonstrates that Yuma continues to be a diverse community with a strong economy.

- The City population grew by 15,549 persons or 20%.
- The “baby boom” population is now between the ages of 45 and 64 and make up 21% of the city population.
- The Hispanic population grew from 46% to 55%.
- The City’s population is getting slightly older, with a median age at 31.3 versus 31.2 in the 2000 Census.

- The City population age 65 and older is just under 12.7%, which is slightly less than the 2000 Census which identified 14%.
- About 28% of the City's population is under age 18, which is less than the 30% identified in the 1990 and 2000 Census.

Population	2000	2010	Race & Ethnicity	2000	2010
Total	77,515	93,064	White	52,968	64,013
Under 18	22,930	26,207	Black	2,491	3,010
18 to 64	43,836	55,080	American Indian	1,168	1,644
65 +	10,749	11,777	Asian	1,164	1,730
Median Age	31.2	31.3	Other	19,724 <sup>1</sup>	22,667 <sup>1</sup>
			Hispanic Origin	35,400	51,033
<b>Housing</b>	Average Household Size			2.79	2.86
Dwelling Units	34,475	38,626	Occupied Units	26,649	30,714
Vacancy Rate-Homeowner	1.6	2.6	Vacancy Rate-Rental	12.3	10.4
Family Households	19,618	22,458	Households	26,649	30,714
<sup>1</sup> – Includes individuals who identified Two or More Races, Other Race and Pacific Islander					
Source: 2000 Census and 2010 Census					

## REGION

Another source of population estimates is the office of the Arizona State Demographer, which produces annual estimates of the cities, towns and counties of the State of Arizona. Based on this information, Yuma County, with a resident population of 195,751, is ranked as the 6th largest county in the state. 69% of Yuma County resides within an incorporated city or town. The City of Yuma is the county seat. Over 48% of the County population resides in the City. According to the Arizona Department of Commerce (2010) 57% of the employed labor-force resides in the City of Yuma.

Yuma's economy is primarily based on three economic engines: agribusiness, tourism and the military. With two of those economic engines seasonal, agriculture and tourism, employment fluctuates throughout the year. Arizona Department of Commerce estimates for employment and unemployment reflect this across Yuma County, as noted on the following page.

The unemployment fluctuations are less intense within the City of Yuma but still notable. An exacerbating problem with unemployment in Yuma is that the two seasonal employment sectors slow down at the same time of year. Both agricultural and tourism reduce activity during the summer months. As the number of jobs reduce in these sectors the number of job seekers increases, which results in an additional increase in unemployment rates.

2010 CENSUS	
<i>City of Yuma</i>	93,064
<i>City of San Luis</i>	25,505
<i>City of Somerton</i>	14,287
<i>Town of Wellton</i>	2,882
<i>Yuma County Total</i>	195,751
<i>Un-incorporated Yuma County</i>	60,013
<i>Fortuna/Foothills CDP</i>	26,265
<i>Gadsden CDP</i>	678
<i>Tacna CDP</i>	602
<i>Avenue B and C CDP</i>	4,176
<i>Aztec CDP</i>	47
<i>Dateland CDP</i>	416
<i>Donovan Estates CDP</i>	1,508
<i>Buckshot CDP</i>	153
<i>Drysdale CDP</i>	272
<i>El Prado Estates CDP</i>	504
<i>Martinez Lake CDP</i>	798
<i>Orange Grove Mobile Manor CDP</i>	594
<i>Padre Ranchitos CDP</i>	171
<i>Rancho Mesa Verde CDP</i>	625
<i>Wall Lane CDP</i>	415
<i>Wellton Hills CDP</i>	258
CDP – Census Designated Place	

**ARIZONA UNEMPLOYMENT STATISTICS PROGRAM  
SPECIAL UNEMPLOYMENT REPORT  
2010**

	MAR	JUN	SEP	DEC	AVERAGE
<b>YUMA COUNTY, AZ</b>					
LABOR FORCE	83569	90128	92051	88417	88882
EMPLOYMENT	66968	66325	67052	67925	66636
UNEMPLOYMENT	16601	23803	24999	20492	22246
UNEMPLOYMENT RATE	19.9%	26.4%	27.2%	23.2%	25.0%
<b>FORTUNA FOOTHILLS CDP</b>					
LABOR FORCE	6687	6946	7062	6943	6905
EMPLOYMENT	5960	5903	5967	6045	5930
UNEMPLOYMENT	727	1043	1095	898	975
UNEMPLOYMENT RATE	10.9%	15.0%	15.5%	12.9%	14.1%
<b>GADSDEN CDP</b>					
LABOR FORCE	519	582	597	560	569
EMPLOYMENT	369	366	370	374	367
UNEMPLOYMENT	150	216	227	186	202
UNEMPLOYMENT RATE	28.9%	37.1%	38.0%	33.2%	35.5%
<b>SAN LUIS CITY</b>					
LABOR FORCE	7042	8242	8493	7772	7993
EMPLOYMENT	4183	4143	4188	4243	4162
UNEMPLOYMENT	2859	4099	4305	3529	3831
UNEMPLOYMENT RATE	40.6%	49.7%	50.7%	45.4%	47.9%
<b>SOMERTON CITY</b>					
LABOR FORCE	4086	4592	4711	4415	4490
EMPLOYMENT	2857	2830	2861	2898	2843
UNEMPLOYMENT	1229	1762	1850	1517	1647
UNEMPLOYMENT RATE	30.1%	38.4%	39.3%	34.4%	36.7%
<b>TACNA CDP</b>					
LABOR FORCE	257	266	271	267	265
EMPLOYMENT	232	230	233	236	231
UNEMPLOYMENT	25	36	38	31	34
UNEMPLOYMENT RATE	9.7%	13.5%	14.0%	11.6%	12.8%
<b>WELLTON TOWN</b>					
LABOR FORCE	805	875	894	855	861
EMPLOYMENT	629	623	630	638	626
UNEMPLOYMENT	176	252	264	217	235
UNEMPLOYMENT RATE	21.9%	28.8%	29.5%	25.4%	27.3%
<b>YUMA CITY, AZ</b>					
LABOR FORCE	45019	47656	48568	47186	47183
EMPLOYMENT	38098	37732	38145	38642	37908
UNEMPLOYMENT	6921	9924	10423	8544	9275
UNEMPLOYMENT RATE	15.4%	20.8%	21.5%	18.1%	19.7%

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## **GROWTH PATTERNS**

The last century has seen significant urban and economic development of the Yuma area. Federal reclamation projects of the early 1900's increased agricultural production and brought significant agricultural opportunities. Military operations, started more than 60 years ago, have continued and expanded. Yuma's clean air and wide-open spaces and great winter temperatures have been an attractive place to spend the winter for decades.

The traditional economic center of Yuma was the downtown. Agricultural development occurs in the rich soils of the Yuma and Gila Valleys. Residential, commercial and industrial development have radiated from Main and First Streets to the south, west and east.

**Agriculture** - The Yuma and Gila Valleys are the primary agricultural areas in the Yuma Plan area with a number of operations active on the mesa. In 2007, there were 210,480 acres of farmland in Yuma County with 193,053 cropped.

The primary vegetable crops are lettuce, broccoli and cauliflower. The primary citrus crops are lemons, oranges and tangelos. And the primary harvested crops are wheat, hay and cotton.

**Military** - The Marine Corps Air Station – Yuma, located within the City limits, is situated on the southwest mesa. This facility actively hosts military flight training with a station population of 9,824 persons, 4,238 of which are family members. Approximately 4,200 persons live on-base with the remainder living in off-site base and private housing. MCAS – Yuma uses the Barry M. Goldwater Range to the southeast for flight and ordnance training, as well as the Chocolate Mountain Range in California. To the northeast of Yuma, is the US Army Yuma Proving Ground. This facility is an ordnance and equipment test site for both civilian contractors and military operations.

**Tourism** - The tourism industry has a significant seasonal impact on the Yuma area. Between the 90,000 winter residents and visitors who make Yuma their home for the season, and the numerous tour groups passing through, the economic and employment increases are notable. The mild winter climate appears to be the primary reason that many come to Yuma from northern regions, such as Canada, Oregon and Washington. Based on Census 2010 numbers, approximately 16,159 dwelling units in Yuma County are used for seasonal or recreational housing, with 5,151 of those within the City of Yuma. These numbers do not include the numerous RV Parks, with out of season empty pads available to winter visitors and travelers.

**Commercial** - The Downtown area was the historic commercial center in the Yuma area, but construction of old Highway 80 along 32<sup>nd</sup> Street and 4<sup>th</sup> Avenue along with the development of the 4<sup>th</sup> Avenue bridge to California, prompted the development of a string of commercial activities away from Downtown. Significant commercial enterprises along 32<sup>nd</sup>

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Street include numerous car dealers and retail centers. Supermarket centers and various small commercial and office activities can be found along 4<sup>th</sup> Avenue. In response to residential development in the Yuma Valley, neighborhood commercial centers have been built. The two newest commercial developments are the Yuma Palms regional retail center located near Interstate 8 and Highway 95 and the Cielo Verde commercial center at Avenue 8E and 32<sup>nd</sup> Street.

**Industrial** - Industrial development can typically be found near major transportation facilities. The Interstate highway, the railroad tracks and the airport all have neighboring industrial centers and businesses. The major industries in the Yuma area are manufacturing, fabrication and agriculture-related industries. A recent development in the Yuma area is the construction of numerous agriculture-processing plants. At these facilities, produce is shipped in from the fields, processed and bagged for market distribution. Within the north Yuma Valley, a large area has been identified for long-term industrial and agricultural industrial activities, as this location is particularly suited for water intensive industrial technologies.

*Aggregate Mining – The Arizona Department of Mines and Mineral Resources has identified two locations within the Yuma Plan area where Sand & Gravel (SAG) operations have been established (La Paz and Yuma Counties AzMLS Mine Maps)*

- *Yuma Plant No. 11(385) – in the vicinity of 10<sup>th</sup> Street and Arizona Avenue, and*
- *County 19<sup>th</sup> Street Plant (643) – in the vicinity of County 19<sup>th</sup> Street and Arizona Avenue.*

**Residential** - In and around the downtown was the historic residential heart of the City. But as the community continued to grow, residential development has responded and radiated out: first to the south along the edge of the mesa, then to the west in the north Yuma Valley and then to the east around Arizona Western College. The south Yuma Valley and east mesa are the two fastest growing residential areas in the City. Single-family detached housing is the most common housing type in the community. Apartments, duplexes and condominiums are also present.

#### HISTORIC DISTRICTS AND SITES

Yuma contains three national or state recognized historic districts and a number of nationally recognized historic sites and landmarks. The designation of these places acknowledges the history of Yuma in the shaping of the country and the historical importance of the development of the Yuma community. These districts and landmarks are noted on Map 2-5.

*Brinley Avenue Historic District* – The Brinley Avenue Historic District lies on the western edge of Yuma's 19<sup>th</sup> century settlement pattern. Brinley Avenue, since renamed to Madison Avenue, marked the nominal edge of the Yuma Mesa. The district includes the west side of Madison Avenue from 1<sup>st</sup> Street to 3<sup>rd</sup> Street and both sides of 2<sup>nd</sup> Street from Main Street

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to 1<sup>st</sup> Avenue. Developed initially as a residential area which took advantage of the rising elevation on the mesa and being on the edge of town, the streets took on a different character over time. This district is important for a number of reasons. As a residential area, it was the site of homes for some of the prominent people in Yuma's history. The streets became an important commercial area as 2<sup>nd</sup> Street grew to fulfill the role of a major arterial connecting downtown with agricultural interests in the valley. Constructed in this district were the Sanguinetti Mercantile, the Gandolfo Annex and the Molina Block. With the higher elevation on the edge of the mesa, this area had relief from periodic flooding. As a result, this district contains the highest concentration of adobe buildings in the community.

*Century Heights Conservancy District* – The Century Heights Conservancy District, comprising over 120 buildings, represents a concentration of a range of distinct early Yuma residential building forms. These include Queen Anne, Western Colonial Revival, Bungalow and several Period Revival styles. This area is significant because it contains the largest intact grouping of early residential architecture remaining in Yuma. Fifteen buildings within the district are listed on the National Register of Historic Places.

The period of significant construction within the district started in 1892 and ended in 1936. The buildings retain a moderate to high degree of integrity, are associated with pioneer families who settled in Yuma, and significantly represent working and middle class residential development.

*Main Street Historic District* – The Main Street Historic District contains the historic center of commerce in Yuma. The area was the regional trading and distribution center, which started in Yuma's early days of the 19<sup>th</sup> century. Building construction ranges from 1912 to 2001. Taking advantage of the crossing point of the Colorado River, the downtown and Main Street naturally became the historic commercial center of the city. Early construction was of adobe and wood. Following the flood of 1916, which destroyed most of the buildings, brick and concrete were used to rebuild downtown.

#### MIXED USE DEVELOPMENTS

Two recent mixed use developments have been initiated in the City of Yuma:

- The Laurel development, located in the South Gila Valley, is a Master Planned Community of approximately 240 acres that will incorporate a mix of land uses with no more than 1,169 dwelling units. The proposed project is planned to develop following the Smart Growth Overlay district which would allow for traditional neighborhood design. The project will also include a street design that includes narrower streets to reduce traffic speeds and promote walk-able neighborhoods.
- The Estancia development, located on the South Mesa, is also a Master Planned Community and is intended to incorporate the under the Smart Growth Overlay. Development plans for this

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project are in the initial stages and development is not anticipated for 10 to 15 years.

**Annexations** - Common to many communities, the City of Yuma is faced with contiguous County developments. Unfortunately, many of these areas have not been built to the same standard of development, public infrastructure or service as within the City. Sidewalks, curbs and gutters, park facilities, etc. are lacking. Private companies provide trash pick-up and fire safety services. Many County residents are facing failing septic systems. At the request of a majority of property owners, a number of areas have pursued annexation to the City. The City is faced with costs and benefits when an annexation occurs. The benefits are that additional sales taxes, property taxes and state shared revenues are available to support City services. The costs are infrastructure installation, such as sewer lines, public services, fire protection, police response and residential trash pick up. Each annexation requires analysis of both the impact on the City, as well as, the health and welfare of those wishing to annex.

#### **CITY OF YUMA/YUMA COUNTY JOINT LAND USE PLAN**

The Joint Land Use Plan (JLUP), adopted in 1996, represents the combined efforts of the City, MCAS-Yuma and Yuma County to achieve a common “blue print” of land uses and development policies for the future economic growth and development of lands in and around the city. The primary sections of the plan include a community assessment composed of population, land use and military operation characteristics, the land use plan map and policies to guide development.

The JLUP was created over a two year period and involved numerous, public meetings and hearings and workgroup review and editing. Public involvement activities and the public input resulted in identifying the need to provide land uses supporting a balance of economic sectors.

Through the development of the plan seven overriding goals were followed.

- 1) Protect the Marine Corps Air Station – Yuma: land uses were designated in and around the base and base operations that are compatible with their mission.
- 2) Concentrate Urban Development: Concentrate urbanization within areas currently provided or planned to receive City of Yuma water or wastewater services.
- 3) Protect Agricultural land: By promoting concentrated urban development, the resulting urban pattern minimizes encroachment on the prime agricultural lands in the Gila and Yuma Valleys.
- 4) Promote the Colorado River: Provide public and commercial land uses as well as recreational opportunities adjoining the area’s key water resource.
- 5) Promote Commercial Nodes: Commercial nodes or centers are proposed to minimize congestion created by strip commercial development along major highways and roads.

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- 6) Provide Industrial Opportunities: Significant opportunities for additional industrial development are provided to support continued economic growth resulting from the North American Free Trade Agreement (NAFTA), the General Agreement of Trade and Tariffs (GATT) and the Area Service Highway (ASH).
  - 7) Maintain Rural Lifestyle at Urban Fringe: Rural and semi-rural lifestyles are also accommodated through rural density development proposed on lands on the mesa with agricultural potential having lower productivity than the Gila and Yuma Valleys.

The results of development and joint adoption of the JLUP have been significant. The plan calls for consistent land use planning between the City and the County, thereby providing the development community and MCAS with a consistent plan for the future development of the area. The plan was the first joint City/County land use plan in the State of Arizona. Because of the forward thinking and consideration of sustainable development, the JLUP has won multiple awards. Most significantly, the JLUP received the National Sustainable Communities Award in 2000.

## **EVALUATION AND ANALYSIS**

Population projections for the City identify a 2055 population between 164,142 (State of Arizona Dept. of Commerce 2006-2055 Projection Series) and approximately 276,000 (City of Yuma Land Use Build Out Population Estimates). The population will be primarily focused in four residential centers: the Yuma Valley, the West Mesa, the East Mesa and the South Mesa.

All indicators are that the City of Yuma will continue to be the retail and employment center for the region. MCAS will remain as a military base and that its operations and size are likely to increase, particularly with the implementation of the F-35 Joint Strike Fighter operations. Based on continuing economic trends it is anticipated that commercial as well as industrial developments will continue and increase into the future. Concerns and understanding of the national economic situation and area's unemployment rate should be discussed (AZDOC 2010 County Average 25%). Information determined in the development of the Yuma County Workforce & Economic Development Summit – Final Action Plan, suggests that there are actually two labor markets: farm and non-farm employment. These two labor markets appear to have little movement between them. Recognizing how the labor markets function and factoring the information into unemployment forecasts will help to better anticipate job training and employment needs.

Part of the City's Strategic Management Plan is the development of a sustainable and diverse economy. Building into the themes of Economic Development and Growth, the City actively participates with area economic and workforce agencies to pursue and develop opportunities for job creation.

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Statewide concerns over military base viability in light of continued urban growth prompted the legislature to adopt the application of a stringent land use suitability matrix for new development in areas around military airports. These requirements are found within ARS 28-8481 and are reflected in the City of Yuma Airport Overlay Zoning District. New residential development is excluded from lands located within the High Noise or Accidental Potential Zone. This zone is inclusive of the 65, 70 and 75-decibel noise contours and the Arrival and Departure Corridor. Specific development uses are listed within the City of Yuma Zoning Ordinance Airport Overlay District.

#### **LAND USE CATEGORIES**

Thirteen land use categories were developed for the Land Use Element. These land uses are noted on Map 2-2 for the entire Map Area. Map 2-3 reflects the land uses in the Focus Area.

- **Residential**
  - Rural Density Residential – 1 dwelling unit per 5 acres to 1 dwelling unit per 2 acres
  - Estate Residential - 1 dwelling unit per 5 acres to 2 dwelling unit per acre
  - Suburban Density Residential – 1 dwelling unit per 2 acres to 3 dwelling units per acre
  - Low Density Residential – 1 to 4.9 dwelling units per acre
  - Medium Density Residential – 5.0 to 12.9 units per acre
  - High Density Residential – 13.0 to 18 dwelling units per acre
- **Commercial**
  - commercial uses
  - offices
  - wholesale or retail activities
- **Mixed Use** – area with more than one primary use category; for example, commercial and residential
- **Business Park**

In a high visual quality, business park or campus-type setting, the following are allowed:

  - businesses and retail uses (retail uses are excluded from the 70-75 db noise contour)
  - offices
  - light industrial uses and related offices
  - commercial outlets or combination enterprises
- **Industrial**
  - light industrial uses with related offices
  - heavy industrial uses with related offices
  - general commercial uses
  - industrial park settings considered in higher visibility areas along transportation corridors or other appropriate locations
- **Agricultural/Industrial**
  - continued agricultural uses
  - aviation-compatible industrial uses

- **Public/Quasi-Public:** publicly owned and operated facilities or those devoted to public use by governmental and quasi-public or non-profit entities; includes schools, churches, hospitals, military installations, government buildings, etc.
- **Resort, Recreation, and Open Space**
  - very low density residential (5 acre home sites)
  - agriculture
  - resort commercial development (such as but not necessarily limited to the following; resort centers, golf courses, exotic animal parks, parks, zoos or amphitheaters)
  - areas available for public visitation and recreation with or without developed facilities and associated businesses (such as dude ranches, off-road vehicle parks or trails, horse riding academies, horse stables, arenas and trails, botanical gardens, lakes and waterways, campgrounds)
- **Agriculture**
  - lands principally devoted to agricultural production
    - Yuma Valley – minimum parcel size of 40 acres
    - Gila Valley – minimum parcel size of 40 acres
  - Home sites on existing legal lots of record

**DWELLING UNIT AND POPULATION PROJECTIONS**

<b>Residential and Mixed Use Land Use Categories</b>	<b>Density (Expected)</b>	<b>Acreage</b>	<b>Dwelling Units</b>	<b>Population</b>
Rural Density Residential	.3 du/ac.	11,335	3,401	9,725
Estate Residential	2 du/ac	349	698	1,996
Suburban Density Residential	1 du/ac	768	798	2,197
Low Density Residential	3 du/ac	12,567	37,701	107,825
Medium Density Residential	8 du/ac	4,260	34,144	97,652
High Density Residential	15 du/ac	818	12,270	35,092
Mixed Use	5 du/ac	1,512	7,560	21,622
Agriculture/Industrial	-----	4,766	0	0
Industrial	-----	5,587	0	0
Business Park	-----	1,087	0	0
Public/Quasi-Public	-----	48,194	0	0
Resort, Recreation & O.S.	-----	6,737	0	0
Agricultural	-----	28,142	0	0
<b>Total</b>		<b>128,494</b>	<b>96,542</b>	<b>276,109</b>

The table above indicates the expected number of dwelling units for build-out of each land use category in the Land Use Map. The information found in the table does not estimate the time frame for reaching plan build-out, only the ultimate density and population accommodated within the land use categories at expected densities.

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There a number of maps included in this element:

Map 2-1 shows all of Yuma County and the General/Comprehensive Plan Boundaries for each of the political entities as well as the boundaries of the following federally designated lands: Barry M. Goldwater Range, Yuma Proving Ground, Cabeza Prieta National Wildlife Refuge and the Kofa National Wildlife Refuge. Within the west county, the planning boundaries for the various jurisdictions meet at Avenue A, County 19<sup>th</sup> and County 14<sup>th</sup>. Yuma County is the planning agency for those lands that are not incorporated or under federal/state jurisdiction.

Map 2-2 shows the planned land uses for the entire Planning Area for the City of Yuma. This is inclusive of a portion of the Barry M. Goldwater Range.

Map 2-3 shows the planned land uses within the Focus Area of the General Plan. The Focus Area is where the City of Yuma is planning for and anticipating growth.

Map 2-4 shows the Military and Aviation Features within the City of Yuma Planning Area. This is inclusive of those features identified in the City/County Joint Land Use Plan and those that have been codified by the City of Yuma and the State of Arizona.

Map 2-5 identifies the Historic Districts and Landmarks within the City of Yuma Planning Area.

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## GOALS, OBJECTIVES AND POLICIES

**Goal 1.0:** Create a community where all uses and activities are mutually in balance.

Objective 1.1: Ensure sufficient land suitably located and serviced to accommodate a desirable mix of residential, business, recreational, industrial and public activities within the community.

*Policy 1.1.1: The City shall plan for a mix of residential, commercial and industrial land in order to support a sustainable economy.*

*Policy 1.1.2: The City shall plan for a balance of parkland and open space in developing areas.*

*Policy 1.1.3: The City shall require consistency between the General Plan and zoning regulations.*

*Policy 1.1.4: The City shall encourage compatible development adjacent to industrial sites inclusive of identified aggregate mining sites.*

**Goal 2.0:** Create a community where the core industries (agriculture, military and tourism) and other appropriate economic activities are maintained, expanded and promoted.

Objective 2.1: Protect the Marine Corps Air Station – Yuma from urban encroachment and uses that are incompatible with the mission of the MCAS-Yuma.

*Policy 2.1.1: The City shall minimize residential development in proximity to base operations.*

*Policy 2.1.2: The City shall coordinate with MCAS-Yuma to promote compatible commercial and industrial development impacting military operations.*

*Policy 2.1.3: The City shall minimize encroachment on the operations of the Goldwater Range by excluding utility expansion within a mile of the Range boundary.*

Objective 2.2: Protect the agricultural industry in the Yuma and Gila Valley's.

*Policy 2.2.1: The City shall promote contiguous growth and protection of agricultural land uses.*

*Policy 2.2.2: The City shall coordinate with the agriculture industry to promote food safety for fields in proximity to urban development.*

Objective 2.3: Protect and promote tourism opportunities in the Yuma area.

*Policy 2.3.1: The City shall partner with local tourism agencies to promote Yuma as a tourism destination.*

*Policy 2.3.2: The City shall protect and promote the unique elements that make Yuma a tourism destination, including but not limited to recreation and open space, retail choice and housing variety.*

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Objective 2.4: Achieve a diversified economy that is open to new opportunities and resistant to seasonal employment fluctuations.

*Policy 2.4.1: The City shall partner with the Greater Yuma Economic Development Corporation, the Chamber of Commerce and other economic development agencies to target new industry clusters and promote Yuma as a place for new business.*

**Goal 3.0:** Create a community with an excellent quality of life.

Objective 3.1: Provide opportunities in Yuma that exemplify a great community to live, work and play.

*Policy 3.1.1: The City shall maintain a balance of residential types, promote a multitude of employment opportunities and provide easily accessible daily retail and service needs.*

*Policy 3.1.2: The City shall promote and require areas for all community service needs, including but not limited to sites for schools, public safety, utilities and parks, trails and open spaces within all new developments.*

*Policy 3.1.3: The City shall support and promote arts and cultural opportunities for community residents.*

Objective 3.2: Achieve a high standard of physical appearance and maintenance of land and buildings.

*Policy 3.2.1: The City shall maintain and expand programs to prevent the deterioration of existing residential and commercial areas.*

*Policy 3.2.2: The City shall partner with local businesses and property owners to upgrade substandard areas.*

*Policy 3.2.3: The City shall encourage beautification in existing and newly developing areas.*

**Goal 4.0:** Create a community where growth is managed in an efficient and orderly form.

Objective 4.1: Promote development where resources and infrastructure are in place.

*Policy 4.1.1: The City shall achieve a planned rate of growth consistent with the City's ability to provide public services.*

*Policy 4.1.2: The City shall encourage annexation in areas beneficial to the community.*

Objective 4.2: Promote cost efficient and logical expansion of infrastructure consistent with the General Plan.

*Policy 4.2.1: Coordinate infrastructure financing and improvements with existing and projected development activity.*

*Policy 4.2.2: Promote public and private coordination in timely and financially sound infrastructure expansion.*

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*Policy 4.2.3: The City shall plan for and expand infrastructure in accordance with the General Plan.*

*Policy 4.2.4: The City shall encourage development adjacent to the developed urban area.*

**Goal 5.0:** Create a community where growth and development are coordinated on a regional level.

Objective 5.1: Promote regional coordination for land use decision making.

*Policy 5.1.1: The City planning staff shall meet regularly with the planning staff of other communities including military facilities to discuss land use issues and policies.*

*Policy 5.1.2: The City Planning and Zoning Commission shall meet regularly with the Yuma County Planning Commission to discuss land use issues and policies within the General Plan.*

*Policy 5.1.3: The City Council shall meet regularly with the Yuma County Board of Supervisors to discuss relevant City/County issues.*

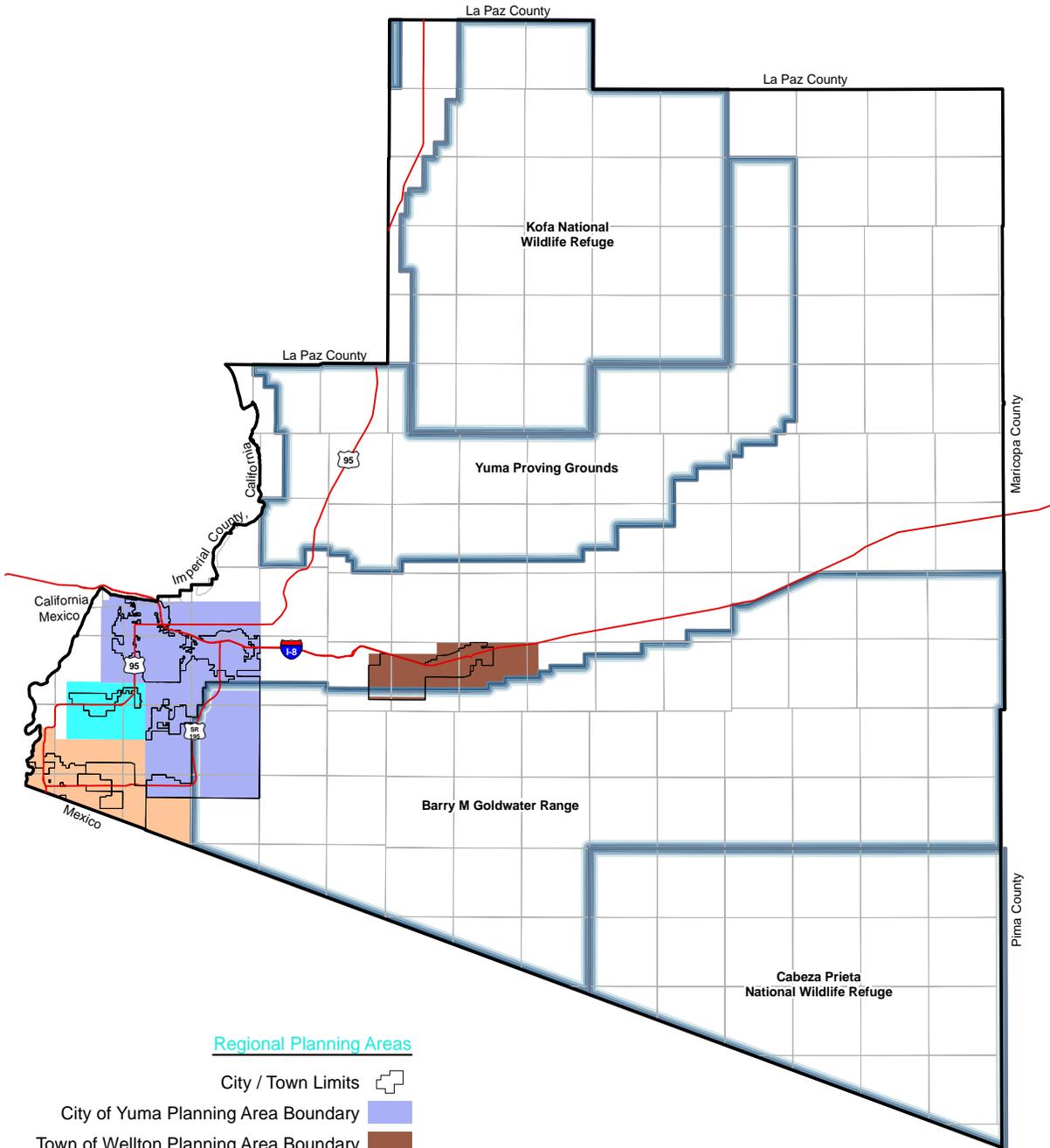
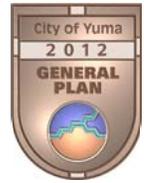
Objective 5.2: Promote consistent development requirements between the City and the County.

*Policy 5.2.1: The City shall support the development of County building and zoning requirements that are in accordance with City standards.*

## ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source
1 - 5 years	Develop a Capital Improvement Strategy for existing urbanized county areas with below standard public infrastructure that are likely to annex to the City.	Community Development /PW/Parks/ Fire/Police	General
	Partner with the Yuma International Airport to incorporate the goals and actions of the Airport Master Plan into City of Yuma development activities and develop an Airport Area Specific Plan.	Community Development	General
	Develop an Economic Development Element.	Community Development	General
	Develop a Community Design Policy for new construction and redevelopment efforts that reflects a community consensus for development.	Community Development	General
6+ years	Develop a policy to address open space requirements in all community and neighborhood plans.	Community Development	General
	Develop a Transfer of Development Rights Program.	Community Development	General
	Develop a policy to address environmental compliance regulations for new development.	Community Development	General

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Regional Planning Areas

City / Town Limits

City of Yuma Planning Area Boundary

Town of Wellton Planning Area Boundary

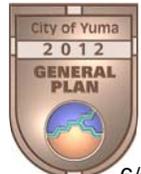
City of San Luis Planning Area Boundary

City of Somerton Planning Area Boundary

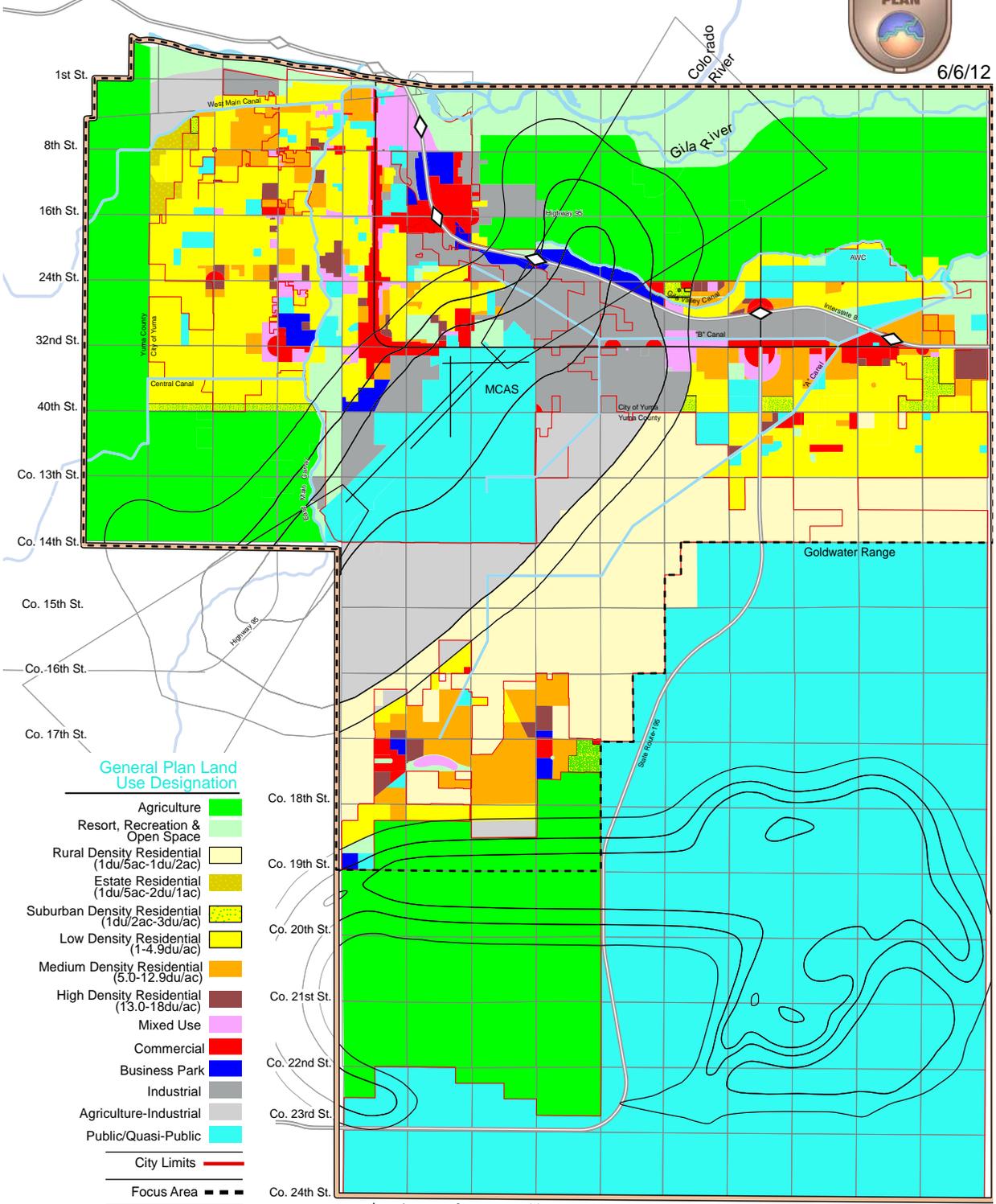
Yuma County Planning Area Boundary



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Information Technology Services  
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**General Plan Land Use Designation**

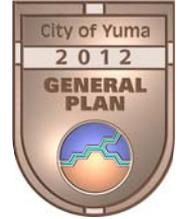
- Agriculture
- Resort, Recreation & Open Space
- Rural Density Residential (1du/5ac-1du/2ac)
- Estate Residential (1du/5ac-2du/1ac)
- Suburban Density Residential (1du/2ac-3du/ac)
- Low Density Residential (1-4.9du/ac)
- Medium Density Residential (5.0-12.9du/ac)
- High Density Residential (13.0-18du/ac)
- Mixed Use
- Commercial
- Business Park
- Industrial
- Agriculture-Industrial
- Public/Quasi-Public
- City Limits
- Focus Area
- Planning Area Boundary

Development within the high noise or accident potential zone of a military or ancillary military facility is subject to the requirements of the City of Yuma Airport Overlay Zoning District.

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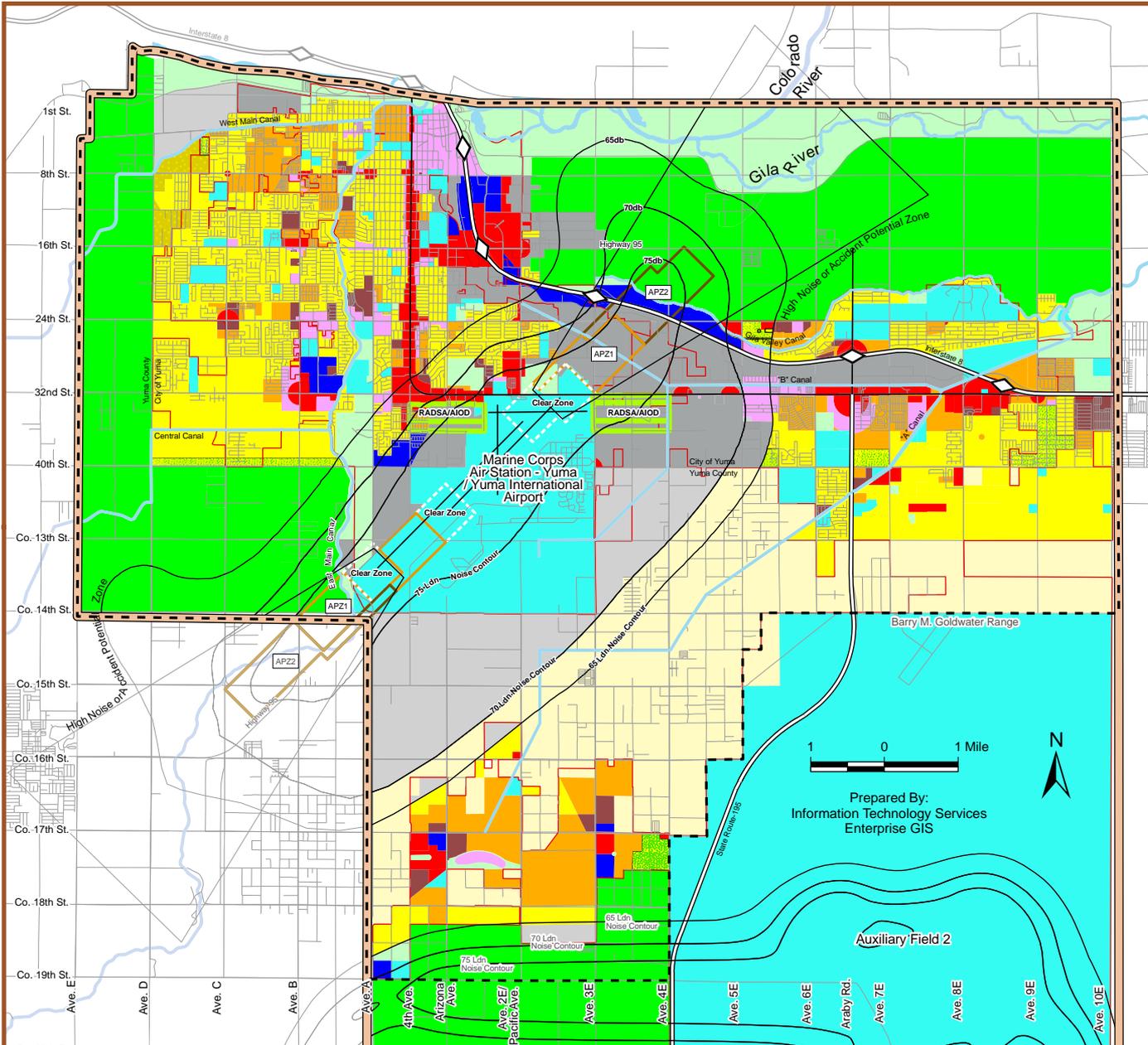
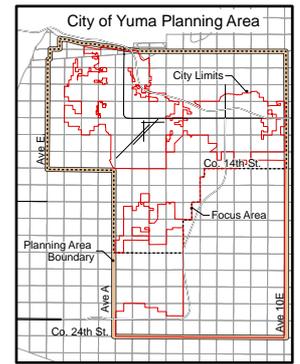
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### Focus Area

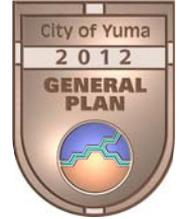
- Agriculture
- Resort, Recreation & Open Space
- Rural Residential (1du/5ac-1du/2ac)
- Estate Residential (1du/5ac-2du/1ac)
- Suburban Density Residential (1du/2ac-3du/ac)
- Low Density Residential (1-4.9du/ac)
- Medium Density Residential (5.0-12.9du/ac)
- High Density Residential (13.0-18du/ac)
- Mixed Use
- Commercial
- Business Park
- Industrial
- Agriculture-Industrial
- Public/Quasi-Public

Development within the high noise or accident potential zone of a military or ancillary military facility is subject to the requirements of the City of Yuma Airport Overlay Zoning District.



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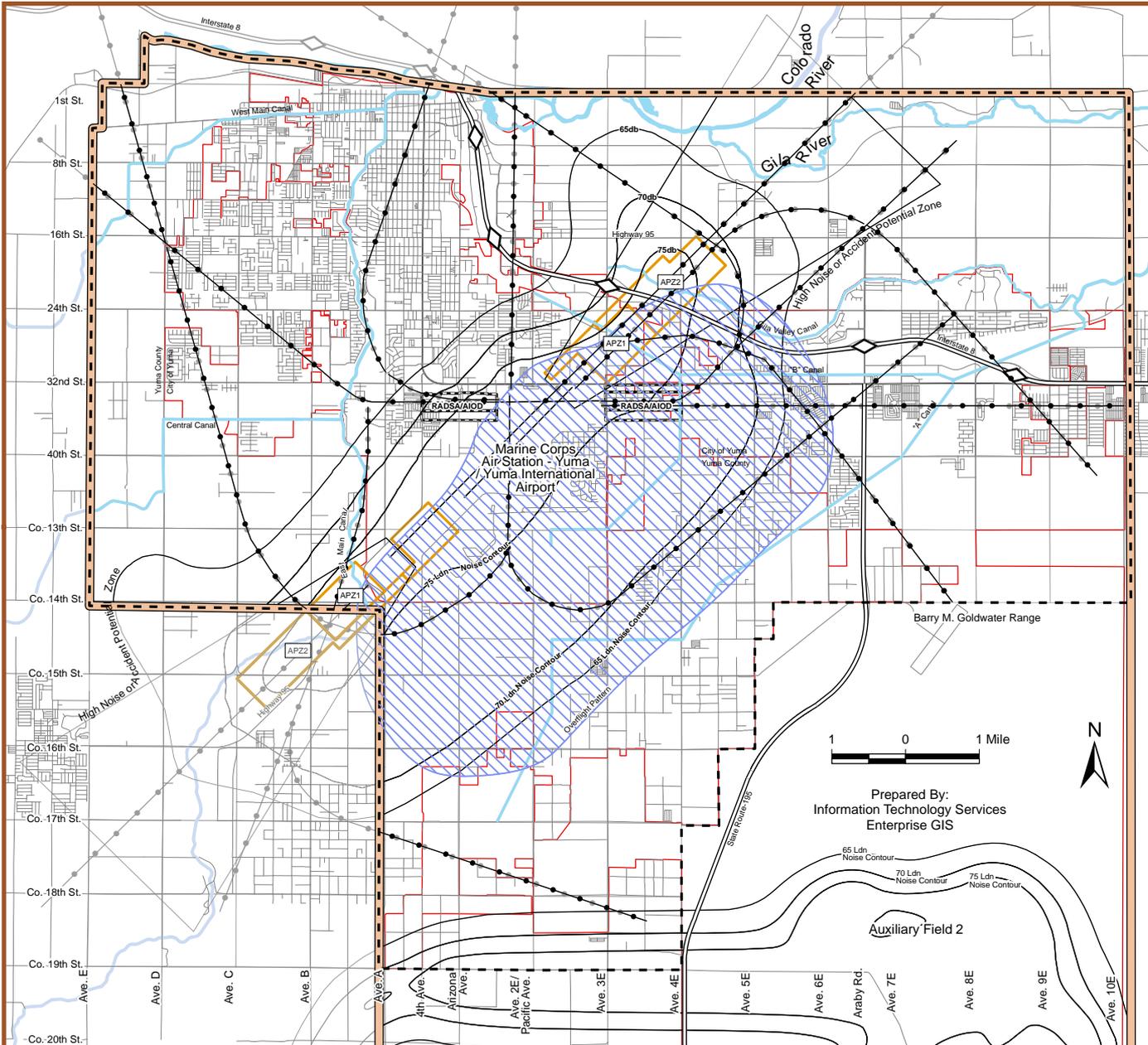
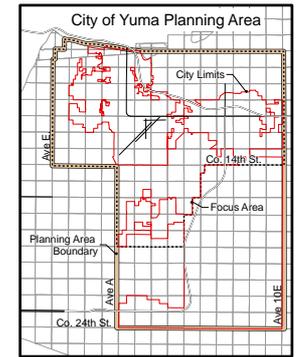
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### Focus Area and Military/Aviation Features

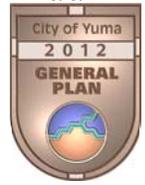
- Overflight Pattern 
- Arrival/Departure Flight Tracks 
- Noise Contour Lines 
- Runway Approach Departure Safety Area / Airport Industrial Overlay District (RADSA/AIOD) 
- Accident Potential Zone (APZ1/APZ2) 
- Focus Area 
- Planning Area Boundary 

Development within the high noise or accident potential zone of a military or ancillary military facility is subject to the requirements of the City of Yuma Airport Overlay Zoning District.



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Historic Districts & Sites

Brinley Avenue Historic District



Century Heights Conservancy Historic District



Main Street Historic District



National Historic Landmarks

Landmark Boundary



Fort Yuma



Ocean to Ocean Bridge



Quarter Master Depot



Territorial Prison



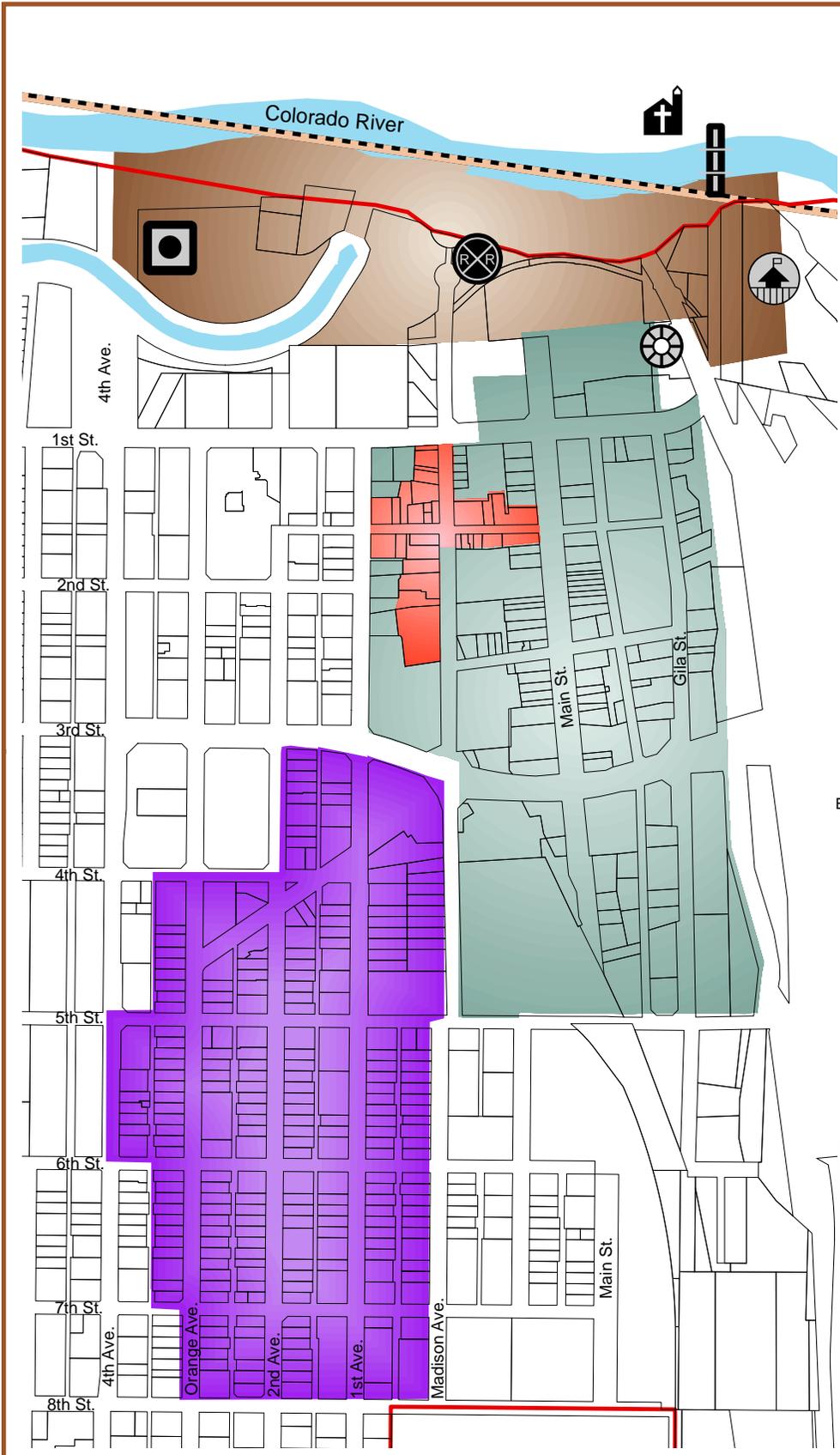
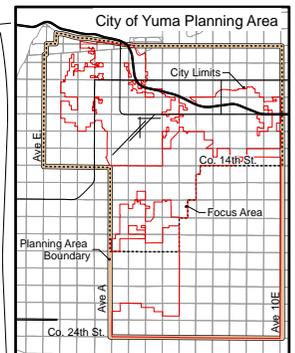
Yuma Ferry Crossing



Blaisdell Slow Sand Filter



Prepared By: Information Technology Services Enterprise GIS



**A.R.S. Section 9-461.05 C.2. – 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.*

**A.R.S. Section 9-461.05 E.3. – Circulation Element**

*The circulation element shall also include recommendations concerning parking facilities, building setback requirements and the delineations of such systems on the land, a system of street naming and house and building numbering and other matters as may be related to the improvement of circulation of traffic. The circulation element may also include a transit element showing a proposed system of rail or transit lines or other mode of transportation as may be appropriate.*

## 3 – TRANSPORTATION ELEMENT

The Transportation Element provides a coordinated multi-modal system designed to work with the locations of homes, businesses, and other land uses shown in the Land Use Element, Chapter 2 of this General Plan. A transportation system that addresses all modes of travel provides a “Complete Street” network. Complete Streets are designed and operated to enable safe access to all users.

Each portion of this Element is based on earlier planning efforts:

- Roadways: Transportation Master Plan, 2014
- Public Transit: 2010-2033 Regional Transportation Plan (RTP), Yuma Metropolitan Planning Organization (YMPO), 2010.
- Bicycle: Bicycle Facilities Master Plan, 2009 (R2009-23) and the Transportation Master Plan, 2014.
- Airport: Yuma International Airport Master Plan, June 2009.
- Rail: 2010 Statewide Rail Framework Study, March 2010.

This Element is divided into four sections. The Background and Existing Conditions section provides a brief overview of the situation and status of the five modes in the Yuma area. The Evaluation and Analysis section identifies facility type and location and includes other matters related to the circulation system such as parking facilities and building setback requirements. The Goals, Objectives, and Policies section serves as a guide for developing a coordinated, safe, and interrelated transportation system. The Element concludes with a phased Action Plan for achieving goals and objectives.

### BACKGROUND AND EXISTING CONDITIONS

#### MAJOR ROADWAYS

Yuma is located in one of the forty fastest growing Metropolitan Statistical Areas (MSA) of the United States from 2000 to 2009 and from 2008 to 2009 was the fastest growing MSA in Arizona. Yuma had experienced tremendous growth from 2002 to 2007 but that growth rate, as the rest of the country, has declined in the past several years. The City has targeted road improvements to address growth and is working with state agencies to address other high need roadways and intersections. Traffic system management and operational improvements have been implemented in order to reduce traffic congestion; however, these types of improvements are limited, in both application and effectiveness, and may have only had a moderate effect on traffic congestion for brief periods of time. Most of the City’s roads that are used for cross-town travel were built on narrow rights-of-way and were originally designed to function more for property access than for traffic efficiency.

Much of the City’s roadway system is already in place. The grid system of streets is a predominant feature for most of the City. The lack of a

complete grid system in certain locations, and/or barriers that interrupt the grid system, contributes to some of Yuma's circulation problems. There are a number of roadways in the Yuma area that lack pedestrian facilities. There is also a disconnected bikeway system.

The roadways identified in the City of Yuma General Plan are identified on the following maps in this chapter.

- Map 3-1: Transportation Master Plan
- Map 3-2: Truck Routes and Hazardous Cargo Routes (this map also identifies the Railroad lines in the Plan area)
- Map 3-3: Scenic/Historic Routes and
- Map 3-6: Gateway routes

### **PUBLIC TRANSIT**

Until 1999, there was limited public transit offered in the area. Taxis and intercity buses provided most services with some transportation offered by social service agencies. In 1999, the Yuma County Area Transit (YCAT) system was established and has grown to a mixed demand responsive service and fixed-route system with an annual operating budget of \$2.0 million. Ridership typically exceeds 30,000 riders a month. These operations are currently performed by contract with a private operator. Services are provided for the City of Yuma, San Luis, Somerton, Wellton, Northern Arizona University (Yuma), Arizona Western College, Cocopah Indian Tribe and some of the unincorporated areas of Yuma County. Local Transit operations are run by the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) as Yuma County Area Transit (YCAT) and Greater Yuma Area Dial-A-Ride.

On December 13, 2010, the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) was formed by the Yuma County Board of Supervisors to administer, plan, operate and maintain public transit services within Yuma County. The YCIPTA is a governmental agency that provides public transit services through the Yuma County Area Transit (YCAT) and Greater Yuma Area Dial-A-Ride. Bus stops are placed every ¼ mile to provide convenience to riders wanting to access routes. Routes do not serve parking lots.

Two types of transit services are provided:

- Fixed Route Transit: transit service that operates on an established schedule and route at regular intervals, providing bus stop-to-bus stop service. Fixed-route transit operates Monday through Friday 6:30 AM to 5:30 PM and Saturday 9:30 AM to 6:30 PM.
  - The system consists of eight separate routes, six of which serve the Yuma Plan area.
  - The Red Route serves Central Yuma through a counter-clockwise circulator route via 4<sup>th</sup> Avenue.
  - The Orange Route provides a connection to the Colleges and Fortuna-Foothills along a two-way route from the Yuma Palms Transit Center.
  - The Yellow Route provides a connection to San Luis via a two-way route along Highway 95 connecting to the Yuma Palms Transit Center.

### **A.R.S. Section 9-461.05 E.9. – Bicycling Element**

*A bicycling element consisting of proposed bicycle facilities such as bicycle routes, bicycle parking areas and designated bicycle street crossing areas.*

- The Green Route provides a connection to MCAS-Yuma and the Yuma Valley via a clockwise circulator route connecting to the Yuma Palms Transit Center.
- The Purple Route provides a connection from the North Cocopah Reservation to the Yuma Valley Transfer Hub along a two-way route along Avenue A.
- The Silver Route provides a direct connection from San Luis to the Colleges via a two-way route along SR-195.
- The Gold Route serves the Wellton Area connecting to the Yuma Palms Transit Center and the Violet Route serves the East and West Cocopah Reservations.
- Dial-a-ride: transit service that does not operate on a fixed-route or schedule, uses vans or small buses, and provides door-to-door service at pre-scheduled times to any person and location within the established service area.
  - Dial-a-ride operates throughout Yuma County from Monday to Friday 6:30 AM to 7:30 PM and Saturday 9:30 AM to 7:30 PM.
  - The service is provided to Americans with Disabilities Act eligible County residents.
  - Reservations are requested at least 24 hours in advance.
  - Average monthly ridership on Dial-a-ride for 2009 was approximately 3,000 riders.

The Transit Routes operated by the Yuma County Area Transit are identified on Map 3-4.

### **BICYCLING**

Bicycling is a growing activity in Yuma and in the American Southwest. This has been prompted by nearly year round “riding weather,” by an interest in fitness, and in an evolving awareness that bicycling helps reduce emissions harmful to the air quality of our community. As defined in the Bicycle Facilities Master Plan, a bikeway is any road, path, or way which, in some manner, is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Four types of bikeways exist in the area:

- Bicycle Route: A connected, continuous system of bikeways designated by local jurisdictions and appropriately marked on roadways with directional and informational markers. Bike routes may consist of a combination of all types of bikeways, which includes Sharrows which direct bicyclists to move in a normal traffic lane. Bike routes can be numbered just like bus routes, although numbering is not necessary and signs designating the route are dependent on local policies.
- Bicycle Lane: A portion of a roadway designated for the exclusive use of bicyclists through striping, signage, and pavement markings. A bike lane generally is a minimum of five feet in width.
- Shared Use Path: A pathway physically separated from motorized vehicular traffic by an open space buffer or constructed barrier. A shared use path may be within the right-of-way of a roadway/highway or fully independent within its own dedicated right-of-way. Shared use paths may be used by bicyclists,

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pedestrians, skater, joggers/runners, wheelchair users (including wheelchairs with electric power), and other non-motorized modes of conveyance. Generally, shared use paths are a minimum of 10 feet wide and may be paved or unpaved.

- **Shared Use Trail:** The shared use trail is an extension of the shared use path concept generally established in rural, undeveloped areas. Shared use trails accommodate the movements of all travel modes of the shared use path, some of which may be redefined as hikers, mountain bikers, and cross country skiers. Shared use trails also, in particular, are available for equestrian activities. Generally, shared use paths are a minimum of 10 feet wide and may be paved or unpaved. These facilities also may include 2-foot clear zones on each side, as they usually are established and maintained in natural settings, often through public lands, such as state parks and national forests.

There are many existing bikeways in the City that have been put in place as stand alone projects or in conjunction with new roadway construction or reconstruction. Those facilities are identified on Map 3-5.

There are some bike parking racks located in Yuma, and most of these are at schools. There are a few other bike racks at certain apartment complexes, retail centers such as the Yuma Palms, and the public facilities. However, most places of business do not have bicycle parking facilities. Often bicyclists are forced to lock their bikes to trees or other fixed objects not well designed and/or placed for bike storage. The City's Aesthetic Overlay Zoning District requires the provision of bicycle racks for new development.

The City Parks and Recreation Department in coordination with area service clubs conducts bike rodeos. Bike rodeos teach skills in handling bicycles and promote safe bicycling practices. Unfortunately, there is no ongoing bicycle education program in the area. However, as bicycle promotion and education programs are developed, rodeos should be integrated into these programs as a means to both demonstrate the bicycle's potential as a transportation mode and safe bicycling practices.

#### **AIRPORT**

The Yuma International Airport is co-located with Marine Corps Air Station, Yuma (MCAS). The civilian air activity consists of regional service to Phoenix and Los Angeles, with two airlines in operation. There are four runways, with two being used primarily for military aircraft and the other two primarily for civilian operations. The current taxiway system at the airport includes full-length parallel taxiways, runway exit/entrance taxiways, and stub taxiways providing access to landside facilities (passenger terminal facilities, aircraft storage facilities, aircraft parking aprons, and support facilities). The passenger terminal building provides five air carrier gate positions, expanded ticketing, and departure areas, as well as a mechanized baggage claim system. There is no single building or facility dedicated solely to air cargo at the airport. The MCAS Yuma provides air traffic control and aircraft rescue and firefighting services for

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both military and civil aircraft that operate at the Airport. A new air traffic control tower was recently completed by MCAS.

#### **RAIL**

There are over 1,800 linear miles of existing railroad right-of-way in Arizona. For the Yuma area, this includes the Union Pacific mainline Sunset Route that traverses southern Arizona and the Yuma Valley Railway that runs from Downtown Yuma to the Gadsden area on a seasonal/tourist basis. The Union Pacific Sunset Route carries freight and passenger service. Union Pacific is improving this line into a high-capacity route (double-tracked throughout Arizona) which will increase its use in the future. The Railroad lines operated in the Plan Area are identified on Map 3-2 in coordination with the Truck and Hazardous Cargo Routes.

### **EVALUATION AND ANALYSIS**

#### **ROADWAYS**

A major concern of citizens is traffic congestion. Busy roads attract certain land uses and those uses increase traffic on adjacent streets. The Transportation Master Plan establishes an orderly classification and spacing of arterial and collector roadways. This ensures that roadways will function at acceptable levels of service and that the costs of roadway improvements are shared with the private sector. Because the Transportation Master Plan anticipates development and the need for expanded roadways, the City can program capital investments that are necessary to meet those needs.

The purpose of the Transportation Master Plan is to set requirements for development of a roadway system which will adequately serve the area when it is fully developed at densities shown in the Land Use Element.

The Plan is the facility plan for placing street improvement projects into the City's Capital Improvement Program. Needed right-of-way for street improvements should be determined by street classifications noted in this Element. Those important right-of-way decisions should not be made on the basis of short-term traffic projections that do not reflect the full planned development of the area depicted in the Land Use Element. Maintaining continuity of the arterial network minimizes discontinuous intersections and interruptions to the flow of traffic.

Specifically the Transportation Master Plan:

- Defines street classifications (see summary on following page)
- Designates certain public roads in each of those classifications
- Designates truck routes which require special design attention
- Designates gateway and scenic corridors which require special design attention
- Recommends a local road network which will accommodate Yuma's expected traffic growth
- Fosters a greater coordination between land use decisions and transportation network planning.

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The Transportation Master Plan (TMP) provides a framework for developing an effective and efficient multimodal transportation system to serve the City of Yuma well into the future. This plan contemplates the City's future under an assumption of Buildout conditions, which reflect potential development over the next 40 to 60 years. The TMP has been conceived and developed to ensure transportation systems are affordable and safe. It includes policies and investment strategies for traditional roadway improvements; but, as a multimodal plan, it also outlines enhancements to public transportation, bicycle facilities, pedestrian environments, and other mobility and accessibility functions. The principal objective is to establish a plan that promotes the health, welfare, and mobility of Yuma's residents and visitors in a safe, efficient, and environmentally sensitive manner.

All roads fall into a hierarchy based on present and future traffic needs in the community. This hierarchy is called the functional classification system. Within this hierarchy, each type of road has its own function or purpose. At the top of the hierarchy are freeways and expressways, followed by arterials, and then collectors. These three broad categories constitute the "major roads" in the area. All other roads or streets are considered to be "local roads". The purpose of classifying streets is threefold. First, it alerts the public to streets that have been chosen as the main traffic carriers and thus provides direction in matching land use locations with street character and capacity. Second, it serves as a guide for future street improvements, since each right-of-way allows for the needed number of lanes plus other elements, such as medians. Third, it also helps to determine the type of cost sharing between adjacent property owners/developers and the City in funding road improvements. Traffic projections developed for the Transportation Master Plan were used to help determine the classification needed for each major roadway segment shown in this Plan. These projected traffic volumes are based on anticipated population growth through the Land Use Element of the General Plan

#### ***STREET CLASSIFICATIONS***

***Interstate/Freeways.*** Interstate 8 carries traffic across Yuma County and connects Yuma with other cities and other major roads in California and Arizona. Like most other interstate highways, this road is designed to carry high volumes of high-speed traffic to and through an area and now handles over 30,000 vehicles per day according to the 2009 traffic counts.

***Expressways.*** Expressways may include at-grade intersections rather than grade-separated interchanges as found along freeways. Frontage roads are used in some locations along expressway corridors to facilitate access to nearby commercial property. Expressways are often constructed so that access is limited to signalized cross street intersections. There are several highway corridors in the area that are experiencing enough traffic growth to consider them for future expressway development. Expressways will only allow access at points shown as expressway intersection locations on the Transportation Master Plan (refer to Map 3-1). Other cross streets that may intersect expressways will be designed to either pass over or under the

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expressway, or the cross street will be terminated when it reaches the expressway right-of-way. State Route 195, also known as the Area Service Highway (ASH), facilitates travel and goods movement between the U.S.-Mexico border crossing and Interstate 8.

**Arterial Streets.** Arterials connect with freeway interchanges or other arterials and provide continuity through the City. Because these streets are designed to carry large traffic volumes and are designed to be continuous across an urban area, high intensity land uses (e.g., shopping centers, business parks, industrial facilities) locate along these streets. Drivers using arterial streets are typically traveling more than one mile, and are often using these streets to reach a commercial area or work place destination.

Arterial streets can be further subdivided into Principal Arterials and Minor Arterials. Principal Arterials are often the busiest roads in an urban area, they serve both regional and local traffic movements, and connect directly to freeways or to other roads that connect directly to freeways. Minor Arterials are streets that serve moderate length trips across an urban area but do not act to carry as many vehicles through the area as Principal Arterials serve. Minor Arterials are typically the busiest roads in one part of a City rather than the busiest roads in the entire urban area. Both arterial designs include provision for bikeways.

For some older roadway segments in densely developed parts of the City, application of current Principal Arterial or Minor Arterial street construction standard may not be feasible. Special retrofit street widening designs may have to be used in a few locations where it is not feasible to get right-of-way necessary to meet current City standards. This should not be done in locations where right-of-way can be obtained and used for road improvements and where no major physical obstacles are in the way of planned road improvements.

**Collector Streets.** These streets are usually shorter in length and have lower traffic volumes than arterials. Collectors are not designed to carry large volumes of traffic from one end of town to the other. Unfortunately, in some cases where arterial streets are congested, collectors are used as alternate routes for arterials and this can create conflicts with local residential traffic. Elementary schools and parks are often located along collector streets and there are often children playing and walking near these roads. Whereas adjacent land uses along arterial streets are often commercial and industrial, which are compatible with high traffic volumes and speeds, land uses along collectors are generally residential in character and are not as compatible with high-speed traffic. A collector street provides a mix of moving traffic and provides property access. These streets are typically designed as intermediate streets located between two arterials. Collector streets may serve as main entrance streets into large subdivisions. Along older collector streets, residential driveways may also make direct connections; however, direct access should not be allowed in new development since this is not compatible with higher speeds and volumes along collectors. Collector street design includes wider shoulders for bicyclists.

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The Transportation Master Map (Map 3-1) shows locations of collector streets as they are positioned in relation to higher-class roadways (i.e., arterials and expressways). In undeveloped areas, exact location of a collector street will be determined as development occurs. Additionally, collector streets to be built in the area do not necessarily have to be built as straight streets. Collector streets may curve along their route, and in some cases this may be desirable for traffic calming, engineering and/or aesthetic reasons. For some older roadway segments in densely developed parts of the City, application of collector street construction standards may not be feasible. Existing right-of-way may be adequate for the planned road improvements in some situations. On the other hand, in areas that are being redeveloped with commercial or industrial uses expected to create substantial amounts of traffic, the standard right-of-way width should be followed.

**Local Streets.** All public roadways that are not designated as a major roadway as listed above are, by default designated as local streets. These local streets can be a residential or commercial/industrial type. Private driveways to residences usually connect directly to the local streets. The construction of local streets should, where feasible, incorporate innovative designs such as those used in neotraditional-planned developments. Narrower streets with offset parking bays and pedestrian-scale lighting can be used on certain local streets to a “pedestrian-friendly” environment, as well as that for bicycles, and not merely provide for the movement of vehicles. The property access function, which is the primary purpose of local streets, can be served by numerous street designs that use a wide variety of decorative elements (e.g., planters, furniture, decorative pavers).

**Right-of-Way.** Right-of-way refers to the amount of publicly controlled land that is needed for construction, maintenance and operation of roadway facilities. Width of right-of-way should be noticeably wider than the street itself because additional road related items (sidewalks, utility lines, etc.) are usually placed within street right-of-way. In some cases additional right-of-way is obtained to accommodate future road widening and/or to provide buffer areas between traffic and the adjacent land uses. In other cases adjacent land uses have been allowed to use part of the public right-of-way for parking or stormwater retention so that the public right-of-way appears to be more narrow than it actually is. City construction standards require right-of-way “flares” to facilitate turn movements at major intersections. Flares include a gradual widening of the roadway so that right-of-way is wide enough to accommodate additional turn lanes.

There are several ways in which the City can obtain right-of-way. Right-of-way for planned roadway improvements may be acquired through dedication of land at the time of rezoning or subdivision approvals. The City may also purchase needed right-of-way at the time street improvements are identified or at the time of construction.

**Traffic Calming.** Traffic calming is a term used to describe a number of techniques that are typically used to slow traffic down on collector and

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local residential streets. Traffic calming devices include speed humps, traffic diverters, and traffic circles; however, many roadway treatments and/or management strategies that encourage the motorist to check and reduce speed can be used for traffic calming purposes. Traffic calming devices can also be landscaped and decorated so that they serve both traffic control and beautification functions.

**Truck Routes.** Certain roadways that facilitate access to major commercial and industrial clusters in the area and/or facilitate movement of large trucks through the area should be designated as truck routes (see Map 3-2). Ideally, large trucks should be restricted to higher order multilane roads (freeways, expressways, and arterials), and trucks should never use collectors and local streets through residential areas. However, this is very difficult in some parts of the region because there are commercial and industrial uses that need truck deliveries located close to residential uses. Therefore, designation of truck routes should be used to show where most trucks in Yuma should be seen operating most of the time.

All Interstate and US Highways in the area should be designated as truck routes. In addition, all State Highways should be considered for truck route designation and designated as such if they serve major industrial sites. Roadways under local government control may be considered as truck routes if they are cross-town connector streets which serve commercial and/or industrial areas, serve intermodal transportation facilities handling truck traffic, serve truck-related businesses, or for other reasons are considered to be vital roadways for truck traffic flow into and through the area.

Hazardous cargo routes are also designated in the Plan based, in part, on those routes identified in the Yuma County Hazardous Materials Emergency Plan.

**Scenic/Historic Corridors.** Map 3-3 identifies the location of Scenic/Historic Routes. Scenic routes may be urban or rural in nature. These routes may include scenic views, they may run along water features, they may traverse an area of especially attractive vegetation, or they may have some other aesthetic quality that makes them attractive to motorists seeking a route for a pleasure drive. Scenic routes should be protected from nearby incompatible land uses, visual clutter, and heavy traffic congestion as much as possible. This protection can and should be provided by use of appropriate zoning designations including the aesthetic overlay district, the application of hillside grading ordinances, strict enforcement of sign regulations, and other appropriate means.

Historic routes can be roads that closely approximate the path traveled by historic groups that passed through the area, roads which are lined with many historic buildings, or both. Historic routes should be protected from nearby incompatible land uses, visual clutter, and heavy traffic congestion that make it difficult or impossible for motorists to view these areas and access nearby historic sites. Historic routes through the area generally

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follow the Gila and Colorado Rivers and higher ground along the edge of the mesa overlooking the Gila River Valley. Yuma has a rich transportation history along certain routes and three historic districts with many historic buildings lining the streets.

**Gateway Corridors.** Map 3-6 identifies the location of Gateway Routes. Gateway routes are typically more urban in appearance than scenic routes. These routes indicate a point of change from the interstate highway or open desert environment to an urban streetscape environment. These routes are heavily traveled by residents and visitors alike, and they are often the first streets traveled by visitors to the area and into the City. Gateway routes are the “front door” of the City and, as such, the “front door” should always look its best. The appearance of gateway routes is especially important in contributing to a pleasant driving experience and a positive perception of the City by motorists stopping in Yuma. These routes should be protected from adjoining land uses that create a negative image of Yuma for the first time visitor. These routes also should be maintained to the highest standards. Like scenic routes, gateway routes should be protected through use of appropriate zoning designations including the aesthetic overlay district and strict enforcement of sign regulations. Gateway routes can also be historic and/or scenic routes.

**Parking Facilities.** On-street parking is discouraged on all major roads to maintain capacity and to ensure the safety of free flowing traffic. In some selected areas developed before off-street parking regulations were enacted it may be desirable to permit some on-street parking to serve existing businesses. However, as businesses in older parts of the community renovate and expand, it is desirable for those businesses to provide off-street parking as required of new businesses being built in newer parts of the City according to the City’s Zoning Code. Off-street parking and loading regulations are designed to reduce street congestion and traffic hazards. The Zoning Code sets minimum standards to insure adequate number, size, and location of off-street parking and loading spaces to be provided based on land use.

**Building Setbacks.** Building setbacks refer to the distance that the City zoning code requires a building to be placed behind a property line. The zoning code also defines a special setback area called a visibility triangle that is designed to restrict building construction near street intersections. Zoning setbacks in conjunction with right-of-way widths determine how close buildings are to the curb of adjacent streets. Ideally, setbacks are established so that building construction does not occur within future right-of-way needed for road improvements.

**Pedestrian Facilities.** Improvements of major streets include provisions for pedestrian movements. Sidewalks need to be located on both sides of all streets as regulated by the City of Yuma Construction Standards Detail Drawings and City of Yuma Subdivision Code. This standard for installing sidewalks on both sides of streets also applies to roadway bridges, overpasses, and underpasses. The minimum widths of

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sidewalks must meet the Americans with Disabilities Act (ADA) regulations as well as City Codes and Construction Standards. All new road construction and roadway widening projects should at least include sidewalks that meet the minimum widths shown in the City Construction Standards. Sidewalks should, consistent with current practice and codes, be designed and ultimately installed so that they are continuous throughout each subdivision.

***Street Naming and House and Building Numbering.*** City streets are named and property addresses are assigned according to the City's street naming and property addressing policy (R2002-22, Adopted June 19<sup>th</sup>, 2002). These policies are intended to make the 911 Emergency System, mail delivery, and maintenance services more efficient by creating a uniform method for assigning addresses in the City.

The major features of these policies are as follows:

- 1<sup>st</sup> Street is used to divide the City into north and south sections
- 1<sup>st</sup> Avenue is used to divide the City into east and west sections
- Roadways running east and west are named street, place, and lane in that order (e.g., 20<sup>th</sup> Street, 20<sup>th</sup> Place, 20<sup>th</sup> Lane in that order from north to south)
- Roadways running north and south are named avenue, drive, and way in that order (e.g., 45<sup>th</sup> Avenue, 45<sup>th</sup> Drive, 45<sup>th</sup> Way in that order from east to west)
- Streets and Avenues should be typically located 660 feet and 330 feet apart, respectively.

Unlike the north-south roads in the west half of Yuma which have a number assigned to them based on their distance west of 1<sup>st</sup> Avenue, north-south roads on the east side of Yuma are named, not numbered, to avoid conflict with numbered north-south streets to the west.

All public roadways should be named and all property addresses should be assigned in the City based on these policies. Exceptions could potentially cause some confusion for 911 Emergency system. Adherence to these policies throughout the area will also make it easier and more efficient to provide urban services.

#### **PUBLIC TRANSIT**

Public transit adds flexibility to the transportation system, represents an energy efficient way to travel, and increases mobility of the young, the poor, the elderly, and individuals with disabilities. Public transit also is an alternative mode of transportation for many professionals and college students in Yuma. There are many requests from employees of large employers, such as Johnson Controls, YPG, and others who are interested in van pools or commuter express routes. The interest now is to provide service at peak times and find ways to provide a more cost efficient and effective transit system. Circulator routes provide service if headways can be reduced to 30 minutes or less. Commuter and shuttle services for many transit users are becoming more popular. Many agencies, like Arizona Western College (AWC), Yuma Private Industry

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Council (YPIC), Az-Tec High School, Juvenile Court, SMILE independent living, provide smartcards to their students/clients, etc. Smartcards are an electronic chip bus pass that has trips pre-loaded. These are provided at a discount to students at Az-Tec and other agencies as a pilot program.

The YMPO 2033 Regional Transportation Plan includes specific Short and Long Range Transit Plans to provide enhanced accessibility to the system. These plans include increasing service frequencies on existing routes, creating new circulator routes in Yuma, San Luis, Foothills, Mesa Del Sol and Wellton, designing and constructing a multi-modal transit center, and establish a Transit Authority. Map 3-4 identifies the transit routes currently in operation.

### **BICYCLING**

The vision of the Bicycle Facilities Master Plan is a unified system that provides bicyclists with safe, convenient, accessible facilities. The system promotes bicycling through a well marked, mapped and publicized bike network.

The Bicycle Facilities Master Plan identifies the routes, lanes, and paths needed to provide a safe and convenient bike system (see Map 3-5). The plan includes a higher density of bikeways in the urban core and more widely spaced bikeways in the outlying areas. This bikeway system is intended to provide adequate and convenient bicycle commuting and recreation possibilities for citizens and visitors throughout the area.

Through the public participation process, specific values were identified that the City of Yuma Bicycle system should incorporate: Safety, Convenience & Accessibility, Connectivity and Information. Goals and Objectives were identified building on these values and are included in the Goals and Objectives section of the Transportation Element. In addition to the Bike Routes, Bike Lanes and Bike/Multi-Use Paths identified, the following facilities were listed:

- Bicycle Crossings – A bicycle facility designed to allow bicyclists to safely cross major intersections. Options to increase the safety or intersections include: unsignalized, signalized, at grade crossings or grade separated crossings and may, in rare cases, include mid-block crossings.
- Bicycle Stations – A bicycle facility that offers secure bicycle parking and other amenities such as lockers, changing rooms and shower facilities. These facilities are to be built in conjunction with transit stations and major public destinations.

### **AIRPORT**

According to the Yuma International Airport Master Plan, aviation activity at the Airport, including commercial, military, and civilian, is expected to exceed regional and national growth rates over the next 20 years. The growing local and regional population and economy will sustain this long-term growth. There will have to be improvements made to the existing



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facilities at the airport to accommodate this growth. The Master Plan recommends airside improvements for taxiways, instrument approaches, and airfield lighting, and landside improvements for air cargo, passenger terminal, and general aviation areas.

The City and County should work together with the Airport Authority to attract and keep affordable air transportation. Changes in the regional air transportation industry have created high cost for commercial air transportation in Yuma County. As this is a national problem, the Yuma community needs to encourage and support efforts of local, state, and federal agencies to bring about changes in the airline industry that will create more affordable rural airline service.

#### **RAIL**

The 2010 Statewide Rail Framework Study identifies a number of potential activities that could impact rail in the Yuma area: expanded deep water ports, reopening of the Wellton Branch and an inland port. Mexico is considering expanding their deep water port capabilities with an expansion of the port at Guaymas and/or the construction of a new deep water port at Punta Colonet. If either occurs, freight traffic through the Yuma area is likely to significantly increase. Another opportunity discussed is the reopening of the Wellton Branch. This former Amtrak line that ran from the Wellton area to Phoenix could provide passenger and freight service directly into the Phoenix area. This line could also serve as part of the route to connect a High Speed Rail line from Phoenix to San Diego. An inland port provides a location where containers from congested maritime ports are directly shipped to the inland port for processing. Following processing there are multiple options for further distribution on freight traffic: rail, truck and air travel. The Yuma area is considered a prime location for the development of an inland port with multiple transportation opportunities including highways, rail and the international airport.

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## GOALS, OBJECTIVES, AND POLICIES

**Goal 1.0:** Provide a complete, safe and efficient system for transporting persons, goods, and hazardous materials.

Objective 1.1: Achieve a coordinated and cooperative transportation program between the City, County, and other governmental agencies.

*Policy 1.1.1: The City, in cooperation with the County, YMPO and other governmental agencies, shall implement standards and acquisition procedures that are uniform throughout the urbanized area for rights-of-way, truck routes, signalization, walkways, and bikeways.*

*Policy 1.1.2: The City shall continue to encourage the development of transportation improvements that meet City Standards in unincorporated areas that are near the City and within the planned urban area.*

*Policy 1.1.3: The City shall establish a process for completing timely updates to the Transportation Element and for coordinating it with other General Plan elements and other related plans.*

Objective 1.2: Develop and maintain a transportation network that provides reasonable and efficient access throughout the community and supports existing and expanding economic activities.

*Policy 1.2.1: The City shall continue to develop a system of streets that meet the transportation needs of neighborhoods, the City, and the region.*

*Policy 1.2.2: The City shall plan, design and operate all transportation facilities to enable safe and convenient access for all users, including motorists, pedestrians, bicyclists and transit riders.*

*Policy 1.2.3: The City shall continue to cooperate with other government entities to develop a regional system of streets and highways.*

*Policy 1.2.4: The City shall program its street network extensions and improvements based on the development provisions of the Land Use Element.*

*Policy 1.2.5: The City shall encourage improved safety and capacity along major roadways by limiting points of access, installing center medians along existing major roadways with high accident rates and along all new major roadways, and developing effective signalization programs.*

*Policy 1.2.6: The City shall maintain a classification of roadways: Freeways, Expressways, Arterials, Collectors and Local Roads.*

*Policy 1.2.7: The City shall continue to update within the capital improvements program its schedule of ongoing maintenance*

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*to existing streets, including curbs, gutters, and sidewalks where needed.*

*Policy 1.2.8: The City shall aggressively pursue roadway maintenance and construction projects through the ten-year capital improvement program.*

*Policy 1.2.9: The City shall continue to apply, and update when necessary, guidelines and standards for the design and construction of major roadways and other major transportation facilities.*

*Policy 1.2.10: The City shall require that all roadway construction projects include landscaping and bicycle facilities as noted in the Bikeway Facilities Master Plan and the City Zoning Code.*

**Goal 2.0:** Develop transportation corridors that are attractive and maintained to the highest standards.

*Objective 2.1:* Protect roadways designated as Gateway and Scenic/Historic Routes from nearby incompatible land uses, visual clutter, and traffic congestion.

*Policy 2.1.1: The City shall implement special design guidelines for public street improvements that improve the visual appearance of the roadway through the use of enhanced streetscape design.*

*Policy 2.1.2: The City shall ensure that adjoining properties are developed in a manner that is compatible with streetscape enhancements and preserves the scenic quality of the mountain, valley, and/or desert environment.*

*Objective 2.2:* Create and include design elements in roadways, transit facilities, and multiuse pathways that incorporate landscaping, visual elements, and public art.

*Policy 2.2.1: The City shall implement landscaping guidelines for streets, medians, and parkways that address maintenance, design review, water conservation, and safety factors.*

*Policy 2.2.2: The City shall establish and implement a transit facility design that complements the existing streetscape and includes architectural features that reflect local style.*

*Policy 2.2.3: The City shall provide landscaping and public art displays with the installation of traffic calming devices where appropriate.*

*Policy 2.2.4: The City shall support visual enhancements to the Interstate 8 overpasses and interchanges that reflect the history of the Yuma community.*

*Objective 2.3:* Enhance roadways by reducing and minimizing visual clutter and obstructions.

*Policy 2.3.1: The City shall require the under-grounding of power lines that are less than 69-kilovolt (69kV) and the co-location of electrical facilities to eliminate the proliferation of electrical poles on both sides of a street.*

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*Policy 2.3.2: The City shall require that all roadway construction projects include the under-grounding of utility lines less than 69 kV.*

**Goal 3.0:** Promote a fixed route public transit system.

Objective 3.1: Provide mobility to the young, elderly, and disabled persons and to people having no other travel options.

Objective 3.2: Support economic vitality by enabling citizens to commute to their places of employment.

Objective 3.3: Provide transportation options to citizens to reduce traffic congestion and improve air quality.

Objective 3.4: Coordinate with YMPO to provide transit facilities such as bus stops and passenger shelters to help support and encourage fixed route transit services.

Objective 3.6: Coordinate with the school districts and charter and private schools in implementing the transit system.

**Goal 4.0:** Create a system of bicycle facilities that provides for the safety of all types of bicycle users.

Objective 4.1: Increase the number of children and adults who receive bicycle safety and skills training.

Objective 4.2: Provide and maintain adequate sight distances between bicycle facilities and intersecting streets and alleys.

Objective 4.3: Where possible, bicycle facilities should be separated from vehicular traffic on high volume urban roadways.

Objective 4.4: Provide appropriate grade transitions, levels of lighting, and surveillance where appropriate.

**Goal 5.0:** Provide and maintain an attractive, diverse, and accessible system of bicycle facilities that meets the needs of the city's residents, businesses, and visitors.

Objective 5.1: Establish a program of regularly inspecting and maintaining all bicycle facilities.

Objective 5.2: Coordinate bicycle facilities with transit stops and transfer locations.

Objective 5.3: Maximize the use of existing and future canals, utility corridors, and other linear easements as rights-of-way for bicycle facilities.

Objective 5.4: Preserve adequate rights-of-way for future bicycle facility development.

Objective 5.5: Identify the needs and requirements of bicycle facility users (bicycle, pedestrian, equestrian, etc.) to promote compatibility among the various user groups.

Objective 5.6: Define the appropriate character and type of bicycle facilities based on adjacent land use, available rights-of-way, natural terrain, and user needs.

Objective 5.7: Establish development requirements to require new non-residential projects to provide bicycle parking facilities.

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**Goal 6.0:** Develop a plan for locating bikeways to link homes, schools, parks, workplaces, and other important city features.

Objective 6.1: Develop a prioritized list of bicycle facility construction projects.

Objective 6.2: Define specific funding mechanisms for bicycle facility design, implementation, and maintenance.

Objective 6.3: Establish bicycle facility linkages that connect bicycle rider destinations and originations.

Objective 6.4: Develop bicycle facilities connecting to and along historic trails where possible.

Objective 6.5: Establish development requirements for all new residential developments to provide bicycle facility connections to any and all city parks, trails, or open spaces within a one-half-mile radius of the development.

**Goal 7.0:** Continue to expand and promote public awareness of bicycle related opportunities, laws, and regulations among city residents and visitors.

Objective 7.1: Increase the knowledge of bicycling opportunities among residents and visitors by publishing highly accurate and regularly updated mapping efforts.

Objective 7.2: Increase the compliance of bicyclists and motorists with bicycle related laws and regulations through education programs and public service announcements.

Objective 7.3: Promote a program to use volunteer maintenance for bicycle facilities, such as an “adopt-a-path” program.

Objective 7.4: Develop public and private partnerships to enhance joint sharing of bicycle facilities.

Objective 7.5: Conduct attitudinal surveys to measure participant satisfaction and make necessary adjustments to programs and activities.

Objective 7.6: Encourage bicycling as a daily transportation method for people of all ages.

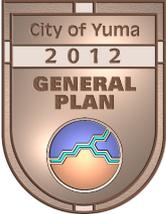
**Goal 8.0:** An expanded freight and passenger rail network that provides personal and economic opportunities for the Yuma area.

Objective 8.1: Participate in efforts to develop High-Speed Rail in Arizona.

Objective 8.2: Support enhancements, improvements and expansion of rail lines through or connecting to the Yuma area including the Sunset Limited route and Wellton Branch.

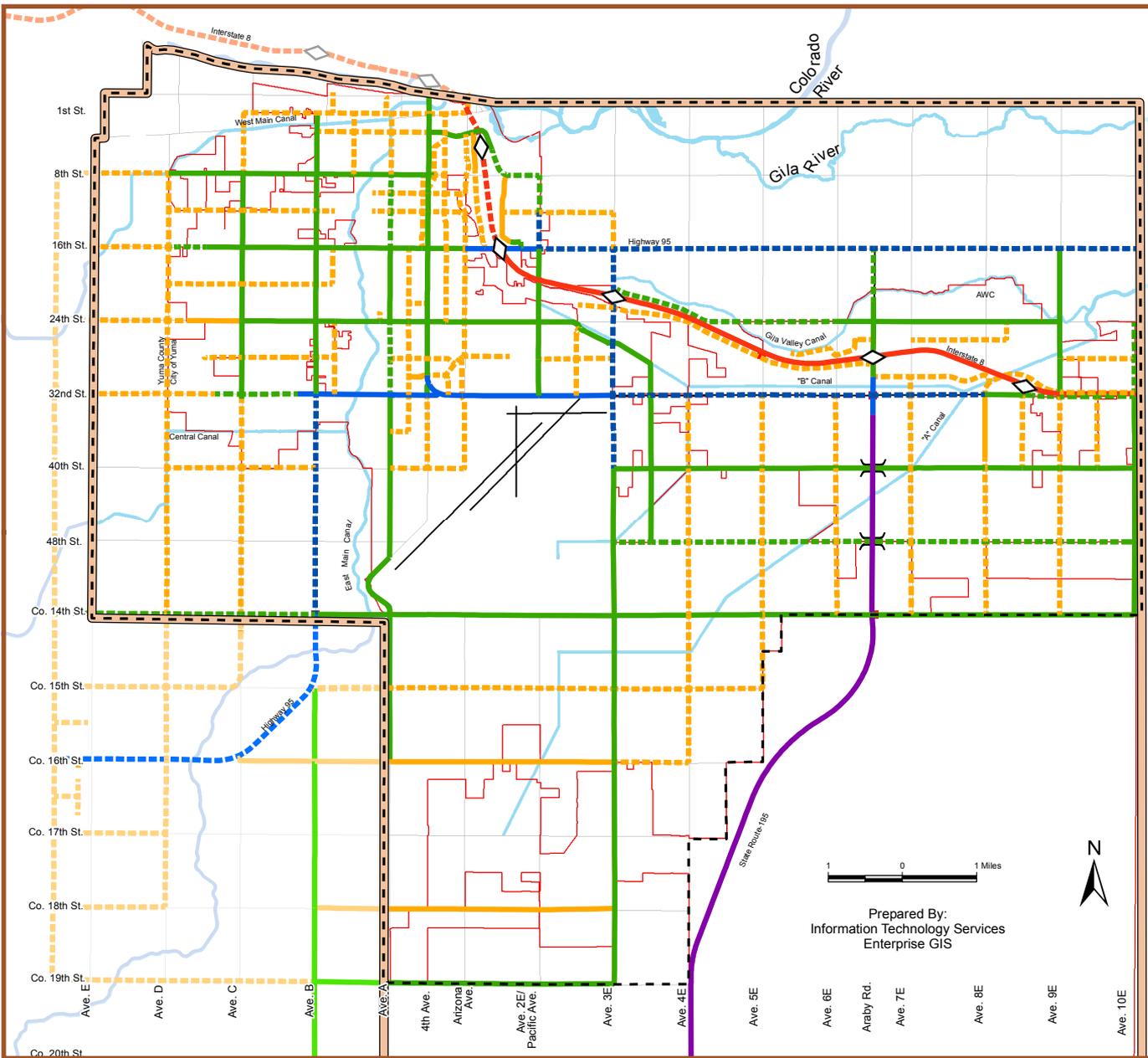
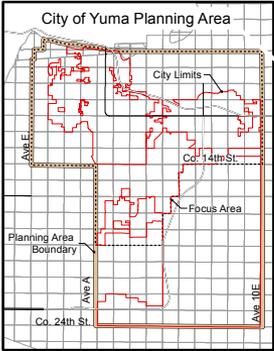
Objective 8.3: Promote the development of inland ports that take advantage of the intermodal transportation options in the Yuma area.

<b>ACTION PLAN</b>			
Phase	Project	Responsible Agency/ Department	Funding Source
1 - 5 Years	Amend the zoning code to require new buildings to be constructed at or behind setback from the planned right-of-way rather than existing.	Community Development	General
	Amend the zoning code to require bicycle parking facilities for all new multi-family, office, commercial and industrial projects.	Community Development	General
	Amend the zoning and subdivision code to require all new residential developments to provide bicycle facility connections to any and all city parks, trails, or open spaces within a one-half-mile radius of the development.	Community Development	General
	Evaluate and update the Transportation Master Plan and technical guidelines	Community Development/ Engineering	General
	Develop a prioritized list of bicycle facility construction projects.	Community Development/ Engineering	General/ Grant
	Establish a program of regularly inspecting and maintaining all bicycle facilities.	Utilities/Parks	General
	Complete an inventory of roadways lacking pedestrian facilities (Complete Streets).	Community Development/ Engineering	General
	Promote fixed route transit system, including bus lane/bus stop rights-of-way	YMPO/ Engineering	Federal/ State
	Install pedestrian improvements on roadways not meeting construction standards.	Engineering/ Community Development	General
	City Council to apply the Aesthetic Overlay Zoning District where appropriate.	Community Development	General
6+ Years	Develop an “alternate modes plan” that will address air, rail, intercity bus, & walking as well as freight movements thru the City.	Community Development	General
	Evaluate and update the Transportation Master Plan and technical guidelines	Community Development/ Engineering	General

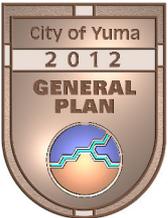


Transportation  
Master Plan

- Interstate 6 Lane 4 Lane — - - -
- Expressway 4 Lane —
- Principal Arterial 6 Lane — - - -
- Minor Arterial 4 Lane — - - -
- Collector 4 Lane — - - -
- 2 Lane - - -
- Grade Separation ⌋
- Existing Diamond ◊
- Focus Area - - - -
- Planning Area Boundary —

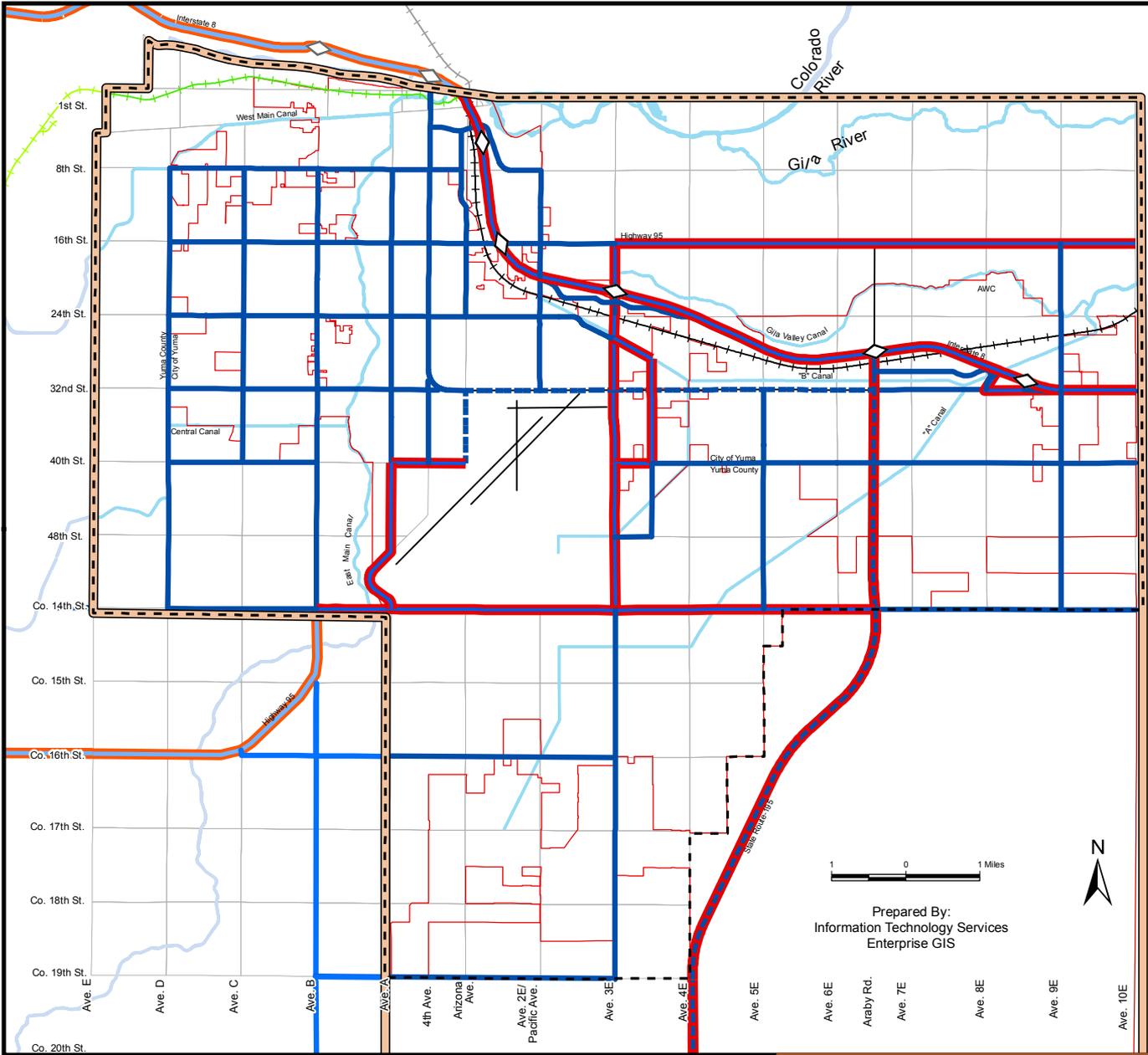


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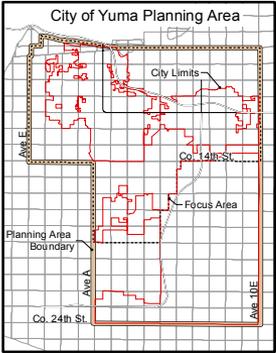


**Truck Routes**

- Truck Routes —
- Designated Overweight Truck Route - - -
- Hazardous Cargo Routes —
- Rail Roads
- Sunset Route + + + +
- Yuma Valley Railway + + + +
- Focus Area
- Planning Area Boundary



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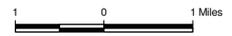
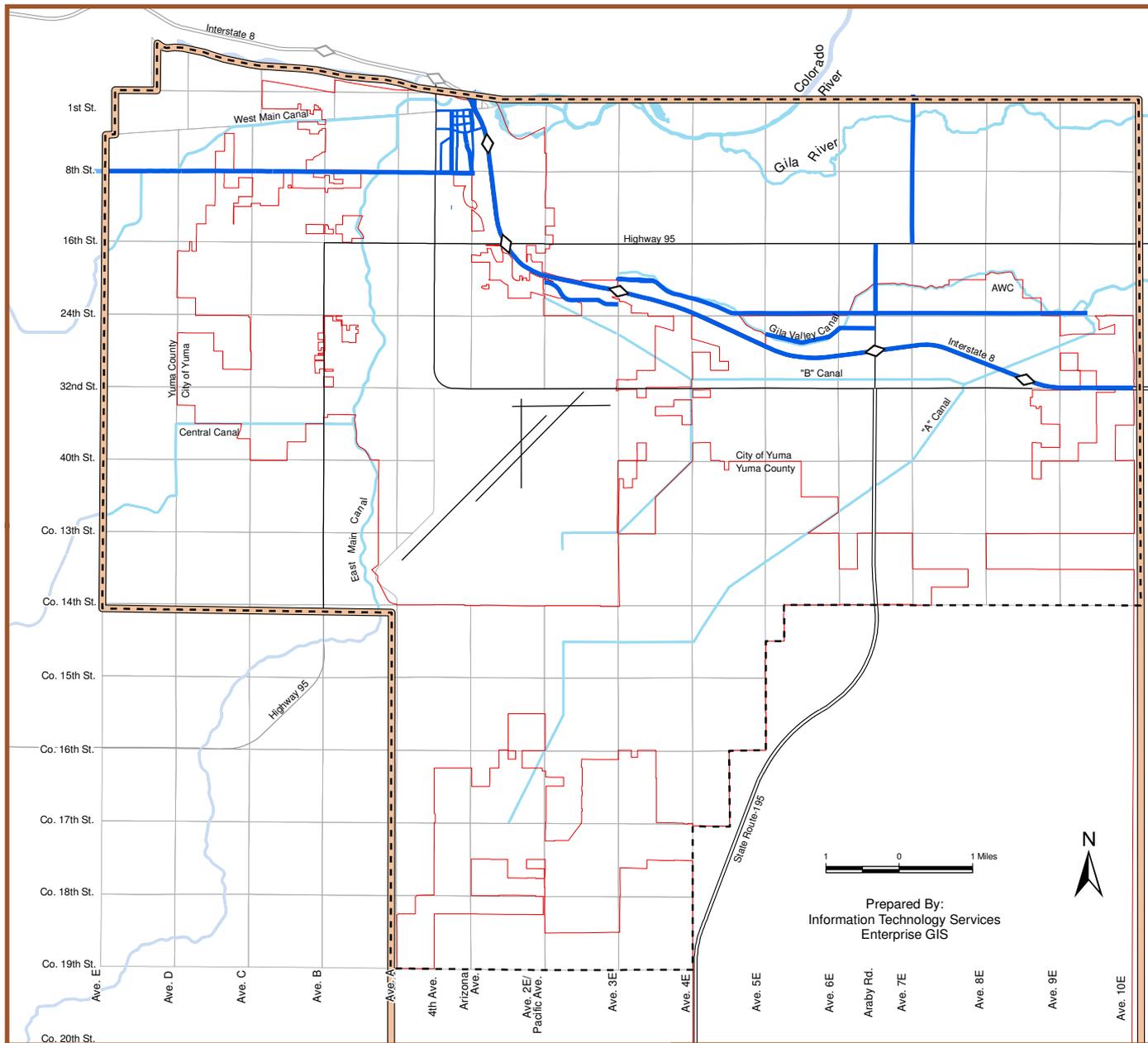


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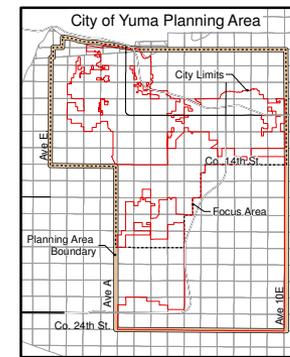


### Scenic / Historic Route

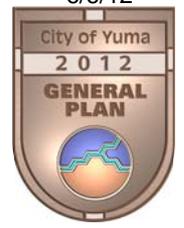
- Scenic / Historic Route 
- Focus Area 
- Planning Area Boundary 



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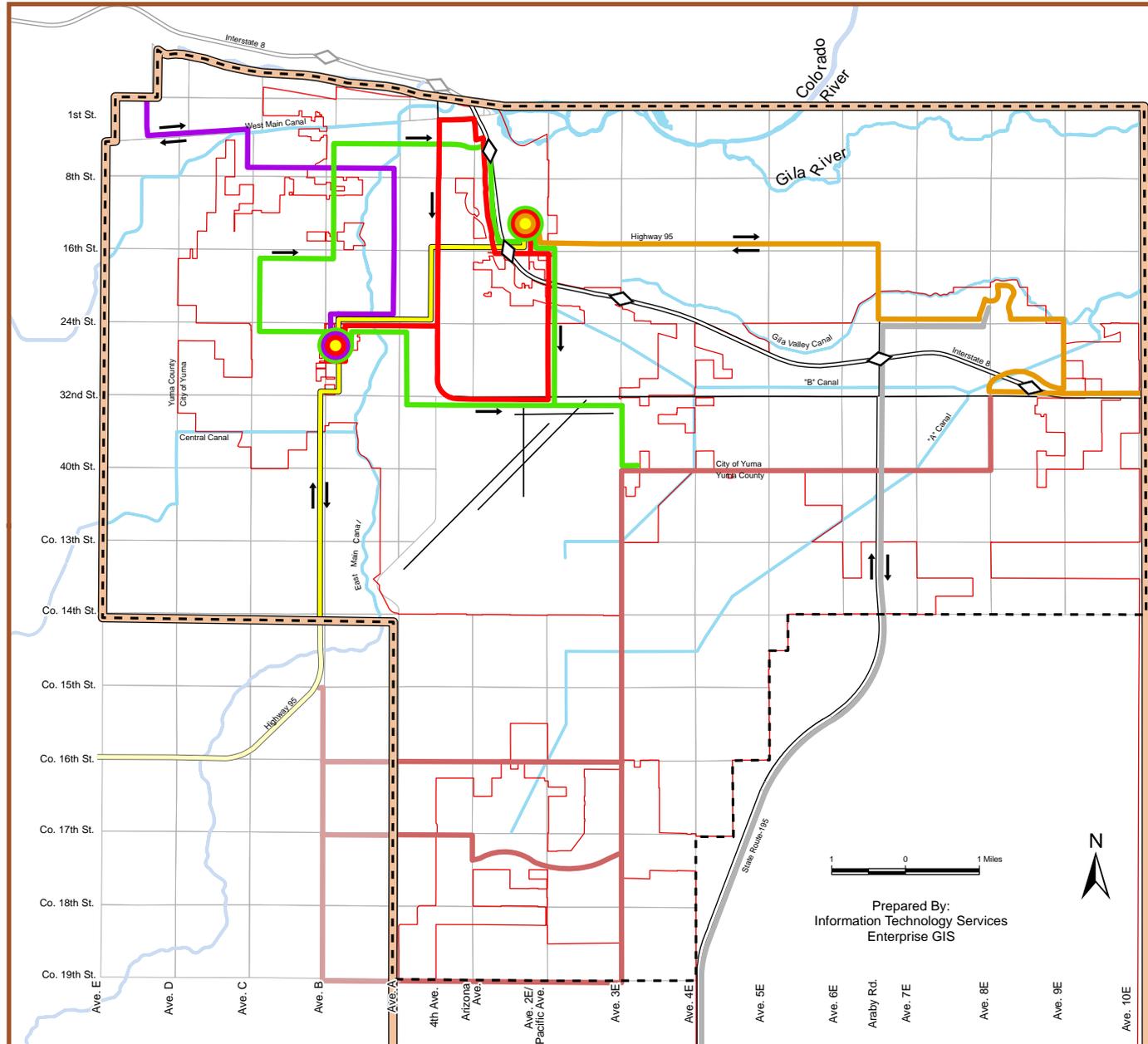


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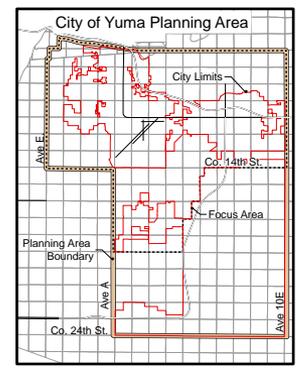


### Transit Routes

- Red Route
- Orange Route
- Yellow Route
- Green Route
- Purple Route
- Silver Route
- Proposed Estancia Route
- Transit Center
- Transfer Hub
- Focus Area
- Planning Area Boundary



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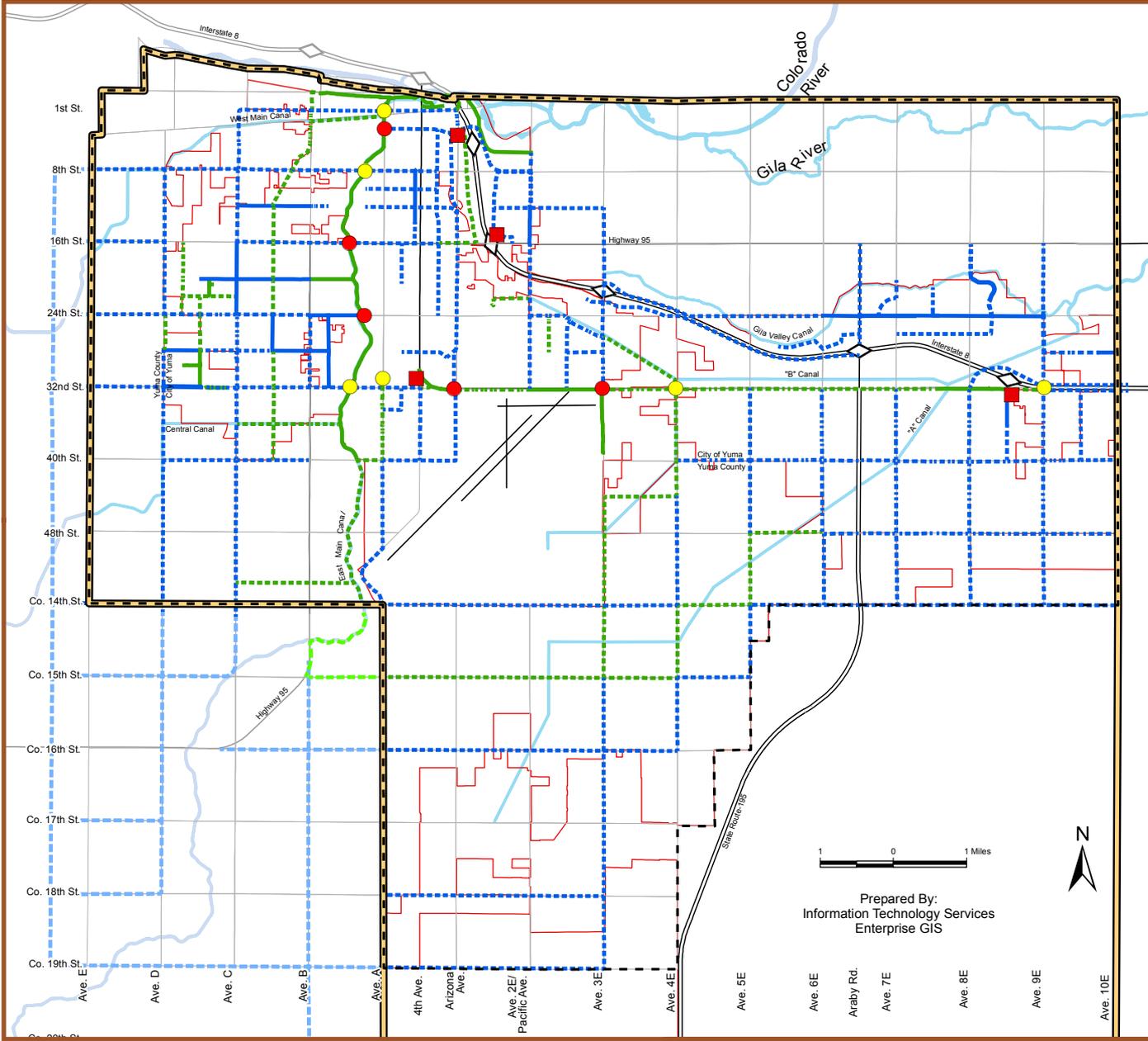
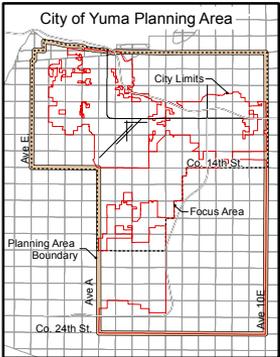




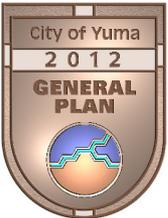
**Bikeway  
Location Plan**

- Existing Bike Lane —
- Proposed Bike Lane - - -
- Existing Shared Use Path —
- Proposed Shared Use Path - - -
- Existing Bicycle Crossing ●
- Proposed Bicycle Crossing ●
- Proposed Bike Station ■
- Focus Area
- Planning Area Boundary

Note: Bike Routes are not shown on this map for clarity purposes. A Bike Route map can be found in the City of Yuma Bicycle Facilities Master Plan - Figure 1.1

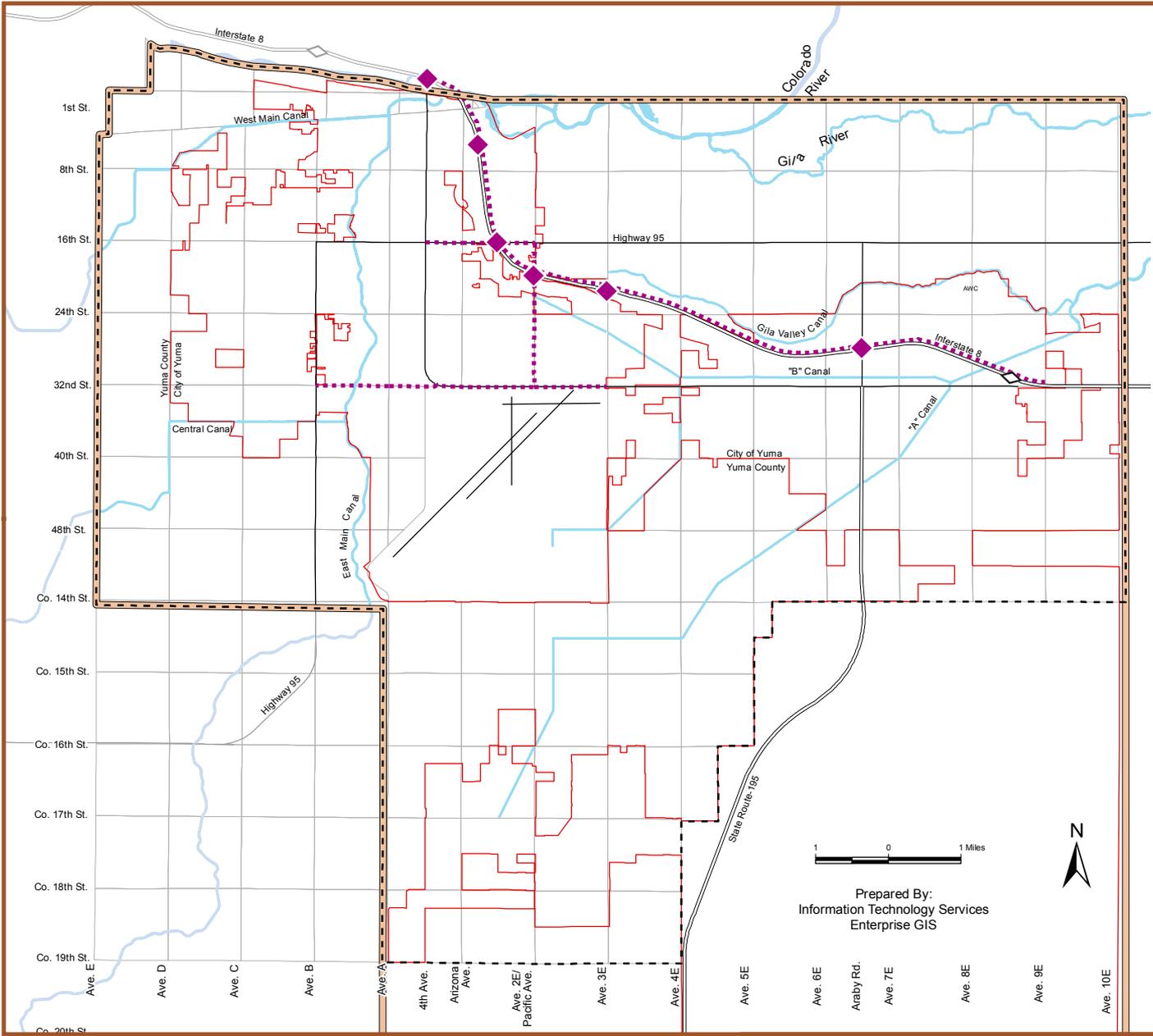


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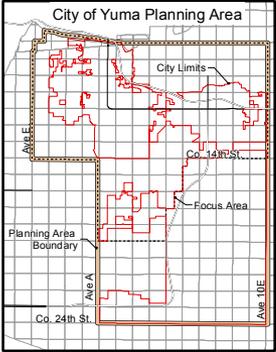


Gateway Route

- Gateway Route - - - - -
- Gateway Interchange/Overpass ◆
- Focus Area
- Planning Area Boundary



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Information Technology Services  
Enterprise GIS



**A.R.S. Section  
9-461.05 E.2.  
Recreation Element**

*A recreation element showing a comprehensive system of areas and public sites for recreation, including the following and, if practicable, their locations and proposed development: (a) Natural reservations. (b) Parks. (c) Parkways and scenic drives. (d) Beaches. (e) Playgrounds and playfields. (f) Open space. (g) Bicycle routes. (h) Other recreation areas.*

**A.R.S. Section  
9-461.05 D.1.  
Open Space Element**

*An open space element that includes: (a) A comprehensive inventory of open space areas, recreational resources and designations of access points to open space areas and resources. (b) An analysis of forecasted needs, policies for managing and protecting open space areas and resources and implementation strategies to acquire additional open space areas and further establish recreational resources. (c) Policies and implementation strategies to promote a regional system of integrated open space and recreational resources and a consideration of any existing regional open space plans.*

## 4 – PARKS, RECREATION & OPEN SPACE ELEMENT

The element provides an overall guide for park and recreation facilities planning. Parks and recreation facilities, as one of a mix of land uses, work in harmony to provide recreational opportunities for all citizens, contribute to the physical and aesthetic qualities of the City, and enhance economic development opportunities.

This element is based on a more in-depth inventory, review of facilities and identified future needs within the Parks & Recreation Facility Plan. Within that document are development standards for new recreation facilities and a neighborhood analysis for current and future park needs.

This element is structured in the following format. The Background and Existing Conditions section contains an inventory of the existing parks, open space and recreation facilities within the City. The Evaluation and Analysis section reviews park and recreation needs based on population and geographic standards. The Goals, Objectives and Policies, Describes what the City wishes to achieve for park and recreation facilities including specific population standards. The Action Plan identifies steps to bring our parks and recreation facilities to the standards identified in the Goals, Objectives and Policies.

### BACKGROUND AND EXISTING CONDITIONS

City of Yuma park facilities range from meeting a limited population's needs, such as pocket parks, to meeting the at-large community's needs, such as the baseball and golf facilities at the James P. Deyo Regional Park or the children's play castle at the Stewart Vincent Wolfe Creative Playground in the Riverfront Regional Park and Wetlands Area. The City's landscaped parklands provide open space and designed field activities and contribute to meeting the intense recreation needs of the Yuma community. Following is a listing of City maintained facilities.

### PARK FACILITIES

**Parks** are not only recreation spaces, they are community places. Typically composed of trees, grass, and open play areas; these areas have clearly defined geographic locations and boundaries. Parks can offer recreation and leisure opportunities for every community member. The City parks are classified by the following categories: Regional Parks; Area Parks; Neighborhood Parks; Pocket Parks; Paths, Trails, and Linear Parks; Open Space, and Specialized Facilities. The classifications differ by size, service area, and purpose. A service area is the geographic region intended to be served by the park facility, specifically, where the primary users of a specific park reside.

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## **REGIONAL PARKS**

These major parks are characterized by natural or ornamental areas used for outdoor recreation such as picnicking, play areas, boating, fishing, swimming, walking, and golfing. The service area for this type of park is defined by a one-hour driving time. A park of this nature will generally serve several communities. The overall population standard for a regional park is one for every 100,000 persons. The park size can range from 25 to 200 acres or if natural areas are included, the acreage may be much higher. Regional parks may also include features that are contiguous to or encompass natural resources.

The City has two Regional Parks: the James P. Deyo Regional Park – 1440 Desert Hills Drive and the Riverfront Regional Park and Wetlands Area - Colorado River from Avenue 5E to 23<sup>rd</sup> Street. The James P. Deyo Complex, at 240 acres, includes Desert Hills Golf Course, Arroyo Dunes Golf Course, Friendship Park, Caballero Park, Desert Sun Stadium, Ray Kroc Baseball Complex and the Desert Sun Tennis Courts. The Riverfront Regional Park and Wetlands Area, features the West Wetlands (282 N. 12<sup>th</sup> Avenue), which anchors the west end of the riverfront development, and as one heads east along the Colorado River via connecting pathways, one encounters two additional Park areas, Gateway and Riverside, before reaching the site of the ongoing restoration of the East Wetlands. At 1,500 acres, this facility includes open space, natural and re-forestation areas, the Stewart Vincent Wolfe Creative Playground, the Riverside Outdoor Education Center as well as paths and trails linking and running the length of the regional park.

## **AREA PARKS**

This park type is large and typically encompasses an area suited for athletic complexes or large swimming pools, and includes areas of natural amenities or outdoor recreation for walking, viewing, sitting, picnicking areas and other passive activities. All area parks include restrooms, drinking fountains, playground apparatus, ramadas, and adequate off street parking. Area parks are designed to serve all residents within a 1- 2 mile radius (four square miles). With a minimum of 15 to 25 acres in size, these parks should be easily accessible to residents within the service area and should be located along arterial streets, due to the high vehicle traffic volumes associated with these facilities. Area parks may also include features such as man-made lakes and areas suited for athletic facilities or intense park development.

The City's area parks are:

- Carver Park/Sanguinetti Athletic Complex – 4<sup>th</sup> Street & 13<sup>th</sup> Avenue,
- Joe Henry Memorial Park/Athletic Complex – 23<sup>rd</sup> Avenue & Colorado Street,
- Kennedy Park Athletic Complex/Keegan Field – 23<sup>rd</sup> Street and Kennedy Lane,
- Smucker Park – Avenue A and 28<sup>th</sup> Street.

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## NEIGHBORHOOD PARKS

This park type provides an area for informal recreation and open space for field games, court games, crafts, playground apparatus, walking and jogging paths, and picnics. The service area for this type of park is between ¼ to ½ mile radius (one square mile) and serves a population up to 6,000 people in a neighborhood. Neighborhood parks range in size from 5 to 15 acres, are required to have a defined shape (ratio 1.7:1 length to width), but are not required to have restrooms. The desirable neighborhood park consists of a minimum of 3 acres of level play surface with at least 5 acres of total area. The desirable characteristics include: (1) suitability for active or passive recreation; (2) accessibility to neighborhood populations; and (3) geographic protection within the neighborhood, specifically not adjacent to arterial streets yet within safe walking and bicycling distance.

The City's neighborhood parks are:

- Barkley Ranch Park – 28<sup>th</sup> Street and Avenue D,
- Desert Ridge Park – 26<sup>th</sup> Lane and Avenue 7 ¾ E,
- Kiwanis Park – 8<sup>th</sup> Street and Magnolia Avenue,
- Joe Henry Optimist Center – 1793 1<sup>st</sup> Avenue,
- Las Casitas Park – 28<sup>th</sup> Drive and 31<sup>st</sup> Place,
- Marcus Park – 5<sup>th</sup> Avenue and 5<sup>th</sup> Street,
- Netwest Park – 14<sup>th</sup> Avenue and 12<sup>th</sup> Street,
- Ocotillo Park – 42<sup>nd</sup> Place and Jojoba Avenue,
- Parkway Place Park – 27<sup>th</sup> Street and 39<sup>th</sup> Drive,
- Ponderosa Park – 26<sup>th</sup> Street and 31<sup>st</sup> Avenue,
- Saguaro Park – 4183 Desert Willow Way,
- Sanguinetti Park – 22<sup>nd</sup> Street and 8<sup>th</sup> Avenue,
- Sunrise Optimist Park – 20<sup>th</sup> Street and 45<sup>th</sup> Avenue,
- Terrace View Park – Avenue 6E and 28<sup>th</sup> Street,
- Victoria Meadows Park – 23<sup>rd</sup> Street and 20<sup>th</sup> Drive,
- Winsor Rotary Park – 20<sup>th</sup> Street and 34<sup>th</sup> Drive.

Natural or man-made barriers can physically alter a person's convenient access to neighborhood parks. Examples of such barriers include bluffs, canals, and major arterial streets. Such barriers may require that more parks be provided in an area than numerical standards dictate. For example, two neighboring parks may be needed in the same section area of land (square mile) serving 6,000 or more residents because a major canal or bluff splits the section of land in half, thus creating two distinct areas each needing a neighborhood park. This type of park may also be developed in conjunction with a school facility lessening the need to build separate facilities within a given neighborhood.

Neighborhood parks are built in conjunction with or by new residential developments. The neighborhood park provides localized open space and recreation options to the residents of neighboring subdivisions. New developments are required to provide retention basins for storm water control. Storm water control basins may offer areas for residential

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development of neighborhood parks. Neighborhood parks can be jointly used for retention basins where sufficient water retention/detention, open space and amenities are provided and maintained. Landscaping is required in storm water control basins for erosion and dust control. In order for a retention basin to be considered for designation as a neighborhood park, the area must be a minimum of 3 acres of level open space suitable for organized activity and amenities and 5 acres of total land area. The defined shape ratio for a Neighborhood Park at 1.7:1 is an important qualifier as well. A deficiency for a neighborhood park within a square mile is a prerequisite to identification.

Neighborhood parks have the potential to offer significant recreational opportunities within neighborhoods if located properly.

### **POCKET PARKS**

Pocket parks are small facilities that serve a concentrated or limited population and typically have been geared towards specific groups such as tots or senior citizens. The service area for this type of park is less than 1/4 mile. The size of the park is typically not more than 3 acres, and many pocket parks in the City are less than 1 acre in size. Pocket parks are particularly effective in high density areas that lack open green space such as near apartment complexes or in the downtown area. The City recommends a neighborhood park be designed and constructed in all possible circumstances instead of a pocket park, therefore adequate play and recreation areas can be provided for local residents.

It is difficult to classify pocket parks in a quantitative manner, such as one pocket park per 1,000 people; therefore this type of park is not mentioned in City of Yuma park standards. It is more efficient to classify pocket parks on a qualitative manner based on the community's desire to have small open spaces nestled in neighborhoods that do not have the space available for development of a 5 acre neighborhood park. Under most circumstances the City of Yuma will no longer own and maintain new pocket parks. The following pocket parks currently exist in the City and will continue to be maintained as City parks: Clymer Park – 553 Orange Avenue, Jennifer Wilson Memorial Park – Colorado Street and 13<sup>th</sup> Avenue, and three pocket parks/retention basins within the Hacienda Estates subdivision.

**City of Yuma Park Facilities**

	Size (acres)	Open Space	Pool	Convention Center	Golf Course	Driving Range	Water Play Area	Softball Fields	Baseball Diamonds	Soccer Fields (Practice)	Basketball Courts	Volleyball Courts	Tennis Courts	Handball Courts	Horseshoe Courts	In-Line Skating/Hockey	Skateboard Park	Walking Path	Ramadas	Security Lighting	Recreation Center	Gymnasium	Play Apparatus	Joint Use Retention Basin	Pond
	<b><u>REGIONAL PARKS</u></b>	Service Population: 100,000										Service Area: Regional													
James P. Deyo Complex	240	•		•	•	•	•		•	•		•	•					•	•	•			•		•
Riverfront and Wetlands	1,500	•																•	•		•				•
<b><u>AREA PARKS</u></b>	Service Population: 25,000										Service Area: 4 square miles														
Carver Park	16	•	•				•	•		•	•	•	•	•	•			•	•	•	•		•		
Joe Henry Park	15	•						•		•		•			•				•	•			•		
Kennedy Park	18	•	•					•		•	•				•	•	•	•	•	•			•		
Smucker Park	24	•																•	•	•			•		
<b><u>NEIGHBORHOOD PARKS</u></b>	Service Population: 5,000										Service Area: 1 square mile														
Barkley Ranch Park	3.1	•																•		•			•	•	
Desert Ridge Park	3.8	•																					•	•	
Joe Henry Optimist Center	1.5	•									•									•	•	•	•		
Kiwanis Park	14	•						•		•								•		•				•	
Las Casitas	2.8	•																•		•			•	•	
Marcus Park	2	•	•																	•			•		
Netwest/Seymour Park	3.5	•																•	•	•			•		
Ocotillo Park	4.9	•								•	•							•		•			•	•	
Parkway Place Park	2.3	•									•							•		•			•	•	
Ponderosa Park	3.6	•																•		•			•	•	
Saguaro Park	4.8	•																•		•			•	•	
Sanguinetti Park	4.5	•						•				•							•	•	•		•		
Sunrise Optimist Park	6	•	•															•	•	•			•		
Terrace View Park	3	•																•		•			•	•	
Victoria Meadows Park	5.5	•																•		•			•	•	
Winsor Rotary Park	6	•										•						•	•	•			•	•	•

	Size (acres)	Open Space	Pool	Convention Center	Golf Course	Driving Range	Water Play Area	Softball Fields	Baseball Diamonds	Soccer Fields (Practice)	Basketball Courts	Volleyball Courts	Tennis Courts	Handball Courts	Horseshoe Courts	In-Line Skating/Hockey	Skateboard Park	Walking Path	Ramadas	Security Lighting	Recreation Center	Gymnasium	Play Apparatus	Joint Use Retention Basin	Pond
	Service Population: Localized											Service Area: Immediate area													
<b>POCKET PARKS</b>																									
Clymer Park	.3	•																				•		•	
Hacienda Estates Basins	3.5	•																						•	
Roxaboxen	.5	•																							
Jennifer Wilson Park	.25	•																						•	
<b>OPEN SPACE</b>																									
Winsor Basin	10	•																							
Big Curve Path	9.5	•																							
Heritage Library Park	4.4	•																			•				
Bark Park	3.3	•																	•	•	•				

### **PATHS, TRAILS AND LINEAR PARKS**

A comprehensive path, trail, and linear park system provides an extensive network of natural open areas, canals, and urban paths to connect parks and other recreation facilities. This system promotes alternative means of transportation. Paths, nature trails, and urban trails are designated routes that provide an opportunity for walking and cycling, and do not need to be paved in order to function effectively as a corridor connecting other park and recreation facilities. Canal banks, rivers, or hilly areas can be used and developed with paths, trails, or greenway corridors to connect areas of the City and provide places of special interest (such as view sheds). It is difficult to classify linear parks in a quantitative manner, such as one linear park per 2,000 people; therefore, population standards do not apply to linear parks. It is more efficient to classify linear parks on a qualitative manner based on the community's desire to have greenways and bikeways that connect to other parks and key locations throughout the community.

Linear parks are typically wider and developed as continuous greenway corridors, with trees, viewing areas, rest nodes, lighting, and multi-use paths. Linear parks may contain bike paths, pedestrian walkways, equestrian trails, picnic areas, gardens, and children's play areas, or may be left in a natural state. To function properly, the linear park should have a minimum of 50 feet of land available along the respective corridor and should be larger when in proximity to recreational facilities. There are a variety of areas and corridors in the Yuma area that are or can be incorporated into a series of linear parks, such as the irrigation canals and

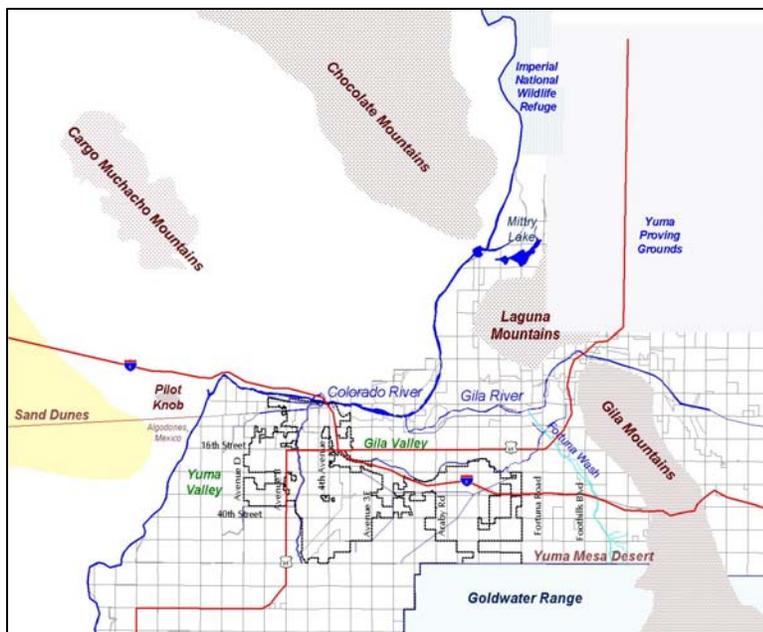
the river levees. Other park facilities should be located adjacent to linear parks to augment the linear park system and to ensure connectivity within the parks and recreation system. The City has the following linear parks and paths:

**East Main Canal Bike Path** - This 5-mile multi-use facility is lighted with asphalt paving and rest areas located along the canal. The path is developed from Colorado Street to 40<sup>th</sup> Street with most users being bicyclists, walkers, and joggers. The East Main Canal Bike Path is the primary route for the City's non-motorized vehicle transportation network.

**Colorado River Levee Multi-Use Path** - This multi-use pathway extends west to east from Joe Henry Park to Gateway Park. The approximately 2 mile paved pathway includes landscaping and rest areas with benches and water fountains.

The City has an adopted Bicycle Facilities Master Plan (R2009-23 April 1, 2009). The Plan includes the identification of a complete bicycle network and design standards.

Equestrian activities are a common thread in the history of Yuma, from the trailblazers of the past to the farm and ranch activities of today. There are a number of informal trails in and around the Yuma area, particularly along canal banks. Currently the City has an equestrian trail that begins at the western end of the West Wetlands Park and connects with Gateway Park to the east of 4<sup>th</sup> Ave. Equestrian trails have been identified in the East Wetlands project. Equestrian trails should be on the perimeter of the linear park system and adjacent to rural areas. It is intended that the entire equestrian trail will extend 85 miles to the east through the Yuma East Wetlands Project and along the Gila River when completed.



## OPEN SPACE

Open Space is an open area of land that allows for the free flow of air, the unconstrained movement of people and natural exposure to the elements. It is typically seen as undeveloped land in its natural state that can include washes, arroyos, view-sheds and trails. Open Space can also be a large landscaped plaza in the middle of a busy downtown that provides areas for relaxing, sitting and strolling. The size can range from a pedestrian mall to a regional park to miles of river levee to an entire mountain range. The purpose is to preserve natural areas, provide public gathering places and supply a balance to urban development. In conjunction with a trail system, open space can create a network of

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connections to a community's park, recreation, and specialized facilities. There is no easily identifiable standard for Open Space but every opportunity to protect natural, historic, archeological and scenic resources should be attempted in order to guide urban development to appropriate areas and preserve resources for the health and welfare of the community.

There are a number of open space areas maintained by the City. These include: the City's Regional, Area, and applicable Neighborhood Parks, the Gila and Colorado River Corridors, the Winsor Avenue Arizona Department of Transportation Flood Control Basin (north of 32<sup>nd</sup> St.), federal lands along the mesa (south of Desert Hill Golf Course), lands west of Arizona Western College, and the Heritage Library Park. The Heritage Library Park is located at 350 3<sup>rd</sup> Avenue. The grounds encompass 4.4 acres of green open space surrounding the Heritage Branch of the Yuma County Library. This area provides a public gathering place for the central core of Yuma. Special art exhibits and events occur seasonally in this space, and there is park area provided for public art of a historical/cultural nature.

In addition, the City has significant natural areas that should be identified and preserved for open space in the future. These include the Gila Mountains, Kofa Mountains, Laguna Mountains, Cargo Muchacho Mountains, Chocolate Mountains, Telegraph Pass, Pilot's Knob, the Yuma Mesa Desert, flood plains, desert washes (Fortuna Wash), and the Colorado and Gila River Corridors. These open spaces, on the edge of the urban area, serve a variety of park and recreational purposes that wouldn't be possible in proximity to development, such as view sheds, camping, hiking and backpacking, off road vehicle recreation, hunting, bird watching, recreational mining, etc. However, the City of Yuma General Plan area only covers a portion of the Gila and Colorado Rivers and flood-plains. This leaves a majority of the larger open space areas under the planning efforts of Yuma County and Federal and State agencies.

In the Yuma urban area, the primary opportunity for open space preservation is the revitalization of the Gila and Colorado River Corridors through the development of the East and West Wetlands projects. These facilities have opened the river corridors to passive recreation opportunities and included major efforts to re-vegetate and revitalize the natural environment. Included within the project plans are trails and trail heads, boat docks and bird observation areas. Combined, these project areas total 1,500 acres of protected open space. These projects are discussed in greater detail in the Conservation, Environmental and Energy Element-Chapter 7 of the General Plan.

The Barry M. Goldwater Range is another open space area that should be noted. This facility is the nation's second largest tactical aviation range and has been essential for developing and maintaining combat readiness for the tactical air forces of the United States. The Range also encompasses some of the world's most unique and well-preserved

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natural desert. More than 400 species of plants have been identified on the Goldwater Range and it is home to several notable large mammals including the Sonoran Pronghorn, desert bighorn sheep, mule deer and mountain lion.

Military activities on the range started in 1941 as the nation prepared troops for World War II. Prior to that, the area was the location of one of the southern routes to California - the Camino Del Diablo. Along with various travelers' stops, the area was host to ranching and mining activities. Remnants of these archeological sites can be found scattered throughout the area.

Through a permitting system monitored by the Bureau of Land Management, Luke Air Force Base, the Cabeza Prieta National Wildlife Refuge and the Marine Corps Air Station – Yuma, access to non-target and non-munitions areas for recreational activities can be granted. This includes camping and hiking. Those areas allowed for recreational access are outside of the Planning Area of the City of Yuma General Plan but the opportunity for use of this nearby significant resource should be noted. Recreational use and access may be limited by the military due to their activities.

Another major open space resource in the region but outside the Yuma Planning Area is the Gila Mountain Range. The Gila Mountains provide a striking view shed for valley and mesa residents and are a popular destination for hiking and other outdoor activities. Very few formal recreation opportunities are recognized within the range. Old jeep trails and utility access roads typically provide users trail options. In particular, area hikers actively use the utility road used by area communication agencies for access to remote tower sites. This road has limited visibility and is very primitive. Conflicts between utility trucks and pedestrians have and will continue to be a problem unless alternate hiking options are provided.

## **SPECIALIZED FACILITIES**

### **URBAN FISHING**

A popular past time in the Yuma area is fishing within the waters of the Colorado and Gila Rivers. The City of Yuma, in partnership with state and federal agencies, has enhanced fishing opportunities by expanding access to the rivers with boat docks and fishing piers, and by constructing stand alone fishing ponds in Winsor Rotary Park and the West Wetlands. Another site is under consideration for a joint use facility located in the Barrow Pit in the vicinity of the 28<sup>th</sup> Street and Avenue 8E alignments. This is the site of a former gravel bed, which is located west of the Agua Viva Water Treatment Facility. The joint use fishing pond would take advantage of the current terrain which is a deep pit and provide a site for back up water containment for the water treatment plant. The City is currently working with the Arizona Game and Fish Department to develop a master plan for the site.

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## **DOG PARKS**

The City of Yuma currently has one designated Dog Park. The 3.3 acre “Bark Park” is located in a retention basin off of Pacific Avenue and Palo Verde Street – 1705 E. Palo Verde Street. The designation of a separate park designed for the safe play of dogs off leashes is a growing trend in America. Typically, a dog park is a fenced area of at least 3 acres in size with grassed open space. These facilities must follow determined and enforceable safety precautions. Future development will be based on, if and when the demand for such a facility occurs.

## **AQUATIC CENTERS (NATATORIUM)**

Aquatic Centers serve two specific recreation interests; first, recreational swimming and family swim, and secondly, a facility to support competitive individual and team swim events (including events in speed swimming, diving, water polo, and synchronized swimming). Such a facility includes 5,000 square feet of pool area with adequate deck and dressing facilities. Yuma has one Aquatic Center, the Valley Aquatic Center, which is operated by the City of Yuma Parks and Recreation Department as a joint-use facility with Yuma High School District. The Valley Aquatic Center is located in Sunrise Optimist Park and includes one of the four community pools. The Parks and Recreation Department also operates three community pools to serve recreational swim needs.

## **JOINT USE SCHOOL FACILITIES**

The City has various agreements with the local schools and school districts to use school facilities or portions thereof for community recreation programs when available. However, the availability of these facilities is limited by school operations. The following school districts operate joint-use agreements with the City:

### **Yuma Union High School District**

The City of Yuma has a joint-use agreement to operate recreational programs in 4 of the 6 YUHSD schools. The City currently has an agreement for Cibola High, Yuma High, Kofa High, and the new Gila Ridge High.

### **Yuma Elementary School District #1**

Yuma Elementary School District #1 operates junior high schools, elementary schools, and a special education facility. At three of District #1 schools, Gila Vista, C.W. McGraw, and Woodward; facilities such as lighted sports fields, concession stands, and restrooms, with limited use for junior high gymnasiums have been developed by the City through joint-use agreements.

### **Crane School District**

Crane School district has a joint-use agreement allowing the City to use athletic facilities at Centennial Middle School for organized youth sport programs.

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### **Elena Orendain Curtis Athletic Complex at Yuma Catholic High School**

Constructed in partnership with the Yuma Catholic High School, the City utilizes 2 softball fields, 3 baseball fields, open green space for seasonal sports, and 2 restroom/concession areas for City recreation programming.

### **CULTURAL FACILITIES**

Cultural facilities have unique characteristics or qualities that serve the community, region, and/or nation. These facilities may support: arts and cultural events, performing arts, assemblages or large social gatherings, artistic and historical museums, regionally significant portrayals of historical events, historic trails, education or advanced training classes, or other unique opportunities for specialized recreation. Facilities for such activities may be developed in cooperative or joint agreements with public agencies.

### **CULTURAL CENTERS**

A cultural center serves a population of 75,000 people and may vary in size from 15,000 sq ft to 50,000 sq. ft for various types of events and activities. The City of Yuma has two cultural centers: The Yuma Civic Center, located at the James P. Deyo Complex is a general-purpose cultural center that provides accommodations for social and cultural activities and large events such as conventions and exhibitions. The Yuma Art Center (which includes the Historic Yuma Theatre) offers cultural activities and special theatrical and artistic performances.

### **PERFORMING ARTS FACILITIES**

A Performing Arts Facility provides a venue for a variety of performances such as live theater, choral and symphonic music, film viewings, poetry readings, etc. These facilities may vary in size from 10,000 to 30,000 sq. ft. Performing arts facilities can be classified into three categories based on types of performances and seating capacities.

#### **1. Community Performance Theaters.**

This type of facility serves a population of 25,000 people and has seating for several hundred up to 1,000 people. Performances are typically small touring companies, dinner theater, school performances or seminars.

The Yuma community has a number of these types of facilities.

- **The Historic Yuma Theatre** is operated by the City of Yuma and located in the historic downtown. The theatre is 12,000 square feet, seats 640, and contains a thrust stage, raked floor seating and balcony seating, concession area, box office, administrative office, and limited support and storage space.
- **The Arizona Western College Little Theater** has seating for 208 and features several AWC concerts and dramatic productions during the school year.
- **The Yuma Union High School District and Yuma Elementary School District #1** host school productions in their auditoriums, as well as allowing community rental use.

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1. **Snider Auditorium**, located at Yuma High School, can seat approximately 713, and features a fly loft.
  2. **Kofa and Cibola High School's** auditoriums seat 525 and 510 respectively.
  3. **Gila Ridge High School** has a community performance theater which includes seating for 1,200 and a full fly loft.
  4. **Post Auditorium**, located at Mary E. Post Elementary School, seats 1,003 but it is closed at this time.

Another type of Community Performance Theater is a band shell in a City park with a sloped grassy seating area for 200 to 500 persons. This provides a venue for the many types of smaller community performances that lend themselves to outdoor locations and takes advantage of the beautiful weather and views in Yuma. It is appropriate to locate these facilities in large area or regional parks and balance them across the community.

## **2. Regional Performing Arts Center**

The second classification of Performing Arts Facility serves a population of 100,000 people and is categorized as a Regional Performing Arts Center. This type of facility hosts larger performances and professional touring acts and can support a variety of performance opportunities. Seating capacity can range from 1,000 to over 4,000. The Yuma community has no facilities of this type, although the Yuma Civic Center, with a maximum seating capacity of 2,028 in the main hall, functions as a *black box* theater and can accommodate many types of larger performances. A Regional Performing Arts Center should include the ability to function as a multi-use art center in order to support a variety of performance venues and opportunities.

## **3. Amphitheater**

The third classification of a Performing Arts Facility is an amphitheater that serves a population of 100,000 people. This type of facility primarily hosts outdoor concerts by large touring bands and performers. Open grass/field seating can accommodate over 4,000 people. This type of facility contains a permanent band shell, lighting and sound equipment. An amphitheater of this type is planned to be incorporated at the Yuma West Wetlands Park. Yuma currently does not have a facility of this type; although small outdoor concerts have been hosted on temporary stages at Smucker Park, the Yuma County Fairgrounds, and private facilities, such as Quechan (Q), Paradise and Cocopah Casinos.

## **Visual Arts Facility**

A Visual Arts Facility serves a population of 75,000 people and its primary purpose is to provide a gallery-type setting for the display of artwork. The artwork may be displayed on a temporary/revolving basis or may be installed permanently. Visual arts facilities also generally have an educational component and may provide a variety of workshop spaces and studios equipped with special facilities to house advanced classes in various arts disciplines such as photography, audio-visual, pottery, painting or sculpture. In 2004, the Yuma Art Center opened, which is

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located in historic downtown Yuma. This newer facility incorporates the Yuma Art Center Galleries, the Historic Yuma Theatre, the United Building and Studio 270. This facility provides four galleries, five classroom/workshop spaces, and four studios. On a smaller scale, the Yuma Parks and Recreation Department also offers a variety of small arts and craft activities and dance programs at recreation facilities.

### **HISTORIC FACILITIES**

The Yuma community has a long and significant history. There are three nationally or state recognized historic districts with over fifty buildings on the National Register. Following is information on just a few of those sites. The Historic Districts are discussed in more detail in the Land Use Element – Chapter 2 of the General Plan.

#### **Roxaboxen**

Roxaboxen is unique to Yuma and is based on a story written by youngster Marion Doan in 1916 about her childhood memories of growing up in Yuma in the early 1900's. The town of "Roxaboxen" was created by neighborhood children using rocks, boxes and lots of imagination. Marion's daughter, Alice McLerran later turned the story of Roxaboxen into an internationally recognized book of the same name, that school children around the world have read. Citizens and community leaders pursued the acquisition of the ½ acre site at the corner of 2<sup>nd</sup> Avenue and 8<sup>th</sup> Street, where the story takes place and developed in into a specialized park which contains a pedestrian path, informational displays and seating areas.

#### **Historic Southern Pacific Depot Site and Yuma Armed Forces Park**

Located on the 200 block of Gila Street in Downtown Yuma, was the historic Southern Pacific Railroad Depot. The historic building, hosted the original City of Yuma Art Center for many years, until destroyed by fire in 1993. This site is now the home of the Yuma Armed Forces Park. Through a public/private partnership between the City of Yuma and Yuma County Chamber of Commerce, the facility hosts a military memorial and seating area. The site is located in close proximity to the Southern Pacific Railroad.

#### **Yuma Quartermaster Depot State Park**

The Yuma Quartermaster Depot State Park is unique to Yuma. It is a State Park currently operated by the Yuma Crossing National Heritage Area Corporation with assistance from the City of Yuma. This historical site is important to the region and the United States as the original land access point west into California and north for access into the interior desert and mountains along the Colorado River. Yuma Quartermaster Depot State Park is part of the Yuma Crossing National Heritage Area, which includes the West Wetlands, the East Wetlands, Gateway and Riverside Parks which are connected through the riverfront trails system.

#### **Yuma Territorial Prison State Historic Park**

Yuma Crossing National Heritage Area Corporation, with assistance from the City of Yuma, currently operates this historic site which features cell

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blocks, a sally port, museum, picnic tables, and views from the original guard tower overlooking the confluence of the Colorado and Gila Rivers. The Yuma Territorial Prison is located in the Yuma Crossing National Heritage Area and connects with the riverfront trails system.

### **Ocean-to-Ocean Bridge**

The historic Ocean-to-Ocean Bridge was the first automobile bridge crossing of the Colorado River. It currently provides alternating one-way automobile crossing over the Colorado River into the Quechan Indian Reservation and is located between the Yuma Territorial Prison and Gateway Park.

### **Pivot Point Interpretative Plaza**

The Pivot Point Interpretative Plaza is intended to showcase the history of the Yuma Crossing site. The Plaza features interpretations of the Rail Passenger Station and Hotel, the Ferry Crossing, the Locomotive Cab, the Pivot and Swing Bridge, Directions to The Siphon and the Three Railroad Bridges.

### **Historic Trails**

The Yuma area has a long and distinctive history of various people and groups occupying or moving through the area. As the United States expanded westward, many trails intersected this key river transport community as one of the few places where the Colorado River could be traversed. Groups that traveled through the Yuma area included: Army of the West and The Forty-Niners. Recognition and preservation of the routes through the development of interpretive historical trails, memorials, or other monuments along trail routes provide an acknowledgment of the area's past while providing recreational opportunities to residents and visitors alike. Two interpretive historic trails, the Historic River Trail and the Historic Gila Trail, should be developed representing the general routes to memorialize their historical importance. The locations of these interpretive historic trails should be incorporated within the linear park system wherever possible, and should connect with other cultural and historic facilities. Opportunities for historic trails near geographically important features, like bluffs, should be linked to linear parks offering bluff protection from new development encroaching on potentially unstable slopes and guarding against removal of important natural vegetation to minimize erosion. Other key cultural and historic resources within the Yuma area include the McPhall Bridge located east of town along Highway 95, the Redondo Ranch Ruins located in the Gila Valley, and the site of the Mormon Battalion crossing located west of town along the 8th Street alignment.

In 2006, a memorial to the 16<sup>th</sup> Infantry and the Mormon Battalion was erected in the West Wetlands Park. This is just one of the City's efforts toward honoring Yuma's rich and unique history. These key cultural and historic resources should continue to be recognized as opportunities to celebrate the Yuma area and be incorporated into park planning where possible.

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### **MILITARY FACILITIES**

The Yuma Marine Corps Air Station (MCAS) has park and recreation facilities located at MCAS, their residential housing complexes, and at Lake Martinez. According to the 2000 U.S Census report, MCAS had a population of 4,225 people on base with 26.4% of the population 14 years old or younger. The facilities offered by MCAS to the military community within the planning boundaries of Yuma include: 4 softball fields, 1 football field, 2 basketball courts, 1 volleyball court, 2 batting cages, 1 outdoor recreation center, 1 movie theatre, 1 bowling center, 1 baby pool, 2 swimming pools with bathhouses, 2 tennis courts, 1 youth center, 3 community centers, 1 paintball field, 2 soccer fields, 1 ramada with picnic grounds, 1 outdoor hockey rink, 1 youth sports field, 1 auto skills center, 3 fitness centers and 3 play apparatuses. Program services include directed and self directed sports and athletics to include intramural and varsity sports, youth sports, aquatics, plus recreational skill development programming. These facilities serve the specific needs of military families, and are not facilities which are available to serve the general public of Yuma. Lake Martinez is beyond the City of Yuma planning boundaries, therefore those facilities are not detailed in our summary.

### **RECREATION FACILITIES**

Recreation facilities are those hardscape improvements designed for active, recreational exercise requiring the installation of hard surfaces, building improvements or other physical modification of the natural environment. These facilities enhance the features of a park and are the main reason many people will use the facility. The following recreational facilities are identified in this inventory: Tennis Courts, Softball Diamonds, Baseball Diamonds, Regulation and Practice Soccer Fields, Basketball Courts, Volleyball Facilities, Play Apparatus, Exercise Facilities, Community Recreation Centers, Gymnasiums and Community Pools.

Many school playgrounds and athletic facilities serve the education needs of the community, as well as being available to the general public for recreational programs. Generally, school facilities can be used for community recreational programs on a time available basis. However, the availability of these facilities is limited by school operations. Consequently, the City offers recreational programs utilizing local schools on a site-by-site basis. It is important to note that as the school districts' schedules change, the current joint-use agreements and shared facilities may be affected.



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## EVALUATION AND ANALYSIS

This section will address how the City is meeting the park and recreation needs of the community and aid in identifying deficiencies and inefficiencies. The assessment is based on an analysis of existing park and recreation facilities and the facility standards adopted in the Parks and Recreation Facility Plan. The facility standards were developed using the National Park and Recreation Association's recommendations with modifications based on the needs and desires of Yuma's residents.

Two methods were followed to evaluate parks and recreation facility and service needs. The first method reviews population totals and projections and the second method examines the geographic location of existing and future populations. This first analysis was based on the established service standards identified within the Goals, Objectives and Policies. These population and location based standards, or objectives, identify the desired quantity and location of the parks and recreation facilities. A population of 94,361 (source: Arizona Department of Economic Security, July 2009) was used to identify overall park and recreational facility deficiencies for the residents within the city limits. The analysis identified that the City, in general, was deficient in number and types of parks and recreational facilities it offered for its citizens, but the deficiencies have decreased since the assessment completed for the 1999 Parks Master Plan. Population projections were based on an anticipated build out population of 276,000 that was identified to determine park and recreation needs for the build out of the urban area and the future city limits. Build out population was calculated based on the anticipated population of land uses within the Land Use Element – Chapter 2 of the General Plan.

The park facilities needed for the urban area cannot be determined exclusively on a population basis. The population numbers must be balanced with the physical layout of the community in order to meet any location deficiencies. This will focus the Neighborhood and Area Parks within a reasonable distance to their primary service population. The population analysis was completed on a one square mile level to more specifically identify Neighborhood and Area Park needs. 2000 Census population numbers were used to identify populations for neighborhoods both within and outside the City limits. Neighborhoods are defined as areas bordered by major roadways and natural or man-made barriers.

The City has been successful in addressing Neighborhood park needs in and around the community, particularly in high growth areas, but there are deficiencies.

Identified in the geographic analysis are established neighborhoods (square mile area) with populations above 6,000 people that were not served with a park of any type.

Over the past several years, a number of new subdivisions have congregated retention facilities to create large open space areas which

has aided in neighborhood park development. These basins are being developed with the joint use of neighborhood recreation facilities. The service area for those neighborhood parks and the existing population are based on Census 2000 population numbers.

A deficiency in neighborhood parks exists for the East Mesa population which is located in individual subdivisions with a disbursed population. Providing Neighborhood Parks on the East Mesa will be difficult because those subdivisions are fully developed and open land is scarce.

There is one area within the Yuma Valley that is primarily within the city of Yuma that does not have a neighborhood park in proximity– between 8<sup>th</sup> Street and 16<sup>th</sup> Street and Avenue B and Avenue C. This area has a population of 6,870 persons. Very little undeveloped land remains, making the provision of new park facilities difficult. An area on the West Mesa is deficient – between Arizona Avenue and Avenue A and 24<sup>th</sup> Street and 32<sup>nd</sup> Street. This area has a population of 6,561 persons. The area is developed with commercial activities on 4<sup>th</sup> Avenue and 32<sup>nd</sup> Street frontages, single family homes on the Arizona Avenue and Avenue A frontages, with the balance of the area apartment complexes and mobile home/RV parks. Very little undeveloped land remains, making the provision of new park facilities difficult.

New neighborhood park development should focus on opportunities to jointly use large retention basins, church or school facilities or if shared options are not available, acquire and develop land for a park facility.

For those areas that are primarily undeveloped, the City can address Neighborhood Parks as the area develops. However, for those areas that are developed, the goal of the City is to develop Area Parks within reasonable proximity to those established neighborhoods to provide for the area’s open space needs.

**PARKS AND POPULATION**

Park Facility	Standard <sup>1</sup>	Existing	Park Needs 2010 93,064	Park Needs 2022 <sup>2</sup> 123,026	Park Needs <sup>3</sup> Build Out 276,000
Regional	1 per 100,000	2	1	1	3
Area	1 per 25,000	4	4	5	11
Neighborhood	1 per 6,000	16	16	20	46
<sup>1</sup> – 2006 Parks & Recreation Facility Plan <sup>2</sup> – AZ Dept. of Commerce, 2006-2055 Projection Series <sup>3</sup> – City of Yuma Land Use Element – Expected Population at Build Out					

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Based on the information in the table above, the City of Yuma has a sufficient number of area parks for the current population. But the growing population in the East Mesa and a large area of the Yuma Valley are not located within the Service Area for an area park. Geographically the City is deficient by one area park in the South Yuma Valley and will be deficient in two area parks in the East Mesa if the population grows as great as projected. The residents in this fast growing area are two to four miles from the nearest Area Park. To meet the current need in the South Yuma Valley the City is focusing on developing a joint use facility at 24th Street and the Thacker Canal, the City of Yuma has initiated land acquisition for the Yuma Valley Area Park. This site takes advantage of proximity to the future Thacker Canal linear park and access from a major arterial, 24th Street. The future facility locations were identified to meet the recreation needs of the potential population, with a concentration in east Yuma. The locations are approximate and could vary within the intended service area.

A number of recreation hardscape facility deficiencies were identified. A detailed assessment can be found in the 2006 Parks and Recreation Facility Plan. Meeting these needs will be addressed in new park developments and through joint use school facility agreements.

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## GOALS, OBJECTIVES AND POLICIES

**Goal 1.0:** Provide and maintain a safe, attractive, enjoyable, and diverse park system that meets the needs of the City's residents, businesses and visitors.

Objective 1.1: Continue to encourage coordination by Federal, State, and City entities for the development of the riverfront and wetlands.

Objective 1.2: Provide a diversity of park facilities

*Policy 1.2.1: Ensure that all new and existing park and recreational facilities are designed to be universally accessible, safe, and sufficiently lighted. All facilities shall be designed using Crime Prevention through Environmental Design (CPTED) strategies.*

*Policy 1.2.2: Provide trails, paths, picnic areas, play equipment and recreational amenities which are accessible to the disabled.*

*Policy 1.2.3: Make a wide variety of park and recreation facilities available to meet the desires of special needs and interest populations.*

Objective 1.3: Develop facilities and utilize existing resources to offer a variety of cultural and artistic experiences.

Objective 1.4: Place greater emphasis on promoting the development of larger centralized parks with functional amenities, as well as greater open space areas for varied leisure-time pursuits.

Objective 1.5: Develop the Capital Improvement Program (CIP) to meet the park needs stated in the Parks Master Plan. Public park improvements should be re-assessed and re-evaluated annually based on population growth trends and projected facility needs.

Objective 1.6: Achieve a coordinated and cooperative program between governmental entities, private, and non-profit groups to provide park and recreational amenities to recently annexed and recently developed areas of the City.

Objective 1.7: Coordinate with area school districts to expand the development, access and/or continued joint-use of school facilities for public use.

Objective 1.8: Require agreements be made with the City for private parks under 3 acres in size to be maintained by the new residential community or the development entity.

Objective 1.9: Achieve a coordinated and cooperative program between the City, County, and other governmental entities in areas of mutual concern.

Objective 1.10: Implement an Adopt-a-Park and Adopt-a-Trail program to continue working with service organizations, private companies, and individuals to provide and maintain park and recreation facilities.

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**Goal 2.0:** Create an open space and recreation system that reflects the community's setting and serves the needs of citizens and visitors alike.

Objective 2.1: Encourage specific area plans for the planned development of trails, linear parks, and scenic routes to connect neighborhood and area parks to public activity centers.

Objective 2.2: Utilize open space to protect sensitive areas, including hillsides, water courses, or other natural geographic features, such as the East and West Wetlands, the Fortuna Wash, the Gila and Laguna Mountains.

Objective 2.3: Develop a linear park and trail system for walking, cycling, and horseback riding along the canal banks, riverfront, and other natural and man-made corridors.

Objective 2.4: Enhance the open space and recreation system to provide opportunities for all populations.

*Policy 2.4.1: Establish easily identifiable facilities and opportunities for both streets along linear parks to provide accessibility, safety, and lighting to the linear parks.*

*Policy 2.4.2: Develop accessible programs for the handicapped in a variety of settings-parks, recreation areas, community centers, and other cultural and education facilities.*

*Policy 2.4.3: Maintain recreational programming for special needs populations. Assure creative projects in the following areas-pottery, puppets, story telling, weaving, and other sensory based projects.*

*Policy 2.4.4: Initiate an interpretive arts workshop, insuring site accessibility.*

Objective 2.5: Work in conjunction with the elements of the General Plan to identify future parks, connective bicycle routes, linear parks, and open space corridors.

Objective 2.6: Utilize existing vacant land, retention basins, utility easements, and rights-of-way for recreation potentials and multiple uses.

Objective 2.7: Expand recreational opportunities through landscape or conservation easements, trail easements, land leases, or other non-ownership methods.

Objective 2.8: Develop the linear park system in proximity to historic trails where possible.

Objective 2.9: Establish public open space areas for hillsides, escarpments, natural dunes, and bluffs through development guidelines for sensitive lands and other natural features.

Objective 2.10: Incorporate water-play features or water misting stations in parks, and utilize playground shades to extend the life of playground apparatus.

**Goal 3.0:** Use park facility standards as the basis for providing appropriate levels of park facilities needed to achieve a balanced park and recreation system. These standards include the following:

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**Objective 3.1:** Regional Parks - One regional park for every 100,000 citizens. The size of the regional park is from 25 to 200 acres, and services an area within a 1 hour drive time.

**Objective 3.2:** Area Parks - One area park for every 25,000 citizens. The size of the area park is from 15 to 25 acres, services an area incorporating a 1 to 2 mile radius (4 square miles), and should be located along arterial streets.

**Objective 3.3:** Neighborhood Parks - One neighborhood park for every 6,000 citizens. The size of the neighborhood park is from 5 to 15 acres, with a minimum of 3 acres of level open space in an appropriate shape. Neighborhood Parks service an area incorporating  $\frac{1}{4}$  to  $\frac{1}{2}$  mile radius, and should be located within a 10 minute walk or 5 minute bicycle ride making them accessible to residents within an identified neighborhood. Neighborhood parks include walking paths, playground apparatus, drinking fountains and security lighting, but do not typically include restrooms or ramadas. Natural or man-made barriers may require more parks in a neighborhood area than dictated by numerical standards.

**Objective 3.4:** Paths, Trails, and Linear Parks - Provide a multi-use system of paths, urban trails, nature trails, and linear parks within natural and man-made corridors, and along historic trails where possible. Paths, trails, and linear parks should effectively connect parks and key locations throughout the community.

**Objective 3.5:** Require all new residential developments to provide connections to any and all City parks, trails, or open spaces within a  $\frac{1}{2}$  mile radius.

**Objective 3.6:** Support City's Department of Community Development's efforts in re-evaluating bicycle access and designated bicycle facilities throughout Yuma as they develop a Bicycle Master Plan that meets the objectives set for Linear Parks, paths, and trails.

**Goal 4.0:** Promote the establishment of specialized facilities to reflect the character and needs of Yuma residents. Pursue cooperative or joint-use agreements with public agencies to develop specialized facilities throughout the City.

**Objective 4.1:** Use specialized facility standards as the basis for providing the appropriate number and types of specialized facilities desired to achieve a balanced park and recreation system. These standards include the following:

*Policy 4.1.1: Aquatic Center - One aquatic center for every 100,000 citizens.*

*Policy 4.1.2: Cultural Center - One cultural center for every 75,000 citizens.*

*Policy 4.1.3: Community Performance Theater - One community performance theater for every 25,000 citizens.*

*Policy 4.1.4: Regional Performing Arts Center - One regional performing arts center for every 100,000 citizens.*

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*Policy 4.1.5: Amphitheater - One amphitheater for every 100,000 citizens.*

*Policy 4.1.6: Visual Arts Facility - One visual arts facility for every 75,000 citizens.*

*Objective 4.2:* The City shall focus specialized facility development on social and cultural activities; the natural assemblages or other large gatherings of people; the performing arts; community gardens; living history museums or other regionally significant historical places; and education or training classes in a studio environment for arts, crafts or special hobby pursuits.

*Objective 4.3:* Support development and preservation of unique recreation facilities which reflect the cultural and historic integrity of Yuma. Special efforts shall be taken to preserve Yuma Crossing Park, Yuma Territorial Prison, Ocean to Ocean Bridge, Pivot Point and Roxaboxen Park.

*Objective 4.4:* Enhance the artistic and cultural opportunities of the Yuma community by incorporating artistic design elements or public art in development of all new City facilities, and also include display areas for artwork.

**Goal 5.0:** Continue to expand and promote City recreation programs to serve the needs of the community.

*Objective 5.1:* Recreational Facilities - Provide the following recreational facilities within appropriate park and recreation locations to achieve a balanced park and recreation system:

*Policy 5.1.1: Tennis Courts - One tennis court for every 10,000 citizens.*

*Policy 5.1.2: Softball Diamonds - One softball diamond for every 4,000 citizens.*

*Policy 5.1.3: Baseball Diamonds - One baseball diamond for every 15,000 citizens.*

*Policy 5.1.4: Soccer Fields (Adult/Regulation) - One soccer field for every 10,000 citizens.*

*Policy 5.1.5: Soccer Fields (Youth/Practice) - One soccer field for every 6,000 citizens.*

*Policy 5.1.6: Basketball Courts - One basketball court for every 6,000 citizens.*

*Policy 5.1.7: Exercise Facilities - One exercise facility for every 10,000 citizens.*

*Policy 5.1.8: Volleyball Courts - One volleyball court for every 5,000 citizens.*

*Policy 5.1.9: Play Apparatus Area - One apparatus area for each 4,000 citizens.*

*Policy 5.1.10: Recreation Center - One recreation center for every 25,000 citizens.*

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*Policy 5.1.11: Community Recreation Center - One center for every 50,000 citizens.*

*Policy 5.1.12: Regional Recreation Center - One center for every 100,000 citizens*

*Policy 5.1.13: Gymnasium - One gymnasium for every 25,000 citizens.*

*Policy 5.1.14: Community Pool - One community pool for every 15,000 citizens.*

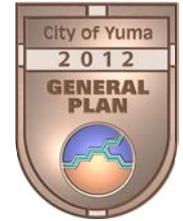
*Policy 5.1.15: Skate Facilities - One skate facility for every 60,000 citizens.*

## ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source
1 - 5 years	Bring existing parks to standard with security lighting, sprinkler systems, play apparatus, shades, bleachers and ramadas	Parks	General
	Pursue land acquisition opportunities for future parks	Parks	General/ Dev. Fees
	Construct various Bike/Pathway facilities to provide linkages between city activity areas	Parks/Public Works	General/ Dev. Fees
	Develop Master Plans for the following facilities: Smucker Park, Yuma Valley Area Park and the Agua Viva Lake	Parks/ Community Development	General
	Begin Phase 2 design of West Wetlands Park	Parks	General
	Design and construct the Yuma Valley Area Park	Parks	General
	Complete the Smucker Park expansion	Parks	General
	Clearing and expansion of Riverside Park to the east	Parks	General/ Grant
	Pursue future development of recreation centers	Parks	General
	Work with AWC to develop joint use soccer complex and Area Park	Parks	2%
	Design and construct phase 1 of the East Yuma Athletic Park	Parks	2%
	Develop funding mechanism for inclusion of Public Art in public facilities and gateways	Parks	General
	Construct 1 mile of the Thacker lateral Linear Park between 24 <sup>th</sup> St. and 32 <sup>nd</sup> St. and Construct ½ mile along the 33 <sup>rd</sup> Dr. Linear Park from 32 <sup>nd</sup> St. to 36 <sup>th</sup> St.	Public Works/ Parks	General
	6+ years	Develop Strategy for developing a Regional Recreation/Community Center	Parks
Construct South Yuma Valley Area Park and soccer complex		Parks	General/ Dev. Fees
Annex or partner with the Bureau of Land Management and Yuma County to provide a public trail into the Gila Mountains for hiking activities and bicycling		Parks	General/ Grant
Develop Strategy to move forward with Phase II of the Yuma Art Center, to provide an expanded stage, fly loft, and performer support space in the Historic Yuma Theatre		Parks	General

6+ years cont.	Expand James P. Deyo Regional Park to 48 <sup>th</sup> Street	Parks	General
	Complete the build out of the East Mesa Athletic Park	Parks	General
	Pursue land acquisition opportunities for future parks	Parks	General/ Dev. Fees
	Construct West Wetlands Amphitheater, camp and classrooms	Parks	General
	Expand the Joint Use School Agreements to better meet the recreation needs of the community	Parks	General
	Design and construct a community pool in the East Mesa area in partnership with educational institutions	Parks	General
	Construct Central Canal Park- Ave. B to East Main Canal linear park as well as other various Bike/Pathway facilities	Parks/ Community Development/ Public Works	General/ Dev. Fees
	Develop strategies and target opportunities to provide Park System facilities in areas to be annexed by the City in the next five years	Parks	General
	Upgrading of parks facilities to include restrooms, play apparatus, pathways and lighting	Parks	General
	Design and construct two East Mesa Area Parks: one located between Readiness Center and Gila Ridge High and the second located at the Cielo Verde development	Parks	General/ Dev. Fees
	Construct a Regional Multi-Use Art Center	Parks	General/ Dev. Fees

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### Parks, Open Space & Trails

#### Existing Park

- Area Park
- Neighborhood Park
- Pocket Park
- Regional Park

#### Future Park

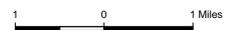
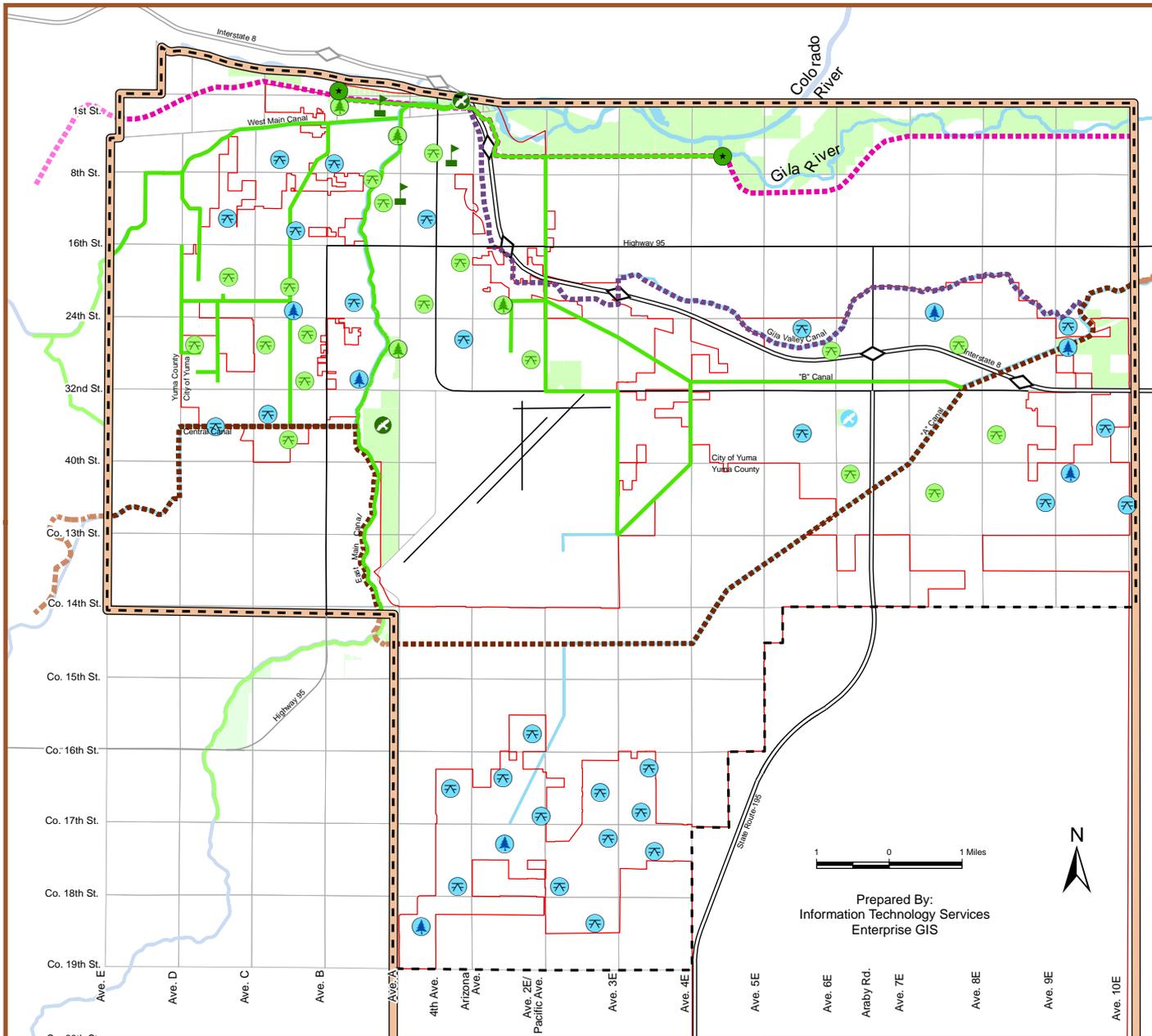
- Area Park
- Neighborhood Park

#### Paths and Trails

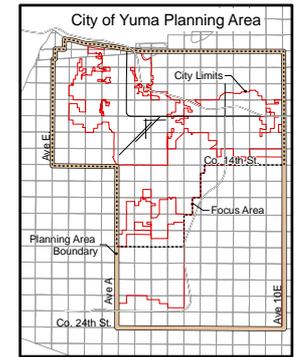
- Historic Gila Trail & Linear Park
- Historic River Trail & Equestrian Path
- Urban Linear Park System
- South Mesa Linear Park & Equestrian Trail
- Node

Focus Area

Planning Area Boundary



Prepared By:  
Information Technology Services  
Enterprise GIS

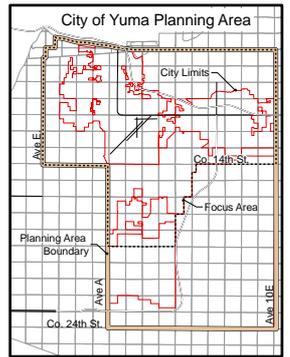
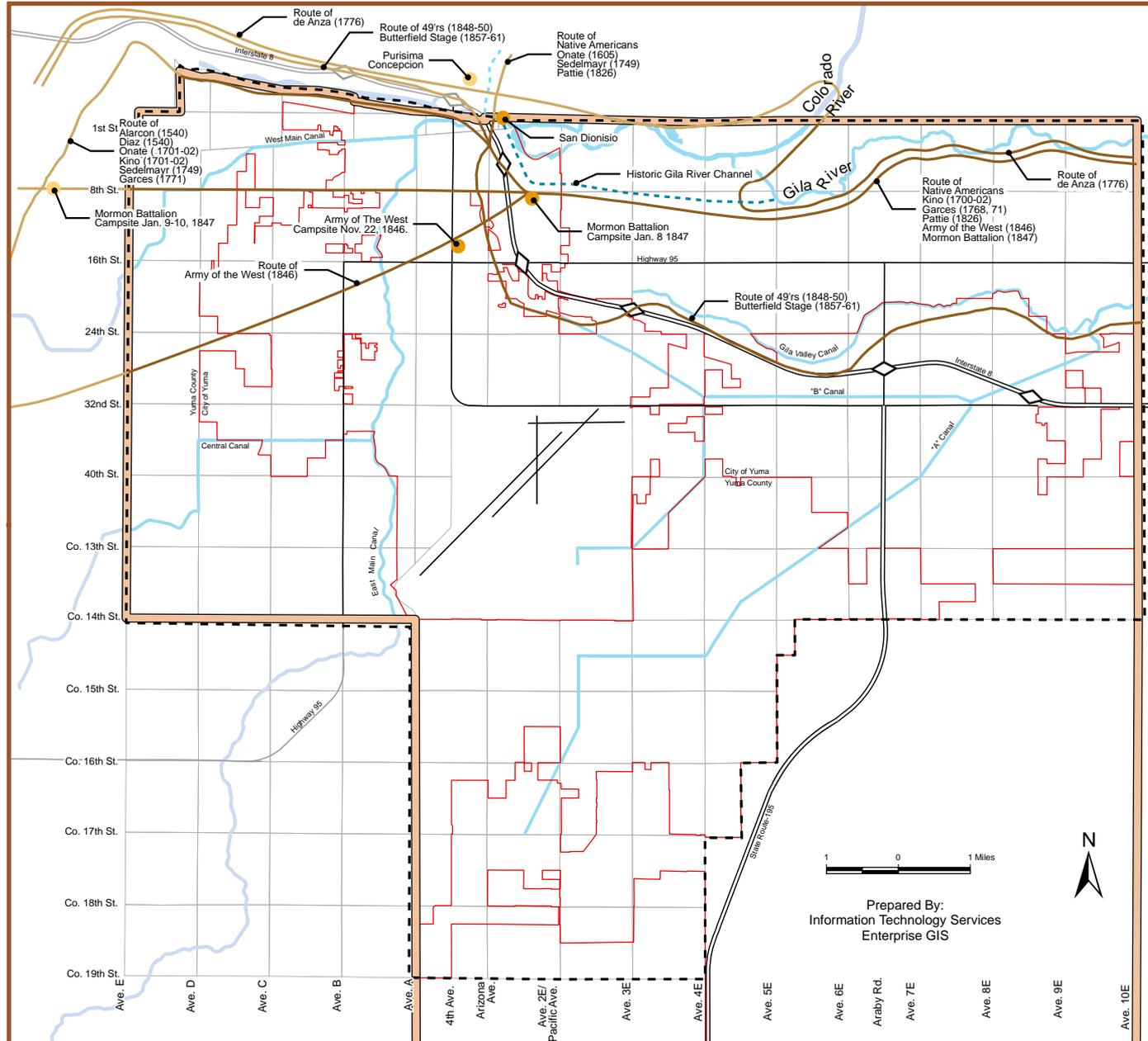


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### Historic Trails

- Camp Sites ●
- Trails —
- Historic Channel - - - -
- Focus Area - - - -
- Planning Area Boundary —



Prepared By:  
Information Technology Services  
Enterprise GIS

**A.R.S. Section  
9-461.05. E.6. –  
Housing Element**

*A housing element consisting of standards and programs for the elimination of substandard dwelling conditions, for the improvement of housing quality, variety and affordability and for provision of adequate sites for housing. This element shall contain an identification and analysis of existing and forecasted housing needs. This element shall be designed to make equal provision for the housing needs of all segments of the community regardless of race, color, creed or economic level.*

## 5 – HOUSING ELEMENT

This Housing Element provides an overview of the housing market and conditions in Yuma, as well as an approach to providing adequate and affordable housing for all segments of the community, including households of every income level and persons that only live within the community for a portion of the year. This element also promotes Smart Growth through its policies and implementation strategies by encouraging a mix of land uses, a variety of housing types and affordability, and connecting housing and jobs through transportation choices.

The Consolidated Plan and Analysis of Impediments to Fair Housing Choice, as well as other planning efforts, provide a detailed picture of the demand for and supply of housing, as well as the conditions of the housing stock in Yuma. Additionally, that document expands upon the issues identified in this Element and implements specific programs and policies to address affordability and fair housing choices.

The Housing Element contains four sections. The Background and Existing Conditions section summarizes the information contained in the Housing Needs Assessment and the Housing Condition Report. The Evaluation and Analysis section identifies future housing needs in the community and evaluates the constraints and barriers to housing development in Yuma, as well as specifying City programs to address these issues. This section also includes a discussion of resources available to Yuma to achieve a community in which all of its population can be adequately housed. The Goals, Objectives, and Policies section serves as a guide for the provision of safe, affordable and well-maintained housing in the City. The Element also concludes with an Action Plan for achieving the goals and objectives.

### BACKGROUND AND EXISTING CONDITIONS

An understanding of current population and housing trends is important when developing a comprehensive housing strategy to address issues within the community. The following pages provide an overview of the changing demographic and housing characteristics in Yuma.

**POPULATION CHARACTERISTICS**

Population characteristics such as income, age, race/ethnicity, and employment all help determine the housing needs in a community.

<b>2010 Population</b>	
City of Yuma	93,064
Yuma County	195,751
Arizona	6,392,017

U.S. Census Bureau, U.S. Census (2010)

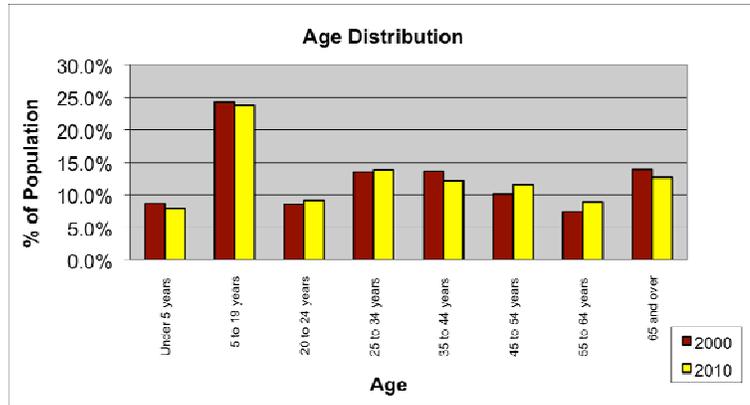
The City of Yuma’s population increased by approximately 20 percent from 2000 to 2010. This is a substantial increase, but less than the 36 percent increase from 1990 to 2000. In comparison to the state and

nation, Yuma has a lower proportion of working age residents (between the ages of 20 to 65) and a higher percentage of children and elderly persons. This results in fewer working people to support those within the community who do not work. As the baby-boomer generation moves into retirement over the next ten to fifteen years, the elderly population is expected to increase, further lowering the working age population.

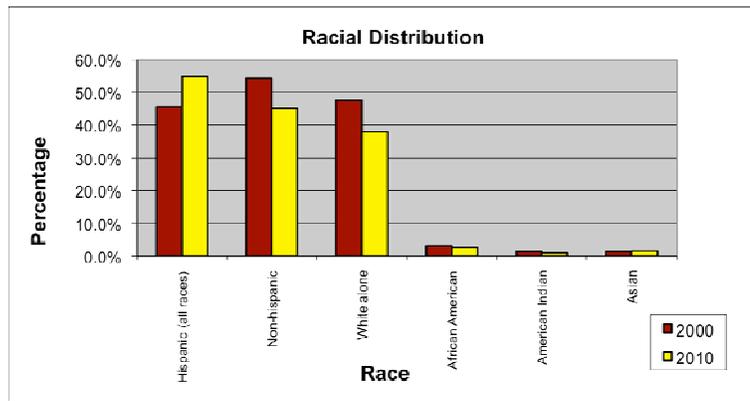
Historically a racially and ethnically diverse community, the percentage of non-Hispanic White persons decreased to 37 percent while the percentage of Hispanic persons (of all races) increased to 55 percent during the 2000s. The remaining small portion of the population consists of African American, American Indian, and Asian residents. One pattern resulting from the increase in Hispanics is that many Hispanic residents in Yuma are young families with children.

Yuma had the lowest mean annual income of all the Arizona Metropolitan Statistical Areas (MSA) in 2010 (\$34,120), which is a continuing trend from 1990. The economy in Yuma is strongly based on agriculture, tourism, and the military, which tend to have high proportions of lower paying jobs. For example, the US Bureau of Labor Statistics estimates the 2010 mean annual wage for a person employed in a farming, fishing, or forestry occupation in the Yuma MSA at \$18,890 per year. Tourism employment may encompass a range of employment occupations, such as food preparation and service-related occupations (\$19,400 mean income) and sales and related occupations (\$26,560 mean income). Depending on rank, military personnel may also earn lower wages. Junior enlisted personnel are the segment of the military population that may have difficulty affording housing in Yuma since the minimum wage for an enlisted person is \$16,794 per year at the lowest rank (with less than two years experience). Of the approximately 4,000 military personnel working at MCAS Yuma, the great majority, about 3,500, are enlisted, with approximately 1,550 enlisted families living off the base.

In addition, tourism and agriculture are subject to seasonal fluctuations. As a result, according to the Bureau of Labor Statistics, the December 2010 unemployment rate in Yuma (23.2 percent) was significantly higher than the average rate for the State (9.1 percent). Additionally, per capita income in Yuma was 26 percent less than that for the State (according to the 2008 American Community Survey) due to the lower paying



U.S. Census Bureau, U.S. Census (2000, 2010)



U.S. Census Bureau, U.S. Census (2000, 2010)

employment opportunities and greater proportion of children and retirees in Yuma.

Household Type	2000	2010
Family Households	19,618	22,458
- Married-couple Family	15,081	16,033
- Female-headed Family (no husband present)	3,480	4,755
- Male-headed Family (no wife present)	n/a	1,670
Non-family Households	7,031	8,256
- Householder Living Alone	5,778	6,694
- Non-family Household (more than 1 person)	1,253	1,562
Total Households	26,649	30,714

U.S. Census Bureau, U.S. Census (2000, 2010)

#### HOUSEHOLD CHARACTERISTICS

Household size, income, growth, the presence of special needs populations, and other characteristics determine the type and size of housing needed in a community.

The majority of Yuma’s households in 2010 were comprised of married couple families (52 percent), with single-person households representing the next largest group (22 percent).

According to the U.S. Bureau of Economic Analysis, Yuma residents generally have a lower per capita income than the State and nation and this discrepancy has been increasing over the last 40 years. Of the residents in Yuma, Hispanic, African American, and Native American households are more likely to have lower income and live below the poverty line.

#### SPECIAL NEEDS HOUSEHOLDS

Certain segments of the population may have more difficulty in finding decent affordable housing because of their special needs and circumstances.

**Elderly** - Many elderly persons living alone have special needs for assistance with finance, home maintenance, accessibility, and repairs, and other routine activities. According to the 2008 American Community Survey approximately 27 percent of the households in Yuma include individuals aged 65 or older, of which approximately 33 percent were elderly persons living alone.

**Disabled** - Disabilities may limit a person’s access to traditionally designed housing units, as well as potentially limiting their ability to earn adequate income to afford market rate housing. Many disabled persons require specially designed housing units and transportation assistance. Consistent with national estimates, persons with disabilities represented 11 percent of the City’s non-institutionalized individuals over the age of 18 in 2008. Elderly persons had a higher rate of disability at 41 percent of the aged 65 and older population, compared to only 9 percent of those younger than 65.

**Large Households** - In 2008, over 14 percent of all households in Yuma had five or more members, of which the vast majority were families. Large households are a special needs group because of the limited availability of adequately sized and affordable units. As a result, large households, especially renters, often have very high housing cost burdens and a higher incidence of overcrowding.

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**Single-Parent** - Single-parent households often require special assistance due to their greater need for affordable housing, childcare, health care, and other supportive services. Female-headed households with children tend to have a lower rate of homeownership and a higher rate of poverty than other types of households. In 2008, 70 percent of the family households with children headed by single parents were female-headed households. This is a 10 percent decrease from 2000 and indicates a trend of more family households with children that are headed by single parents that are male-headed households.

**Farmworker** - The special housing needs of many agricultural workers stem from earning on the lower end of the wage scale and the cyclical nature of their employment. According to the US Bureau of Labor Statistics, an estimated 13 percent of the labor force in the Yuma MSA was employed in the farmworkers and laborers occupation in 2010. The Portable Practical Educational Preparation Inc. (PPEP), an organization dedicated to improving the quality of rural life through education, training, and other social services, approximates that 47,000 field farmworkers work within southern Yuma County at peak season (November to March). Many of these farmworkers commute from Mexico to work because they live in border cities. While many farmworkers are able to live in Mexico where the housing costs are considerably lower, housing for farmworkers is still needed in Yuma as numerous farmworkers come from the Yucatan Peninsula to work.

In 2009, the US Department of Labor passed new rules for H-2A Certification (approved by the US Citizenship and Immigration Services) for Temporary or Seasonal Agricultural Work. The H-2A Program has specific requirements for the provision of wages, workers' compensation insurance, housing, transportation, and tools and supplies. With relation to housing, the employer is required to provide free housing to all workers who are not local workers (those that cannot reasonably return to their place of residence each day of employment). The housing must meet federal and state or local health and safety standards. The housing units must include kitchen facilities, or alternatively, the employer can provide workers with three meals a day and be reimbursed by workers for the cost (within the federal limits per day).

The impact of this program in the City of Yuma can be seen along the 4<sup>th</sup> Avenue corridor. Several hotels, apartment complexes, and restaurants have been purchased or rented by large farming operations to meet the housing and meal requirements for farmworkers. The City of Yuma uses the 2003 International Property Maintenance Code to establish occupancy requirements in order to prevent overcrowded living conditions and ensure safety.

**Military** - The Yuma area is home to two military installations: the U.S. Army Yuma Proving Ground and the Marine Corps Air Station-Yuma. Often, lower income and an uncertain length of residency affect the housing needs of military personnel. While some military housing is

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provided for active military on the bases, approximately 1,550 military households are living off the bases.

**Homeless** - Due to the mild winters, the homeless population in Yuma increases during the winter months. An accurate assessment of the homeless population is difficult because of the transient nature of the population. A point-in-time (PIT) count was completed in 2009 and overseen by the Arizona Department of Economic Security and the Arizona Department of Housing. A total of 358 persons were found to be homeless in Yuma County. Of these individuals there were 157 sheltered (emergency and transitional) homeless individuals, of whom 13 percent are from family units, and 201 unsheltered homeless individuals (none of these persons are from family units). There are three housing and service providers (Catholic Community Services-Yuma, Crossroads Mission, and the Excel Group) within Yuma that are working to meet this need and combined have 293 beds available for emergency, transitional, and rehabilitation housing for the homeless population. In the 2006-2007 fiscal year, 1,272 men and 471 women and children (27 percent) spent the night at Crossroads Mission shelters. Each month approximately 17 children stay at the Family Shelter. This organization has seen an increase in the elderly homeless population, although statistical information about this group is not available at this time.

**Winter Visitors** - One other segment of the Yuma community that has specialized housing needs is the region's seasonal, winter visitors. This group, in addition to the agricultural workers and homeless discussed above, come to stay in the Yuma area during the winter months. As a result, they need local housing for a period of a few weeks to several months. According to the May 2000 Yuma Winter Visitor Study, during the 1999-2000 winter season there were 89,900 winter visitors in the area. Many of these visitors bring their own housing in the form of recreational vehicles (RV) and stay at local RV parks, or stay in park model and manufactured homes. Many of these mobile and manufactured homes are seasonal homes, which is apparent by the comparably large number of seasonal homes that were identified in the 2010 U.S. Census (5,151 units, or approximately 13.3 percent of the City's total units). Some visitors, especially those only staying for a short period, rely on the City's hotels and motels for housing, and a smaller number of winter visitors stay in houses, apartments, and on public lands.

#### **DEFINITION OF QUALITY HOUSING**

Safe, decent, sanitary, and affordable housing for all residents is the primary housing goal of the City of Yuma. The City's definition of what quality housing means in Yuma combines local conditions with state and federal standards. This establishes a housing standard that the City will strive to achieve through implementation of its housing programs, as well as other City actions.

The most important characteristics of quality housing relate to basic life, health, and safety needs. Quality housing should provide adequate protection from the environment, be well maintained, and be energy efficient. It should be free from hazards such as lead paint and unsafe

construction, and should provide necessary utilities, such as water, sewer, and gas/electricity. Quality housing should also be an adequate size. The Census Bureau standard is having no more than one person living per room (excluding kitchens, bathrooms, hallways, and porches), so that the household is not living in overcrowded conditions. In addition, quality housing should be affordable, so that the household does not experience a cost burden (paying over 30 percent of their gross income for housing costs). All of these factors are discussed in this Housing Element, the supporting documents, and/or within the City’s Consolidated Plan, Analysis of Impediments to Fair Housing Choice, and other General Plan Elements. Programs are identified within these various documents to encourage quality housing.

Neighborhood and community conditions also contribute to quality of housing. These include: access to public transportation, vehicle and pedestrian access, adequate street lighting, off-street parking, and open space/park facilities. As discussed later in the Housing Element, public transportation plays an indirect role in housing choice by allowing people who cannot afford or are unable to use a private vehicle to access needed employment and services. Adequate sidewalks and streets, as well as street lighting, allow residents to travel safely from home to work, shopping, and recreation.

Inadequate off-street parking affects neighborhood conditions by forcing people to park on-street or within front yards. Minimum off-street parking requirements are defined by the City in its Zoning Ordinance. Older units may not have adequate off-street parking, either because they were not built to code, or the code existing at time of construction required fewer parking spaces. Overcrowding of housing units often results in more cars than the available off-street parking spaces. Alleviating overcrowding and code enforcement are the best means to address off-street parking issues. Shaded off-street parking is also a concern in Yuma due to extreme summer heat. The market generally provides for shaded parking for new residential units, but shaded parking is not currently required by City regulations.

Finally, provision of adequate open space/park facilities for recreational purposes is another factor that contributes to overall quality of housing. On-site recreational facilities for multi-family and mobile home park housing projects are important to provide recreational opportunities in-lieu of private yards. Public parks provide recreational opportunities for all residents of Yuma. The Parks, Recreation, and Open Space Element addresses the need for adequate recreational facilities within the community.

An understanding of current population and housing trends is important when designing a comprehensive housing strategy to address issues within the community and provide quality housing, as defined above. The following sections provide a discussion of these trends.

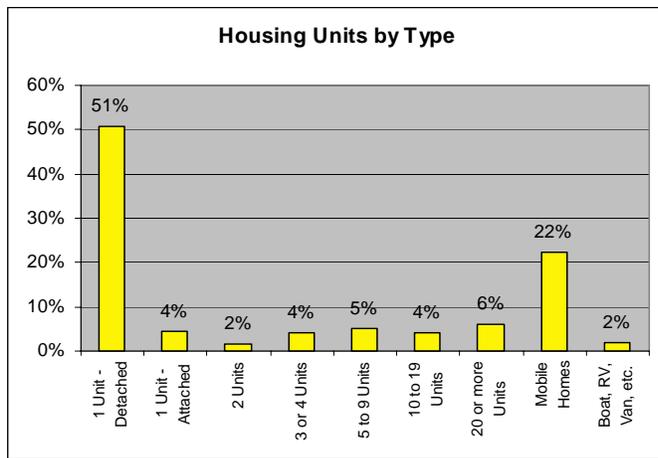
<b>Housing Units</b>	<b>2000</b>	<b>2010</b>
Yuma	34,475	38,626
Yuma County	74,140	87,850
Arizona	2,189,189	2,844,526

Source: U.S. Census Bureau, U.S. Census (2000, 2010)

## HOUSING STOCK CHARACTERISTICS

The following section addresses housing conditions and characteristics that affect the quality of life of Yuma residents. These factors include: 1) housing type and tenure; 2) affordability; 3) age and condition of housing units; and 4) overcrowding and cost burden.

**Type and Tenure** - The number of housing units in Yuma grew almost 12 percent between 2000 and 2010. According to the 2008 American Community Survey, single-family homes comprise the greatest percentage of units within the community (50.6 percent). With most of the building permits being issued for single-family homes, this pattern is expected to persist. Manufactured and mobile homes comprise the next largest percentage of housing in Yuma (22.2 percent).



Source: U.S. Census Bureau, American Community Survey (2008)

Additionally, because of the recession and changes made by the banking industry, many individuals who before (pre-2008) could qualify for a home loan, now do not.

**Affordability** – Housing affordability is commonly defined in terms of the proportion of household income that is used to pay housing costs. Housing is “affordable” if no more than 30 percent of a household’s gross monthly income is needed for rent or mortgage payments and utilities. When the proportion of household income needed to pay housing costs exceeds 30 percent, a household is considered “cost burdened”.

According to the 2008 American Community Survey approximately 34 percent of all households in Yuma were paying in excess of 30 percent of their income towards housing costs, thus experiencing a housing cost burden. Housing programs generally focus on assisting low to moderate income populations. Assistance commonly includes housing vouchers for market-rate rents, public housing units with rents income-dependent, and homeownership assistance programs. The City of Yuma, as well as other organizations, provides housing assistance through these types of housing programs.

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The Housing Authority of the City of Yuma (HACY) owns and manages over 235 affordable units, and also manages a 30-unit project for the elderly and a 36-unit Low Income Housing Tax Credit project in the Carver Park neighborhood. HACY is also responsible for the administration of the Section 8 rental assistance program in Yuma, with a total of 1,122 Section 8 vouchers and over 2,000 on a waiting list.

HACY administers a Family Self Sufficiency Program (FSS). There are currently approximately 232 active Family Self Sufficiency Participants. In 2007 the program assisted 18 families in their effort to become homeowners through guidance, education and training, and the provision/leverage of down-payment assistance. HACY's FSS Program is one of the largest and most successful in the Southwest.

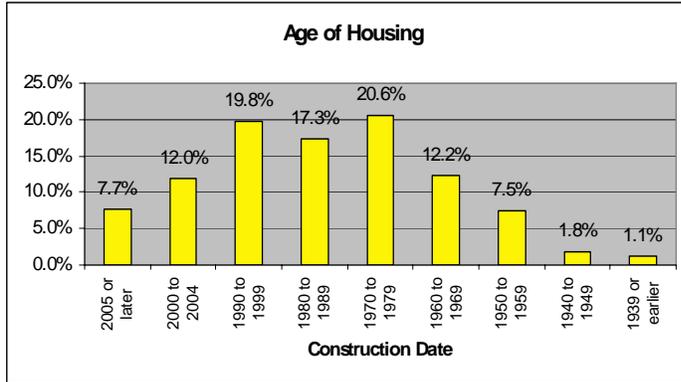
Other affordable housing projects in the City include twelve Low Income Housing Tax Credit (LIHTC) projects (ten operational, one under construction, and one in the planning stage), two elderly projects, two projects from the expiring Section 8 Contracts, one farmworker housing project, and one public housing project. Most of these projects are managed by HACY, Housing America Corp, the EXCEL Group, private management companies or other non-profit organizations that provide additional services. Combined, approximately 2,141 housing units (constructed) are deed-restricted as housing affordable to lower income households in Yuma. In addition to affordable housing produced with public subsidies and deed-restricted for occupancy by lower income households, the private market also produces some affordable housing. Based on housing data provided in the Consolidated Plan (2011), approximately 48 percent of the rental units and 23 percent of the ownership units in Yuma were available at prices affordable to lower-income households. However, a mismatch between affordability level and income of the occupant often exists (i.e. higher income households living in apartments with rents lower than they can actually afford), forcing lower income households to overpay for housing or to live in overcrowded conditions. Only units with occupancy restrictions or affordability controls can guarantee their availability to lower income households.



La Mirada, an 80-unit Low Income Housing Tax Credit project, was constructed in 2000.

Based on discussions with local developers and service agencies, with the cost of land and other development costs, it is difficult to construct market-rate housing in Yuma affordable to moderate-income households, and extremely difficult, if not impossible, to construct housing affordable to low- and very-low income households without government assistance. As a result, without assistance, the private market will not provide many units affordable to lower income households in the future. Upper-income households will generally be able to afford the new market-rate housing produced in the community.

**Age and Condition** - Typically housing units over 30 years old are likely to have rehabilitation needs, which may include new plumbing, roof repairs, foundation work, and other repairs. If not maintained, housing can deteriorate over time, which can depress property values, discourage reinvestment, and impact the quality of life in a neighborhood.



Source: U.S. Census Bureau, American Community Survey (2008)

According to the 2008 American Community Survey, approximately 43 percent of the housing units in Yuma were constructed before 1980. An additional 17 percent are between 20 and 30 years old, and may require substantial repairs during the next 10 years.

**Overcrowding and Cost Burden**

Overcrowding affected 6.6 percent of all households in 2008. For certain sub-populations in Yuma overcrowding was a serious problem. Often large family households (five or more members) live in overcrowded conditions and the incidence of

overcrowding increased for large family renters. Additionally, lower income and renter households experience a higher rate of overcrowding than owner households.

Approximately 34 percent of all households in Yuma were paying in excess of 30 percent of their income towards housing costs, thus experiencing a housing cost burden. Renter and lower income households had the highest incidence of cost burden. The exception is seniors who do have lower, fixed incomes, but many own their homes and have already paid off the mortgage. According to the housing data provided by the 2008 American Community Survey, approximately 47 percent of the renter households and 31 percent of the owner households experience a housing cost burden.

<b>Estimated 2008 Households with Housing Cost Burden</b>	
<b>Owner Households</b>	
With a Mortgage	
- 30 to 34.9 percent of Income	1,144
- 35 percent or more of Income	3,051
Without a Mortgage	
- 30 to 34.9 percent of Income	331
- 35 percent or more of Income	1,087
<b>Total</b>	<b>5,613</b>
<b>Renter Households</b>	
- 30 to 34.9 percent of Income	1,347
- 35 percent or more of Income	5,348
<b>Total</b>	<b>6,695</b>

Source: American Community Survey (2008)

Based on typical mortgage assumptions and average housing prices in Yuma, extremely low- and low-income households (earning less than 30 percent and 50 percent of the county median family income, respectively) cannot afford to buy or rent an adequately sized home without assuming a cost burden in excess of 30 percent of the monthly income.

Moderate-income and middle-income households are better able to afford adequately sized rental units. Large moderate-income households may be able to afford a lower priced home, while smaller moderate-income households would not be able to afford to purchase a home. Larger middle-income households are able to afford condominiums and

smaller or older homes. While large middle- and moderate-income households may be able to afford a smaller or older home or condominium, high maintenance costs are typically associated with older units, which may result in additional cost burdens for the household. The alternative would be to purchase a smaller unit, which could result in the overcrowding of larger households.

Median income households are also able to afford adequate sized rental units, and are generally able to afford adequately sized condominiums and houses. As the household's income increases, the ability to afford market-rate housing also increases.

## EVALUATION AND ANALYSIS

### FUTURE HOUSING NEED

**Projected Growth** - Providing an estimate on the future housing growth and need in a community allows the City to strategically plan for its limited financial and staff resources.

Based on the City's recent records, building permits averaged 231 single-family homes, 47 multi-family units, and 115 mobile homes annually over the past four years (2007 through 2010).

Using a variety of data sources, the City population is projected to increase by 18 percent total and the housing stock by 10 percent between 2010 and 2015. Using these same assumptions, the City population is projected to reach 110,051 persons and the housing stock to reach 42,467 units in 2015. By 2020, the population is projected to reach 119,464 persons and the housing stock to reach 46,308 units (see Table 1 below). Growth for both time periods will be due to development within the current City limits, as well as annexation of land as property owners request annexation into the City.

<b>Table 1: Projections for 2015 and 2020</b>				
	<b>2000 Census</b>	<b>2010 Census</b>	<b>2015 Projection</b>	<b>2020 Projection</b>
Population	77,515	93,064	110,051	119,464
Housing	34,475	38,626	42,467	46,308

U.S. Census Bureau, U.S. Census (2000, 2010), Arizona Department of Economic Security (2006), and City of Yuma Building Permit Data (2011).

**Characteristics of Future Housing Stock and Households** - As shown in the 2010 U.S. Census, 73 percent of the households in Yuma are family households, 22 percent are single-person households and 5 percent are other non-family households. Based on building permit data, multi-family and mobile homes represented approximately 30 percent of the building permits issued over the past ten years and the remaining 70 percent represented single-family detached and attached homes. This is a lower proportion of medium and high density development than the

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current land use plan designates, which identifies 48 percent of the 96,542 total build-out units to be accommodated in the Medium and High Density Residential categories. This pattern is indicative of the future demographic shifts, and the composition of the City's housing stock is expected to gradually shift to a higher proportion of multi-family homes which currently represents only 20.9 percent of the housing stock.

Unfortunately, many Yuma residents are unable to afford to purchase their own home, as discussed below, and depend on rental housing to provide affordable housing opportunities. As a result, multi-family housing will continue to be an important segment of the housing stock, providing affordable housing to lower income households, persons living alone, small families, seniors, and military personnel.

#### **CONSTRAINTS AND BARRIERS TO ADEQUATE AFFORDABLE HOUSING**

The following is a general discussion of the constraints and barriers affecting the availability of adequate affordable housing in Yuma. The City's Analysis of Impediments to Fair Housing Choice and Consolidated Plan examine the following issues in greater detail.

***Market Constraints*** - The cost and availability of land, the cost of construction, and market financing are all factors that contribute to the cost of housing and can potentially hinder affordable housing production. These costs are largely influenced by market conditions and local jurisdictions have very little influence over these potential constraints. However, a jurisdiction can help mitigate these constraints using policies and programs such as homebuyer assistance, and affordable housing gap financing and incentives.

***Construction and Land Costs*** - A major component associated with the cost of constructing a new housing unit is the cost of building materials and labor, which can comprise 50 to 60 percent of the sales price. Single-family homes typically cost more to construct on a per square foot basis than multi-family housing. Though construction costs contribute a large component of the total development cost of a project, these costs are fairly consistent throughout the industry within a climatic region and do not constitute an actual constraint on housing production in Yuma. The reason construction costs are generally consistent within a climatic region, such as the southern portion of Arizona, is because housing with the same level of amenities will be constructed with similar materials to meet regional climatic needs, such as heat, cold, or rain. Labor costs may vary between regions or metropolitan areas, such as between rural and urban areas, though labor costs in Yuma will be similar to other jurisdictions within the region (Yuma County and surrounding Community) that provide competition to attract Yuma residents since they are within the same economic market.

The availability and associated cost of land are typically more significant factors affecting housing construction. The main determinants of land value are location, zoning, and size, as well as supply and demand.

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Programs that assist with the cost of land and construction can increase the affordability of both rental and for-sale homes.

*Illegal Landlord Actions* - Despite federal and state laws that protect equal housing opportunities, many landlords continue unfair practices such as illegal evictions, poor maintenance of buildings, and discrimination based upon a person's race, ethnicity, or other characteristics. Often those most vulnerable to illegal actions are lower income and do not have the resources or education to do anything. Many are also afraid to file complaints to the authorities in fear that they will not be able to find other accommodations if they lose their current home or they may have reasons to want to avoid authorities, such as working in the country illegally. Fair housing issues are addressed in more detail in the City's Analysis of Impediments to Fair Housing Choice.

To address fair housing issues in Yuma, the City has adopted a Fair Housing Outreach and Education Strategy. The City has contracted with Community Legal Services to implement a fair housing outreach and educational program to assist those susceptible to illegal landlord practices.

*Financing Costs* - The cost of borrowing money for the purchase of a home has a significant impact on housing affordability. Fluctuations in mortgage interest rates influence the number of potential homebuyers who are able to enter and stay in the homeownership market. Mortgage interest rates are influenced by economic conditions, bank and lending institution practices, and policies at the national level, over which local jurisdictions have little control.

Government insured loan programs, such as the Federal Housing Authority, offer lower interest rates, reduced down payment, and/or reduced mortgage insurance for lower income households. Government-backed loans have a higher approval rate for Yuma residents compared to conventional loans, particularly for lower income households.

The housing crisis beginning in 2007 is associated with poor financial practices of lending institutions such as offering high risk borrower's large mortgage loans at higher, adjustable interest rates. According to author and professor William H. Lucy, homeownership rates increased from 64 to 66 percent in the 1960's through the 1990's to 71.4 percent in the late 2000's. While subprime lending increased homeownership rates within a short time the foreclosure rates also increased. Many of the households receiving subprime mortgages simply could not afford the growing mortgage payments and having little equity in their homes eventually resulted in foreclosure on the properties. Additionally, housing values were increasing at a much faster rate than income, particularly in Arizona. According to the Arizona Department of Housing, between 2000 and 2008 housing values increased by 70.7 percent and median family income only increased by 22.4 percent. As foreclosures started to increase, others' home values decreased to a lower value than the mortgage owed, resulting in many homeowners being 'under water'

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(owing more than the value of the home). The concept of homeownership as a safe investment has changed as this housing crisis resembles the stock market volatility. Mortgage lending has since tightened and housing construction has nearly stopped.

The question of whether the single-family homes that have been built will meet future demands/needs is an important one as we move forward. Demographic shifts will dictate what type of housing is needed. The aging population and empty-nesters want smaller lots, affordable homes, and walkable Community. The traditional subdivision tracts do not provide for these demands. Additionally, many adults are having fewer or no children and have similar housing needs.

Lending institutions are subject to the Community Reinvestment Act (CRA). CRA is intended to encourage regulated financial institutions to help meet the credit needs of the entire community, including low and moderate-income neighborhoods, and eradicate the practice of red-lining (not lending within specific areas, such as lower income neighborhoods or neighborhoods with high minority concentrations). Depending on the type of institution and total assets, a lender may be examined by different supervising agencies for its CRA performance.

The City's Fair Housing Outreach and Education Strategy also ensures that residents looking to purchase a home in Yuma are aware of their fair housing rights. Additionally, in order to advance homeownership, microbusiness opportunities, and education assistance among all households, particularly lower income households, Yuma Neighborhood Development Organization (YNDO) uses an Individual Development Account (IDA) program. With regard to homeownership opportunities the IDA requires that an individual deposit money into an account for six months and meet a savings goal as well as other goals, such as homebuyer counseling, then that amount is matched with grant funding for a down payment on a home.

**Governmental Constraints** - Local policies and regulations can impact the price and availability of housing in a community. Land use controls, building codes, site improvements, fees, and other exactions required of developers, local development processing and permit procedures, and other issues also represent constraints to housing production, maintenance, and improvements.

*Land Use Controls* - Land use controls can impact the rate and cost of residential development in a number of ways. The two primary land use controls affecting residential development in Yuma are the Land Use Element and the Yuma Zoning Ordinance. The Land Use Element establishes the overall character and development of the community, and identifies a range of permitted residential and nonresidential development, including maximum permitted development intensity throughout the City and planning area. The Zoning Ordinance covers zoning for all properties within the City limits. While some properties within the City are not zoned in accordance with the corresponding

General Plan Land Use designation, all new rezoning must be in compliance with the General Plan designation.

Housing supply and costs are affected by the amount of land designated for residential use and the density at which development is permitted. The Land Use Element identifies the location and density/intensity of development within Yuma. Table 2 (below) depicts the various General Plan land use categories that allow residential uses. Limited residential development is also allowed in the Resort, Recreation & Open Space and Agricultural land use categories. Additional information on the various land uses is contained in the Land Use Element – Chapter 2.

<b>Land Use Category</b>	<b>Allowable Residential Density (dwelling units/acre)</b>
Rural Density Residential	0.2 – 2
Suburban Density Residential	0.5 – 3
Low Density Residential	1 – 4.9
Medium Density Residential	5 – 12.9
High Density Residential	13 – 18
Mixed Use	5 – 10

The City has limited new residential development within areas subject to environmental and safety hazards. Yuma is subject to flooding along the Colorado River and the East Main Canal. Residential development along these areas is limited and subject to strict engineering standards. Residential development is also excluded in areas subject to the noise and safety zones associated with the Marine Corps Air Station/Yuma International Airport. This exclusion reduces the potential for houses to be built in areas that would expose residents to health and safety hazards.

*Residential Development Standards* - The Yuma Zoning Ordinance provides for the following residential zones:

- Suburban Ranch Districts (SR-1, SR-2, SR-3, and SR-4)
- Residential Estate Districts (RE-12, RE-18, and RE-35)
- Low Density Residential Districts (R-1-5, R-1-6, R-1-8, R-1-12, R-1-20, and R-1-40)
- Medium Density Residential District (R-2, R-2-5)
- High Density Residential District (R-3)
- Residence-Manufactured Housing District (R-MH)
- Recreation Vehicle Subdivision
- Manufactured Housing Subdivision District (MHS)
- Manufactured Housing Park District (MHP)

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Residential uses are also allowed in limited amounts in some of the non-residential districts such as the Transitional District (TR) and Old Town (OT).

Yuma's development standards and regulations strive to provide a diverse range of housing types in the community while preserving the character and quality of the community. While the City allows for a diversity of housing, local market preference overwhelmingly supports single-family and mobile homes/manufactured housing.

The Zoning Ordinance provides specific standards for the use of land, buildings, and structures under City jurisdiction, as well as specific limitation on the development of land (e.g., lot size, building setbacks, lot coverage height limits, landscaping and irrigation, and parking requirements).

Development standards are established to ensure quality housing and to protect public health and safety. However, strict development standards also raise development costs. For example, large minimum lot size or unit size, low permitted development densities, or large parking or open space requirements, all raise the per unit land cost, which is translated to high sale price or rent. Often, regulatory and financial incentives are required to encourage the development of housing affordable to lower and moderate-income households. The City will continue to evaluate the impacts of City development standards on the provision of housing in Yuma and identify programs to remove impediments through the Consolidated Plan and Analysis of Impediments to Fair Housing Choice planning process.

The City should consider developing a strategy to promote the provision of affordable units in market rate housing projects. The strategy could be a mixture of incentives and requirements. Incentives may include a reduction in fees, priority processing, assistance with the provision of infrastructure and site improvements, reduction of zoning requirements such as parking and landscaping requirements, and/or increased allowable density. Additionally, incentives to encourage residential mixed-use development in targeted growth areas should also be evaluated. Currently, the City has a Smart Growth Overlay zoning district that promotes compact, pedestrian-friendly development with a mix of land uses and housing types, but the specific incentives will need to be analyzed for appropriateness to the City and for financial feasibility to the development community.

In addition to providing incentives to developers, the affordable housing strategy may also include requirements, such as reserving a percentage of new market-rate housing units for sale or rental to lower income households (commonly known as an inclusionary housing ordinance). Some of the benefits of an inclusionary housing ordinance include committing developers to provide affordable housing, as well as ensuring that affordable housing is provided throughout the community. Some negative aspects related to inclusionary housing ordinances include

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potentially increasing the cost of the market-rate units and discouraging developers from building in Yuma.

Prior to adopting an affordable housing strategy, the City will need to complete a feasibility study of the proposal to ensure that developers and purchasers of market-rate units will not be unduly constrained and that the community will not be negatively impacted. Developers should also be consulted to identify which incentives will be most useful and promote the maximum amount of affordable housing. Based on the feasibility study, the housing strategy should be designed to mitigate potential impacts associated with development requirements and incentives.

*Provisions for a Variety of Housing Types* - Yuma allows for a variety of residential uses including:

- Single-Family Site Built Homes
- Manufactured Homes
- Duplexes
- Multi-Family Units
- Mobile Homes
- Recreational Vehicle Parks
- Residential Care Facilities
- Nursing and Personal Care Facilities
- Rooming and Boarding Houses

The Zoning Ordinance identifies allowable residential uses for the various zones. The City will continue to evaluate its Zoning Ordinance through its Analysis of Impediments to Fair Housing Choice process to ensure that adequate housing is provided to all segments of the community, including the special needs groups identified earlier. The City also assists with programs such as first-time homebuyers assistance, developing skills in future homeowners, providing funding for transitional housing and modifying housing for elderly and disabled homeowners. While during the last 20 years there has been a relatively large increase in the number of seasonal use homes in Yuma, the City should consider monitoring the housing needs of the community's winter visitors to ensure that adequate housing opportunities, including RV parks, mobile homes, multi-family homes, and hotel/motel facilities, are available to meet the market demand.

*Building Codes and Enforcement* - The City is dedicated to using nationally accepted codes for safe housing construction and has adopted the 2003 International Residential Code, effective August 2005 [Ordinance O2005-49: Residential Building Code]. The code addresses conditions specific to the Yuma area, including earthquake risks and high wind conditions. The City has also adopted the 2003 International Property Maintenance Code, 2003 International Building Code, 2006 International Mechanical Code, 2008 National Electric Code, and 2006 International Plumbing Code as minimum construction standards. The City's Building Safety Division enforces these codes. While the enforcement of these codes may increase construction costs, they also

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result in safer housing, lower insurance premiums, and less frequent maintenance.

Some homeowners are unable to maintain their homes in a manner consistent with City codes. As a result, the City and other organizations provide assistance to rehabilitate housing units to meet health and safety standards. Those programs are identified later in this chapter (see Substandard Housing).

*Governmental Fees and Development Requirements* - As part of the development process, the City has adopted fees and development requirements for approval of new residential development. While these fees and requirements provide needed facilities and infrastructure that the City may not otherwise be able to provide, they do create additional cost burdens for new development. Nonprofit housing developers face particular financial challenges in making an affordable housing development financially feasible when such fees and requirements add substantially to the per-unit cost.

The City adopted a Development Fee Ordinance in August, 2005 (O2005-74) and updated the fee schedule in 2007 (O2007-28) for all new development in the City. A comparison of Yuma to other similar Community with regard to development fees found Yuma's fees are less than the state's average. Based on a hypothetical 1,500 square foot single-family house, Yuma's fees were \$5,920, Tucson's fees were \$6,178, and Casa Grande's fees were \$6,632. While Yuma's fees are less than the state's average, the fees nonetheless increase the cost of development.

The City supports the Yuma Neighborhood Development Organization (YNDO) that administers a Government Fee Reduction Program to reduce the cost of new homes in designated revitalization areas, which currently include the Carver Park and Yuma High areas. The program pays for a maximum of \$12,000 per home for water and sewer fees, and the City of Yuma waives the building permit fees. However, the funds for the program cannot be used for development fees. The Carver Park Neighborhood Revitalization Plan was adopted in 2000 and has been very successful, receiving a Make-a-Difference Day National Award and recognition of excellence from the U.S. Department of Housing and Urban Development. The Yuma High Neighborhood Revitalization Plan was adopted in July, 2009 and is early in its implementation. Additionally, the City's Development Fee Ordinance does provide a full or partial exemption for affordable housing and for infill development in City Council approved redevelopment plan areas. The City should explore a Development Fee Reduction Program for other types of infill developments, thereby providing incentives to build housing in areas where infrastructure and community amenities already exist. The City will continue to monitor its fees and development requirements through the Analysis of Impediments to Fair Housing Choice planning process to ensure that they are reasonable. Through the same process, the City will also continue to review the impact of other development requirements on

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the affordability of housing to determine if additional programs or incentives are required to reduce the impact of City regulations on housing affordability.

The time required for governmental review of a development proposal also adds to the cost of the project since additional time means additional financing costs. Nonprofit housing developers have particularly limited financial means to accommodate the holding costs if the development review process is overextended. To streamline the review process, the City offers pre-development meetings to applicants to help identify issues early in the development process. Identification of issues during early stages allows the applicant to design a project that better meets City regulations and requires fewer modifications. Compared with other jurisdictions of similar size in Arizona, the City of Yuma has a very short project review timeline.

**Substandard Housing** - As was discussed previously, 43% of the housing in the City is over 30 years of age, requiring ongoing maintenance. Based on the housing condition survey, more than 15 percent of the units require minor repairs and 17 percent require moderate and substantial repairs.

Many homeowners and landlords are unable to pay for needed maintenance. While some landlords are able to afford ongoing maintenance, they may not have the financial motivation to provide the more expensive repairs, such as roof replacement, re-insulation of attics, or replacement of all windows to dual-pane.

Many of the units that require maintenance provide affordable housing opportunities for lower income households, especially small apartment complexes, and mobile homes. The City is working to preserve the existing housing stock through low and moderate-income rehabilitation programs such as the minor rehabilitation and emergency home repair (\$10,000 maximum deferred loan), major home rehabilitation (maximum \$45,000 deferred/subsidized loan), and emergency housing assistance programs. All of these programs allow residents to correct major housing conditions identified in the Housing Condition Survey (e.g., roofing, missing doors and windows, and structural deterioration). The City should analyze the potential expansion of the rehabilitation program to include a program that assists owners of rental units that are unable to afford adequate maintenance.

The Housing Condition Survey identified certain neighborhoods in the City where the neighborhood conditions (e.g. the availability and adequacy of sidewalks, curbs and gutters, and paved streets) do not meet current city standards. The City should identify additional areas to focus for neighborhood revitalization and add those neighborhoods to the city's 10-year Capital Improvement Program (CIP) for infrastructure repairs.

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The City also currently does not have a distressed mobile home park/subdivision and RV park improvement program. Many housing units identified with moderate rehabilitation needs are mobile homes. Some RVs are also being used for permanent occupation and are not well maintained. The City may consider a distressed mobile home park/subdivision and RV park improvement program to specifically target the needs of mobile home owners.

The City adopted a Rental Inspection Ordinance that requires rental properties within approved neighborhood revitalization areas to be reviewed every three years to ensure that the housing units meet housing quality standards and mobile homes spaces are safe and meet health codes. The city should consider expanding this program city-wide.

Requiring the use of higher quality building materials (when legally allowed), both for rehabilitation as well as new construction of assisted affordable units, is another means that is available to the City to ensure that on-going maintenance costs are reduced for lower income households.

To address the issue of poor property maintenance that occurs on individual properties throughout the community, the City has adopted the 2003 International Property Maintenance Code. This ensures that the visual quality of Yuma is maintained and improved. In lower income areas, the possibility of creating improvement districts to provide front yard maintenance should be investigated.

***Employment Opportunities*** - Yuma's economy is heavily based on agriculture and tourism, which offers primarily lower paying, seasonal jobs. Without the ability to move into higher paying, year-round jobs, lower income households that are paying in excess of 30 percent of their income for housing will not be able to improve their standard of living without assistance.

By providing job training programs and expanding the economic base of the community, lower income households would be able to improve their income, thereby reducing the dependence on housing assistance. The Redevelopment Element includes a series of action programs to be implemented to eliminate slums and blight, and target areas for redevelopment. Several organizations in the Yuma area are working with the City to improve the local economy and provide job training, including: Greater Yuma Economic Development Corporation, Chamber of Commerce, Western Arizona Council of Governments, Yuma Convention and Visitor Bureau, Arizona Western College, Yuma Private Industry Council, and Northern Arizona University.

***Public Transportation*** - While the lack of adequate public transportation is not a direct constraint to the provision of affordable housing, it may affect the ability of a transit-dependent person to travel to employment and needed services. If people are unable to travel to their place of employment, their ability to earn an adequate income to pay for housing

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is directly impacted. In other cases, households are forced to spend significant portions of their limited income that should be used for housing costs to purchase and maintain private vehicles. Typically, lower income, disabled, and elderly households are most dependent on public transportation. These are also the households that typically have the most difficulty finding affordable, adequate housing.

Until 1999, the public transit offered in Yuma was limited. Taxis and van services between Yuma and San Luis were offered by private companies. Yuma County Area Transit (YCAT), facilitated by the Yuma Metropolitan Planning Organization (YMPO), fixed-route service began in 2000. YCAT currently has five routes within the metropolitan region that operate Monday through Saturday. The routes serve the Yuma area, as well as the Community of San Luis, Somerton, Wellton, and the Foothills. These bus routes connect to major areas of transportation need such as Arizona Western College (AWC-NAU), the Yuma International Airport, Yuma Regional Medical Center (YRMC), the Marine Corps Air Station (MCAS), a multitude of shopping centers, and places of employment.

Yuma continues to be served by a Dial-a-Ride system operated by Yuma County Area Transit. This service is utilized by residents for transportation to employment, shopping, and other needed services, such as medical appointments. The Transportation Element provides a detailed discussion of future expansion plans for the public transit system.

**Energy Conservation** - For many households, the costs of cooling and heating is a financial burden. For lower-income households, a significant portion of their income goes towards utility bills. In addition, some households, such as those with poor credit, also have the additional cost of a high utility deposit. Several agencies provide assistance to lower-income households experiencing high utility costs, including the Salvation Army, Western Arizona Council of Governments, Crossroads Mission, and the Red Cross. The City does not currently require new development to incorporate energy conservation methods. Due to the summer climate, developers of new residential units do typically include sufficient wall and ceiling insulation, as well as double-pane windows, to meet market demand for energy efficient housing units. In addition to construction materials, building orientation and appropriate use of landscaping can help reduce the energy use necessary to adequately cool a home. The Conservation, Energy & Environmental Element addresses in more detail energy conservation techniques and available programs that encourage energy conservation in residential units. The adoption of an Energy Conservation Code would ensure that all structures were oriented, designed, and constructed more energy efficiently.

## RESOURCES

This section provides a description and analysis of the resources available for development, rehabilitation, and the preservation of housing in Yuma. Discussions include the availability of land, financial, and administrative resources, and the City's neighborhood approach to revitalization. The following discussion focuses on the provision of

housing affordable to lower income households since the market is generally able to provide adequate housing opportunities for upper income households without requiring additional subsidies.

**Housing Production on Identified Sites** - As discussed earlier, Yuma’s plan for residential uses directly affects the affordability of housing within the community. Table 3 (below) reveals the amount of vacant land remaining within the City for each residential Zoning District category. This is vacant lands that already have the residential zoning district and can be developed without going through a rezoning process. As shown, approximately 1,156 acres are zoned for residential development in Yuma. Map 5-1 illustrates where the vacant land for these Zoning District categories are located.

<b>Zoning District Category</b>	<b>Vacant Acreage</b>
Estate Residential	16
Low Density Res.	739
Medium Density Res.	155
High Density Res.	99
Manufactured / Recreational Vehicle	109
Transitional	38
<b>Total</b>	<b>1,156</b>

Table 4 (below) estimates the amount of vacant land remaining within the City for each General Plan category, as well as the expected number of units that could be built on the vacant sites. As shown, approximately 39,341 new units could be built in Yuma. Map 5-2 illustrates where the vacant land for these Land Use categories are located within the City of Yuma. The total number of housing units to be constructed in the future could vary depending on the density of actual development. Additional land may also become available if developers request annexation and land use plan amendments.

<b>General Plan Land Use Category</b>	<b>Expected Density (units/acre)</b>	<b>Vacant Acreage</b>	<b>Expected Units</b>
Rural Density Res.	0.3	1,366	410
Suburban Density Res.	1	262	262
Low Density Res.	3	4,436	13,308
Medium Density Res.	8	2,322	18,576
High Density Res.	15	311	4,665
Mixed Use	5	424	2,120
<b>Total</b>		<b>9,121</b>	<b>39,341</b>

New housing construction in Yuma is occurring mainly on newly subdivided land, as well as on individual in-fill sites. The in-fill projects are beneficial in that they help improve the neighborhoods where they are

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located. The City should identify incentives for developers to encourage mixed-use and in-fill development in targeted areas.

Additionally, allowing accessory dwelling units, or “granny flats”, as accessory uses to existing single-family housing is another infill housing option that the City should research and evaluate. Second units often provide affordable alternatives to apartment living, though issues such as off-street parking, increased density, maintenance, and compatibility with surrounding development need to be addressed prior to allowing accessory dwelling unit development through the Zoning Ordinance.



The Eldorado Condominiums provide an example of higher density residential development.

While the City has over 9,121 acres available for residential development, the majority of this land is designated for lower density residential development. These lower density homes will provide housing opportunities for many of the City’s households. Only 311 vacant acres of high density residential land remain in the City. These are the categories that potentially provide housing, including apartments, condominiums, and mobile home parks, that is affordable to lower income households. The City should continue to monitor its vacant land inventory and Land Use Element to identify appropriate locations for higher density housing, including mobile homes, multi-family, and RV parks. The City could consider increasing the density on properties where affordable housing is provided, as part of a proposed project. Due to the concern of neighbors when increased density is proposed, the City should consider creating an education program, such as an Affordable Housing Guide, to educate the public about what affordable housing is and dispel some of the myths associated with affordable housing.

**Financial Resources** - Yuma uses a range of funding sources to implement its housing strategy. Current funding sources include Community Development Block Grant (CDBG), the Arizona Department of Housing HOME/HTF grant, Section 8 housing vouchers, and the City’s General Fund and Capital Improvement Program budget.

Low Income Housing Tax Credits and Tax-exempt Revenue Bonds are also important funding sources for the construction of affordable housing. Industrial Revenue Bonds have also been used in the past. Other funding sources used by the City and other non-profit housing providers include HOME funds and the State Housing Trust Fund.

While located in a rural setting, directly impacted by agricultural activities, the City of Yuma is considered urban, and does not qualify for rural housing funds through USDA.

The City will continue to explore additional funding opportunities as new programs become available. A more detailed description of available

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funding programs that the City may be able to use is included in the City's Consolidated Plan.

**Administrative Resources** - In addition to City initiated programs, many agencies and organizations working in the Yuma area help provide adequate affordable housing. Many of these organizations are also supported by the City, such as the non-profit Yuma Neighborhood Development Organization (YNDO) that was started with the assistance and support of the City. Other agencies involved in the provision of housing in the community include the HACY, Habitat for Humanity, Crossroads Mission, Housing America Corporation, Salvation Army, Arizona Housing Development Corporation, the EXCEL Group, Serenity House, Community Legal Services, Western Arizona Council of Governments (WACOG), and Catholic Community Services. A more detailed description of these groups is contained in the City's Consolidated Plan. The City will continue to foster strong ties with these organizations and support their activities within the community.

**Neighborhood Revitalization Approach** - Yuma is employing a comprehensive neighborhood revitalization approach for the Carver Park and Yuma High neighborhoods to address a range of issues. These plans address the issues of security and safety, neighborhood appearance, housing, infrastructure, social services, workforce development, and economic development.

The City has brought together a spectrum of organizations and funding to improve the Carver Park and Yuma High areas. For example, a rental unit inspection program was created to ensure that all residential units and mobile homes spaces in approved revitalization areas are maintained at a minimum standard. The YNDO works to acquire real property, assist in the construction of new affordable housing, and assist in the rehabilitation of existing housing. The Arizona Western College also was awarded a Hispanic-Serving Institutions Assisting Community (HSIAC) grant to develop a Community Learning Center in Carver Park to make continuing education more accessible to the community.

The City should evaluate expanding the neighborhood revitalization approach to additional neighborhoods as funding is available. Areas that would be appropriate to target include the central part of the City, south of 16<sup>th</sup> Street, surrounding the Mesa Heights area where concentrated rehabilitation is needed. The neighborhood approach could also be used to help rehabilitate older mobile homes parks and mobile home subdivisions that have problems with delayed maintenance and inadequate infrastructure. The Redevelopment Element addresses in more detail the techniques and available programs that encourage redevelopment in targeted neighborhoods.

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## GOAL, OBJECTIVES AND POLICIES

**Goal 1.0:** Encourage the provision of safe, decent, sanitary, and affordable housing for all residents.

Objective 1.1: Maintain strict development and subdivision standards for quality residential development and balance these standards with aesthetic and cost concerns.

*Policy 1.1.1: The City shall continue to review and update building standards and codes.*

*Policy 1.1.2: The City shall consistently enforce adopted building standards.*

Objective 1.2: Maintain and enhance quality of existing housing.

*Policy 1.2.1: The City shall develop neighborhood strategies that consider resident-driven design standards and that promote neighborhood identity.*

*Policy 1.2.2: The City shall develop strategies for recycling, rehabilitation, or condemnation of housing that does not meet minimum housing code requirements.*

*Policy 1.2.3: The City shall work with citizens to develop formal and informal housing maintenance programs for community improvement.*

Objective 1.3: Encourage a variety of housing types to meet all socioeconomic segments of the population, considering both full time and seasonal residents.

*Policy 1.3.1: The City shall encourage an adequate supply of housing for low- and moderate-income residents.*

*Policy 1.3.2: The City shall encourage a variety of housing types to accommodate the various needs of different socioeconomic groups in the community to meet the Smart Growth Principle of variety and affordability.*

*Policy 1.3.3: The City shall enforce State and Federal fair housing laws to ensure equal housing opportunities to all regardless of race, ethnicity, color, national origin, religion, sex, disability, or familial status.*

*Policy 1.3.4: The City shall develop ways to help mitigate the constraints to housing development through financial and regulatory incentives.*

*Policy 1.3.5: The City shall work with AWC and NAU-Yuma to encourage the location of appropriate sites for student housing.*

*Policy 1.3.6: The City shall expand opportunities for citizens to live in proximity to work and retail, meeting the Smart Growth Principle of a mix of land uses.*

Objective 1.4: Encourage a residential environment that insures energy conservation, noise attenuation, open space, and compatible appearance.

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*Policy 1.4.1: The City shall develop a program to partner with utility companies to develop energy-efficient retrofit programs for homes and businesses.*

*Policy 1.4.2: The City shall develop and update ordinances that pertain to energy conservation, noise attenuation, open space, and compatible appearance.*

*Policy 1.4.3: The City shall consistently enforce ordinances that pertain to energy conservation, noise attenuation, open space, and compatible appearance.*

## ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source
1 – 5 years	Redesignation/Rezoning for Higher Density Residential - Consider rezoning land for higher density residential development to promote additional rental and lower cost ownership options.	CDBG/ Community Development/ Neighborhood Services	General
	Consider creating a public education program, such as an Affordable Housing Guide, to address public concerns regarding increased density and affordable housing.	CDBG/ Neighborhood Services	General
	Fair housing outreach and education - Continue to implement the Fair Housing Outreach and Education Strategy.	Neighborhood Services	CDBG/ General
	Analysis of Impediments to Fair Housing Choice - Continue to update the Analysis of Impediments to Fair Housing Choice and utilize the fair housing planning process to address constraints to housing production.	Neighborhood Services	CDBG/ General
	Foreclosure Homes – Inventory vacant foreclosed homes. Develop programs to ensure economic health of neighborhoods with vacant houses that target ill-kept units and yards.	Community Development/ Neighborhood Services/ Police	General
	Energy efficient ordinance - Research and evaluate an ordinance to provide incentives and standards for the provision of energy efficient building practices for all new development.	Community Development	General
	First-time homebuyers program - Continue to provide assistance to first-time, low-income homebuyers and expand to others first-time homebuyers.	Neighborhood Services	CDBG/ General
	Winter Visitors - Consider monitoring the housing needs of the community's winter visitors to ensure that adequate housing opportunities are provided.	Community Development	General

1 – 5 years cont.	Infill development program – Develop a program to reduce development costs and create incentives (impact fees or other government fees) for infill development projects. Incentives can target mixed-use development, accessory dwelling units, and in-fill within target neighborhoods.	Community Development	General
	Residential text amendments - Consider amending the zoning code to allow broader options for granny-flats as an alternative for the aging or disabled population.	Community Development	General
	Government Fee Reduction Program - Continue to implement the program to reduce the costs of new homes and rental units for low-income households.	Neighborhood Services	CDBG/ General
	Housing rehabilitation - Continue to provide emergency repair, major home repair, and major home rehabilitation loans to low and moderate income households and consider implementing a rental rehabilitation program.	Neighborhood Services	CDBG/ HOME
	Code enforcement - Continue to enforce the City's codes and policies related to public health and safety.	Community Development/ Neighborhood Services	CDBG/ General
	Distressed mobile home and RV park improvement program - Consider adopting an improvement program to target distressed mobile home parks and subdivisions and RV parks to provide rehabilitation assistance that meets the needs of mobile home and RV owners.	Community Development/ Neighborhood Services	General
	Property maintenance - Consider adopting a property maintenance ordinance and creating improvement districts to maintain and improve the visual appearance of the community.	Neighborhood Services/ Community Development	General

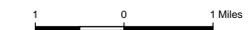
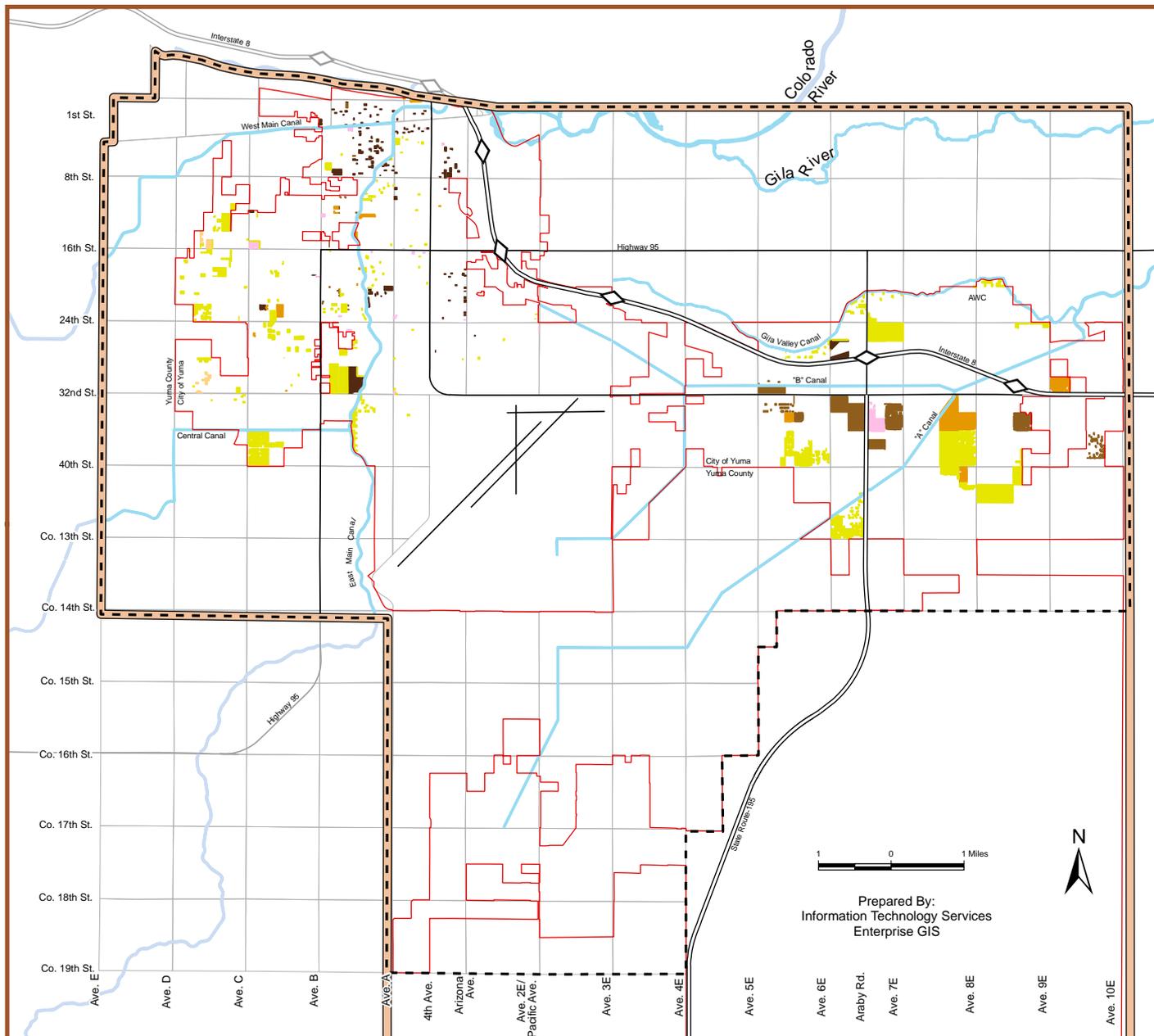
1 – 5 years cont.	Neighborhood revitalization – Research and evaluate a requirement of developers to build a percentage of homes within identified redevelopment areas if that developer is building on the edge of the city limits.	Community Development/ Neighborhood Services	General
	Community organizations - Continue to foster strong ties with and support the activities of local organizations that are involved with the provision of affordable housing and services.	Neighborhood Services	General
6 + years	Neighborhood revitalization - Consider expanding the neighborhood revitalization approached applied to the Carver Park area to other areas within the community with concentrated rehabilitation needs. Mobile home parks and subdivisions can also be targeted for revitalization.	Neighborhood Services	CDBG
	Affordable Housing Strategy - Consider developing an Affordable Housing Strategy that provides incentives to encourage development of affordable units. An inclusionary housing ordinance may be included as part of the strategy. To best design an affordable housing strategy, a feasibility study should be completed and developers consulted.	Community Development/ Neighborhood Services	CDBG/ General
	Rental Inspection Ordinance - Consider expanding rental inspection program Citywide.	Community Development	General
	Persons with special needs and housing for homeless - Implement the City's Continuum of Care program as outlined in the Consolidated Plan, including providing financial support for emergency and transitional housing programs.	Neighborhood Services	CDBG/ General

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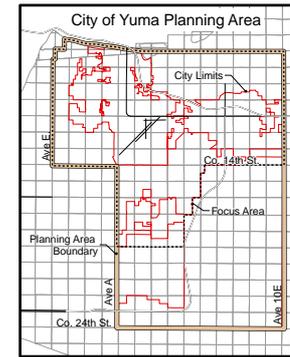


### Vacant Land by Residential Zoning District

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Estate Residential
- Manufactured / Recreational Vehicle
- Transitional
- Focus Area
- Planning Area Boundary



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Information Technology Services  
Enterprise GIS

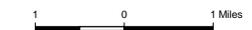
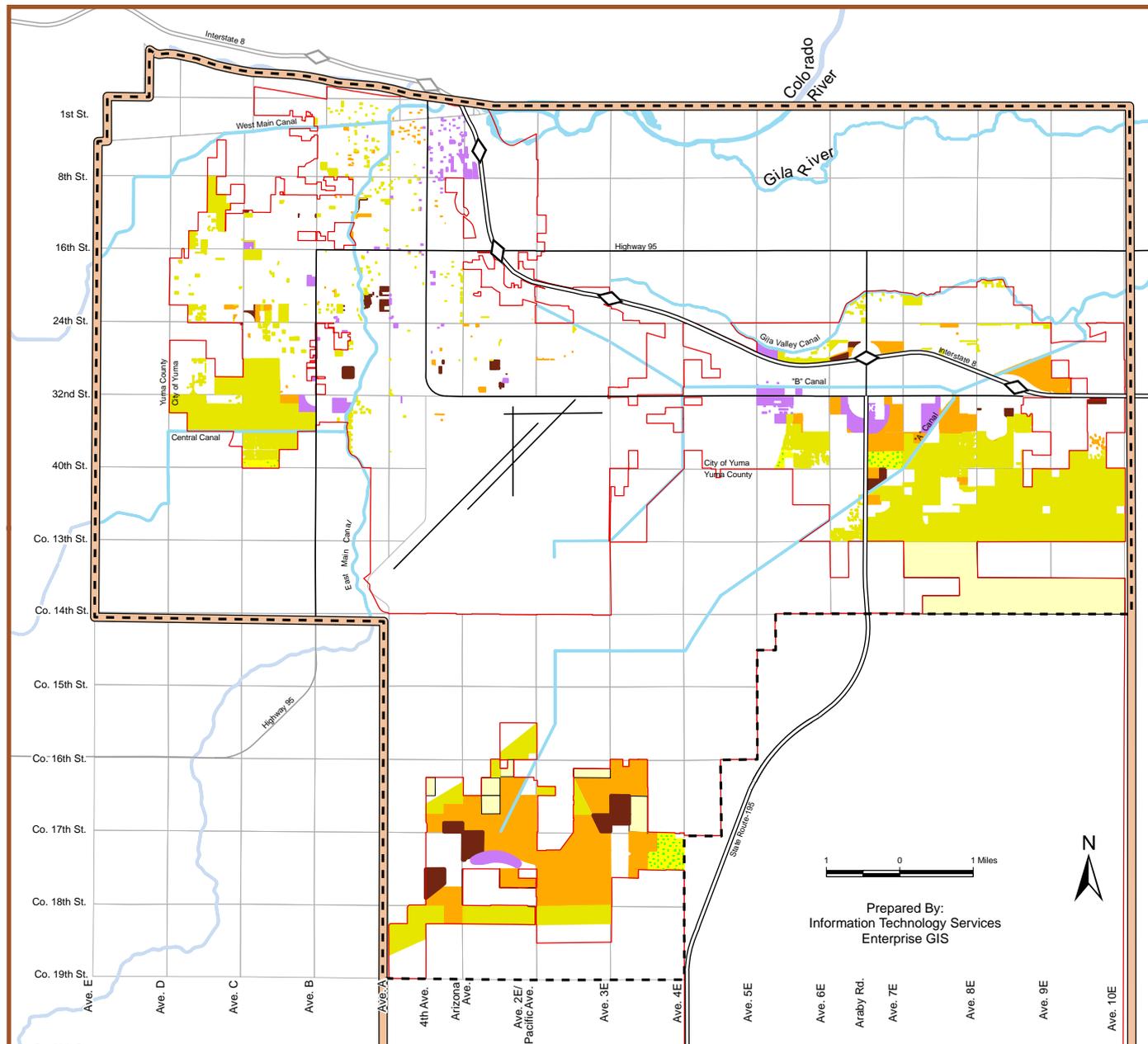


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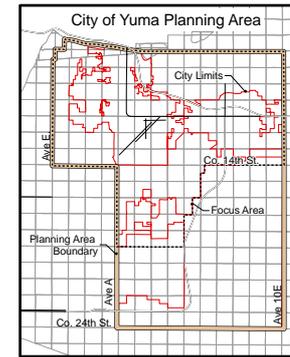


### Vacant Land by GP Residential Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Rural Density Residential
- Suburban Density Residential
- Mixed Use
- Focus Area
- Planning Area Boundary



Prepared By:  
Information Technology Services  
Enterprise GIS



## Housing Element - Vacant Land by General Plan Designation MAP: 5-2

**A.R.S. Section 9-461.05 E.7. – Redevelopment Element**

*A conservation, rehabilitation and redevelopment element consisting of plans and programs for:*

- a. The elimination of slums and blighted areas.*
- b. Community redevelopment, including housing sites, business and industrial sites and public building sites.*
- c. Neighborhood preservation and revitalization.*
- d. Other purposes authorized by law.*

**A.R.S. Section 9-461.05 E.11. – Neighborhood Preservation and Revitalization Element**

*A neighborhood preservation and revitalization element, including:*

- a. A component that identifies city programs that promote home ownership, that provide assistance for improving the appearance of neighborhoods and that promote maintenance of both commercial and residential buildings in neighborhoods.*
- b. A component that identifies city programs that provide for the safety and security of neighborhoods.*

## 6 – REDEVELOPMENT ELEMENT

Yuma is fortunate to have a variety of diverse neighborhoods. Some neighborhoods are a rich mix of building architecture from the 1800's. Some residential neighborhoods are more recent, built during the construction boom that followed the Second World War. Commercial and industrial neighborhoods were also built during the same time period. Since the 2002 General Plan the areas that have seen the most residential construction include homes on the East Mesa and the Yuma Valley. As of the 2010 Census, the city population is 93,064 persons.

Not all neighborhoods in the community have benefited from this rate of growth. In some areas, reduction in land values, building conditions or low income levels have resulted in conditions of decline. In some instances, these conditions are triggered by the vacancy and blight of commercial or industrial buildings. Houses located north of 8th Street along the Union Pacific rail lines and east of 1<sup>st</sup> Avenue, are subject to this type of decline. These were once homes for the employees who worked in the nearby produce coolers. Several of these homes now lie empty because the cooler operations have since relocated further southeast within the City.

Whatever the situation, the City believes in protecting the vitality of all of its neighborhoods. That belief is implemented through public investments into infrastructure like road reconstruction and the provision of sewer service, targeted services (e.g. code enforcement, clean up programs) and financial assistance to homeowners or businesses (e.g. Federal grant programs). Each investment assists in the maintenance and repair of homes or commercial buildings, as well as in the removal of, and prevention of the further spread of, blight and disrepair.

Additionally, clean and attractive neighborhoods are linked to the community's ability to attract new industry and business into the local economy. In the past, the City utilized an Economic Development Policy, which included incentives for companies to invest in redevelopment areas and promote economic welfare.

The Historic North End along Main Street is a great example of an area that can serve as a key piece of the community's economic development strategy by providing facilities, services and amenities for tourists, travelers or conventions.

The bottom line: Strong, vital neighborhoods that assure a vital community, economy and tax base.

Smart Growth Principles aid in the stabilization of neighborhoods' social and economic health. Four Smart Growth Principals identified include:

- 
- Create a range of housing opportunities and choices: Will fulfill the need of all present income levels and allow a variety of architectural design to beautify and add variety to redevelopment areas.
  - Foster distinctive, attractive communities with a strong sense of place: As a focal point, to identify measures to use towards redevelopment areas.
  - Strengthen and direct development towards existing communities: By offering incentives to the developers towards redevelopment areas in the commercial and residential districts of the City.
  - Encourage community and stakeholder collaboration in development decisions: Identify stakeholders who encourage collaboration within the community and create a positive reaction towards redevelopment areas.

## **BACKGROUND AND EXISTING CONDITIONS**

Yuma, like other cities, includes older areas of industrial and commercial development that at one time were very active. Presently, these areas are in decline and are no longer large enough to accommodate modern operations that require off-street parking, merchandise delivery and storage. In the City, these areas are identified along 4<sup>th</sup> Avenue and then continue east of 4<sup>th</sup> Avenue and end at the railroad lines and Arizona Avenue.

Lot and building sizes in the older commercial areas tend to be on the small side resulting in land assembly issues for modern businesses. Code compliance is a general issue with older commercial buildings and sites.

More recent commercial and industrial development is located south of 16<sup>th</sup> Street and west of 4<sup>th</sup> Avenue, or east of Arizona Avenue.

In older residential neighborhoods, houses typically have overwhelming structural, plumbing, electrical or maintenance problems. In Yuma, many of these homes are located north of 16<sup>th</sup> Street, and east of the East Main Canal. Some problem areas are located in the North Yuma Valley with a mixture of older site built homes, mobile homes, trailer parks and apartments (west of the East Main Canal).

The municipal water system located in the City's older neighborhoods is considered adequate for current and future needs. However, occasionally, the system requires upgrades for a new user. The municipal sanitary sewer system is similar in condition. There are cases where sanitary sewer is not available and in its place are septic systems, but these are relatively few in number and affect a small number of homes or businesses.

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The existing roadway system for older areas is considered average to above average quality. Road surfaces are constantly monitored by the Public Works Department and upgrades are based on a computerized maintenance program. Traffic loads are considered below the road capacity of the existing local and collector roads.

Impact fees in the older neighborhoods are low to non-existent. Impact fees for these sites are only collected after a deduction is made for the contributions already made to a site when an earlier project was built.

When the City annexes land around an unincorporated area, the area surrounded by the City Limits is referred to as a "County island". These County islands create sudden changes in road quality, code enforcement standards, provisions for emergency services and other complications for both the City and the County of Yuma. Two examples that demonstrate this issue include the Arizona Avenue island (east of Arizona and north of 16<sup>th</sup> Street) and areas south of 16<sup>th</sup> Street and east of Arizona Avenue. Both reflect these complications. It is the general policy of the City to reduce the number of unincorporated islands through annexation.

Efforts by the City to redevelop areas and safeguard home and business values of its residents and business owners can become difficult. Not all redevelopment tools found in other states are available to cities in Arizona. One such tool is tax increment financing, which can provide a revenue source to put towards areas of redevelopment or historic preservation. Therefore, the City is engaged in finding new ways to promote investment in identified redevelopment properties with its own resources. Limited views on public purposes by the State and the courts also hinder the City's ability to provide assistance to investors in revitalization areas. Even with these obstacles, the City has consistently, and successfully, sought Federal funds for projects. Limited State grant programs are also available to help protect neighborhoods

Deterioration and blight decreases property values, reduces quality of life and increases the risk to public health, safety, and welfare. Blight can lead to illegal activities, dumping grounds and unsafe habitations.

#### EXISTING PROGRAMS

The City of Yuma has taken the initiative to prevent the decline of property values of both residential and commercial properties. Through several programs the City of Yuma promotes the safety and security of its neighborhoods.

In 1995, the Yuma City Council adopted an anti-ugly ordinance to establish and enforce the clean-up of public nuisances throughout the City. This ordinance defines public nuisances and the procedures to mitigate them. The ordinance is a solid platform to promote the health, safety and welfare of the public and is dedicated to the social and economic well-being of its citizens.

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The Graffiti Busters program provides a hot-line to report graffiti on properties city-wide. Volunteers provide assistance by painting over the graffiti.

The City of Yuma has successfully received financial assistance (e.g. Federal grant programs) to be used to help individuals obtain homeownership. Locally, the Yuma Neighborhood Development Organization assists first time homebuyers (income qualified) with an Individual Development Account Program. This program allows for friends and family to contribute funds (e.g. down payment) which are put towards homeownership.

The City of Yuma has two programs that provide home repair assistance to homeowners. One program is called Emergency Housing Repair. It provides assistance to homeowners who are income qualified for roof, window, heating, cooling, electrical, and plumbing repairs. Another program is the Home Improvement Loan Program. This program is specifically directed towards properties in revitalization or low income target areas.

The City of Yuma Police Department offers a Neighborhood Watch program, which begins with a meeting with the Public Affairs Officer and interested residents in any neighborhood. This program promotes how to discourage burglars and other illegal activities, how to provide information about suspicious activities, and it builds a sense of community among neighbors.

The City of Yuma Police Department created the Yuma Crime-Free Multi-Housing Program in 1977, which establishes aid to homeowners and managers to reduce illegal drug activity in their neighborhoods.

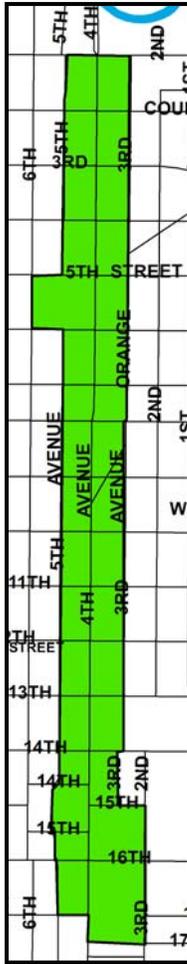
## **EVALUATION AND ANALYSIS**

Because of limited resources, the work to revitalize residential, commercial and industrial neighborhoods requires a focused effort. Identified neighborhoods should demonstrate need, with defined opportunities, and, include positive responses from public and private entities. The following areas meet these criteria and have been identified for more extensive evaluation and planning.

### **4th Avenue Corridor**

Location: Land within one block of 4<sup>th</sup> Avenue, between the Colorado River and 16<sup>th</sup> Street.

The 4<sup>th</sup> Avenue Corridor area includes areas of residential and commercial development. The street frontage is characterized by older buildings near the Colorado River, and large commercial buildings near 16<sup>th</sup> Street. The older section contains a mix of homes, small lots, commercial sites and vacant lots. The northern portion of the 4<sup>th</sup> Avenue Corridor serves as the gateway into the Historic North End area.



4<sup>th</sup> Avenue Corridor

The challenges of the 4<sup>th</sup> Avenue Corridor are the differing condition of properties, irregular lot sizes or buildings mixed in with new sites or buildings. This situation creates an uneven visual appeal of properties and public improvements along a gateway corridor. Opportunities include the purchase and renovation of existing lots, driven by the private market, to take advantage of ideal locations along portions of 4<sup>th</sup> Avenue, and the linkage of commercial sites south of 16<sup>th</sup> Street.

In recent years, the City of Yuma has purchased several properties along the 4<sup>th</sup> Avenue Corridor for the purpose of widening the roadway. This can also provide opportunities for redevelopment. Proper alignment of building setbacks, parking arrangements and landscaping can create a more unified gateway corridor.

The Yuma High Neighborhood Revitalization Plan dated July 1, 2009, incorporates a portion of the 4<sup>th</sup> Avenue Corridor (west-side of 4<sup>th</sup> Avenue from Colorado Street to 6<sup>th</sup> Street).

- No revitalization plan has been created for the remainder of the area



City owned properties within the 4<sup>th</sup> Avenue Corridor



Historic North End Area

**Historic North End**

Location: Bounded by 4<sup>th</sup> Avenue, the Union Pacific Railroad lines, the Colorado River, 8<sup>th</sup> Street.

The Historic North End area is the oldest part of the City, containing numerous historic sites and buildings. Much of the history of the Southwest and the United States is connected to this area because of the ferries and bridges crossing the Colorado River at this natural narrowing of the river.

The City adopted the North End Redevelopment Plan (1983) that called for a mixed-use neighborhood with a government center focus. Several Historic Districts were formed in the 1980's to protect the adobe structures, commercial buildings and homes of this unique historic area. However, new construction did not occur until the mid 1990's. In 1995, City Planning staff proposed major changes to the

zoning and development standards. Adopted by City Council, these new standards encouraged mixed-use developments, zero-lot line construction and other design elements that promote private investment while maintaining the character of the area.

In 1996, the City funded a project to create the Vision 20/20 Plan for the Historic North End area. This successful effort fostered interest and confidence in the private sector and began a series of property sales from the City to private companies. One example includes the sale of the Old Post Office to the Gowan Company, who renovated the building to be the location of their corporate headquarters.

In 2010, the City of Yuma drafted the Historic North End Corridor Plan as a Main Street Renewal Project. The plan will serve as a guide to preserve the historical integrity of the area and make appropriate land use design and development decisions. The plan will also promote appropriate projects through the use of economic incentives.

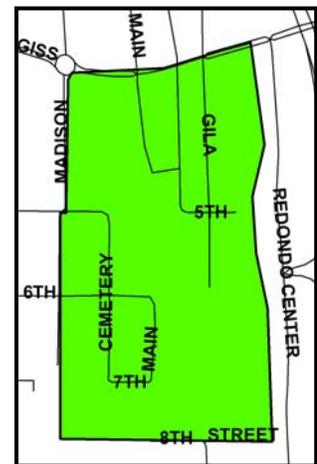
**Old Town - South:**

Location: South of Giss Parkway and east of Madison Avenue.

This sub-area of Old Town includes an abandoned railroad roundtable site, industrial and warehousing buildings (many formerly serving rail related traffic), and some housing and vacant properties. The site is widely perceived as a "Brownfield" site with environmental problems. However, grant funded studies demonstrate that the site remains developable with minimal issues. This area has the potential to develop due to its close proximity to the Giss Parkway/Interstate 8 interchange and marketable adjacent properties north of Giss Parkway.

Challenges in this area include irregular land subdivisions, poor road access, difficult access to utilities and moderate to low property values. Conflicts between the emerging tourist and commercial uses north of Giss Parkway may occur in the future. Opportunities include the conversion of abandoned sites into high density residential and valuable mixed-use projects. Such projects could include tourist, retail, office, and residential uses. In recent years, a few parcels have undergone soil remediation.

- No neighborhood revitalization plan has been created for this area



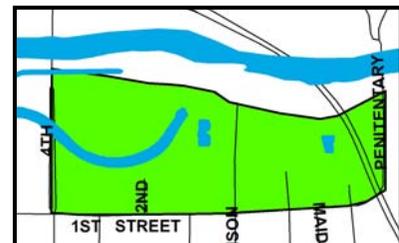
Old Town South Area

**Old Town-Riverfront**

Location: Bounded by the 4<sup>th</sup> Avenue Bridge, the Ocean to Ocean Bridge, the Colorado River and 1<sup>st</sup> Street.

This area was the site of the historic U.S. Army Quartermasters Depot, hotels for the railroads, restaurants, and steamboat landings. Much of the site is owned by the City of Yuma or other public agencies, as a result of sales by private owners years ago.

The Riverfront has drawn the interest from citizens, planners, commercial developers and civic leaders. They have envisioned transforming the abandoned commercial sites and the Colorado



Old Town Riverfront Area

Riverfront into a positive mix of recreation, history and commercial development.

The City organized a Riverfront Task Force in 1992 to include all interested groups and agencies. The task force supported several design efforts that focused on a mix of uses for the Riverfront area of Old Town. The task force supported the plan calling for riverfront development to include a large lake east of Old Town. Soon after, a revised plan (1999) emerged that revitalized support for the wetlands: one east of Old Town and one west of Old Town.

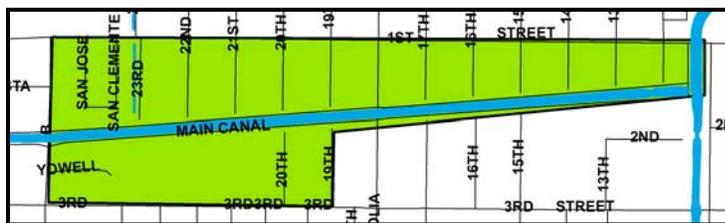
To support the ambitious riverfront projects, the City, in 1999 created a Riverfront Team. The purpose of the Riverfront Team was to oversee aspects of development in the Old Town Riverfront area as well as the recreational projects in the East and West Wetlands.

In 1998, a Heritage Area Task Force was formed to oversee the successful effort to obtain a National Heritage Area established for the Yuma Riverfront. President Bill Clinton's signature on the bill created the Yuma Crossing National Heritage Area in 2000, and placed the City of Yuma at a national level.

In 1999, the City sent out Requests for Proposals for the redevelopment of the Riverfront. The opportunity was awarded to a large firm from San Diego. The firm worked with the City to develop a master plan for buildings, utilities and roads for this high profile area. Emphasis has been placed on preserving and interpreting the historic themes of Yuma's history in the planning and development of the Riverfront. The Riverfront team has since undertaken a six year effort in joint planning, land assembly and public improvements for commercial development and wildlife habitat rehabilitation.

In 2005, work on the Pivot Point Hilton Garden Inn commenced and was completed in the fall of 2008. This was a major achievement in the redevelopment of the Old Town Riverfront. The ongoing work in the West Wetlands Park produced the Stewart Vincent Wolfe Creative Playground, and several nature walking paths were completed in the East and West Wetlands Parks. Future commercial development fronting 1<sup>st</sup> Street will add to the redevelopment within the Historic North End and Old Town Riverfront districts.

**West Main Canal Area:**



West Main Canal Area

Location: Bounded by 1<sup>st</sup> Street, 3<sup>rd</sup> Street, Avenue A and Avenue B.

The West Main Canal (a large, year round, canal) runs down the center of the area. Because of the area's proximity to the Historic North End area and the amenity of

the West Main Canal, this area could experience redevelopment

extending from the Historic North End. Examples may include Canal oriented apartments, town homes, retail shops and offices. This pedestrian oriented environment could be an appealing location for residents seeking a more urban style of living. Current land uses include single-family homes, some apartments, and semi-public uses. The southeastern portion of this area coincides with the north side of the Carver Park Strategy Area. The Carver Park Neighborhood Redevelopment Plan is in its implementation stage. A positive spill-over into the West Main Canal Area is possible.

- No revitalization plan has been created for this area

**8th Street Corridor:**

Location: Land along 8<sup>th</sup> Street, between 4<sup>th</sup> Avenue and 14<sup>th</sup> Avenue.

This corridor links the busy 4th Avenue corridor with the southerly edge of the Carver Park Strategy Area. The street frontage is characterized by a mixed size of lots and buildings, quality of improvements, uses and design quality. Private upgrades have occurred in a sporadic manner. Solid residential neighborhoods lie just north and south of the commercial lots fronting onto 8<sup>th</sup> Street. This is another area that might receive a positive continuation from the implementation of the Carver Park Neighborhood Redevelopment Plan.



8<sup>th</sup> Street Corridor

Revitalization of the area may appear in the form of infill development as a small office and retail establishment corridor. A plan may include conforming development and sign standards, pedestrian friendly walkways, and proper night lighting with trees and other landscaping features to visually connect to the adjacent residential neighborhoods.

- No revitalization plan has been created for this area

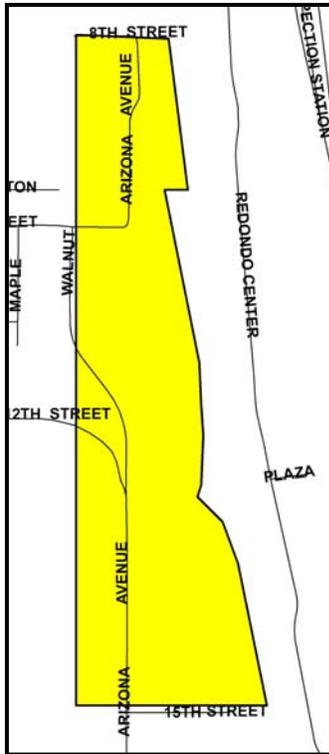
**16th Street Corridor**

Location: One block on either side of 16<sup>th</sup> Street, between Interstate 8 and 4<sup>th</sup> Avenue.

The 16<sup>th</sup> Street and I-8 Interstate interchange area has seen steady development east and west of the interchange. As new construction continues west, the potential exists for the restoration of obsolete buildings and sites into commercial development or even mixed use projects (office, retail, apartments). Future development in this area is stimulated by the ease of accessibility to 16<sup>th</sup> Street and Interstate 8. The corridor also shares development linkages with the 4<sup>th</sup> Avenue Corridor - where substantial redevelopment opportunities exist when this intersection is widened.



16<sup>th</sup> Street Corridor



North Arizona Avenue Corridor

Recently 16<sup>th</sup> Street was widened to 4 lanes and now includes landscaped medians between Interstate 8 and Arizona Avenue. Further gateway improvements will occur along 16<sup>th</sup> Street east of Arizona Avenue to connect with the recently established commercial developments. Between 2005 and 2009, the 16<sup>th</sup> Street corridor experienced an increase in commercial building. In 2008, at the intersection of 16<sup>th</sup> Street and Arizona Avenue, the Chretin's restaurant was relocated and a new National Bank of Arizona branch was built.

If properly redesigned, the side streets of Madison Avenue, 3<sup>rd</sup> Avenue and 2<sup>nd</sup> Avenue could support the establishment of high-density residential development in the 16<sup>th</sup> Street Corridor area. The availability of multi-modal transportation of bicycle, the Yuma County Area Transit bus system and automobile access combined with the close vicinity of the Yuma Palms Regional Center supports the potential for high density residential development.

- No revitalization plan has been created for this area

**North Arizona Avenue Corridor:**

Location: Area within one block of Arizona Avenue, between 16<sup>th</sup> Street and 8<sup>th</sup> Street.

The alignment of Arizona Avenue, north of 16<sup>th</sup> Street is still not finalized. The City plans to complete Arizona Avenue from 16<sup>th</sup> to Giss Parkway as an arterial, creating a major north-south link from 16<sup>th</sup> Street to the Historic North End. This will allow access to the areas government offices, entertainment and retail uses. This corridor includes several opportunities to redevelop underutilized salvage yards, industrial sites and vacant lands for higher value projects. Dramatic views of the Colorado River Valley are possible from the lands south of 12<sup>th</sup> Street which may be incorporated into office, residential or hotel sites.

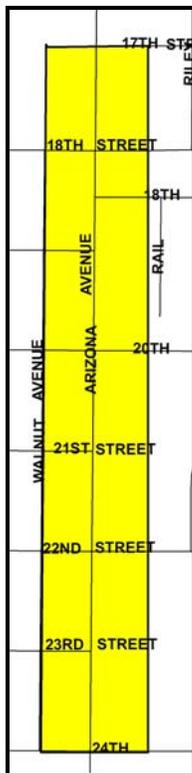
The recent annexation of the northeast corner of Arizona Avenue, south of 15<sup>th</sup> Street led to the demolition of the Seeds West building and the construction of a new National Bank of Arizona branch building and tenant spaces.

- No revitalization plan has been created for this area

**South Arizona Avenue Corridor:**

Location: Land within one block of Arizona Avenue between 16<sup>th</sup> and 24<sup>th</sup> Street.

The City plans to widen Arizona Avenue to make it into an arterial. To accommodate a wider right-of-way, the City acquired land with a majority from the west side of the roadway. This land has the potential to be redeveloped into higher quality projects than those that existed prior to City acquisition. The land on the east side is partly inside the City limits. Sewer service may appear as an issue for industrial or commercial land uses planned for this area. Water service appears to be adequate in most



South Arizona Avenue Corridor

parts of this area. Recent improvements along Arizona Avenue include the relocation of Fire Station No. 3 to a new and larger building to increase public safety coverage for this corridor. The Rural Metro Corporation also relocated their Yuma corporate office to this area at 2029 S. Arizona Avenue.

- No revitalization plan has been created for this area

**Big Curve Area:**

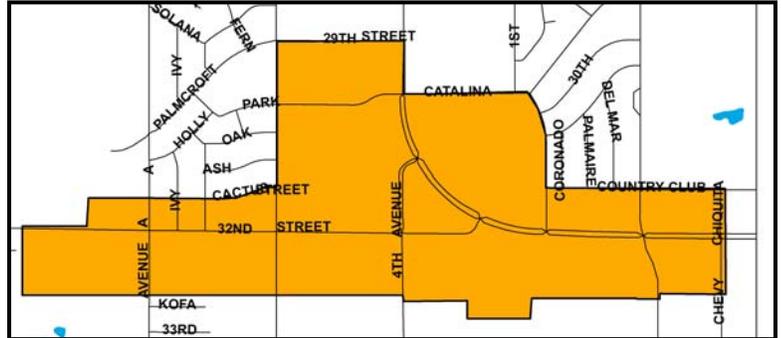
Location: This commercial area extends along 32<sup>nd</sup> Street from Avenue A, west to the intersection with Arizona Avenue, and from 29<sup>th</sup> Street south along 4<sup>th</sup> Avenue.

The center of this area is the intersection of 4<sup>th</sup> Avenue and 32<sup>nd</sup> Street. This is the intersection of the region's two major roadways: 4<sup>th</sup> Avenue and 32<sup>nd</sup> Street. The name for the area comes from the curve in Old Highway 80/Business Route 8 as it swings from 32<sup>nd</sup> Street north into the 4<sup>th</sup> Avenue alignment. Built in 1973, the Southgate Mall is the region's only enclosed shopping mall. Major retailers located in the area during the in the 1990's.

In 2005, Dillard's and JC Penney relocated their retail establishments to the Yuma Palms Regional Center causing the Southgate Mall to lose two of its retail anchors. Across from the Southgate Mall along 32<sup>nd</sup> Street, the Target retail store also relocated to the Yuma Palms Regional Center. In 2007, the Mervyn's retail store closed as a result of bankruptcy.

Constructed in the 1970s, some of the commercial buildings may not be adequate to serve the needs of a region that has doubled its population since then.

Water and sewer systems are adequate for further commercial development. Storm water systems in the area require improvements to mitigate surface flooding during desert storms.



Big Curve Area

Following a renovation of the northwestern portion of the Southgate Mall, the Burlington Coat Factory took up residence in 2008. Adjacent to Burlington Coat Factory, a Goodwill retail store has occupied the former Hastings Entertainment tenant space. In 2009, the Salvation Army purchased the vacant Rite Aid drugstore on West Catalina Drive and established a retail store.

Many of the region's new car dealerships are located just east of 4<sup>th</sup> Avenue along 32<sup>nd</sup> Street. The City organized a program to upgrade the landscaping of this area, along with adjustments to rights-of-way to the adjoining dealerships. The adoption of the Auto Center Overlay zoning district provides auto dealer standards. This has resulted in a substantial upgrade in the appearance of this area, allowing for an environment with



1<sup>st</sup> Avenue Corridor

an attractive shopping experience and the construction of several new car dealerships.

Options for redevelopment may include establishing new businesses within the vacant buildings of the former Target and Mervyn's retail stores.

- No revitalization plan has been created for this area

### 1<sup>st</sup> Avenue Corridor

Location: Bounded by 8<sup>th</sup> Street to the north, 15<sup>th</sup> Street to the south, 3<sup>rd</sup> Avenue to the west and Arizona Avenue to the east.

This redevelopment area fills in a gap between the 4<sup>th</sup> Avenue Corridor and the North Arizona Avenue Corridor. The northern portion of this area was recently annexed into the City. The area includes a mixture of low to high density residential development and limited commercial and industrial development. Large vacant parcels are also found in the area that provide potential opportunities for infill development.

- No revitalization plan has been completed for this area.



Carver Park Area

### Carver Park Area

Location: Bounded by Avenue A, 19<sup>th</sup> Avenue, West Main Canal, 8<sup>th</sup> Street.

The area consists of about 400 single-family dwellings, and a variety of neighborhood-type commercial or retail operations. New apartments and homes have been built here in the past eight years. Through the 1990's the area had a large number of substandard homes, abandoned lots and exterior debris. The City, in 2000, organized a neighborhood planning project that resulted in the development of a strategy for this neighborhood. The planning project includes physical improvements, social service changes and housing programs. The process used in this neighborhood has been utilized to create strategies in other predominantly residential neighborhoods. The City has, to date, received approval for over \$8 million in State and Federal grants to renew and promote this neighborhood. This is the location of the first Neighborhood Strategy Area approved by the U.S. Department of Housing and Urban Development in Arizona.

The Carver Park Neighborhood was declared a Redevelopment Area on June 5, 2002 by City Council adoption of Resolution No. R2002-23. The Carver Park Neighborhood Redevelopment Plan dated June 2, 2003 was adopted by City Council by Resolution No. R2003-55.

In 2004, the Dr. Martin Luther King Jr. Neighborhood and Teen Center was established and serves the community well, with after school programs and community events for the Carver Park area.

- A neighborhood redevelopment plan has been completed for this area. Implementation is currently underway.

**Yuma High School Area**

Location: Bounded by 1<sup>st</sup> Street, 5<sup>th</sup> Street, Avenue A, 4<sup>th</sup> Avenue.

This area lies just east of the Carver Park Area. The majority of lots are used for single-family homes. The historic Yuma High School is located in the southeast corner of the neighborhood. Housing conditions are out of balance, ranging from good to very poor. There are fairly high numbers of low and moderate-income families within this area. The businesses located on 4<sup>th</sup> Avenue can conflict with the low-density housing built across the alleys from commercial areas. This has been identified as an area eligible for Community Development Block Grant funding. Charming older homes along 1st Street mix with substandard or abandoned homes, and vacant lots. The proximity of this area to the Old Town Area, 4<sup>th</sup> Avenue Corridor and the West Wetlands creates opportunities for reinvestment and renewal in this area. The Yuma High Neighborhood Revitalization Plan incorporates this area.



Yuma High Area

Buildings are of mixed design, lot layout and intensity. 3<sup>rd</sup> Street acts as a link between the Historic North End area, the 4<sup>th</sup> Avenue Corridor, Carver Park neighborhood, and other neighborhoods west of Carver Park. This gateway could be upgraded through site assembly, upgraded design standards, and public amenities. The Yuma High residential neighborhood extends for several blocks north and south of 3<sup>rd</sup> Street.

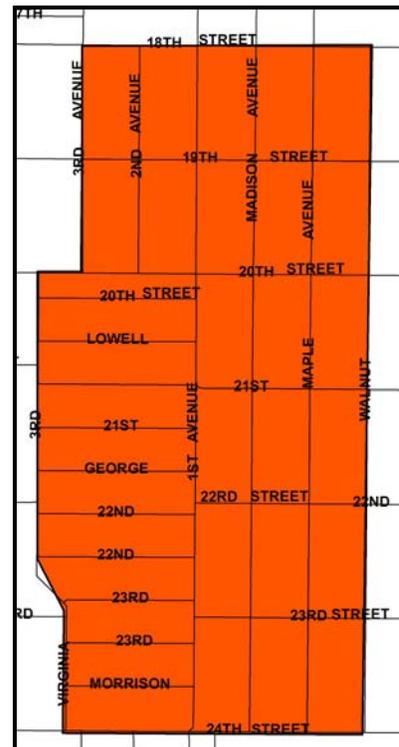
The Consolidated Plan identified the Yuma High Neighborhood as a candidate for revitalization. The City of Yuma 2007-2010 Consolidated Plan was adopted on April 18, 2007. In a collaborative effort, the City of Yuma Neighborhood Services and City Administration wrote the Yuma High Neighborhood Revitalization Plan. This plan incorporates the following areas: 3<sup>rd</sup> Street Corridor, 1<sup>st</sup> Street Area, and portion of 4<sup>th</sup> Avenue Corridor (west-side of 4<sup>th</sup> Avenue, between Colorado Street and 6<sup>th</sup> Street). The Yuma High Neighborhood Revitalization Plan dated July 1, 2009 was adopted by Resolution No. R2009-44. The plan is currently being implemented.

- A neighborhood revitalization plan has been created for this area

**Central Yuma Area**

Location: Bounded by 18<sup>th</sup> Street, 24<sup>th</sup> Street, 3<sup>rd</sup> Avenue, Arizona Avenue.

This area contains a wide variety of land uses. Apartments, trailer parks, site built homes, light industrial buildings, and churches are included in the area. Home values appear modest and a large percentage of families' incomes are between low to moderate range. Structural conditions tend to be in the average to below average range since most structures were built before 1970. This has been identified as an area



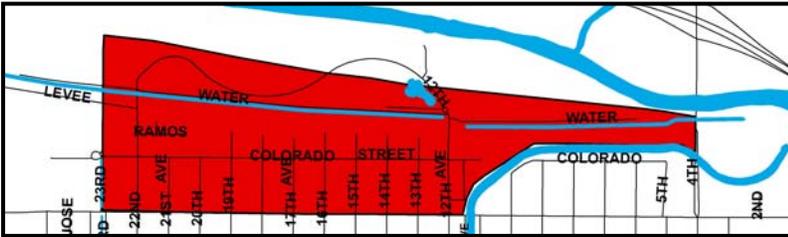
Central Yuma Area

eligible for Community Development Block Grants. In the near future, this area will be evaluated for a neighborhood strategy plan.

- No neighborhood strategy exists for this area

**West Riverfront Area**

Location: 1<sup>st</sup> Street to the State line, from the East Main Canal to 23<sup>rd</sup> Avenue.



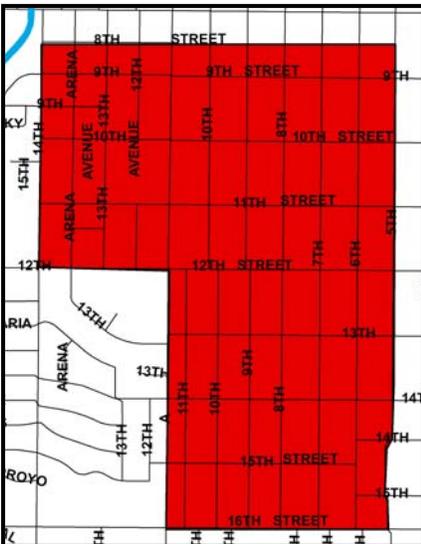
West Riverfront Area

This neighborhood adjoins and includes the new West Wetlands Park. A levee and drain physically separate the River area from this largely single-family home area south of the drain. Some trailer parks, mobile homes and apartments are found throughout this neighborhood. North of the drain are platted, undeveloped lots and streets, and scattered modest housing, many in poor condition. The proximity to the Historic North End, 4<sup>th</sup> Avenue and the West Main Canal area create potential opportunities for upgrade of homes, infill housing and public amenities. A recent example of this is the Bonita Estates Subdivision.

- No neighborhood strategy exists for this area.

**South Avenues Area**

Location: Generally 8<sup>th</sup> Street to 16<sup>th</sup> Street, 5<sup>th</sup> Avenue to 14<sup>th</sup> Avenue.



South Avenues Area

This area is predominantly single-family homes. Commercial uses along 8<sup>th</sup> Street and 5<sup>th</sup> Avenue border the neighborhood with industrial sites and large vacant lots west of Avenue A. Housing conditions vary from poor to very good. Overall, the area's aging housing stock is showing signs of needed repair or maintenance. Code violations like abandoned vehicles and debris occur throughout the area. Recent upgrades to infrastructure include new electrical lines and future widening of Avenue A.

- No neighborhood strategy exists for this area.

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## GOALS, OBJECTIVES AND POLICIES

**Goal 1.0:** Encourage residential neighborhoods and commercial and industrial sites in older areas of our community that thrive and attract a mix of residents and businesses.

Objective 1.1: Fully develop the Historic North End area, including the river's edge, while protecting historic sites and buildings.

Objective 1.2: Prepare Revitalization Plans for the following areas:

Phase One

4th Avenue Corridor

Big Curve

Old Town South

16th Street Corridor

Phase Two

West Main Canal Corridor

N. Arizona Avenue Corridor

S. Arizona Avenue Corridor

8th Street Corridor

Policy 1.2.1: Develop Neighborhood Strategies that include residential design standards and promote a neighborhood identity.

Objective 1.3: Complete the construction the projects and facilities identified in the National Heritage Area Plan, which is inclusive of the Old Town Riverfront Area.

Objective 1.4: Prepare Neighborhood Strategies for the following residential neighborhoods:

Phase One

Central Yuma Area

First Avenue Area

Yuma High Area

Phase Two

West Riverfront Area

South Avenues Area

Objective 1.5: Create a system to monitor conditions in mature neighborhoods to identify trends or opportunities, and develop strategies accordingly.

Policy 1.5.1: Coordinate revitalization efforts with code enforcement, public safety and utility companies to mitigate abandoned structures.

Objective 1.6: Maximize the amount of Federal, State or private funds to pay the costs of constructing the facilities or programs contained in the Heritage Area Plan, revitalization plans and neighborhood strategies.

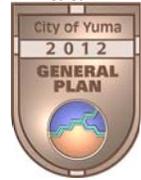
Objective 1.7: Leverage City funds with Federal or State funds to pay for the operation and maintenance of facilities built as a result of the Heritage Area, revitalization plans, and neighborhood strategies.

Objective 1.8: Revise land development rules and codes to encourage investment or reinvestment consistent with revitalization plans or neighborhood strategies.

## ACTION PLAN

Phase	Project	Responsible Department/ Agency	Funding Source
1 - 5 Years	Prepare Revitalization Plan for the 4 <sup>th</sup> Avenue Corridor	Community Development	General Fund
	Prepare Neighborhood Strategy for the Central Yuma Area	Neighborhood Services	CDBG
	Prepare Revitalization Plan for the Big Curve Area	Community Development	General Fund
	Consider the identification of additional redevelopment area within the urban core: 1 <sup>st</sup> Street to 32 <sup>nd</sup> Street and Arizona Avenue to the East Main Canal.	Community Development	General Fund
6+ Years	Prepare Revitalization Plan for the North Arizona Avenue Corridor	Community Development	General Fund
	Prepare Revitalization Plan for the West Main Canal Corridor	Community Development	General Fund
	Prepare Revitalization Plan for the 8 <sup>th</sup> Street Corridor	Community Development	General Fund
	Prepare Revitalization Plan for the 16 <sup>th</sup> Street Corridor	Community Development	General Fund
	Prepare Neighborhood Strategy for the South Arizona Avenue Corridor	Community Development	General Fund
	Prepare a neighborhood strategy for the West Riverfront Area	Community Development	General Fund
	Prepare Revitalization Plan for the Old Town South Area	Community Development	General Fund
	Prepare Revitalization Plan for the 1 <sup>st</sup> Avenue Corridor	Community Development	General Fund
	Prepare a Neighborhood Strategy for South Avenues Area	Community Development	General Fund
	Organize Neighborhood Conditions Indicator Program	Neighborhood Services and Community Development	CDBG and General Fund

6/6/12



### Redevelopment Areas

#### Neighborhood Boundary

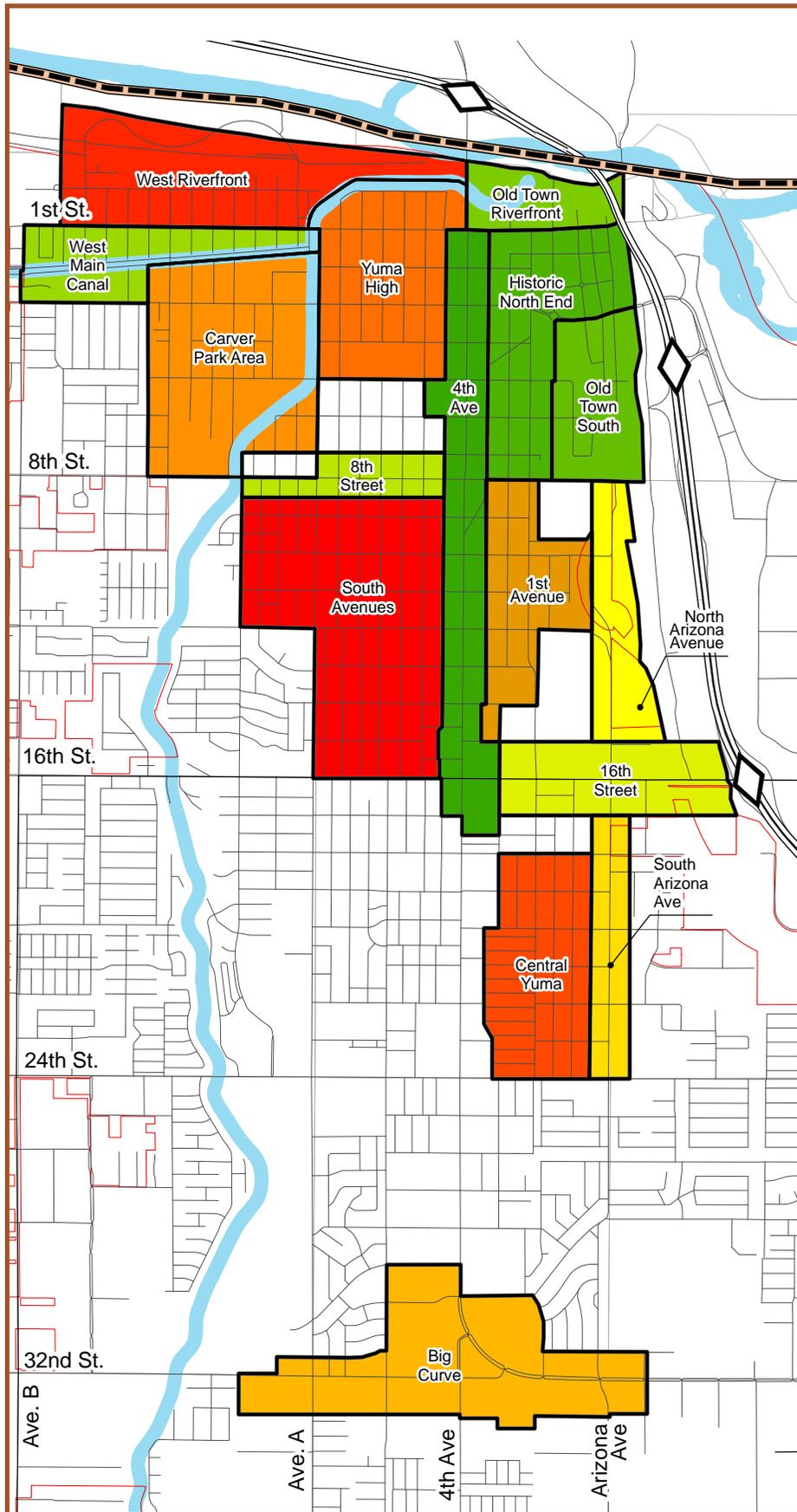
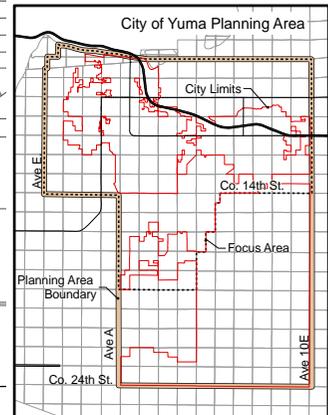
- 4th Ave
- Historic North End
- Old Town South
- Old Town Riverfront
- West Main Canal
- 8th Street
- 16th Street
- North Arizona Avenue
- South Arizona Avenue
- Big Curve
- 1st Avenue
- Carver Park Area
- Yuma High
- Central Yuma
- West Riverfront
- South Avenues

- Focus Area
- Planning Area Boundary



1,000 0 1,000 Feet

Prepared By:  
Information Technology Services  
Enterprise GIS



**A.R.S. Section 9-461 E.1. – Conservation Element:** A Conservation Element for the conservation, development and utilization of natural resources, including forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources.

**A.R.S. Section 9-461 D.3. – Environmental Element:** An environmental planning element that contains analysis, policies and strategies to address anticipated effects, if any, of plan elements on air quality, water quality and natural resources associated with proposed development under the general plan. The policies and strategies to be developed under this element shall be designed to have community-wide applicability and shall not require the production of an additional environmental impact statement or similar analysis beyond the requirements of state and federal law.

## 7 – CONSERVATION, ENVIRONMENTAL & ENERGY ELEMENT

This Chapter of the General Plan combines three major elements required by Arizona State law: the Conservation, Environmental and Energy Elements. These elements were combined because of the interdependencies among these three planning areas. The natural resources identified in the Conservation element are those resources that will be impacted by continued economic growth. The development of those resources will impact the Environment in which we live. How the general Environment in which we live is developed will determine the amount of Energy we use. The local economy, our community, and our environment support community success. Making each stronger and integrating solutions among the three will provide a more comprehensive and cohesive document. This chapter is intended to address issues relevant to all three.

The three overarching Goals of this chapter are: Improving the quality of life, Reducing environmental degradation, and Strengthening our community and families. These goals can be achieved by coordination of a more comprehensive range of considerations than the present planning and development efforts considered. The addition of “Sustainability” principles will provide the welding link needed. Yuma’s future is dependent upon a sustainable approach to planning that includes Conservation of Land, Air, Water and Energy.

This chapter is structured in the following format: the Background section identifies the existing conditions of the Yuma area including topography, geology, the natural environment and the manmade environment; the Evaluation and Analysis section examines the status of and potential effect of urban development on important quality of life indicators including air, water, energy, noise, wildlife and archeological resources; the Goals, Objectives and Policies section identifies community goals and policies to ensure the environmental health of our community and the protection of our natural resources for the use of future generations; and the Action Plan identifies a list of projects and a general timeline to meet the identified goals.

An overall guide to preserving the historic and natural resources of the Yuma community is the implementation of the Yuma Crossing National Heritage Area Management Plan. An area encompassing twenty-one square miles (including the Lower Colorado River and the Yuma Crossing) has been designated by the National Park Service as a Heritage Area, thereby recognizing its historical importance in the development of our nation. The Yuma Crossing Heritage Area Plan addresses improvements to the Colorado River to restore it to its native habitat and recognizes the important historic and cultural sites in the

community.

## BACKGROUND AND EXISTING CONDITIONS

### TOPOGRAPHY

The Planning Area is defined by the confluence of the Colorado and Gila Rivers, the mesas of the Yuma Desert and the nearby mountains. The wide river valleys of the Colorado and Gila provide prime soils for agricultural activities. The mesas are the location of a majority of the community's residential, commercial and military developments and activities. Elevations range from 125 feet to 260 feet above sea level. The eastern boundary of the plan area abuts the foothills of the Gila and Laguna Mountain Ranges.

*Rivers* – The Colorado River is the major source of water for the southwest. The waters meet urban, recreational and agricultural needs for communities all across Arizona and Southern California. Starting in the Rocky Mountains of Colorado, the river flows south to the Pacific Ocean through the Sea of Cortez in Mexico. Construction of dams for water and hydroelectric plants for electricity and the construction of levees for flood control have contained the high water flows of the Colorado. The Colorado was a wild river that typically overflowed into the Gila and Yuma Valleys every season.

These overflows into the alluvial plains deposited soils rich in nutrients. As a result of dam and levee construction, the nature of the Colorado changed. Flows have slowed and soils previously dropped in the plains now build up in the riverbed. Plants and wildlife dependent on fast river flows, periodic flooding and clear water were gradually replaced by non-native vegetation and wildlife species.

The major dams in the Yuma area are: the Laguna Dam, the first dam built for the Yuma Project, the Imperial Dam, which provides a point for agricultural and urban diversions to California and Yuma County, and the Morales Dam, which provides a point for Mexican diversions for agricultural uses. The width of the Colorado River Levees span a distance ranging from 400 feet to over a mile through the General Plan area. The differing ground levels, which typically gradually rise from the river channel to the edge of the levee, provide a variety of habitats and land use activities. River operations are under the management and authority of the US Department of the Interior's Bureau of Reclamation with the Army Corps of Engineering establishing the flood control criteria for river operations. Other agencies involved in river management and adjacent lands are the Bureau of Interior's Fish and Wildlife Service and Bureau of Land Management, the US State Department's International Boundary and Water Commission, the Arizona Department of Water Resources, the Arizona Game and Fish Department, the City of Yuma, Yuma County, the Yuma County Flood Control District, local irrigation districts, the Quechan Indian Tribe, the Cocopah Indian Tribe as well as a number of private landowners.

### A.R.S. Section

### 9-46.05.E.10–

### Energy Element:

An energy element that includes:

(a) A component that identifies policies that encourage and provide incentives for efficient use of energy.

(b) An assessment that identifies policies and practices that provide for greater uses of renewable energy sources.

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The Gila River, crossing through mid-Arizona, collects mountain and agricultural runoff before joining the Colorado River at the confluence. The historic confluence of the Gila and Colorado Rivers was right below the Yuma Territorial Prison State Park, but a re-channeling of the Gila pushed the confluence east to approximately the Avenue 4½E alignment. The distance between the river levees and from the Prison to the confluence is nearly ¾ miles wide and 3 miles long.

*Valleys* - The result of centuries of alluvial plain flooding from the Colorado and Gila Rivers has created valleys prime for agricultural production. The Yuma Valley stretches from the Colorado River on the north and west, to Mexico on the south and the mesa on the east. The Gila Valley is bordered by the Gila River to the north, the Mesa to the south and west and the Gila Mountains to the east.

*Deserts* – The Yuma Desert is a sub-area of the Sonoran Desert, which covers vast expanses of southern Arizona, California and northern Mexico. Typified by high summer temperatures and a low elevation, the Sonoran desert contains sandy soils, hard desert pavement and mountain ranges. Vegetation is relatively sparse except in areas along natural rivers and streams. Southeast of the Yuma planning area is the Cabeza Prieta National Wildlife Refuge (CPNWR). First established in 1939, the more than 800,000 acres of the CPNWR contain the natural habitats for many wildlife species. These include: coyotes, badgers, deer, snakes and a number of lizard species. The refuge also provides critical home range for the desert bighorn sheep and the endangered Sonoran pronghorn.

*Mountains* – The primary mountain ranges in proximity to the General Plan area are the Gila and Laguna Mountains. Sparse in vegetation, the Gilas provide a striking view shed for Yuma residents. The peaks of the Gilas are over 3,000 feet in elevation. The range provides a buffer for the monsoon storms that barrel west from Tucson and Phoenix through Dome Valley. The Laguna Mountains, a smaller range to the north of the Gilas, have peaks that exceed 1,000 feet in elevation. The ranges are separated by the Gila River.

#### **GEOLOGY**

The geology of the Yuma area has been determined by the actions of the rivers and historic geologic activity.

*Soils* – The soils in the Yuma region fall within two soil orders: Aridisols on the mesa and Entisols in the valleys. There are three major soil associations in the Planning Area, which are made up of specific soil series. The first is primarily found in the Yuma Valley. This is the Holtville-Gadsden-Kofa Association. These entisol soils are deep, relatively level, drain well, contain clay and form in flood plains and low terraces. These soils also have low permeability and the clay layers and deposits have the potential to shrink and swell in periods of inundation. In the Gila Valley the primary entisol soil associations are the Indio-Ripley-Lagunita Association. These soils are typically deep and well drained.

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They form on flood plains, low terraces, alluvial fans and drainage ways. The Mesa is primarily made up of the Rositas-Superstition Association. The aridisol soils of this association are deep, sandy, nearly level to undulating and somewhat excessively drained. There are areas, found in small depressions, with a surface cover of varnished desert pavement. The Rositas-Superstition Association is typically formed from old terraces, sand dunes and alluvial fans. Also on the Mesa can be found a number of granite outcroppings. Most notable are Black Hill and the Yuma Crossing. Black Hill, at an elevation of approximately 300 feet, has been a historic guide marker for explorers of the southwest and currently hosts the community's emergency communications towers. A private company for sand and gravel operations is currently excavating the south portion of the hill. The Yuma Crossing outcropping, which provides the narrowest point across the Colorado River, has been the historic crossing point for travelers headed west.

*Groundwater* – With surface water resources available from the Colorado River, the availability of groundwater for urban uses has not been an issue in the development of Yuma. What is a concern are the seasonal high levels of groundwater in the Yuma and Gila Valleys that can impact the operations of septic systems and farming operations. The inundation of groundwater into clay soils can result in shrinking and swelling. This activity could de-stabilize building foundations and crack utility pipelines and pavement if mitigation measures have not been undertaken. Groundwater levels in the planning area typically range from 6 to 8 feet in the Yuma Valley, 8 to 10 feet in the Gila Valley and 80 feet on the mesa. In order to maintain these groundwater levels, the US Bureau of Reclamation and the Yuma County Water Users' Association operate a number of groundwater pumping wells which discharge to the Colorado River. This program was put in place to increase water deliveries to Mexico and alleviate rising groundwater concerns. Increased agricultural operations in the Yuma area and periodic high Colorado River flows contribute to the rise in groundwater levels.

*Seismic Activity* – The Yuma area is located in seismic zone 4. This is the highest category of risk for seismic activity. This zone is in place due to close proximity to the San Andreas Fault, which is located 70 miles to the west, the location of a number of local fault lines, such as the Algodones, Fortuna Wash and Laguna Mountains Faults, past seismic activity, the 1940 7.2 Imperial Valley Earthquake that caused significant damage in the Yuma Valley and the potential for soil liquefaction in the valleys due to high ground water levels. A detailed review of seismic concerns is addressed in the Safety Element – Chapter 9 of the General Plan.

#### **NATURAL ENVIRONMENT**

As noted earlier, Yuma is in a region of the Sonoran Desert. The weather is typically favorable with most days of the year filled with sunshine. The warm climate and the river corridors have created unique wildlife habitats in the region. These habitats contain several species that have special designation due to threats to population or range area.

*Climate* – The Yuma region is famous for sunny days and clear skies. The average annual rainfall is less than 3 inches. It has a classic low desert climate with extremely low relative humidity and very high summer temperatures. Typical daytime temperatures in the winter are in the seventies and in the summer the low hundreds. According to the National climate Data Center, Yuma is the sunniest city in the United States with 90% average possible sunshine. This is equivalent to 328 days or 4133 hours of sunshine a year. Based on average daily high temperature, Yuma averages 88.2 degrees. The hot temperatures during the summer days are accentuated by the length of the days. A typical day in June will last 14 hours, whereas, in January there are only 10 hours of light.

The area has two rainy seasons. In the winter, storms originating in the Pacific Ocean cross the mountains and deserts of California and Mexico bringing cooler, wetter days. In the summer, monsoon storms originating in southern Arizona and Mexico bring intense brief periods of rainfall. It is not unusual for a single monsoon storm to produce 50% or more of the total year's worth of rain. These intense storms can create flooding situations across the urban area as well as in the desert and washes.

<b>Average Temperatures and Precipitation</b>													
Western Regional Climate Center - YUMA WSO AP, ARIZONA (029660)													
Period of Record: 9/1/1948 to 11/30/2009													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	68.8	73.9	79.3	86.5	94.5	103.3	107.1	105.9	101.5	90.8	77.7	68.8	88.2
Average Min. Temperature (F)	44.8	47.6	51.8	57.4	64.8	72.8	80.9	80.6	74.6	63.1	51.8	44.9	61.2
Average Total Precipitation (in)	0.39	0.29	0.24	0.13	0.04	0.04	0.23	0.47	0.28	0.28	0.20	0.39	2.98
<b>Duration of Daylight for 2010</b>													
United States Naval Observatory													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Hours:Minutes	10:17	11:02	12:00	13:00	13:50	14:16	14:03	13:18	12:21	11:21	10:29	10:02	12:10

*Wildlife and Habitats*

With the desert climate and riparian areas by the rivers, the Yuma area is host to a variety of unique plants and animals, including a number of migratory birds traveling between winter and summer habitats.

The Arizona Game and Fish Department monitors the status of the animals and their habitats and works with federal, state and local agencies to promote wildlife development. To help accomplish this, the Game and Fish Department maintains a list of Species of Concern. The species included are either listed as a result of the Endangered Species Act or have been identified by another agency as a species of "concern". The animals identified with special designation that reside in the Yuma area or follow migratory patterns through Yuma County include:

## Birds

- Southwestern Willow Flycatcher
- Great Egret
- Yellow-billed Cuckoo
- Snowy Egret
- Western Burrowing Owl
- California Black Rail
- Yuma Clapper Rail
- Peregrine Falcon
- Bald Eagle
- California Brown Pelican
- American White Pelican
- Clarks Grebe

## Mammals

- Spotted Bat
- Great Western Mastiff Bat
- California Leaf-Nosed Bat
- Yuma Myotis
- Pale Townsend's Big-Eared Bat
- Yuma Hispid Cotton Rat
- Sonoran Pronghorn

## Reptiles

- Flat-Tailed Horned Lizard
- Desert Rosy Boa
- Sonoran Desert Tortoise
- Gila Monster
- Mexican Garter Snake
- Cowels Fringe-toed Lizard
- Yuman Desert Fringe-toed Lizard

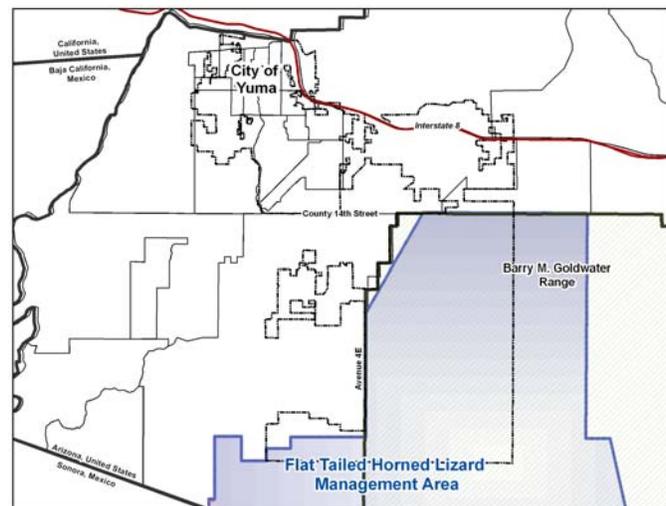
## Fish

- Razorback Sucker

## Plants

- Parish Onion
- Dune Spurge
- Sand Food
- Blue Sand Lily

Of particular note in this list are the Flat-Tailed Horned Lizard, the desert Bighorn Sheep, the Sonoran Pronghorn and birds that inhabit the Colorado River wetlands. The Management Area for the Flat-Tailed Horned Lizard is located primarily to the south and east of the Yuma planning area, although the western boundary crosses into the City limits through the Barry M. Goldwater Range. Mitigation measures must be considered when developing in this area in order to reduce the impact on this habitat. The range of the desert Bighorn Sheep includes the southern Gila Mountains and sites within the Goldwater Range and the range of the Sonoran Pronghorn includes sites within the range. MCAS Yuma has management responsibility for the species that exist within the



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Barry M. Goldwater Rang. Impacts on these habitats should be considered as development occurs. The Colorado River provides a major rest point for migratory birds. Over 300 species of birds have been documented in the Yuma area. Maintaining and promoting the biological health of this prime wildlife resource is of utmost importance to the City of Yuma. Currently underway are plans to develop the West and East Wetlands of the Colorado. These projects will promote recreation opportunities on the river, improve water quality and enhance wildlife habitats.



A major element of both wetlands plans is the removal of non-native vegetation. The resilient Saltcedar (also known as Tamarisk), imported for canal bank stabilization, has adapted very well to the lower Colorado. This species has displaced the native willows and cottonwoods. The Saltcedar is not a preferred nesting or roosting site for many bird species, therefore as the range of the Saltcedar has spread, avian diversity has been reduced. Another non-native plant species that has become a concern along the Colorado River is the aquatic fern, Giant Salvinia. This invasive weed can negatively impact agricultural operations and recreation opportunities, threaten fish and wildlife habitat and cause human health concerns.

#### **MANMADE ENVIRONMENT**

*History of Yuma* – The City and County were named for the original inhabitants, the Yumas, now known as the Quechans. The lower Colorado Region consisted of the Quechan, Cocopah, and the Mohave tribes. These tribes were bound by being members of one linguistic group, Yuman. Yuma's written history dates back to 1540 when Hernando de Alarcon, the Spanish explorer, became the first white man to see the site of the present day City of Yuma. From 1540 to 1854, Yuma was under the flags of Spain and Mexico, but in 1854 became a territorial possession of the United States through the Gadsden Purchase. In the 1850's, Yuma became the major river crossing of the California gold seekers. From the 1850s to the turn of the century, steamboats on the Colorado River transported passengers and goods to mines, ranches and military outposts in the area, serving the ports of Yuma, Laguna, Castle Dome, and others. In its early years, Yuma was identified by several names. From 1854 until 1858, Yuma was known as Colorado City, from 1858 until 1873, it was named Arizona City. Yuma received its present name by the Territorial Legislature in 1873. Yuma is rich in the history of the old West; mountain men, Fort Yuma Soldiers, river men, railroaders, and the inmates of the infamous Arizona Territorial Prison, now the Yuma Territorial Prison State Park, made Yuma's history unforgettable.

Common to all the peoples who historically made Yuma home was the attraction of the crossing of the Colorado River. The Yuma Crossing, which narrows to approximately 400 feet at the granite outcroppings, is a natural crossing point. The distance is significant when measured against the historic high water flows of the Colorado and Gila Rivers and the

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absence of the levees. At peak, the waters of the Colorado and Gila Rivers covered almost the entire Gila and Yuma Valleys and much of the area into California. Through Yuma was the primary land route to California. The native peoples recognized this, as can be seen from early explorer accounts. A native settlement was regularly identified in the area. The Spanish recognized the importance of the crossing to meet their need for a land route to California Missions and settlements, and the Americans recognized the importance of the crossing, as can be seen from the establishment of Fort Yuma and the Yuma Quartermaster Depot. Unfortunately, due to floods and fires, much of the early history has been lost. Many important buildings and sites from the Spanish and early Native American periods are gone. But, Yuma has a rich historical record from the early and modern American period.

Over the last 60 years the United States military has developed a significant presence in the Yuma area. The Marine Corps Air Station – Yuma, located within the City, and the US Army Yuma Proving Ground, located to the northeast, contribute significantly to the local economy. A major facility for the MCAS to the southeast is the Barry M. Goldwater Range (BMGR). The BMGR has been used continuously since 1941 for training military pilots and aircrew members. The almost 2.7 million-acre facility, second largest military reservation in the US, remains critical to the nation’s defense. A portion of the Goldwater Range is within the City limits of the City of Yuma but outside the Focus Area of the General Plan.

Through the 1800’s and 1900’s Yuma was the major crossing point into California. Travelers from the east arrived by train, wagon, boat and horseless carriage. The construction of the swing bridge by the Southern Pacific railroad provided a train route across the Colorado River and the first means of railroad transportation in Arizona. The construction of the Ocean-to-Ocean Highway Bridge in 1915 provided the first automobile crossing of the mighty river. Another transportation route into Yuma was the river itself. Historic water flows were sufficient to allow paddle wheelers to dock in Yuma and unload goods for local consumption or transport inland.

As a major crossing and shipping point, Yuma became a metropolitan city. Yuma’s heyday as a transportation hub was not to last as other crossing points of the Colorado were constructed to the north. As the transportation industry waned in Yuma the agricultural industry exploded. Through the late 1800’s and early 1900’s the federal government embarked on an effort to increase agricultural capacity in the southwest. This was accomplished in Yuma through the Reclamation Act of 1902 that provided for the construction of a number of canals, drains and ditches that transported Colorado River water inland.

The construction of the Colorado River Levees contained the seasonal flooding of the two rivers. The Yuma Project involved the construction of the Laguna Dam in 1909 and the Yuma Siphon in 1912. These actions opened up the Gila and Yuma Valleys for regular and intense farming operations. The major crops in the Yuma area are field crops, such as

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lettuce and melons, and citrus crops, such as lemons. A number of Yuma's crops are exported to other nations.

The operation and maintenance of the canals and drains are under the control of four irrigation districts in a majority of the Planning Area. The first, located in the Yuma Valley, is the Yuma County Water Users' Association. The second, located in the south Gila Valley, is the Yuma Irrigation District. The third, located in the east mesa, is the Yuma Mesa Irrigation and Drainage District. Each district has an allocation of Colorado River Water for delivery to farming and irrigation activities. And the fourth, located in the south mesa, is the Yuma Auxiliary Project Unit B Irrigation District.

The majority of the City of Yuma's water supply is dependent on the canals that supply Colorado River water to the treatment plants. Additional groundwater production wells at the newly completed (2009) Agua Viva Water Treatment Facility (WTF) supply water to the system. The City intends to use groundwater only as a backup emergency supply or to blend with treated surface water during periods of high disinfection byproduct formation. When the wells are in production, groundwater is treated by an iron and manganese treatment system before being discharged to storage reservoirs located at the Agua Viva WTF site.

Water for the Valley Division of the Yuma Project is diverted from the Colorado River into the All-American Canal at the west abutment of Imperial Dam. The All-American Canal flows into California, and water for the Valley Division is diverted into the Yuma Main Canal at a turnout at the Siphon Drop Power Plant. The Yuma Main Canal flows south 3.5 miles to the Colorado River, where water is siphoned underneath the Colorado River to supply the West Main, Main, and East Main Canals of the Valley Division. These canals flow south and irrigate land as far south as the Mexican border. The City diverts the majority of its Colorado River water from the Yuma Main Canal for treatment at the Main St. Water Treatment Plant (WTP) through a pump station and intake located at the Yuma Main Canal immediately downstream of the siphon outlet.

Concurrently, the Gila Project diverts water from the Colorado River into the Gila Gravity Main Canal at the east abutment of the Imperial Dam. Irrigation water is diverted to serve the North and South Gila Valleys and the Wellton-Mohawk area from turnouts along the Gila Gravity Main Canal. The canal extends 20.5 miles in a southerly direction to its termination at the Yuma Mesa Pumping Plant, where water is lifted 52 feet into the "A" Canal. The City of Yuma then receives water from the "A" Canal at the Agua Viva WTF.

#### *Municipal Water Use*

The City's surface water rights entitle the City to a total annual consumptive use of 50,000 acre-feet of Colorado River water, which is delivered through the facilities of both the Yuma Project and the Gila Project. The City's Colorado River water allocation was established by the federal government through the authority of the Colorado River

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Compact of 1922, Boulder Canyon Project Act of 1928, and the State of Arizona's 1944 contract with the federal government for delivery of Colorado River water. Subsequent contracts with the Bureau of Reclamation, Yuma County Water Users' Association (operator of the Yuma Project), and the Gila Project Contractors specified the means by which Colorado River water is delivered to the City and set conditions for use of the Yuma Project and Gila Project facilities.

Production records from the City's water treatment facilities indicate that the City produced an average of 22.3 millions gallon a day (mgd) of water in 2010. This corresponds to an annual water demand of approximately 25,000 ac-ft/yr. Potable water is used throughout the City for a variety of purposes, including residential, commercial, and industrial uses. The 2010 water demand of 25,000 acre-feet represents 50 percent of the City's Colorado River water allocation.

### *Urban Heat*

With significant summer temperatures and abundant sunshine, shade is a comfort necessity for the desert southwest. Additionally, as demonstrated in the Phoenix Metropolitan Area, with the conversion of farmland and desert to asphalt and concrete, an Urban Heat Island can be a result with a 10 to 20 degree increase in nighttime temperatures. The United States Environmental Protection Agency has identified a number of impacts from heat islands including increases in peak energy demand, air conditioning costs, air pollution and greenhouse gas emissions.

There are a number of ways to reduce urban heat temperatures: shade trees, cool roofs and cool pavements. A simple and effective way is using vegetation for shade. Shade trees are a well established urban tradition. Dense shade can lower the air temperature by almost twenty degrees. To maximize efficiency shade trees should directly shade pedestrian use areas, such as walkways, bus stops, patio areas, seating areas, bank machines, etc. Trees are major capital assets in desert cities and just as streets, sidewalks, water and wastewater lines, public buildings and recreational facilities are part of a community's infrastructure, so are public owned trees. Mature shade trees on the east, west and south side of a house will reduce the air conditioning electric load an estimated 642 kwh per year or 4.6%. Street trees that shade paved surfaces will extend the life of that paved surface. Shade trees also help reduce pollution by reducing energy demands with properly placed trees helping home owners lower their day time air-conditioning bills. Cool roofs are based on using reflective materials to reduce heat gain in structures. Cool pavements can be not only reflective surfaces to reduce heat containment but porous materials that allow stormwater runoff to percolate through the street rather than being heated prior to disposal in the Colorado River. The City of Yuma is committed to community forestry as demonstrated by it's designation as a Tree City USA for the past three years by the Arbor Day Foundation.

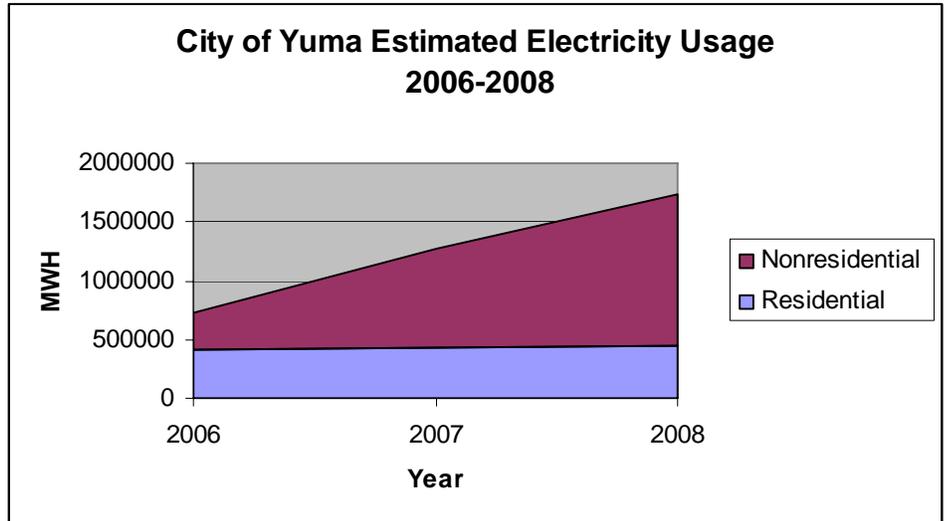
### *Energy Consumption*

To provide a baseline of current electricity and natural gas use in the City of Yuma, data on electricity and natural gas use from Arizona Public

Service and Southwest Gas Company for the previous three years was analyzed.

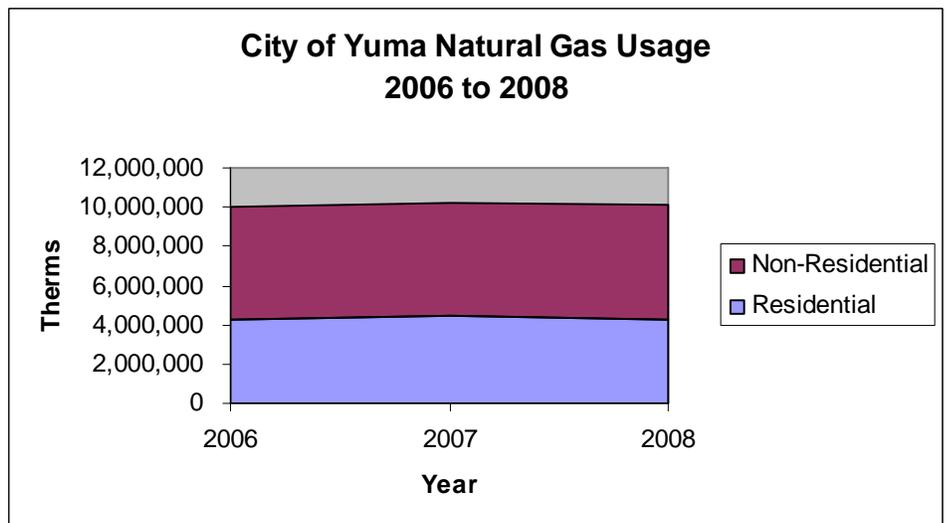
*Electricity* - On a City wide basis for the years of 2006 to 2008 the growth for the Residential Sector averaged a little more than 3.7 percent per year. The major growth in electrical usage came from the Non-Residential Sector. This sector, commercial, industrial and municipal use of electricity grew at an estimated average rate of 4.75 percent per year from 2006 to 2008.

Source: Arizona Public Service



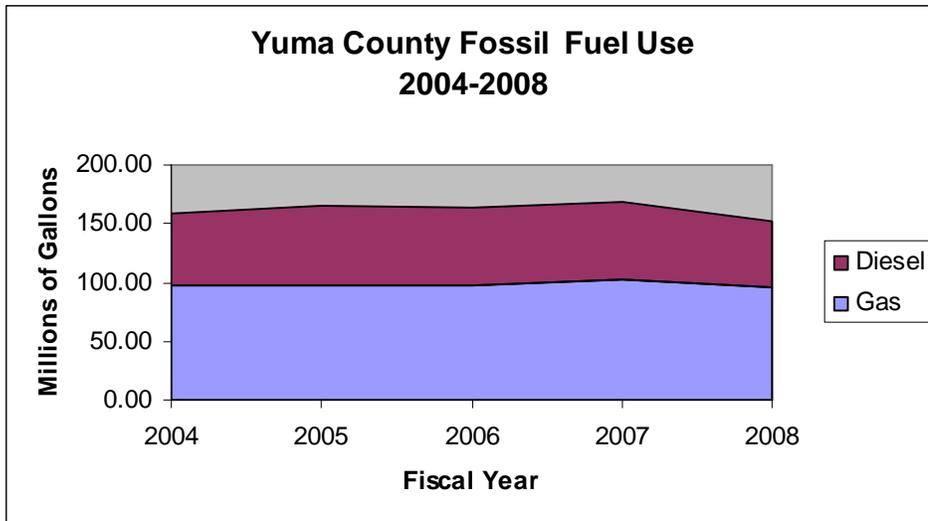
*Natural Gas* - Estimated Residential natural gas usage within the City of Yuma for the years 2006 – 2008 remained relatively flat with a .8 percent growth over the three years analyzed. Non-Residential usage of natural gas showed the same characteristics. Non-Residential usage declined from 2006 to 2008 by one percentage point.

Source: Southwest Gas Company



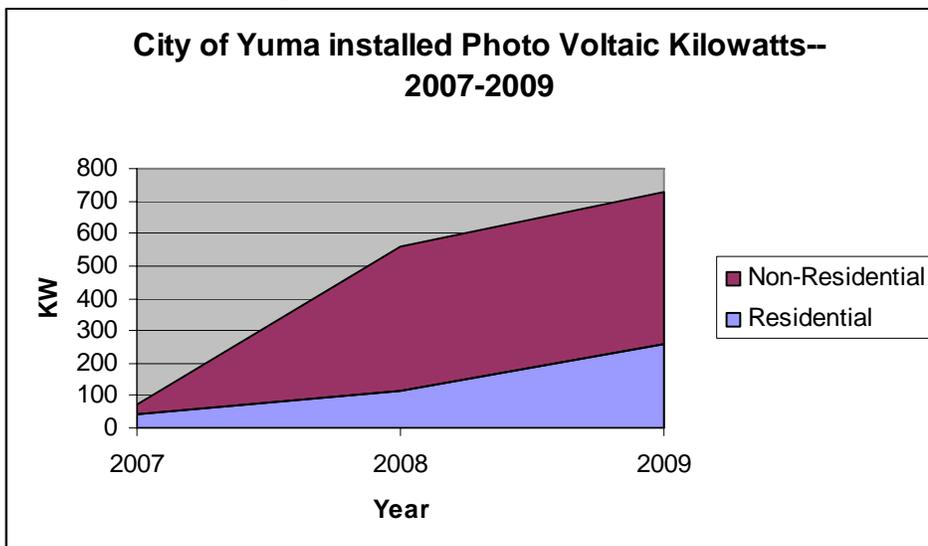
*Fossil fuel usage* - Yuma County diesel oil and gasoline usage declined minutely from 2004 through 2008, after a gradual increase from 2004 to 2007, the time period from 2007 to 2008 saw a 15 percent decrease. A similar trend is found in Gasoline usage with a 7 percent decline from 2007 to 2008.

Source: State of Arizona Motor Vehicle Division.



*Solar Resources* - Cities across Arizona are seeking ways to provide greater access to solar energy. Sharp increases in conventionally produced energy prices have caused widespread concern not only over the monthly utility bill but also the potential impacts on local jobs and community growth. With 4000 plus hours of daylight per year, the electric energy potential for the Yuma is significant. Utilization of this resource depends upon many factors: installation cost, availability of incentives or rebates and estimated energy savings.

Source: City of Yuma, Building Division and Arizona Public Service.



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A total of 57 photo voltaic systems have been installed since 2007. These systems have a connected electric load of 730 KW. The chart on the preceding page shows the photo voltaic connected load by installation year. The number of residential photo voltaic systems installed has doubled each year, from 6 in 2007 to 31 installed in 2009. Non-Residential systems, although small in number, are much larger systems and are 64 percent of total connected electric load.

## EVALUATION AND ANALYSIS

This section examines the status of and potential effect on important quality of life indicators including soils, air, water, energy, noise, wildlife and archeological resources as a result of implementation of the General Plan.



### SOILS

As noted previously, the Yuma Planning Area is made up of two primary soil classifications: the entisols of the Yuma and Gila Valleys and the aridisols of the Mesa.

*Valleys* - A majority of the land within the Yuma and Gila Valleys is considered Prime Agricultural land by the United States Department of Agriculture (USDA). Following centuries of river flooding, the soils are rich in materials to promote plant life. As development has occurred in these areas the available prime agricultural land has been reduced. The City of Yuma is committed to protecting this natural resource. In the Yuma Valley, land use and facility planning has focused efforts east of Avenue D and north of 40<sup>th</sup> Street to limit encroachment. In the Gila Valley, City efforts have focused development to those areas planned for growth. Within the last 10 years, the City has approved a change of approximately 320 acres to urban development.

The City can further enhance conservation efforts through sustainable design. Sustainability balances the attributes of social, economic and environmental importance in a holistic manner. This strategy of sustainability starts at the large-scale land planning level and includes components such as mixed-use development, density and intensity considerations, a jobs to housing balance, microclimatic considerations of the street grid orientation relative to sun, wind and shade and transit oriented development. The multi-purpose strategy for open space that includes water recharge will complement this framework. A sustainability effort could also include detailed components such as the consideration of reducing street pavement widths, alternative pavement materials that provide more porous surfaces, and alternate parking standards. These aspects of design could provide an alternative to the typical suburban model and celebrate opportunities to promote sustainability. Additionally, the social and physical attributes of the sustainable place making efforts could continue to add to the identity and longevity of the community over time.

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An example of a Mixed Use development that is to be developed in the Gila Valley is the Laurel project. The proposed project is to develop under the Smart Growth Overlay district which would allow for traditional neighborhood design. The project will also include a development design that includes narrower streets to reduce traffic speeds and promote walkable neighborhoods.

*Mesa* – A significant portion of the Mesa lands within the City of Yuma Planning Area have been converted from open desert to agricultural activities. These soils have been identified as Farmland of Unique Importance by the USDA. The bulk of the farming activity on these soils is in citrus. Since 1996 this area has seen a significant amount of growth in both urban development (industrial and single family homes) and rural development (two to five acre single family home lots).

The largest proposal is the Estancia Master Planned Community. This development totals 3,741.5 acres and is located in a recently annexed area of the City south of County 15<sup>th</sup> Street. The developer has proposed a mixed urban development with approximately 20,466 residential lots. It is the applicant's intent to develop a Master Planned Community that incorporates a mix of land uses and utilizes the Smart Growth Overlay. This area is identified as a future Growth Area in the Growth Area Element – Chapter 11 of the General Plan.

The dominant development pattern on the mesa has been in isolated residential clusters. Access to educational, commercial and jobs is typically by personal automobile. Pedestrian access is limited to a few developments. Fortunately newer developments, like Cielo Verde, are seeing the advantages to having close proximity to commercial development.

Conservation means site planning that minimizes disturbance of the Sonoran Desert vegetation and wildlife. When an area must be disturbed, there should be a concerted effort to save the native plants and/or provide replacement specimens that re-create and enhance the natural character of the site. A program has been implemented to protect Arizona's native plant species. The State adopted the Arizona Native Plant Act, 1991, to promote awareness and conservation of native plants, protect native plants from theft, over-depletion and vandalism and encourage the salvage of native plants.

The Act applies to both public and private property and includes notification requirements in instances where native plants are to be destroyed as a result of urban development as well as legal remedies as a result of improper salvage and transfer of native plants.

A few ways local governments have been trying to resolve the impacts of the loss of farm land on their respective communities are outlined below:

- Conservation easements are deed restrictions landowners volunteer to place on their property to protect resources such as agricultural land, ground and surface water, historic sites,



**Sonoran Pronghorn**  
Photo Courtesy  
National Wildlife Federation

productive soils, and/or wildlife habitat. The easements enable governments and qualified nonprofit organizations to protect land with important public purpose without compelling landowners to sell their property. They are flexible agreements that can be tailored to achieve specific purposes.

- Arizona allows the Purchase of Agricultural Conservation Easements (PACE). PACE programs are based on the concept that property owners have a bundle of rights that can be exercised jointly or individually. These include the right to use, lease, sell, and bequeath property, borrow money against it, and even protect it from development. Some or all of these rights can be transferred or sold. In exchange, the public or private agency prohibits future land use or activities that would interfere with agricultural uses. Typically, PACE programs pay a sum equivalent to the difference between full market and restricted value to protect farm, ranch, and occasionally forest lands. The easement value is determined by a certified appraisal.
- Transfer of Development Rights (TDR) programs are established by local zoning ordinances to protect farm and other open lands by shifting development from agricultural areas to other areas that can support increased development. The program allows a local government to designate “receiving districts,” where higher density development can occur, in exchange for permanent agricultural conservation easements on land designated as “sending districts.” Most TDR transactions are between private landowners and developers. Local governments generally do not have to raise taxes or borrow funds to implement TDR programs. For TDR to work, a market must exist for both the development rights (either in the private sector or via a municipal development rights bank) and the higher density development that will result. The complexities involved in administering TDR have kept many localities from utilizing this farmland protection tool.
- Permaculture—a compound of the words “permanent” and “agriculture”—is a design approach that integrates human communities and agricultural systems by mimicking complex ecological relationships. Permaculture focuses on the interrelation and placement of plants, animals, buildings, and infrastructure in the landscape, emphasizing food production while working to conserve energy and resources. It relies on core ecological principles and pairs traditional farming with modern technology, making it broadly applicable to urban design on an individual, neighborhood, or citywide basis. For example, homeowners can build urban soils by constructing a backyard worm-composting system or create habitat by turning an entire yard into a mini-farm, complete with fruit trees, vegetables, and plants that attract beneficial insects. Neighbors or urban planners can transform abandoned lots into community gardens, urban orchards, or cooperatives that raise chickens or honeybees.

Another important resource that should be maintained is the desert washes of the Gila Mountains. Rain is infrequent in the Sonoran Desert

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but when thunderstorms do occur, the resulting waters cascade down the mountain washes headed toward the Gila River. Limiting development in and around the washes will reduce potential flooding to developments and limiting channelization of the system will reduce floodwater speeds. The Gila Mountains are a major natural resource of the community. They provide a view shed, protect the valleys and mesa from southeastern storms and provide habitat for the Sonoran Desert Pronghorn as well as a number of other animals. Encroachment into this mountain range should be carefully considered and limited.

## **AIR QUALITY**

Clear skies and citrus scented breezes characterize Yuma, with clean air as one of the primary reasons many people move to the desert southwest. But with growth and the changing landscape, the ability to maintain clean air standards has become more difficult. The Environmental Protection Agency (EPA) and the Arizona Department of Environmental Quality (ADEQ) monitor six pollutants to determine the level of air quality in areas of the state. Those six factors are Carbon Monoxide, Nitrogen Oxide, Particulate Matter, Ozone, Sulfur Dioxide and Lead. The detrimental health effects from these pollutants range from soiling of fabrics to damage to the respiratory system to renal and nervous system damage.

The Yuma air currently meets the standards for the pollutants identified. Previously, Yuma was designated as non-attainment for Particulate Matter, known as PM-10, as a result of a 1991 air study by the EPA and ADEQ, which noted a violation of the 24-hour national ambient air standard in four consecutive years – 1988 to 1991. Since 1992, monitoring has shown that Yuma has met PM-10 standards and as such the City and ADEQ have been pursuing designation as an Attainment Area. Public agencies have implemented and continue measures to maintain PM-10 standards. Efforts have included paving of roadways and stabilization of bare dirt on vacant lots. The primary sources of particulate matter in Yuma are agricultural tilling and unpaved roads with another factor making up the dust particulates - dust from the open desert carried to urban areas as a result of wind and storm activity.

Future urban development can impact air quality and mitigation measures should be implemented to prevent that from occurring. Activities that could potentially affect air quality include transportation, industrial activity and agricultural operations. Detrimental effects from transportation include dust from unpaved roads, carbon monoxide as a result of fuel burning and dust from dirt parking lots. Detrimental effects from industrial and urban activity include smoke from lot clearing, dust from construction sites and potential exhaust from industrial operations. Potential detrimental effects from agriculture include dust from tilling, activities from pesticide and herbicide application and smoke from field clearing activities.

Mitigating the effects of these activities can occur through a number of existing and possible practices, policies and programs. Some are

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obvious and relatively easy to achieve, such as paving roadway surfaces. Others are more intangible and will require a combination of actions for successful achievement. One program currently in effect, which touches on urban development and agricultural operations, is the City of Yuma Burn Permitting Program. The ADEQ and the City of Yuma have an intergovernmental agreement, which allows for both regional and local review and approval of requests to burn vegetation. ADEQ monitors weather conditions to prohibit burning on days and at times when smoke is not likely to disperse, thereby causing an air quality hazard to the community. The City of Yuma prohibits burning in primarily residential areas and on days of ground level high wind speeds, which might promote spreading of the fire.

Methods to reduce auto emissions can take many forms including paving roadway surfaces and parking lots and using landscaping to retain dirt and dust on lots. Appropriate land use planning that allows for compact and mixed-use developments can also reduce driving miles. Examples of this include: locating truck dependent industries close to the Interstate; locating schools within close proximity to residential development; and locating neighborhood commercial activities close to customer bases. Transportation planning also plays a part in reducing auto emissions. Examples include supporting transit opportunities in the Yuma area and developing multi-modal transportation opportunities such as linear parks and bike paths.

Industrial and urban development mitigation measures can range from containing dust and dirt on construction sites with the use of gravel, temporary installation of dust inhibitors and screen fences to reduce dust generation on high wind days, and promoting clean industries. The agricultural industry currently implements all practical attempts to reduce dust generated through agricultural operations. The City of Yuma is committed to protecting long term agriculture in the Yuma area.

### **WATER QUALITY AND CONSERVATION**

As growth continues in Yuma, water becomes increasingly important. Both urban development and agricultural operations are dependent on sources of clean water. The Yuma area is fortunate to have a sufficient allocation of Colorado River water to support both urban and agricultural uses. But maintaining the quality and quantity of that water is crucial to continued prosperity. Much of the discussion on water resources can be found in the Public Services Element – Chapter 8 of the General Plan. This chapter will address impacts to water quality as a result of development in the Yuma urban area.

There are two sources of water in the Yuma area: surface water from the Colorado River and groundwater from well systems. Water for drinking purposes is diverted from the Colorado at the Imperial Dam and then transported via canal systems for treatment. Even though drinking water is obtained further upstream, the importance of the Colorado River in meeting the recreation needs of the Yuma community and supporting wildlife cannot be ignored. Surface water quality is measured by the

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presence of pollutants, turbidity (mud to water content), and ability to support the biological health of the local wildlife and plant habitats.

Groundwater quality is measured by the presence of nitrates, salt and other pollutants. Groundwater is particularly susceptible to leaks from failing septic systems and underground storage tanks and leaching of salts from agricultural activities. In the Yuma and Gila Valleys, groundwater typically ranges in depth from 6 to 10 feet. Therefore, the failing of a septic system or underground storage tank can have an immediate effect. This can result in not only groundwater contamination but also the development of surface cesspools because the ground is too saturated to absorb any additional matter. In times of great need the Arizona Department of Environmental Quality has stepped in and required localized areas to transition to municipal wastewater systems or in the cases of underground storage tank leaks, required soil remediation.

The current state of the Colorado is a river that is safe for recreation and supports a myriad of plants and wildlife. But a number of activities could reduce the viability of the river system. Increased storm water runoff could increase turbidity thereby reducing the oxygen content. This can have a detrimental effect on fish. Increased agricultural runoff could increase the nitrate levels and pesticide content. This can reduce the availability of insect life to support fish and birds. Illicit dumping of toxic chemicals and construction wastes can also have a detrimental effect on the river. A number of projects are underway that are intended to enhance the biological health of the river while still maintaining its ability to transport clean water to Mexico and contain storm water flows. As mentioned earlier, the Yuma section of the Lower Colorado River has been designated a National Heritage Area. Inclusive of plans within the Heritage Area are efforts to enhance the recreation abilities on the Colorado and the restoration of native vegetation, fish and wildlife habitat. The Yuma East and West Wetlands projects are active initiatives to recover approximately 1,500 acres along the Colorado River.

*Water Conservation* - Water resources should be high on the list for Conservation. The frequencies of droughts and concern about water quality issues have focused community interest on Low Impact Development practices that provided a holistic approach to site design and sustainable neighborhood developments. Using open space to control storm water runoff distributes storm water across a large area in order to replenish ground water supplies rather than sending it into a system of storm drain pipes and channelized network that in some cases end up in the east main canal. Conservation of land and water resources can be achieved through the utilization of more efficient infrastructure patterns and less land dedicated to street right of ways leaving more land for open space.

Low Impact Development (LID), also known as conservation development or cluster development, is a site design technique that concentrates dwelling units in a compact area in one portion of the development site in exchange for providing open space and natural areas elsewhere on the

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site. The minimum lot sizes, setbacks and frontage distances for the residential zone are relaxed in order to create the open space at the site. Open space designs have many benefits in comparison to the conventional subdivisions that they replace: they can reduce impervious cover, storm water pollutants, construction costs, grading, and the loss of natural areas. This approach to land development uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs. LID still allows land to be developed, but in a cost-effective manner that helps mitigate potential environmental impacts. Some of the benefits are:

- Preserve Open Space and Minimize Land Disturbances
- Protect Sensitive Natural Features and Natural Processes
- Identify and Link On and Off-Site “Green Infrastructure”
- Incorporate Natural Features into Site Designs
- Customize Site Design According to the Site Analysis

Planning for LID communities relies on the performance of a thorough site analysis. Site planners can use the information gathered during the site analysis to create the best balance between development and the conservation of natural resources. By identifying buildable and non-buildable areas of a site, planners can direct development into areas that will experience the least impacts on air, soil, and water.

*Reclaimed Water* - Reclaimed water is the product of an advanced treatment process which cleans wastewater. This treatment process produces water ideal for plant irrigation and other commercial/industrial uses. The nitrogen and phosphorous in the water provide excellent fertilizers for ornamental plants and turf grass. Dual distribution systems are constructed to serve customers with the reclaimed water and keep it separate from the potable water system.

Reclaimed water is used throughout Arizona for irrigation of parks, golf courses and school property. Municipal effluent is a renewable water supply that grows along with the service area’s population. This source water is locally-generated and is treated to meet established water quality standards. This treated supply is further enhanced and is then distributed as reclaimed water. Reclaimed water has been used for turf irrigation and certain industrial applications. The use of reclaimed water offsets a portion of the community’s demand that would otherwise be met by additional groundwater or by Colorado River water uses.

The City of Yuma Desert Dunes Water Reclamation Facility currently discharges 1 million gallons per day into the ground water table. This water could be used to irrigate neighboring storm water retention basins or neighborhood lawns of new developments.

*Grey Water Systems* - Grey water is wastewater that originates from the residential clothes washer, bathtubs, showers and sinks but not the toilets. A separate drainage system is designed within the residence to direct the water from these fixtures into a collection basin on the lot.

Typically, wastewater from toilets, amount to only 25 to 28% of total residential water used. The gray water is then used for irrigation of landscaping, gardening, and composting. This water relieves the potable water system of irrigation duties. Homes retrofitted with a grey water system will produce significant water savings.

## Energy Conservation

Energy is an important subject for Yumans due to regional increases in energy prices and notable energy shortages in neighboring states. Arizona Public Service and Southwest Gas Company have planned for increased electricity and natural gas demand but none should be wasted. Energy conservation is not only cost effective as it reduces home energy costs and increases long term reserves but it is better for the environment as it reduces the production of harmful pollutants.

Energy conservation should be addressed at a regional as well as a building specific level. On a state and nation-wide scale, state and federal agencies can provide loans for energy saving programs to businesses and existing residences. On a regional scale, land use and transportation planning can be used to promote compact design that reduces driving miles and promotes bicycle and pedestrian transportation. Also, public transit opportunities could reduce individual energy consumption by reducing the number of vehicles on the road. On a community level, local municipalities can increase energy conservation by using hybrid automobiles and promoting energy efficient building construction. On a construction site scale, the orientation of buildings and the use of landscaping can reduce direct sunlight exposure and cooling costs. On a building specific scale, increased insulation and energy standards can reduce home energy bills.

Yuma's high summer temperatures make energy conservation for home cooling costs of major importance. The abundant winter sunshine also provides residents with a prime opportunity to harness the sun's power for winter heating. Currently, there are no energy conservation requirements for new home construction within the City of Yuma Building Code though it has been local contractor practice to provide sufficient wall and ceiling insulation as well as double-pane windows when constructing new homes. Building orientation, shade landscaping and appliance selection are typically added costs or not considered in new developments.

The State of Arizona sponsors a program that identifies ENERGY STAR building partners. The homebuilders who participate in the program can promote their homes as ENERGY STAR compliant. The ENERGY STAR program certifies through a third party that the homes are 30% more efficient than if the national 1995 Model Energy Code were followed during home construction. This method of energy conservation includes a prescribed list of energy saving methods that range from building orientation to the selection of kitchen appliances. Homeowners can significantly reduce their home energy costs with the construction of an ENERGY STAR home.

### **Grey Water Retrofit**

A home in Casa Del Agua, Tucson, Arizona, began as an existing residence in 1983 and was retrofitted to acquire operational data on residential water use. Modifications included altering landscaping and the rooftop to collect rainwater, separating black water and greywater lines, installing meters, low-water-use appliances and fixtures, and adding underground storage tanks for both rainwater and greywater. This house has achieved a 24% reduction in total water use and a 47% reduction in municipal water use as compared to a typical Tucson residence. This project also helped to establish a method for measuring residential water efficiency known as the W-Index. It was shown that while a typical Tucson residence used approximately 148 gpcd, a fully conserving home could use as little as 35 gpcd. It is estimated that if 30% of the population implemented a water reuse system in their homes, it would produce a 43% reduction in groundwater overdraft in the Tucson area by the year 2025.

**Source:** Richard Brittain, Casa del Agua and Desert House: Two Residential Demonstration-Research Projects on Water and Energy Efficiency. May 31, 2001. The Center for the Study of the Built Environment. An Essay on a presentation made by Richard Brittain to Diwan al-Mimar.



Casa Del Agua, Tucson, AZ

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The State of Arizona - Department of Energy has developed a State Energy Code. The State Energy code is based on the Federal 1995 Model Energy Code and promotes voluntary compliance with code provisions. It is mandatory for all new state buildings.

Another consideration in building construction is the use of passive solar energy for lighting and heating needs. The Yuma area is fortunate to have abundant sunshine nearly year round. The use of skylights for lighting of interior rooms would reduce energy costs. Additionally, the use of solar panels for home and water heating can significantly reduce utility purchased energy.

The City of Yuma's energy future should be based on energy-related principles for policy formation. The following list has been selected as a means of guiding Yuma toward a prudent and sustainable energy future:

- 1) Enhance the general quality of life through energy strategies that will benefit the community.
- 2) Promote ecologically friendly propositions that create a healthy environment.
- 3) Promote good stewardship through energy conservation and efficiency practices.
- 4) Support opportunities for local economic vitality.
- 5) Emphasize sustainable/renewable power sources.
- 6) Favor locally distributed power opportunities.
- 7) Support options that will reduce market volatility, stabilize rates, and increase reliability.

Based on these principles listed above, action items have been listed in the Action Plan, classified into six functional groupings: (1) advocacy and education; (2) reducing our energy demand; (3) supporting and developing ordinances, policies, programs, and legislation; (4) developing financial possibilities; (5) creating alliances; and (6) improving the city's energy supply.

### **NOISE POLLUTION**

Noise pollution is a byproduct of the urban environment. Extremes in noise can interfere with sleep, work and recreation as well as cause physical and emotional damage. Noise is produced from a variety of sources but most common in the Yuma area is noise related to transportation. Air flights, highway traffic and commercial activities have all played significant roles in recent concerns over noise pollution.

The Yuma International Airport and the Marine Corps Air Station – Yuma provide commercial airline traffic and military flight training opportunities in the region. A Noise Study by the City of Yuma and Yuma County was completed and the resulting noise contours were adopted into the City of Yuma Zoning Ordinance in 1979 as the Airport District. Included within the Airport District is a land use suitability matrix which identifies appropriate land uses in proximity to the airport and building noise attenuation requirements that will minimize conflicts between flight operations and urban development. An example of how the matrix is applied would be the inclusion of 25-decibel noise attenuation for a new

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commercial building located within the 70 to 75 noise contour. Additionally, in 1996 the City of Yuma and Yuma County developed and adopted the City/County Joint Land Use Plan that directly addressed providing appropriate land uses within proximity to the Marine Corps Air Station. Statewide concerns over military base viability in light of continued urban growth prompted the legislature to adopt Senate Bill 1525 in March, 2001. This Senate Bill amends state law and requires the application of a stringent land use suitability matrix in communities near military airports. The intent is that by reducing residential development in proximity to military operations, the long-term viability of the military airport can be maintained.

Responding to transportation noise requires a broad based effort. The federal government can mandate higher noise muffling standards on new vehicles and can promote sound attenuation on existing highways. State transportation agencies can attenuate highway noise by the construction of sound walls and implementing other noise mitigation programs. And through land use planning, local agencies can mitigate future transportation noise conflicts by using appropriate commercial and office activities to buffer and separate residential areas from highways and rail corridors. Transportation noise in existing developments should be reviewed and mitigated specific to the needs of that development. Implementation of traffic calming devices could be implemented where high speeds and the number of vehicles are causing road noise in residential areas.

Other generators of noise that can create a direct conflict with neighboring residential developments are commercial and industrial activities. Land use planning can help mitigate this conflict by providing buffering uses such as offices between intense urban activities and lower density residential. Site planning can also mitigate potential noise conflicts. For example, where residential and commercial land uses are adjacent, noise intense activities, such as loading docks and speaker systems, could be oriented away from the residences. In order to minimize conflicts, the City of Yuma has adopted Noise Limitation standards within the Zoning Ordinance for Limited and General Commercial projects that are larger than 35,000 square feet and are within 300 feet of a residential district. The requirements include limited high noise activities and noise mitigation.

## **WILDLIFE**

Located in the Sonoran Desert and including portions of the Colorado and Gila Rivers, the Yuma area is host to a variety of plants and animals. Urbanization of the area has affected the habitats and viability of many local species. Continued urban development should take into account the effect on the natural environment and implement mitigating measures wherever possible.

Potential impacts as a result of urban development can range from increased storm water runoff to reduced natural habitats. If mitigating measures in response to urban development are not taken, then there is

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the possibility of tipping the balance of nature. When this occurs, entire species can be lost or drastically reduced. This can have a significant impact on economic development as well as quality of life. For example, if the quality of the Colorado River is not maintained, then insect populations could reduce. If there is a reduction in insects, then the fish and bird populations may decline. The attraction of viewing wild bird populations as well as the recreation opportunity of the annual dove-hunting season could be impacted if bird populations are significantly reduced. The loss of these economic attractions would severely reduce revenues from the tourism industry. Therefore, it is in the best interests of a viable economy and the community's quality of life to consider the impacts of urban development and develop methods to maintain the rivers and other natural areas.

The City of Yuma and other public agencies as well as private citizens are taking the lead in this effort by working to revitalize the Lower Colorado River through the revegetation of the East and West Wetlands. By recognizing this important resource and restoring the nationally recognized heritage area, the Yuma community is working to retain the river for future generations.

#### **ARCHEOLOGY**

As mentioned previously, the Yuma community has a long history. Efforts should be made to identify and protect the historic sites in the area. These sites include the nationally recognized buildings, sites and districts, remote pre-historic Indian sites and the community's history.

In addition to the historic districts and sites within Yuma, the trails followed by early explorers are important resources that should be identified and preserved. Juan Bautista De Anza followed the Gila River through Yuma on his search for a land route to California. The Mormon Battalion camped and traveled through the Yuma area on their trek to support the American military garrison in San Diego during the Mexican-American War. The Butterfield Stage route through Yuma provided one of the earliest commercial land routes to the west coast. These and other trails are discussed in more detail in the Parks, Recreation and Open Space Element (Chapter 4) but they are mentioned here to recognize these historic and cultural resources in the community.

The Yuma area has been home to native peoples since long before the Spanish started exploring the west. The history of the Quechan, Cocopah and Mojave tribes are intertwined with the Colorado River. The Gila Mountains contain early records of pre-historic native peoples. Under the protection of the Bureau of Land Management, the location of these sites and petroglyphs are known to only a few in order to protect them from intentional and unintentional encroachment and damage.

Potential impacts to historic and archeological resources are from neglect, vandalism and redevelopment. In order to protect these places of history it is important that public policy recognize their value to future generations.

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## GOALS, OBJECTIVES AND POLICIES

**Goal 1.0:** Utilize and sustain our natural spaces and resources, including waterways, parks and historic sites, for recreation and cultural experiences that improve the Yuma community's quality of life.

Objective 1.1: Improve the air quality for the Yuma area.

*Policy 1.1.1: The City shall promote sustainable development that minimizes impacts on natural spaces and resources.*

*Policy 1.1.2: The City shall continue City practices of street cleaning, paving and maintenance and development requirements for paving and landscaping.*

*Policy 1.1.3: The City shall support efforts to reduce dust emissions from unpaved right-of-way including developing standards for parkway maintenance through a Community Design Policy and requiring dust inhibitor application on unpaved city alleyways*

*Policy 1.1.4: The City shall develop an Urban Forestry Master Plan to guide overall management and preservation of tree canopy throughout the city. This plan will include a Street Tree Master Plan to guide planting trees during development and redevelopment and to designate appropriate trees for plantings along major roads and corridors.*

*Policy 1.1.5: The City shall expand opportunities for citizens to live in proximity to work.*

*Policy 1.1.6: The City shall reduce emissions of the City fleet vehicles by expanding the use of Low Emission vehicles.*

*Policy 1.1.7: The City shall support alternative modes of transportation, bicycle, pedestrian and transit that reduces emissions.*

Objective 1.2: Improve the surface water quality for the Yuma area.

*Policy 1.2.1: The City shall partner with the Yuma County Flood Control District to meet and exceed the Stormwater Runoff requirements of the Federal Clean Water Act Phase II Rule.*

*Policy 1.2.2: The City shall continue developing the East and West Wetlands in order to improve the water quality of the Colorado River.*

*Policy 1.2.3: The City shall analyze the existing FEMA designated flood hazard areas to find ways to eliminate the flood hazard potential of each area with emphasis on the East Main Canal flood hazard area.*

Objective 1.3: Reduce water consumption.

*Policy 1.3.1: The City shall develop a non-potable irrigation water infrastructure system that reduces the demand for potable water and develop management policies to guide efficient use of reclaimed water.*

*Policy 1.3.2: The City shall reduce the rate of growth in residential water consumption per household through education and incentive programs.*

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*Policy 1.3.3: The City shall review future development impacts of water use and require development designs that foster water conservation.*

*Policy 1.3.4: The City shall continue to promote low water use desert landscaping in the urban area.*

**Objective 1.4:** Protect and enhance the archeological resources of the Yuma community.

*Policy 1.4.1: The City shall promote the adaptive reuse of historic buildings and sites.*

**Goal 2.0:** Increase in local energy independence through conservation, reduced consumption, and the development of efficient and sustainable local energy production.

**Objective 2.1:** Promote energy efficient development and energy efficient structural design in the built environment.

*Policy 2.1.1: The City shall use landscaping and stabilizing paving material other than black asphalt to reduce the “heat island” effect and reduce the need for cooling fuel use.*

*Policy 2.1.2: The City shall require an increase in cool paving materials, especially in parking lots.*

*Policy 2.1.3: The City shall reduce the urban heat island effect by promoting the use of cool roofing materials such as reflective tiles, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up.*

*Policy 2.1.4: The City shall require the commercial and residential sectors to consider energy conservation in design and construction.*

*Policy 2.1.5: The City shall promote the use of solar energy opportunities in building and site design.*

*Policy 2.1.6: The City shall increase the use of natural and man-made shading for parking lots, streets, and pedestrian areas.*

*Policy 2.1.7: The City shall require energy conservation measures in the development, maintenance and operation of all City facilities and equipment.*

*Policy 2.1.8: The City shall develop an Energy Facility Plan that assesses the city’s energy needs, and identifies the renewable energy resource potential that exists in the City including solar, wind, water, biomass and geothermal.*

*Policy 2.1.9: The City shall employ self generation of energy using renewable technologies.*

*Policy 2.1.10: The City shall promote landfill methane and biomass gasification as an energy source.*

*Policy 2.1.11: The City shall employ life cycle cost analysis for assessing cost and benefits for a particular product of technology.*

**Objective 2.2:** Promote Energy Conservation.

*Policy 2.2.1: The City shall minimize energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds and*

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landscapes.

*Policy 2.2.2: The City shall pursue the development of “green” sector industries which benefit Yuma’s economy and environment.*

*Policy 2.2.3: The City shall develop and adopt an operational fuel efficiency policy to reduce fossil fuel consumption by City departments, which includes:*

- *No idling of all fossil fueled equipment owned or leased by the City, and operated by a City Employee,*
- *Promotion of fuel saving speeds, such as 55 mph as a top speed for the affected fleet,*
- *Similar idling and speed requirement in all City contracts,*
- *Support community outreach programs to achieve similar idling and speed goals in the community.*

**Goal 3.0:** Create and maintain a sustainable community where our natural resources are protected and conserved for future generations.

Objective 3.1: Promote water conservation in order to extend the use of this vital natural resource.

*Policy 3.1.1: The City shall implement the Water Conservation Measures identified in the 2001 City of Yuma Water Conservation Plan.*

*Policy 3.1.2: The City shall institute a water conservation program for area businesses and residents.*

*Policy 3.1.3: The City shall continue the maintenance and auditing of the City water system in order to eliminate water losses within the water system.*

Objective 3.2: Promote the protection of the diverse wildlife in the Yuma area and the protection of natural habitats.

*Policy 3.2.1: The City shall support and encourage the development of the Yuma East Wetlands restoration area.*

*Policy 3.2.2: The City shall participate with state and federal agencies in the protection of endangered and listed species, including the Yuma Clapper Rail, the Flat-Tailed Horned Lizard and the Sonoran Desert Pronghorn.*

*Policy 3.2.3: The City shall partner with county, state and federal agencies to preserve and enhance dove hunting opportunities in the area.*

*Policy 3.2.4: The City shall support the protection and conservation of important natural resources including the Gila and Laguna Mountains and the Fortuna Wash.*

**Goal 4.0:** Maintain a sustainable community where the conflicts between residential and commercial/industrial development are considered and minimized.

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Objective 4.1: Promote ways to minimize impacts from high noise and light intensive activities on neighboring residential development.

*Policy 4.1.1: The City shall consider noise impacts from roadways, rail corridors and industry on neighboring residential development.*

*Policy 4.1.2: The City shall continue the use of the Airport Overlay Zoning District to minimize potential conflicts between residential development and airport operations.*

*Policy 4.1.3: The City shall continue regulation of outdoor lighting to minimize conflicts with the reasonable use and enjoyment of property and with astronomical observations.*

## ACTION PLAN

Phase	Project	Responsible Department/ Agency	Funding Sources
1-5 Years	Develop and Implement an Energy Facility Plan.	Community Development	General
	Continue to develop the West Wetlands Restoration Area.	Riverfront/ Engineering	Grants
	Develop a water conservation program.	Public Works	WUF/ General/ Grants
	Continue to develop the East Wetlands Restoration Area.	Riverfront/ Other Public Agencies	Grants
	Include energy and water conservation design features in major renovation and new development projects.	Engineering/ Community Development	General
	Update and revise the Landscaping Ordinance to encourage desert landscaping.	Community Development	General
	Complete a noise contour study for major roadway and rail corridors.	Community Development	General
	On a regular basis test all City facilities for carpooling, bicycling, walking, and public transportation access.	Community Development	General
6+ Years	Develop Community Design Standards for all Streets and Alley Ways.	Community Development	General
	Develop a Fugitive Dust and Smoke Control Plan.	Community Development	General
	The City shall replace 10% of its affected fleet in 10 years with electric, hybrid, and/or fuel-cell vehicles.	Streets	General
	The City shall reduce 30% of its vehicle fleet petroleum use by 2020.	Streets	General
	Develop programs and incentives for development projects that exceed State energy and water efficiency standards.	Community Development	General
	Develop design guidelines for urban development that help mitigate noise impacts.	Community Development	General
	Support and facilitate the implementation of a Green Building Ordinance(s).	Community Development	General
	Develop design guidelines for new development that consider minimizing heat gain and energy conservation.	Community Development	General
	Develop an Urban Forestry Master Plan.	Community Development	General
	Analyze the existing FEMA designated flood hazard areas to find ways to eliminate the flood hazard potential of each area with emphasis on the East Main Channel flood hazard area.	Community Development	General

**A.R.S Section  
9-461.05 E.4. –  
Public Services and  
Facilities Element**

*A public services and facilities element showing general plans for police, fire, emergency services, sewage, refuse disposal, drainage, local utilities, rights-of-way, easements and facilities for them.*

**A.R.S Section  
9-461.05 E.5. –  
Public Buildings  
Element**

*A public buildings element showing locations of civic and community centers, public schools, libraries, police and fire stations and other public buildings.*

**A.R.S Section  
9-461.05 D.5. –  
Water Resources  
Element**

*A water resources element that addresses:*

- 1. The currently available surface water, groundwater and effluent supplies.*
- 2. An analysis of how the future growth in the General Plan will be adequately served by the legally and physically available water supply or a plan to obtain additional necessary water supplies.*

## 8 – PUBLIC SERVICES ELEMENT

The Public Services Element provides a plan for the provision of major public infrastructure, utilities, and community resources. These facilities represent the public's investment in the urban infrastructure that is necessary to support the physical operations of the city. The requirements of this element are identified in the State of Arizona Revised Statutes (A.R.S.), within three different sections as noted. Many of the facilities identified crossover into other General Plan Elements and it is not possible to plan for one without considering the others. The City of Yuma has combined these three required elements into one. By combining them, the facility plans build on each other to provide a complete network of infrastructure, services and resources.

The Public Services Element builds on the Smart Growth principal to strengthen and direct development through identifying and promoting essential public services like water, sewer utilities, law enforcement and emergency services and educational and cultural programs.

This chapter is structured in the following format: the Background section identifies the existing facilities; the Evaluation and Analysis section discusses future needs for facilities and planning efforts to date; the Goals, Objectives and Policies section identifies community goals in providing public services with targeted efforts and policies to achieve those goals; and the Action Plan identifies a list of projects with a general timeline to meet the identified goals.

The facilities identified within this element are organized into four categories. The first category addresses educational and cultural facilities. This includes an identification of Yuma's schools and school districts, libraries and civic/community centers. The second category addresses Public Administration. The identification of these local government facilities includes both City and County administration centers. The third category is Public Safety. This includes both police and fire safety facilities plans and includes an identification of County facilities. The last category is Utility Services, encompassing infrastructure and planning for water, wastewater, stormwater control, solid waste and private utility services. In addition there is discussion on recent improvements in the Yuma area for cellular and fiber communication abilities.

### BACKGROUND AND EXISTING CONDITIONS

#### EDUCATIONAL AND CULTURAL FACILITIES

##### Schools

Services provided by the City of Yuma do not include public education programs; but the City recognizes the need in the community to have

outstanding educational and cultural opportunities. Educational facilities support the overall quality of community life, promote economic development, help determine the community's identity and provide measures of community achievement. The Yuma plan area is served by three school districts. Yuma Elementary School District One and Crane Elementary School District support elementary and middle school needs and the Yuma Union High School District support high school requirements and needs. The Somerton School District extends into the southwestern area of the planning boundary and supports the elementary school needs of the South County area. School facilities are generally situated to support the surrounding communities. In the past, some school sites have been identified based on land availability and to support campus-type developments. The cost of vacant land for school development is a compelling motive for where to locate a new school. A campus-type development occurs when multiple school facilities are located in close proximity to each other. This allows the district to centralize operations common to those schools. But these determining factors have a tendency to increase the distance between residents and the school facilities thereby increasing the use of school buses and personal vehicles to transport students.

The following table identifies each educational facility with a number which corresponds with its location on Map 8-1.

<b>Public and Charter Schools, Colleges and Universities</b>						
<b>YUMA ELEMENTARY SCHOOL DISTRICT ONE</b>		<b>CRANE ELEMENTARY SCHOOL DISTRICT</b>		<b>YUMA UNION HIGH SCHOOL DISTRICT</b>	<b>CHARTER SCHOOLS</b>	<b>COLLEGES/ UNIVERSITIES</b>
(1) Alice Byrne Elementary	(9) Pecan Grove Elementary	(18) Gary A. Knox Elementary	(24) Valley Horizon Elementary	(28) Yuma High School	(33) Educational Opportunity Center	(38) Arizona Western College
(2) C.W. McGraw Elementary	(10) Roosevelt School	(19) H.L. Suverkrup Elementary	(25) Crane Middle School	(29) Kofa High School	(34) AmeriSchools Academy	(39) Northern Arizona University
(3) George W. Carver Elementary	(11) Desert Mesa Elementary	(20) Mesquite Elementary	(26) Centennial Middle School	(30) Cibola High School	(35) Harvest Preparatory Academy	(40) University of Phoenix
(4) Gwyneth Ham Elementary	(12) Sunrise Elementary	(21) Pueblo School Elementary	(27) Salida del Sol Elementary	(31) Gila Ridge High School	(36) Carpe Diem Academy School	
(5) James B. Rolle Elementary	(13) 4 <sup>th</sup> Avenue Junior High	(22) Rancho Viejo Elementary		(32) Yuma Vista Alternative High School	(37) Desert View Academy	
(6) Mary A. Otondo Elementary	(14) Woodard Junior High	(23) Ronald Reagan Elementary				
(7) Palmcroft Elementary	(15) Castledome Middle School					
(8) O.C. Johnson Elementary	(16) Gila Vista Junior High					
James D. Price Elementary (YPG)	(17) Ron Watson Middle School					

In addition to the existing public schools, a number of continuation and charter schools are available to the Yuma community, as well as private/religious institutions. The largest private religious institution is the

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Yuma Catholic High School. The alternative district schools include Vista High School, which is part of the High School District. The community charter schools include Young Professionals for International Cooperation (YPIC), AmeriSchools Academy, Harvest Preparatory Academy and Desert View Academy. Available higher education courses that include Associate, Bachelors, Masters and Doctorate degree programs are offered by Arizona Western College (AWC), Northern Arizona University (NAU)-Yuma and the University of Arizona with a variety of scholarly programs. University of Phoenix is the one private institution that offers Associate, Bachelors, Masters and Doctorate degree programs with facilities in the Yuma area.

### **Libraries**

The Yuma County Free Library District was created in 1987. The Yuma County Free Library District serves as a center for information, community enrichment, recreational reading, and lifelong learning.



Yuma County Heritage Branch Library

The original main library located at 350 S. 3<sup>rd</sup> Avenue has been recently remodeled and renamed the Heritage Branch Library. Library services include: books and periodicals and reference materials, a computer lab for word processing and Internet access and a database of community events, officials and organizations. The Heritage Branch Library has met the library needs of the Yuma community since the early 1900's. Originally a Carnegie Library, the City of Yuma rebuilt and remodeled the building to its previous configuration through several periods: first in 1921, then in the early 1940's. The most recent remodel in 2009 was completed by Yuma County. Until the creation of the district, the City of Yuma operated and maintained the library facility. Following the creation of the district, the buildings and directly adjacent land were deeded to the library district for their operation and maintenance.



New Yuma County Main Library

In 2009, construction of the new main library was completed at 2951 S. 21<sup>st</sup> Drive. The new facility features approximately 80,000 square feet, an expanded collection of books, magazines, music and movies, and public computers with software, research databases and internet access. The Main Library has new services like drive-through book drop, wireless internet access, printing stations and digital periodical resources. Numerous community spaces are available, including multipurpose rooms, study rooms, and indoor and outdoor seating. There is ample room to host informational, cultural, and recreational programs for all ages. Popular programs include an Intergenerational Summer Reading Program and story times. The Main Library also offers computer classes, language classes, book clubs, and hobby clubs. Special events such as author visits and guest speakers are scheduled several times a year. Besides the Heritage Branch Library in the City of Yuma, branches are also located in the Foothills, San Luis, Roll, Somerton, Wellton, and Dateland. The library district has entered into shared use agreements with Arizona Western College (AWC) and the Hyder and Mohawk school districts in

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order to expand access to library services and materials. Remodel expansions of the Somerton, San Luis and Foothills branches were recently completed.

### **Civic/Community Centers**

The City of Yuma provides community and recreation facilities to the residents within the Yuma urban area. These facilities provide space for cultural and community events. Ten community centers are available to the public. Four of these centers are: the Yuma Civic Center, situated within the James P. Deyo Sports Complex; the Clymer Recreation Center on Orange Avenue, the John Morris Cottage, located in Carver Park; and the North End Community Center located downtown. Seating capacity ranges from 30 persons at the Clymer Recreation Center to 2,084 persons at the Yuma Civic Center.



City of Yuma Civic Center

In 2004, a joint effort between the City of Yuma, the Bureau of Land Management and the Arizona National Guard completed the new Yuma Readiness and Community Center. The Yuma Readiness and Community Center located at 24<sup>th</sup> Street and Araby Road is a 24,000 square-foot joint facility used by the Arizona National Guard and the City of Yuma. The building includes a large gymnasium, commercial kitchen, fitness room, vehicle maintenance garage, offices and classrooms. The remaining community centers include: the Yuma Art Center, Riverside Outdoor Education Center, Martin Luther King Center, the Joe Henry Optimist Center and the Yuma County Fairgrounds, which acts as a center for numerous events including the annual Yuma County Fair, the Silver Spur Rodeo, festivals and other outdoor concerts for all county residents to enjoy.

As a major arts and entertainment anchor in the Historic North End, the Yuma Art Center features over 40,000 square feet of visual and performing arts space. There are four galleries, six classroom spaces, and a renovated Historic Yuma Theatre that dates back to 1912. The 640 seat theatre has the classic ambience of the early movie and vaudeville houses and hosts local performing arts groups in its current use. The Art Center provides arts education opportunities for a variety of art disciplines and age groups. Successful programs include the Infinite Imagination Youth Theater, Art Camp, and pottery programs. The venue serves as the home base for the Yuma Symposium that occurs the last weekend in February each year. The Symposium offers master level workshops in sculpting, photography, print-making, painting, and many other art disciplines. Over 250 artists from all over the country attend this event that has been occurring for more than 30 years.

### **PUBLIC SERVICES ADMINISTRATION**

#### **City**

City of Yuma government activities are housed in a number of buildings located in north-central Yuma. City Hall is located at One City Plaza. Built in 2002, this building provides meeting space and city administration office space. The City departments



City of Yuma City Hall

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for the Mayor's Office, City Administration, City Attorney, Finance, Information Technology Services, Community Development, Fire Administration, and Parks and Recreation are all located in the new City Hall. As a response to growth in staff and space needs, new facilities were constructed for the Public Works Department, Police Department and Municipal Court over the last 15 years northwest of 16<sup>th</sup> Street and 1<sup>st</sup> Avenue. These facilities were developed in accordance with the Master Campus Plan, developed by Ruth & Going.

### **County**

Yuma County government activities are also housed in a number of separately located buildings. Administration is located downtown at 198 S. Main Street. A new facility was completed in 2005 for the Yuma County Department of Development Services which is located at 2351 W. 26th Street and is in proximity to Health Services and the Juvenile Justice Center, which includes the Juvenile Court and Detention Facility. A new Public Works facility was completed July 2003 and is located at 4343 S Avenue 5½E. The facility includes two buildings; the vehicle maintenance shop providing service for the Yuma County's entire vehicle fleet and the other building is the administrative offices, training room and the carpenter and sign shop. Other County offices include: County Recorder, Assessor and Treasurer at 410 S. Maiden Lane and Adult Probation at 405 S. Main Street.

### **PUBLIC SAFETY**

#### **City Police**



City of Yuma Police Department

The Yuma Police Department was officially established in 1914 in conjunction with the signing of the City Charter. Over time and in response to growth, the Police Department has added new officers and police services. By the mid-90's it was very clear that the 17,000 square feet of space available in the then existing Police headquarters building was not enough. Design and construction of a new police facility on an adjacent location was completed in 1999 followed by an expansion project in 2008 which added office space to the main and upper floors.

The 3-story headquarters, located at 1500 S.1st Avenue, totals 152,200 square feet, with 93,000 square feet of office space.

The main floor houses the lobby, Administration, Records Section, Investigations Division, Narcotics and Street Crime Unit, Crime Analysis, Support Services Division, Public Affairs Unit, Professional Standards Unit, and the Community Room which provides public meeting facilities for up to 80 persons. The upper floor contains the communications center that provides Enhanced 911 Police and Fire dispatch and the Equipment/Supply Inventory and quartermaster. The lower floor contains the Patrol Area, Traffic Unit, School Resource Officers, Gang, K9 Unit and Animal Control, various supervisor offices, the evidence room, the lab for photography and fingerprinting analysis, parking for police vehicles, the indoor firing range, the Special Enforcement Team (SET), facilities maintenance and holding cells with an enclosed area for transferring prisoners.

In the year 2010, the Police Department was authorized for 175 officers and 92 civilians to provide law enforcement and support services for a jurisdiction that covers 120 square miles and contains over 93,064 citizens.

The City of Yuma Police Department (YPD) recently established online access to the public for the following services:

- Most traffic collision reports
- Reporting for the public for minor offenses
- Citizen Watch which includes online video of unsolved crimes
- Cold case files

The following services have been recently initiated:

- G.R.E.A.T. (Gang Resistance And Training) Program for both Elementary and Junior High School levels beginning in 2011.
- T.A.G.S. (The Anti-Graffiti Strategy)
- Driving under the influence (DUI) Checkpoints the 1<sup>st</sup> two in department completed in 2010
- Police Department Hispanic Liaison Service
- Hispanic Citizens Police Academy
- Enforcement Agent/Animal Control



City of Yuma 911 Dispatcher

#### County Sheriff

The Yuma County Sheriff's Department provides emergency response to county residents outside the City of Yuma. The main office is adjacent to the Yuma County Jail at 141 S. 3<sup>rd</sup> Avenue. In order to serve the population in the Foothills, the Sheriff's Department has a sub-station on Foothills Blvd at 44<sup>th</sup> Street. The Patrol Division handles investigations, response, community oriented policing, narcotics, traffic and water safety. The Detention Division operates the Adult Detention Center and the Juvenile Detention Center.

#### City Fire/Emergency Medical Services

The City of Yuma Fire Department was established January 25<sup>th</sup>, 1900. Services provided by the City Fire Department include fire suppression, emergency medical response, prevention, hazardous materials response, technical rescue, training and regional emergency management. Six fire stations located across the City provide fire suppression and emergency response within minimum response times. The placement of new stations, the provision of fire hydrants for new developments and annexations, and the proven abilities of the City of Yuma Fire Department have resulted in the City receiving an Insurance Services Office (ISO) rating of 3. This positive rating, on a scale of 1 to 10 with 1 being best, directly correlates to residential and commercial fire insurance rates.



City of Yuma Fire Department

#### City Ambulance Transport Proposal

On January 10, 2010, the City Council adopted the Emergency Services Ambulance Transport Needs Assessment through Resolution R2010-04. The service is planned to be implemented by the Fire Department through a State approved Certificate of Necessity (CON). The City is preparing for

a hearing before the State of Arizona for the CON. Currently the Rural Metro Corporation possesses the only CON to provide ambulance service in Yuma. The addition of a second State certified ambulance service will improve emergency transportation service to the City of Yuma residents.

**City of Yuma Public Safety Training Facility**



Burn Building located at the City of Yuma Public Safety Training Facility

Breaking ground in 2009, the City of Yuma is currently nearing completion of phase one of the Public Safety Training Facility located at Avenue 4E and 36<sup>th</sup> Street. The Public Safety training facility is designed to meet the training needs of the Fire Department and the Police Department and serve as a resource to other public safety organizations located in the Yuma area. A major attribute to this facility will be the large amount of multi-use components that can be utilized. Some of the programs that are planned to be featured include fire burn building simulation, emergency apparatus driving simulator, specialized rescue simulation, gas and electric burn simulation, patrol car defensive driving tactics facilities, forcible entry simulation and K-9 training.

DEPARTMENT FUNCTIONS	CITY OF YUMA FIRE DEPARTMENT ACTIVITIES BY STATION									
	City Hall	Fire Station No.1	Fire Station No.2	Fire Station No.3	Fire Station No.4	Fire Station No.5	Fire Station No. 6	Training Facility	Vehicle Shop	Police Dept.
Administration	X									
Suppression		a	a	a	a	a	a			
Prevention	X	a	a	a	a	a	a			
Support Services	X									
Vehicle Apparatus Maintenance					X			b	b	
Emergency Medical Services	X	a	a	a	a	a	a			
Emergency Management	X									
Training: • Classroom • Training Drills	X						a c	a a		
Community Risk Reduction	X	a	a	a	a	a	a			
Dispatching										X
<b>Special Operations</b>										
Hazardous Materials		a	X	a	a	a	a			
Technical Rescue		X	a	a	a	a	a			
Water Rescue		X	a	a	a	a	a			
X Coordination of noted operations a. Denotes this location responds to this type of emergency b. Denotes future inclusion into City Vehicle Shop campus c. Denotes future functions accomplished at this location d. Alternate, emergency site operations										

**MARINE CORPS AIR STATION YUMA – FIRE DEPARTMENT/SEARCH AND RESCUE (SAR) SERVICES**

The Marine Corps Air Station provides fire protection and emergency medical services to on-base facilities, personnel and residents. The base is within the city limits of the City of Yuma. Federal civilian personnel provide structural fire protection and emergency medical services while military personnel provide aircraft rescue and firefighting. The two divisions share a fire station facility on base. A second fire station facility

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operated by MCAS-Yuma is located further south with access to Avenue 3E. The City of Yuma Fire Department and MCAS-Yuma Fire Department have automatic and mutual aid agreements, which allow them to provide support and assistance to each other on a routine basis (automatic aid) or in time of special need (mutual aid). Search and Rescue (SAR) service is also provided by MCAS-Yuma for the Yuma area upon request and on an as needed basis for life threatening situations for American citizens.

#### COUNTY FIRE/EMERGENCY MEDICAL SERVICES

Yuma County does not provide any form of fire or EMS protection for the unincorporated areas. County residents may obtain fire protection services through individual contracts with the Rural Metro Corporation. Rural Metro operates from eight locations, three of which provide dedicated EMS and ambulance transport to City of Yuma residents, the balance provide both fire and EMS services to county residents and businesses. Rural Metro is authorized by the State of Arizona to provide emergency transport of injured persons for all of Yuma County, including within the City of Yuma.

#### JUDICIAL COURT

##### Yuma Municipal Court

The Yuma Municipal Court located at 1515 South 2nd Avenue is a court of limited jurisdiction created by the Charter of the City of Yuma and organized according to the statutes of the State of Arizona. The Yuma Municipal Court hears misdemeanor criminal cases (including domestic violence cases), traffic violations and all criminal and civil matters related to City ordinances. The Court issues civil orders including orders of protection and injunctions against harassment.



City of Yuma Municipal Court

##### Yuma County Superior Court

The Yuma Superior Court located at 250 West 2nd Street provides the following services civil and criminal cases, appeals, marriage licenses and jury summons.

##### Federal Court House

A future Federal Court House is currently under construction at 98 West 1<sup>st</sup> Street and will serve the southwest region of Arizona.

#### HOSPITALS AND CLINICS

Yuma Regional Medical Center (YRMC) located at 2400 S Avenue A is identified as Yuma's regional hospital. YRMC is a 333-bed, Medicare-certified acute care facility with modern facilities. Services include cardiac and pulmonary resuscitation, children's health services, diagnostic imaging, medical/surgical services, surgical outpatient services, emergency department, heart center, and women and children services. Primecare Urgent Care also provides medical care to walk-in patients at three locations at 284 W.



Yuma Regional Medical Center

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32<sup>nd</sup> Street, 2377 S. 22<sup>nd</sup> Drive and 11142 S. Scottsdale Drive.

## UTILITY SERVICES

### Water Allocation/Treatment

The City of Yuma is the primary provider of potable water within the General Plan Planning Area. According to the City of Yuma 2008



Agua Viva Water Treatment Facility

Integrated Master Plan (which identifies short and long-term water infrastructure and resource needs and capital improvement and implementation of plans to support the City's vision), the primary source of water for the City of Yuma is the Colorado River. Water is transported through facilities operated by the Imperial Irrigation District, the Yuma County Water Users' Association (YCWUA), the Gila Gravity Central Board and the U.S. Bureau of Reclamation. Starting at the Imperial Dam, 70% of the City's water is transported to City treatment facilities through the All American Canal to the Yuma

Main Canal to the Main Street Water Treatment Facility (WTF). The Main Street WTF provides water to the northwestern and southwestern portions of the City. The remaining 30% percent is delivered through the Gila Gravity Main Canal to the Agua Viva water treatment facility. The Agua Viva Water Treatment Facility (WTF) began service in June 2009. The water treatment plant includes a new raw water intake pump station, and transmission pipeline to pump water from the Gila Gravity Main Canal to the Agua Viva WTF for treatment. The Agua Viva WTF provides water to the eastern portions of the City.

Unique to many communities across the state, the City of Yuma has a designated adequate water supply of Colorado River water, with an annual allocation of 50,000 acre feet per year. The City can and has supplemented this allocation through the use of return flow credits, from which the city receives credit for water returned to the Colorado River following wastewater treatment. The water entitlements or rights of the property owners for agricultural purposes are then converted to a municipal use and delivered by the City of Yuma. In 2006, the City had an estimated total return flow credit of 8,400 acre feet. Additionally, the conversion of irrigation water entitlements for municipal use occurs as agricultural lands develop in the Yuma Valley and supplements the City's allocation. The water rights conversion ratio was mutually set at 5.83 acre feet per year for each acre of land that transitioned from agriculture to another type of land use through an agreement between the City of Yuma and the Yuma County Water Users' Association. The primary participants in this transfer are the property owners and the City of Yuma. Water conversions currently total 11,000 acre feet a year.

Treatment of water for customer delivery occurs at the two treatments plants identified: the Main Street (WTF) in downtown Yuma and the Aqua Viva (WTF) located on the East Mesa. The Main Street (WTF) has the capacity to purify 40 million gallons a day and the Aqua Viva (WTF) can purify 24 million gallons a day. Usage based on 2010 production data determined an average citywide daily total production of 22.3 million

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gallons a day. This converts to in an average annual usage of approximately 24,899 acre feet per year.

## WASTEWATER

The City of Yuma is the primary provider of wastewater collection service and treatment within the General Plan Planning Area. Treatment is completed at the Figueroa Avenue Water Pollution Control Facility and the Desert Dunes Water Reclamation Facility which began service in June 2005. Wastewater treatment at the Figueroa Plant involves primary treatment, with primary clarifier removal of solids, and secondary treatment, disinfection and secondary clarifier removal of solids, prior to discharge to the Colorado River. All bio-solids removed in the treatment process are disposed of through land application. The Figueroa Avenue plant has the capacity to treat 12 million gallons a day. The Desert Dunes Water Reclamation Facility currently has the capacity to treat 3 million gallons a day, but is planned to be expanded to handle twelve million gallons per day in 3 million gallons modules. Additionally, a number of small treatment plants have been built to meet individual development needs on the Mesa. Among these include the Jack Rabbit Mesa Wastewater Treatment Facility, and the Sweetwater Creek treatment facility. Jack Rabbit Mesa, located on the grounds of Arizona Western College, was built to meet the needs of AWC and Northern Arizona University – Yuma, and has additional capacity to support neighboring residential and educational developments. This facility is owned and operated by the City of Yuma. Sweetwater Creek, a privately run treatment facility, provides sewage treatment to the residents of the College Park Subdivision and Desert Ridge Subdivision Phases 1 to 3.



Desert Dunes  
Water Reclamation Facility

There are a number of issues the City is currently facing in the provision of wastewater services and treatment. This relates to providing new service to existing and future developments. Based on 1990 Census figures, roughly 24% of the developed housing units were using septic or cesspool systems for sewage disposal, within the Planning Area Boundary. Built over the last 20 to 40 years, many of these systems are failing. Entire neighborhoods have been placed in a position where they must find alternative means of wastewater disposal. Typically, this has meant connection to the City system. These neighborhoods are then faced with additional costs for disposal lines on their property as well as the installation of major conveyance lines over several miles. Such is the case for residents living north of 8<sup>th</sup> Street between Avenue B and Avenue C, an area known as the B & C Colonia. Recently the City collaborated with Yuma County to allow access to the City sewer interceptor for the Figueroa Wastewater Treatment Plant for collection and treatment for the residential properties located within the B & C Colonia. This will allow residents in this area to connect and receive reliable wastewater treatment service.

In reference to the proposed 3,741.5 acre Estancia planned development there is currently no wastewater infrastructure in the area. The Integrated Master Plan for water and wastewater facilities has indicated that

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development of a new water reclamation facility would be required to serve the planned future development towards the south and west.

#### STORMWATER

The Yuma County Flood Control District is responsible for managing the floodplains throughout the County working in cooperation with local cities and towns. The District directs, plans, designs, constructs and maintains various district flood control and drainage facilities throughout the County. Due to funding limitations, the District only selects a limited number of projects in the County. Annually, a flood control Assessment Report is prepared which identifies and prioritizes flooding and drainage problems and needs within the County.

Stormwater control is accomplished with a network of City of Yuma and Yuma County Flood Control District basins. The basins can take the form of either retention basins, which dispose of stormwater through percolation, or detention basins, which provide for temporary holding of stormwaters and eventual pumping to storm sewer pipelines for discharge to the Colorado River. Discharge to the Colorado River can be by a direct storm sewer outfall such as the Madison Avenue Outfall, or indirectly to a canal or drain, such as the East Main Canal, with eventual discharge into the Colorado River.

The major basins within the West Yuma Mesa are the Avenue A & 4<sup>th</sup> Street Basin, Rancho Serreno I and II basins, the Yuma County Fairgrounds Basin, the Bonanza Basin located south of 32<sup>nd</sup> Street on Bonanza Avenue and the 12<sup>th</sup> Street basin adjacent to the East Main Canal.

Major basins within the East Yuma Mesa are the Walnut Ave and 10<sup>th</sup> Street Basin, the 18<sup>th</sup> Street and Kennedy Lane Basin and the 18<sup>th</sup> Street Basin on the east side of Interstate 8, as well as the Jose Maria Redondo Commerce Center, Yuma Palms Regional Center and Las Palmillas Center detention basins. Discharge to the Colorado River for all of these East Yuma Mesa basins is accomplished through the East Mesa Storm Sewer Outfall, which transports stormwater flows along Pacific Avenue north to the Colorado River Levee.

Another five-pronged stormwater collection system collects stormwaters from the area of Palo Verde Street and Catalina, Palo Verde Street and Arizona Avenue, 24<sup>th</sup> Street and 1<sup>st</sup> Avenue, 16<sup>th</sup> Street and 5<sup>th</sup> Avenue and 24<sup>th</sup> Street and Elks Lane south and west to the Smucker Park detention basin. From this point, stormwater is discharged to the East Main Canal.

Within the downtown area, storm sewer mains direct flows for discharge to the Colorado River at the Madison Avenue Outfall. Another Discharge system collects stormwater flows in the vicinity of 1<sup>st</sup> and 3<sup>rd</sup> Streets and east of the East Main Canal and directs that flow through the 9<sup>th</sup> Avenue discharge pipe to the Colorado River.

The primary mode for discharge of stormwater in the Yuma Valley system is the United States Bureau of Reclamation – Yuma Mesa Conduit. This seven mile 66” diameter pipeline transports water pumped from groundwater wells for discharge to the Colorado River. The pipeline primarily is along the Avenue B½ alignment. Turning off groundwater pumps during storm events creates capacity in this line, which allows for the discharge of stormwater. Three other pipelines in the Yuma Valley provide additional stormwater conveyance to the river. These are located within the alignments for 19<sup>th</sup> Avenue, 17<sup>th</sup> Avenue and Avenue C. These large pipes take stormwater flows from the northeastern area of the Yuma Valley. An extensive system of retention and detention basins is also utilized throughout the Yuma Valley, including the Kiwanis Park basin, the Winsor Park basin, the Hansberger Grove basin, the basin at 8<sup>th</sup> Street and May Avenue, the west Carnes Street basin and the 26<sup>th</sup> Street Basin.

The City of Yuma provides stormwater control efforts in conformance with the Yuma County Flood Control District master plans, through the construction of facilities specific to City infrastructure improvements and stormwater retention or detention requirements for new developments. Where possible, stormwater basin facilities are jointly developed with park facilities to provide open space and recreation opportunities around the community. Successful examples of these efforts include Kiwanis Park and Winsor Rotary Park and the Palo Verde Basin. Kiwanis Park, prior to City involvement was an open drainage basin. With an influx of City and County funds and grants, the park now boasts large grassy areas appropriate for soccer and football, softball fields and a remote control racecar track. Winsor Park was a planned stormwater basin and the City partnered with the Yuma County Water Users’ Association to provide a neighborhood park that includes open space, picnic ramadas, playground, basketball court, and a pond. The Palo Verde Basin is home to Yuma’s first dog park, the Bark Park, and the three acre site serves as an off-leash area for local dog owners to bring their pets for exercise and socialization. The park features grassy areas, walking path, benches, and dog drinking fountains. These facilities, through engineered design and water resistant equipment are capable of accomplishing the dual-role of stormwater retention and recreation. Additional City of Yuma stormwater control efforts are provided in subdivision and development requirements. New developments of any size are required to provide on-site stormwater retention or detention facilities, as well as to allow historical flows to pass through the site. The following table identifies each basin with a number which corresponds with its location on Map 8-6.



City of Yuma Public Works Department

Basin Name		
1. Sierra Sunset No. 5	6. Rancho Viejo	11. Wal-Mart at Palo Verde
2. Cibola Heights 1	7. Las Palmas	12. Avenue 3E and 40th St
3. Rancho Serreno	8. Ponderosa Basin 2	13. Avenue A & 4th St. Basin
4. Rancho Serreno	9. Big Curve	14. Yuma Palms
5. Valle Serreno	10. Winsor Basin	15. Terraces Two at the View

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## PUBLIC WORKS

The Public Works Department provides safe, effective and environmentally sound public services including street maintenance and repairs, residential solid waste collection and fleet services.

### STREET MAINTENANCE

The City of Yuma executes efficiently planned maintenance and operation programs with a focus on prolonging the efficiency of 312 centerline street miles, providing a safe drivable street surface, and maintaining the landscaping and other aesthetic attributes of the City's street network.

### SOLID WASTE

The City of Yuma provides solid waste collection and disposal services to City residences twice a week and limited commercial pick up. The Solid Waste Division of the Department of Public Works collects solid waste either by curbside or alley pickup in either 90 gallon or 300 gallon containers respectively. Approximately 33,000 tons of residential solid waste is collected each year on normal collections, with a per capita estimate at 1.5 tons per household annually. Private utility companies provide a majority of commercial solid waste collection. The public is offered an opportunity to dispose of household hazardous waste at a central location four times a year at events called Household Hazardous Waste Days. Also, once a year, the City sponsors a Spring Cleanup, in which bulky items and green waste will be picked up from all residents.



City of Yuma Streets Department engaged in a neighborhood Spring Clean Up.

The City has contracted services with Allied Waste. The contract covers the delivery of solid waste by the City of Yuma to a private transfer site at Avenue 3½E and 32<sup>nd</sup> Street with Allied Waste providing disposal to the Copper Mountain Landfill. The general public may use this facility for drop off of solid waste for a fee. The contract has a term of twenty years with two additional five-year options. The Copper Mountain Landfill, located south of Interstate 8 at Avenue 36E, has a useful life of thirty plus years and accepts all solid waste that can be legally deposited in a US Environmental Protection Agency (EPA) certified non-hazardous landfill.



City of Yuma drop-off recycling containers.

### *Recycling*

The City encourages residents to recycle with two drop-off locations made available at 13<sup>th</sup> Street and 2<sup>nd</sup> Avenue and 17<sup>th</sup> Street and 45<sup>th</sup> Avenue for disposable household items containing aluminum, steel, cardboard, paper and plastics.

### FLEET SERVICES

The existing facility was built in 1964 with the capacity to service 225 City fleet vehicles. A fleet maintenance facility assessment was completed in 2001, with the results determining a new 54,000 square foot facility was necessary to address the current 725 pieces of equipment and future requirements. In 2003, the design of the facility was completed.

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## **PRIVATE UTILITY SERVICES**

Private utility companies provide electricity, telephone service, cable access and natural gas to Yuma residents. Arizona Public Service (APS) is the provider of electricity. Telephone service is provided by Qwest Communications International Inc. Cable access is provided by Time Warner Cable. Dish Network and Direct TV provide satellite television. Natural gas is provided by Southwest Gas. A 16" El Paso Natural Gas line brings gas to the community, which is then distributed by Southwest Gas through eight node points.

Wireless Communications and Fiber Technology – Recent advancements in technology and installation have made available increased and enhanced communication abilities in the Yuma area. These include the development of cellular and digital phone communication using communication towers and satellites and development of fiber technology, which allows for communication transfers at the speed of light. Local wireless communication services are provided by a number of agencies: AT&T, Verizon Wireless, Clear Talk, Sprint PCS, and T-Mobile.

The City of Yuma is fortunate in that a number of local utilities have invested in major fiber technology upgrades in the local area. Through the franchise agreement, the City accesses the fiber system for the City personal computer network and makes use of the Information Technology network (I-Net). The I-Net provides data access points at all major city facilities. This allows area schools access to specialized programming and allows AWC and NAU to broadcast special programs and classes. Qwest Communications has installed a major, interstate fiber system along the Union Pacific Railroad right-of-way. This facility connects Yuma to Phoenix, San Diego and the world. Three state-of-the-art computerized switch facilities connected to the fiber system are available to the Yuma area. Also included in the local network are exchanges for Wellton, Somerton and a proposed switch in San Luis. At this time no fiber trunk lines have been extended from these telephone switches into the Yuma community. Consequently local businesses telephone traffic moves on traditional copper wires until it arrives at the switches.

The City of Yuma requires utility easements on private property in all new subdivisions, in order to provide an opportunity for access and the installation of new utilities. This easement is typically 8 feet wide. Additionally, many utility companies use the existing arterial and collector street right-of-way network for the location of major transmission lines, both aboveground and underground. A number of these utilities mentioned previously have major communication facilities and towers located within the Gila Mountains. Access to these remote sites is made possible through the Telegraph Pass utility road.

## **EVALUATION AND ANALYSIS**

The 2010 Census population for the City of Yuma is 93,064 persons residing in 38,626 dwelling units. Population projections for the City identify a 2055 population between 164,142 (State of Arizona Dept. of Economic Security 2006-2055 Projection Series) and 276,000 (Land Use

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Element Population Estimates). This population will be primarily focused in three residential centers: the Yuma Valley, the south mesa and the east mesa.

The anticipated population on the East Mesa will be 88,668 persons and in the Yuma Valley 127,247 and South Mesa a total of 60,514. The primary residential growth areas are within the Southwest Yuma Valley and the East Mesa, east of Avenue 5E. In order to meet the service needs of the future population, public services, facilities and infrastructure will require expansion.

## **EDUCATIONAL AND CULTURAL FACILITIES**

### **Schools**

Based on 2000 and 2010 population numbers the percentage of school age children (between 5 and 19 years) within the City of Yuma increased by 36% to a total of 29,469. The 29,469 persons in this age range made up 32% of the City of Yuma population. Educational facilities will need to expand to meet this need. Again it is likely much of this growing population will reside on the East Mesa and in the South Yuma Valley. The City of Yuma is not the responsible entity for providing educational services but does acknowledge a need to provide quality and accessible facilities to all Yuma residents. To meet this need, conceptual recommended school sites have been identified. The conceptual sites take into consideration earlier discussions with the school districts on future facility planning. In addition, ease of pedestrian access and proximity to future residential developments were taken into consideration.

### **Libraries**

The Yuma County Free Library District plans on supporting its current mission to focus on decreasing the number of patrons with suspended privileges increasing the speed of public internet services, and promoting early literacy. After completion of remodels and the new site for the Main library, the District is facing operational improvements. With the development of the proposed Estancia project a new library branch will be needed.

### **Civic/Community Centers**

The Parks, Recreation and Open Space Element (chapter 4 of this document) identified civic/community center standards and future needs. At Build Out of the urban area there will be a need for a total of nineteen civic/community centers. As noted earlier, there are currently ten centers available.

## **PUBLIC SERVICES ADMINISTRATION**

### **City**

City of Yuma government activities are housed in City Hall located at One City Plaza. Located within this facility are the City Council offices and chambers, City Administration, City Clerks Office, City Attorney's, Department of Community Development, Finance Department, Fire Department Administration, Human Resources Department, Parks and

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Recreation Department Administration, Information Technology and Facility Services.

### **County**

There have been discussions by the Board of Supervisors to centralize county operations in one facility. But these plans appear to be preliminary at this time. The County relocated the Public Works Yard to the East Mesa along Avenue 5½E and rebuilt its Development Services offices located on Avenue B and 26<sup>th</sup> Street.

## **PUBLIC SAFETY**

### **City Police Department**

A major facility identified is the development of the East Mesa Sub-station to support the growing population to the east. This facility is planned for construction beginning in 2012. The sub-station will provide a site where patrol, traffic and investigative activities could be locally coordinated. A majority of citywide operations such as Administration, Police Records, etc. would continue to be housed at the headquarters facility. The sub-station would need to include an area for temporary evidence storage, holding cells, parking, secure vehicle storage, meeting rooms, employee office space and witness interview rooms. The selected site will need to provide space for expansion, access to major roadways for both north-south and east-west travel and a buffer space from any neighboring residential development.



City of Yuma Police Officers

The City of Yuma and the Police Department are in the process of establishing animal control services. These services initially will encompass city dog and cat licensing, information gathering, education and awareness components. Future animal control services will be implemented in accordance to Yuma City Code.

Due to the distance to Police Headquarters from the proposed Estancia development, a new police substation may be required to house the projected 111 police officers and 52 civilian staff required to provide law enforcement protection for that future population.

### **City Fire Department**

Future facility planning for Fire services can be found in the Fire Services and Facilities Plan (2007). This plan outlines a strategy to provide timely emergency response within the incorporated areas and planned expansion of the City and focuses on the Fire Department's ability to maintain and improve its response to emergency calls and the City's ISO rating. Six fire stations have been established. Four future stations have been identified in to complete the ten year build out. The next fire station identified to be built is Fire Station No. 7 located at 8½E and 34<sup>th</sup> Street. This fire station is proposed to meet the needs of the surrounding residential development as a two bay fire station.



City of Yuma Fire Station No. 6

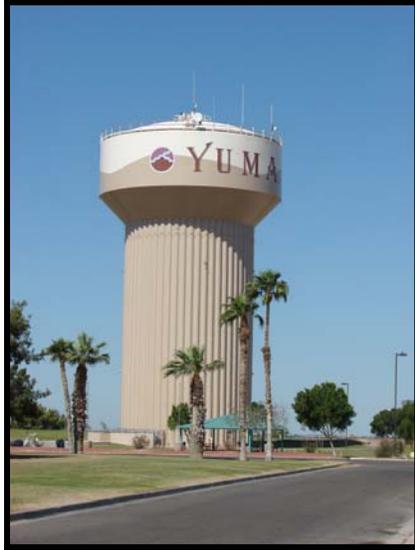
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The Estancia planned development with its proposed residential and commercial buildout will require at least two additional fire stations to provide sufficient fire suppression and emergency medical services.

### **CITY UTILITY SERVICES**

#### **Water**

The City completed a major planning effort in the development of the Integrated Master Plan in the summer of 2008. This document provided projections for water use, identified planning areas for water service from the existing treatment plants and identified infrastructure and system needs to meet the growing Yuma population. At full development build out of the Yuma urban area, treated water needs are estimated at 70 million gallons per day. Based on this growth, a daily peak demand of 111 million gallons has been determined.



Friendship Park Water Tower

With much of new growth occurring on the East and South Mesas, water treatment capacity will have to be increased to meet the anticipated demand.

It was determined within the plan that the treatment capacity in the East and South mesas must be increased to a total of 40 million gallons a day. Water treatment and delivery facilities do not exist to serve the proposed Estancia development. The City of Yuma Integrated Master Plan indicates that a third water treatment facility must be built to satisfy the needs of future urban densities developed along the planned urban boundary.

**Water Resources** - Water needs at full development or buildout of the Yuma area can be estimated using a number of factors. Primarily the City follows the per capita use methodology. Historically and based on water permitting records, per capita water use has been approximately 240 gallons per person per day. Using the future City of Yuma population projections from the Department of Economic Security (2055 population: 164,142) and the anticipated population from the Land Use map (276,000) future water needs will range from 43,595 acre feet per year to 72,735 acre feet per year.

By building on the City of Yuma Colorado River Allocation of 50,000 acre feet a year through the use of return flow credits and the conversion of water rights from farming operations to municipal needs, the City will be able to provide water to meet the future population needs of the urban area. Per the City of Yuma 2008 Integrated Master Plan, return flow credits are estimated at 16,900 acre feet. It is anticipated that as the City population grows and more water is used, the return flow credits will also increase. It has been found through wastewater studies, that approximately 1/3 of residential water used finds its way into the wastewater system. Current conversions of water rights in the Yuma Valley are estimated at 11,000 acre feet a year. As the Yuma Valley continues to grow and farming operations convert to urbanized development the future conversion is estimated at a total of 82,300 acre feet at buildout.

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The existing allotment and supplemented resources are sufficient to support the planned residential, commercial and industrial growth of the community.

**Water Conservation** – In 2008, the City completed the Water Conservation Plan to identify techniques to conserve water and efficiently utilize the City's water allocation. Current efforts include promotional outreach and distribution of information for voluntary conservation efforts on the part of the public. The City is informally implementing many of the United States Bureau of Reclamation fundamental water conservation measures through water accounting and measurement, water pricing structures that encourage conservation, information and outreach programs and the assignment of responsibility for conservation activities with the Water Outreach Team. Additional conservation measures being considered include: promoting the retrofit of older buildings with water saving fixtures, using treated effluent for irrigation needs, landscape incentive programs and Water Audit Incentive Programs for business and residential users.



Ocean to Ocean Bridge over the Colorado River.

## **Wastewater**

The City of Yuma 2008 Integrated Master Plan and the Section 208 Wastewater Facilities Plan Update (2000) continue to define boundaries for service and plan areas, wastewater needs for build out of the City Service Area, the need for future expansion of the Desert Dunes WRF and identify a list of infrastructure projects to meet the needs of future population growth.

According to the City of Yuma 2008 Integrated Master Plan, at buildout of the Yuma Urban Area, the City of Yuma wastewater needs are estimated at 26 million gallons a day. A majority of this growth will occur on the East Mesa. An anticipated expansion doubling the capacity of the Desert Dunes WRF will meet future population growth and geographic needs.

## **Stormwater**

As mentioned previously, the Yuma County Flood Control District participates in stormwater control efforts for all of Yuma County. Stormwater control is accomplished with a network of holding basins and piping systems with either groundwater percolation or direction and discharge to the Colorado River. High priority projects the Flood Control District is pursuing involve addressing needs in both the Yuma Valley and Yuma Mesa. The major West Yuma Mesa project is full development of the City-owned Smucker Park Basin. This project, in partnership with the City of Yuma, will allow for additional capacity and control of stormwaters directed from the Palo Verde Street/1<sup>st</sup> Avenue/5<sup>th</sup> Avenue system. Additionally, this project will allow subsequent city enhancements of the existing park facility with additional landscaping, public access and recreation activities. The major projects in the Yuma Valley include the development of the Riebe Avenue Basin. Flood Control District plans involve the excavation of the retention basins with piping to the

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stormwater network for discharge to the Colorado River. The Reibe Avenue Basin, in the vicinity of 8<sup>th</sup> Street, has also been identified as a neighborhood park in an out year time frame. Currently this site is in an unincorporated area of Yuma County. Development of this site as a City park would be dependent on annexation. The City is currently designing a 32<sup>nd</sup> Street basin to accommodate the bulk of the remainder of the West Mesa stormwater capture and disposable.

Urbanization alters the natural infiltration capability of the land and generates a host of pollutants. Stormwater flows over the impermeable land, picking up pollutants along the way while gaining speed, volume and temperature then discharges to rivers, streams and oceans. The discharge of excessive sediments and toxic pollutants can have a negative impact on local waterways, degrading their suitability for drinking water sources, recreation, agriculture and wildlife habitat. Materials resulting from spills on roadways, effluent from septic tanks, municipal wastewater, industrial wastes, as well as the intentional dumping of used motor oil, antifreeze and household toxics may all be found in stormwater runoff and are of significant concern nationwide.

In 2000, the Federal Government implemented additional requirements in urbanized areas for stormwater control and discharge. In March 2003, the City of Yuma participated in a joint effort to obtain the Arizona Pollutant Discharge Elimination System (AZPDES) municipal stormwater permit program and a permit was granted to the City of Yuma by the Arizona Department of Environmental Quality (ADEQ). This permit is a result of the Federal Clean Water Act Permit which was initiated in December 2002. The City of Yuma and other entities are also covered by this requirement, such as Arizona Western College.

In response to this requirement and good management practice, the City of Yuma and the Yuma County Flood Control District have started a number of programs to inform and engage the public in stormwater pollution prevention. The City of Yuma has an established Household Hazardous Waste recycling day quarterly and sponsors an annual Spring Clean Up. Currently under development is a storm drain identification program. The Flood Control District has developed a Frequently Asked Questions (FAQ) sheet on their webpage that informs the public of YCFCD responsibilities and gives additional contact information for questions or to report illicit dumping.



City of Yuma Sanitation Truck

### **Solid Waste**

The existing Solid Waste contract with Allied Waste Company will meet the needs of city residents for the next 20 to 30 years for disposal. Additionally, the existing transfer site will serve the entire city for the foreseeable future. The City of Yuma does have an alternative landfill site should the contract for the Copper Mountain Landfill end. The alternative site is city owned land at County 23<sup>rd</sup> and Avenue A. This site was previously permitted with an operations plan for 75 years. Although the permit to construct has expired the excavation for the first cell

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was completed and electric power has been provided. The city could move disposal operations to this site with an emergency permit to operate. Since the existing transfer site is owned by Allied Waste and the location of the landfill is too far away to provide service via collection trucks, the establishment of another transfer station would be required should the alternate landfill option be necessary.

**RECYCLING** - The City is currently reviewing options related to a curbside pick up recycling program with the potential implementation as undetermined.

#### **PRIVATE UTILITIES**

As mentioned previously, private utility companies provide electricity, telephone service, cable access, satellite television, internet and natural gas to Yuma residents. AT&T and Verizon in addition to their wireless phone service are currently promoting internet service to handheld phones and personal digital assistants (PDA's). APS currently offers partial financial assistance through rebates to business and home owners for solar power technology installation, which include photovoltaic cells and solar hot water heaters. New major facilities developed in the City, such as a new gas-powered electrical plant, will require additional natural gas pipeline infrastructure from outside the immediate area.

**Wireless Communications and Fiber Technology** - Recent advancements in technology allow for increased and enhanced communication abilities. The City receives regular requests to install new cellular towers from the local cellular providers. These towers are necessary in order to provide quality communication and uninterrupted service. They can take the shape of 100 foot monopoles, roof mounted antennas or wall mounted panel antennas. With the influx of requests and the desire to minimize the negative visual impacts from a proliferation of antennas the City has adopted a Personal Wireless Communications Facilities ordinance, which provides guidelines on cellular tower placement. As mentioned previously, both Time Warner Cable and Qwest have constructed fiber communication systems in the Yuma area. But both have focused on providing service to residential customers. In the changing world economy, modern industry has need of fiber communication. Providing a means by which commercial and office activities can connect to these fiber networks would promote economic development in and around the City. The City can support this effort by providing for additional capacity within existing and new rights-of-way. This would be accomplished by installing conduit, wide enough to support a fiber network, during major arterial street construction. The City could focus this effort within arterial roadways along major commercial and industrial corridors. The proposed network, with connection to the Qwest switch points, would connect existing businesses and promote new development along those corridors and industrial centers. Reimbursement for City-incurred costs would be through a conduit user fee.

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## GOALS, OBJECTIVES AND POLICIES

**Goal 1.0:** Support high quality public education programs that provide enhanced opportunities for advanced learning.

Objective 1.1: Actively coordinate with the school districts, charter schools and private learning institutions on the planning and location of new schools and expansion of existing schools.

*Policy 1.1.1: New schools should be located in proximity to new residential developments, thereby minimizing driving times and vehicle use.*

- *Design of new schools should consider open public access to school athletic and playground amenities after school hours while protecting the integrity of the main campus.*
- *City path and trail system should seek to link neighborhoods to schools so that students may safely access campus by foot or by bicycle.*

*Policy 1.1.2: New schools shall locate student drop-off and pick up areas on the campus property and not on the public right-of-way.*

*Policy 1.1.3: School site selection should accommodate the following criteria:*

- *Elementary Schools should be located along residential collector streets so that they are accessible, but exposed to low volumes of traffic. They should be within walking distance of as many students as possible and should be sited in conjunction with neighborhood parks whenever possible.*
- *Middle/Junior High Schools should be located along collector streets where they are accessible from relatively long distances.*
- *High Schools should be off of arterial streets, in areas that can accommodate the activities generated. Facilities that will create a great deal of traffic, noise or light should be located away from residences. Lights for sports facilities should be shielded to reduce neighborhood impacts and to maintain a dark night sky.*

Objective 1.2: Achieve continued quality library services for the Yuma community.

Objective 1.3: Provide quality City Community Centers to promote an on-going learning environment for all ages in our community and promote positive social interaction.

**Goal 2.0:** Provide convenient and efficient municipal services, facilities and resources that protect the community's infrastructure investment, promote a high quality of life and provide for future needs.

Objective 2.1: Achieve maximum use of public buildings through cooperative use of new and/or existing facilities.

Objective 2.2: Provide public safety activities that will enhance the

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safety and welfare of the community.

Objective 2.3: Maintain a high standard of fire prevention and protection.

*Policy: The City shall ensure that new development will have the necessary water supplies to meet projected fire flows.*

Objective 2.4: Provide adequate, reliable and safe water treatment and delivery.

*Policy 2.4.1: The City shall use superior and economically efficient systems in treating and delivering water.*

*Policy 2.4.2: The City shall include in its capital improvement program water utility connections programs to be developed in accordance with the General Plan.*

Objective 2.5: Provide efficient wastewater collection, treatment and disposal.

Objective 2.6: Provide efficient solid waste collection and disposal services.

*Policy 2.6.1: The City shall seek to develop a cost-effective, source-based separation solid waste recycling program in order to reduce solid waste landfill deposition.*

Objective 2.7: Achieve a coordinated and cooperative program between the City, County and other units of government in the provision of public services and facilities.

*Policy 2.7.1: The City shall coordinate development proposals with the ability of the water system to handle additional demand.*

Objective 2.8: Design and construct city buildings and facilities that demonstrate excellence in architectural design and energy efficiency.

Objective 2.9: Design and construct new community facilities that are multi-functional in order to ensure adaptability to the changing needs of the community.

**Goal 3.0:** Ensure that surface water supplies continue to be physically and legally available for future growth and development.

Objective 3.1: Protect current Colorado River water entitlements.

Objective 3.2: Continue to further develop increases in the City's water availability by utilizing conversions of water use from irrigation to domestic use in urbanizing areas within the boundaries of all local irrigation districts.

Objective 3.3: Maximize wastewater effluent based return flow credits by only providing water services to areas currently being served or planned to be served by City wastewater treatment.

## ACTION PLAN

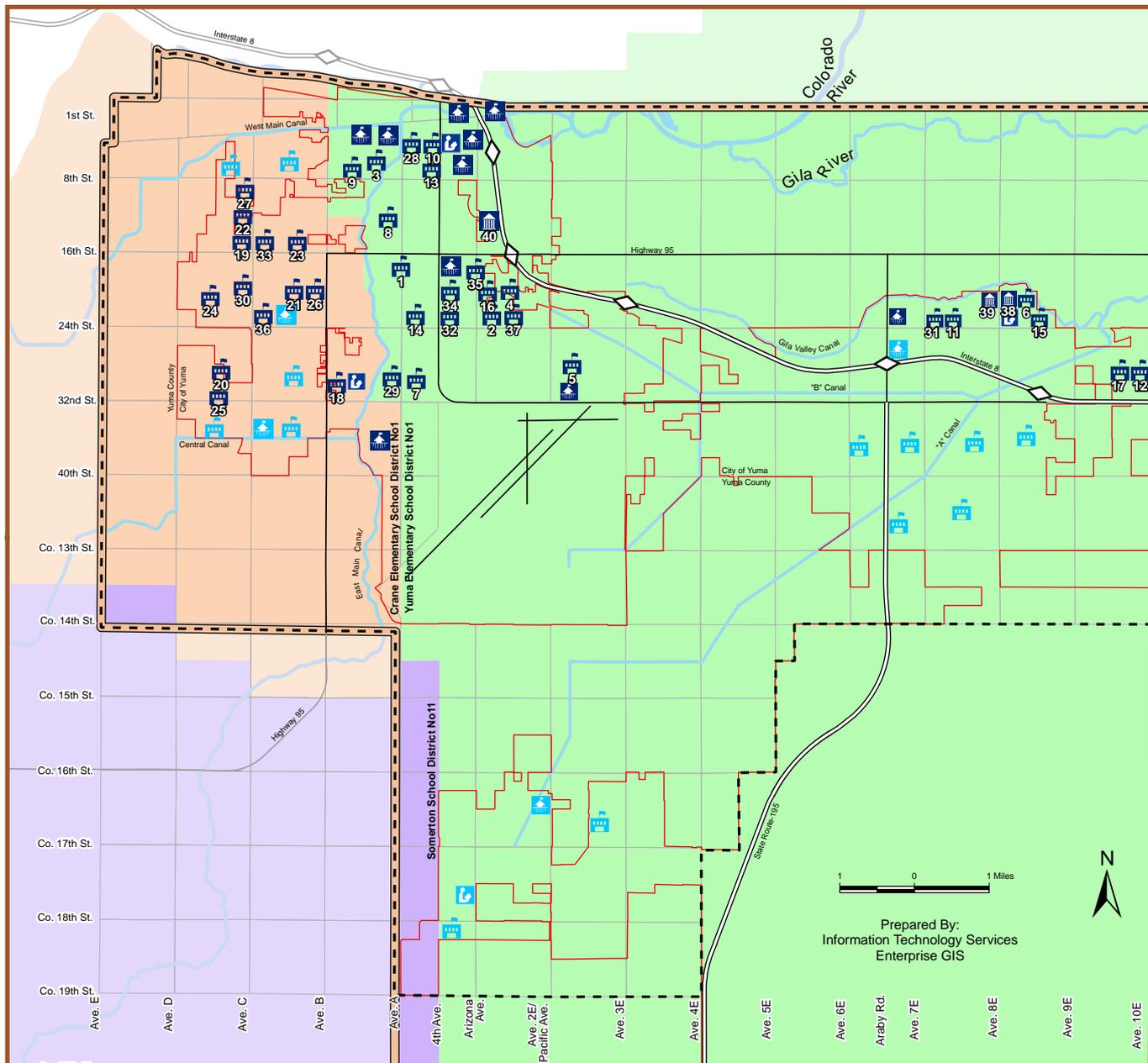
Phase	Project	Responsible Department/ Agency	Funding Source
1 - 5 Years	Revise Subdivision Regulations to respond to infrastructure and utility service needs	Department of Community Development/ City Engineering	General
	Revise Construction Standards & Details to respond to infrastructure and utility service needs	Department of Community Development/ City Engineering	General
	Develop Phase 2 of the Public Safety Training Facility at 4E and 36 <sup>th</sup> Street	Fire Department/ Police Department	Public Safety Tax
	In conjunction with annexation, design and construct future fire stations at locations identified within the Fire Services and Facilities Plan	Fire Department	Public Safety Tax
	Design and construct East Mesa Police Sub-Station	Police Department	General/Bond
6+ Years	In conjunction with future park development, construct community centers in the East Mesa and the South Yuma Valley.	Police Department	General/Grant

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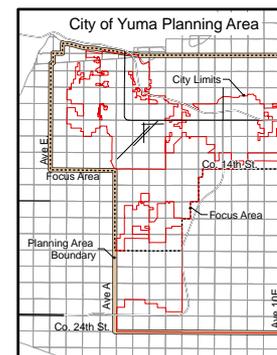


### Educational & Cultural Facilities

- School
- Future School
- College / University
- Community Center
- Future Community Center
- Library
- Future Library
- Focus Area
- Planning Area Boundary



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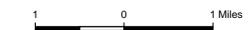
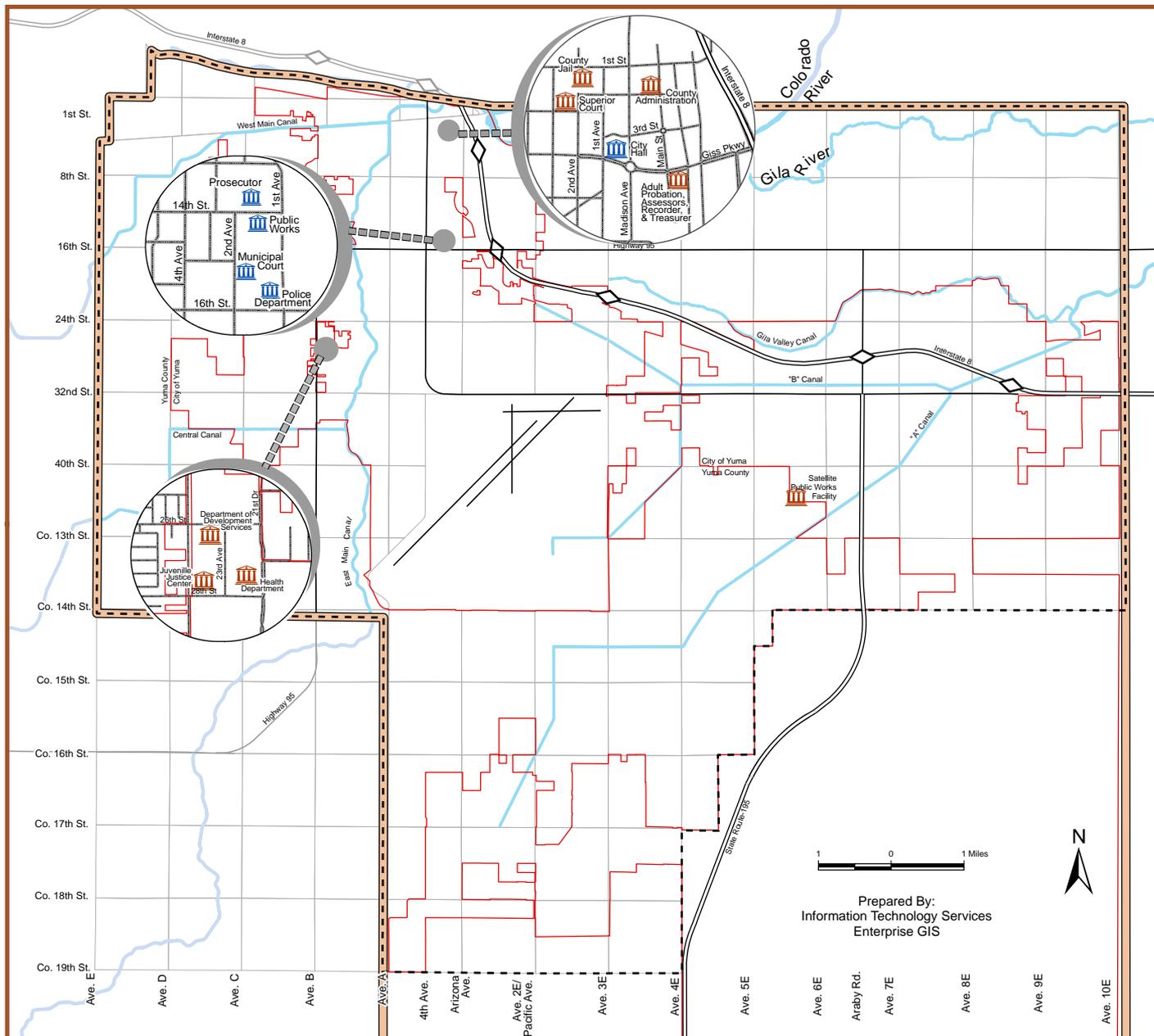


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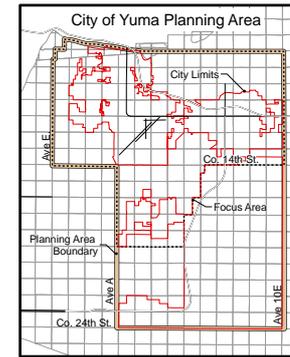


### Public Services Administration

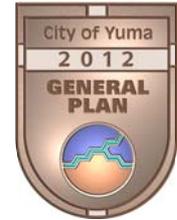
- City Public Facilities 
- County Public Facilities 
- Focus Area 
- Planning Area Boundary 



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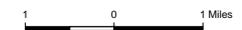
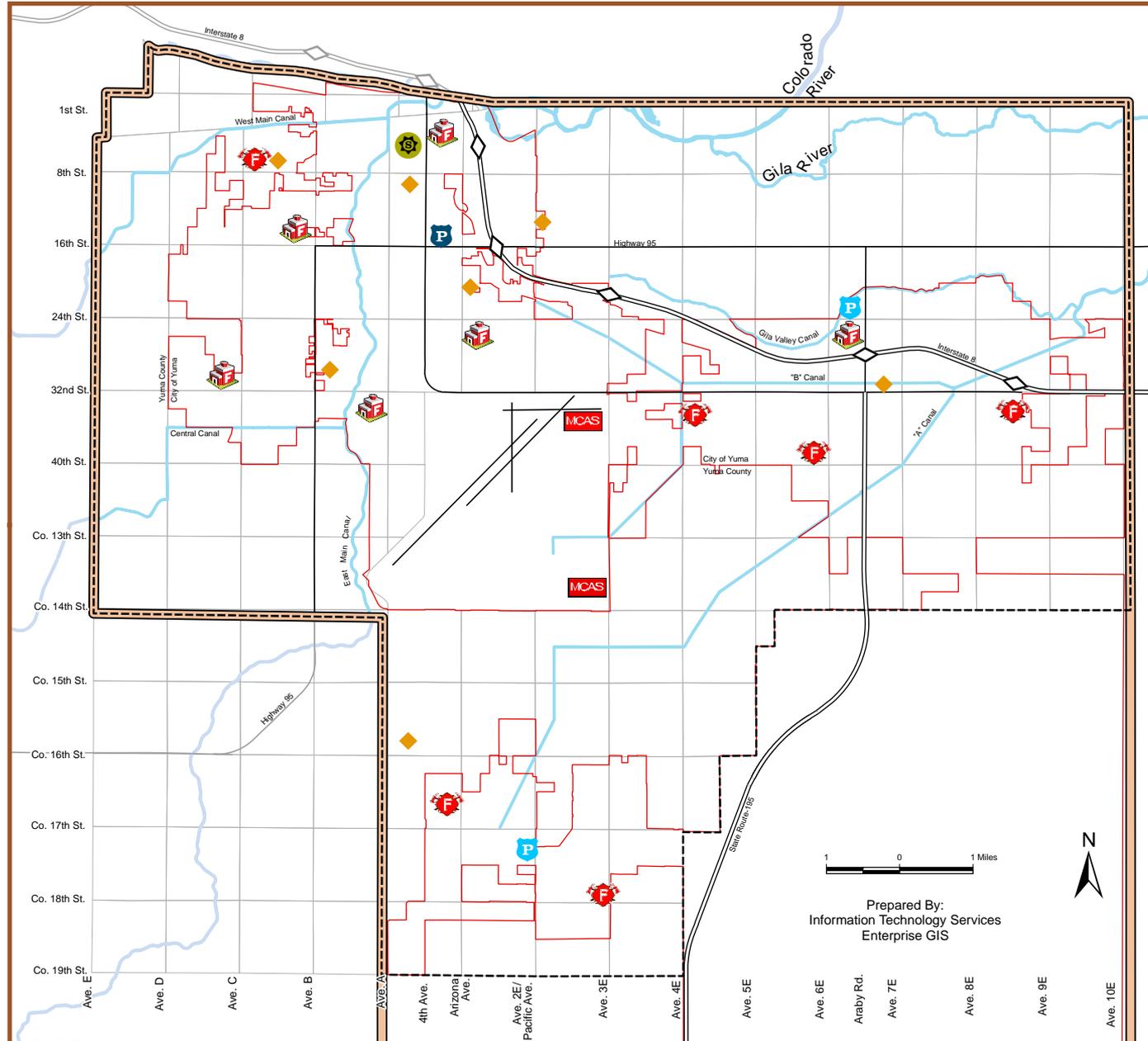


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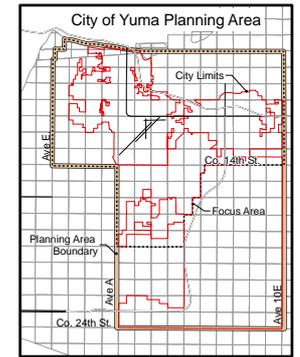


### Public Safety

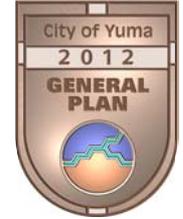
- Police Department 
- Future East Mesa Substation 
- County Sheriffs 
- Fire Station 
- Future Fire Station 
- Fire Station MCAS 
- Rural Metro Ambulance 
- Focus Area 
- Planning Area Boundary 



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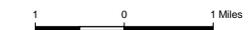
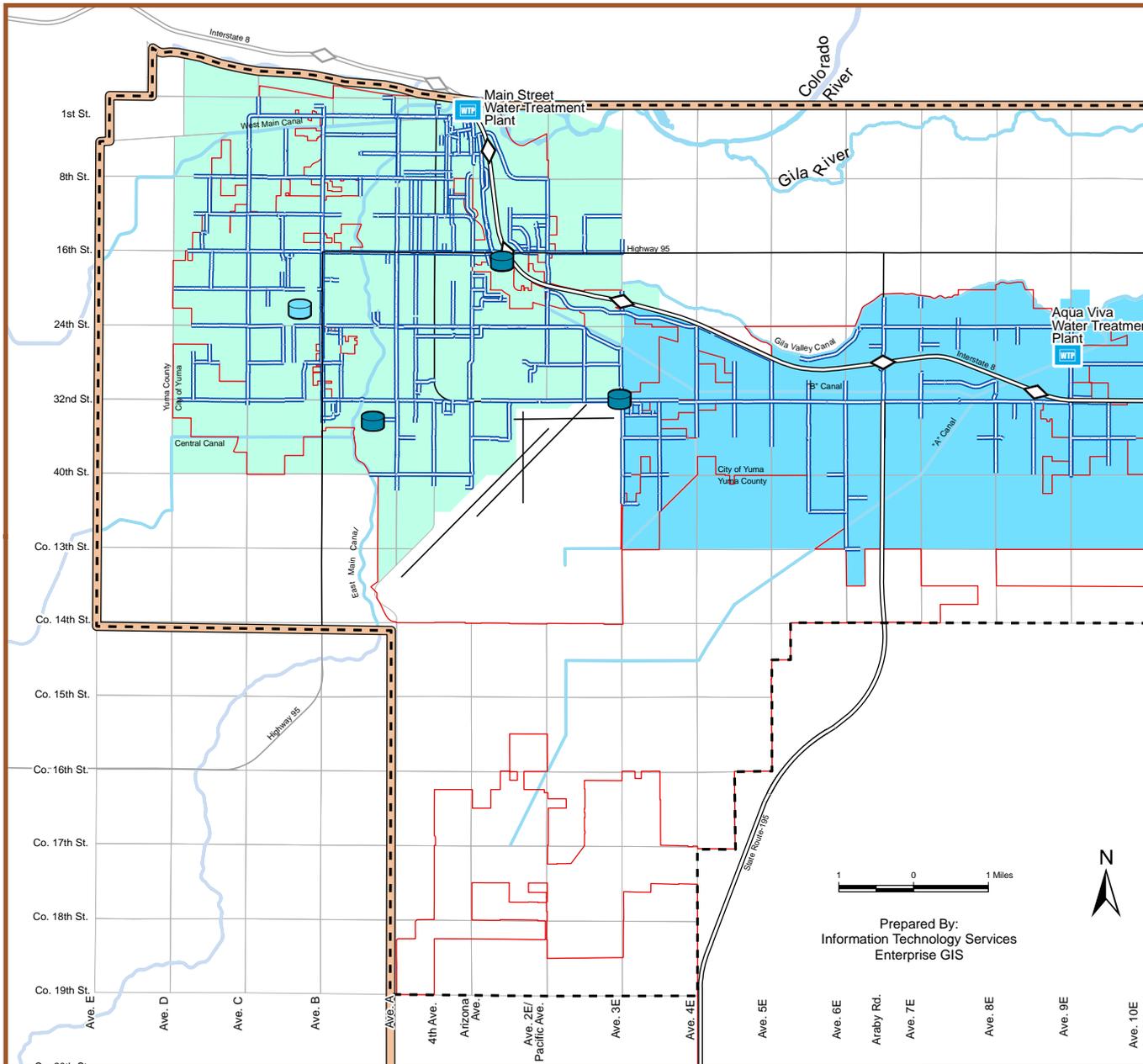


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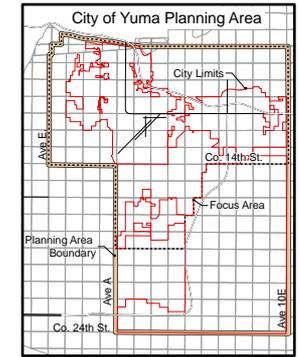


### Water

- Existing Water Treatment Plant 
- Existing Water Tank or Booster Pump Station 
- Future Water Tank or Booster Pump Station 
- Existing Major Transmission Lines 
- Main Street Service Area 
- Aqua Viva Service Area 
- Focus Area 
- Planning Area Boundary 



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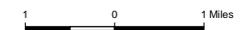
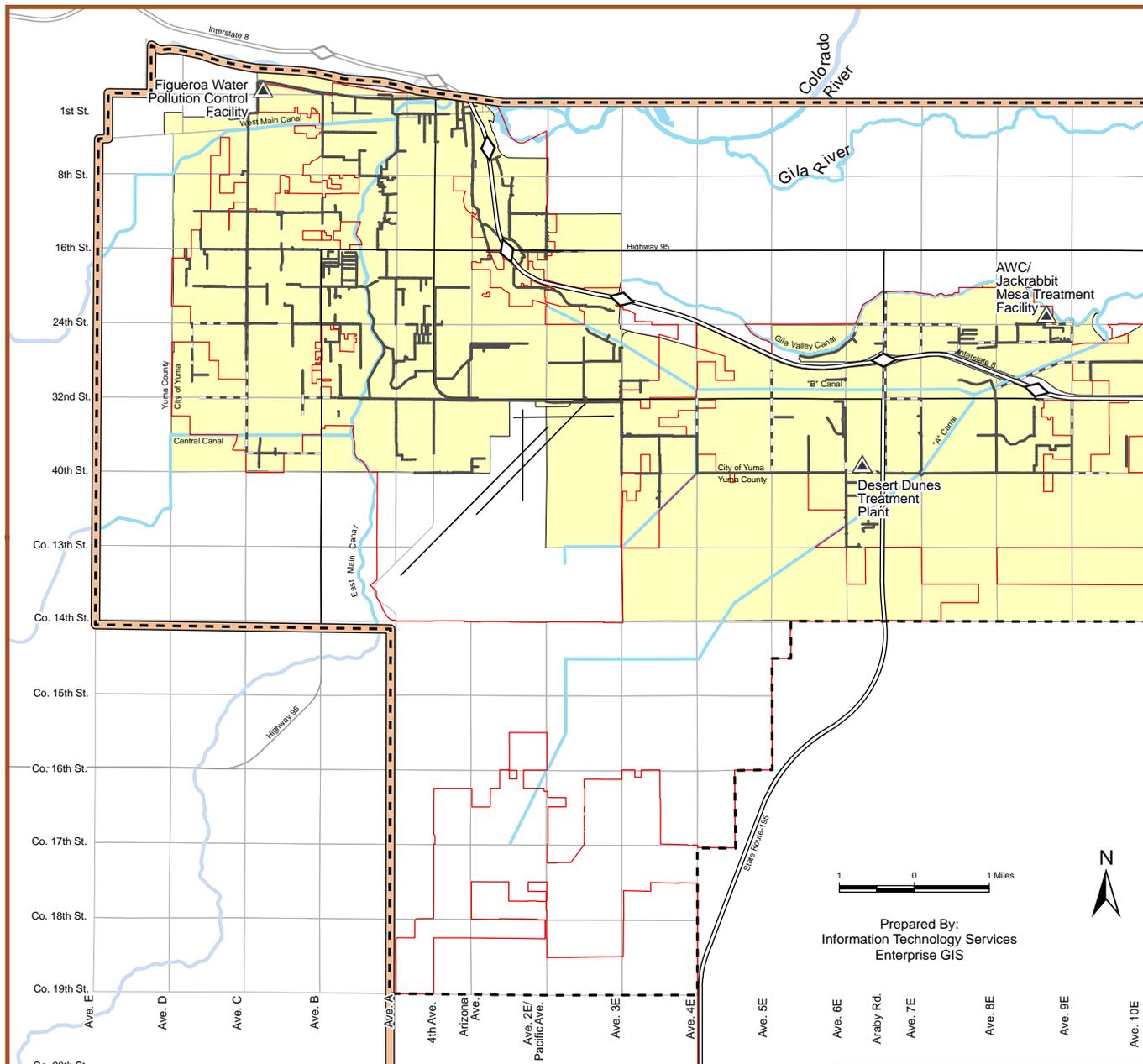


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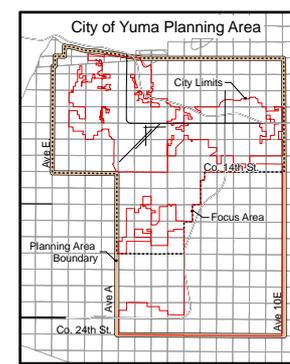


### Wastewater

- Existing Treatment Facilities
- Existing Major Interceptor Collector Lines
- Future Major Collection Lines
- Wastewater Service Area Boundary
- Focus Area
- Planning Area Boundary



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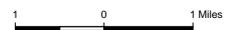
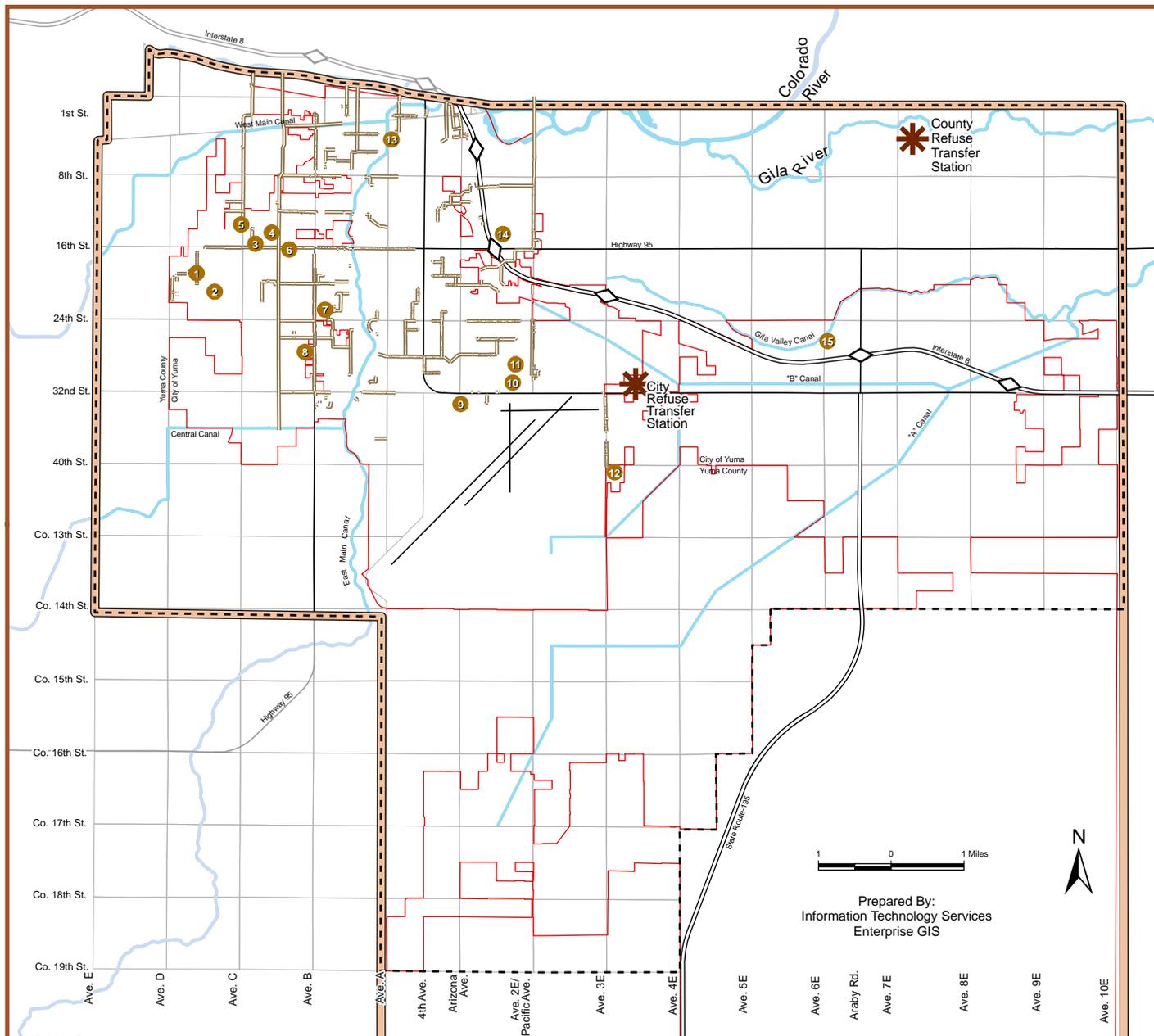


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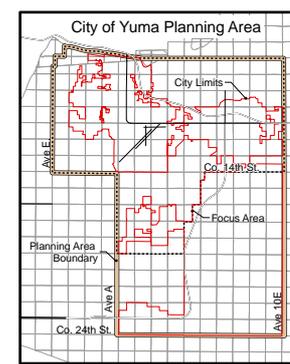


### Stormwater & Solid Waste

- Major Storm Basins ●
- Major Storm Drains —
- Solid Waste Disposal Site \*
- Focus Area - - - -
- Planning Area Boundary —



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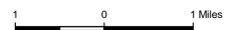
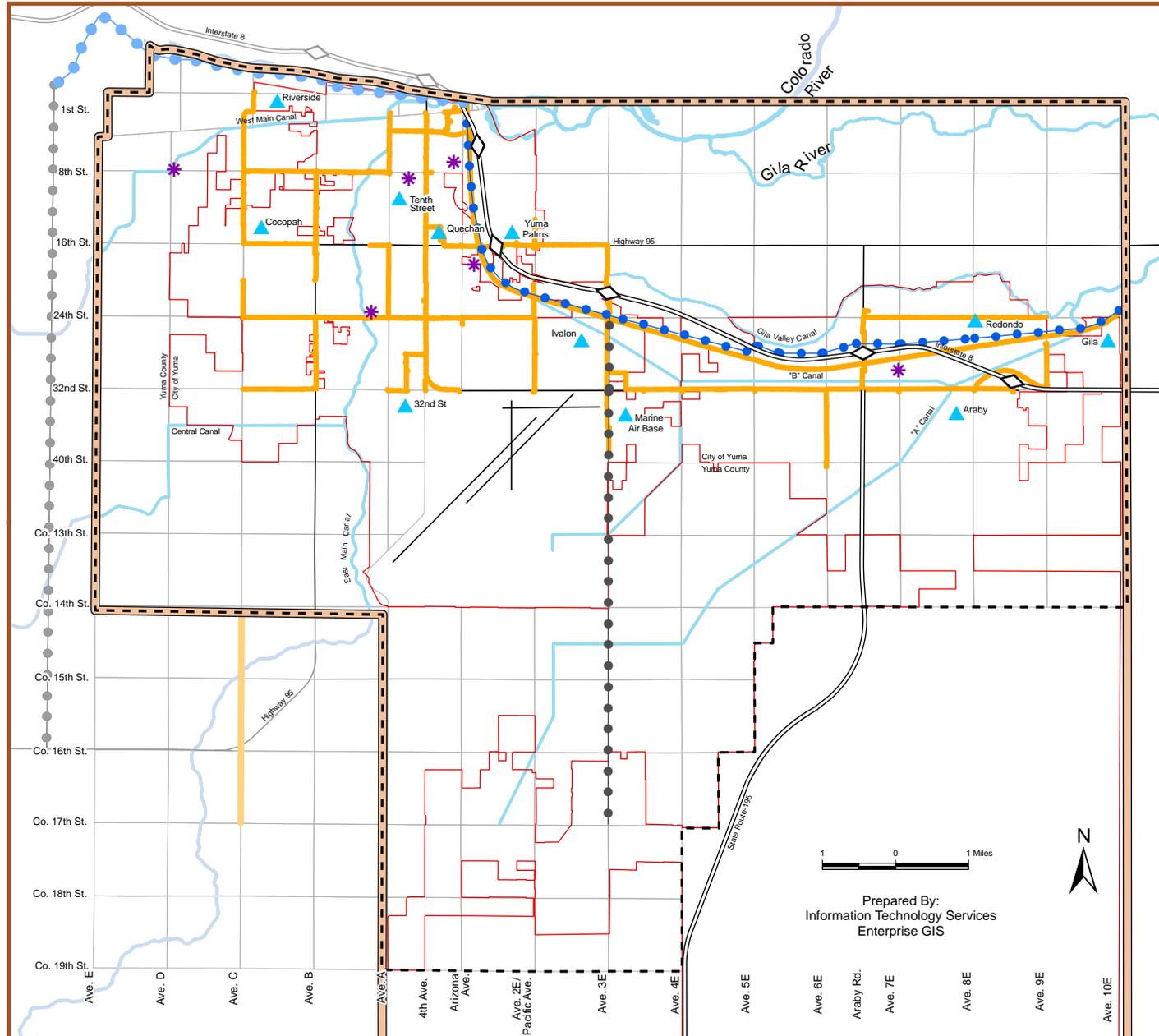


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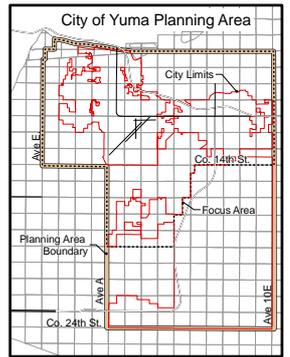


Private Utilities

- Arizona Public Service Substations ▲
- Cellular Towers \*
- El Paso Natural Gas Line ●●●
- SW Gas Natural Gas Line ●●●
- Qwest Communications Trunk Line —
- Focus Area - - - -
- Planning Area Boundary —



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**A.R.S. Section 9-461.05. E. 8 – Safety Element**

*A safety element for the protection of the community from natural and man-made hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths according to function, clearances around structures and geologic hazard mapping in areas of known geologic hazards.*

## 9 – SAFETY ELEMENT

The Safety Element has the ability to strengthen and direct development through identifying and promoting essential emergency services like law enforcement and other emergency services that reduce the potential impact of natural or man made disasters within the City.

A disaster is a sudden and dramatic emergency. When a disaster strikes, the demands are obvious and compelling, however, planning prior to a disaster to minimize harm to the community is very different from emergency preparedness and response. The purpose of this Safety Element is to develop a long-term plan for physical development of the City that addresses protection of the community from unreasonable risks associated with the effects of natural and man-made disasters.

This Safety Element is divided into four sections which are: Background and Existing Management Strategies, Hazard Evaluation and Analysis, Goals, Objectives, and Policies and the Action Plan. The Background and Existing Management Strategies section provides a brief overview of the roles of local agencies in the aftermath of a disaster and describes past mitigation efforts and current City management strategies. The Hazard Evaluation and Analysis section identifies the natural and man-made hazards potentially affecting the City. The focus of this section is on flooding and earthquakes, since the risks for disastrous flooding damage and seismic activity from earthquakes are known as substantial threats to the area. The Goals, Objectives, and Policies section outlines the City's aim of protecting residents and businesses from threats of natural and man-made hazards. The Element concludes with an Action Plan designed to reduce risks and the potential for future losses.

### BACKGROUND AND EXISTING MANAGEMENT STRATEGIES

#### ROLES OF LOCAL AGENCIES IN THE AFTERMATH OF A DISASTER

##### POLICE AND FIRE DEPARTMENTS

Primary among police functions at the onset of an emergency is the evacuation of a disaster-stricken area when that is necessary. Both during evacuation and after the disaster, police will also play a crucial role in coordinating the flow of traffic. Fire departments provide fire suppression, emergency rescue, emergency medical services (EMS), and hazardous materials exposure containment.

##### EMERGENCY MANAGEMENT

The purpose of emergency management is to reduce the City's vulnerability to major emergencies and to prepare for the aftermath of natural or manmade disasters. The emphasis of local emergency management is organizing the immediate response to disaster, including the provision of emergency shelter, maintenance of vital services, access

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to essential provisions like food and drinking water, and the coordination of outside help. Emergency management focuses on planning for potential events that require coordination of resources from various agencies to prevent further loss of life or property.

#### LAND USE PLANNING AND REDEVELOPMENT

Community Development Planners work to build consensus, prior to an event, around a vision of the post-disaster community that will guide rebuilding a more disaster-resistant community. Also, Planners focus on such disaster-related land use issues to prevent inappropriate development in hazard-prone areas. Redevelopment planning is the process of rebuilding by arranging parcels of land for project development utilizing financial incentives and assistance to advance disaster-resistant reconstruction. The City's Planning and Zoning Commission has the ability to "prepare (through the Department of Community Development) and recommend emergency plans and policies for the replanning, reconstruction or redevelopment of any area or district which may be destroyed in whole or part or seriously damaged by fire, earthquake, flood or other disaster" (City Code §154-550).

#### BUILDING SAFETY

The Building Safety staff is responsible for inspecting and determining the habitability of damaged structures and the potential reinforcing measures for private and public structures. The Building Safety staff may also assist with providing setup of long-term shelters, water and other life necessities.

#### PUBLIC WORKS

Water and sewage treatment facilities and transportation corridors may be vulnerable in a major disaster. Contingency plans are required in the event of structural damage or disablement. Disasters like earthquakes, floods and hurricanes can cause damage to streets, inflict city-wide power outages affecting traffic signals, and knock down or disable structures like streetlights. The Public Works and Utilities Departments maintain the essential roles of restoring normal service to any public infrastructure under each of their control. Major highway connections through the City include Highway 95 and Interstate 8 (I-8). These highway corridors are essential for transportation to and from the City and provide for the trucking freight routes for food, clothing and other necessary commodities.

#### HEALTH

The Yuma County Health Department has staff trained in mitigating and preventing communicable diseases, especially when large displaced or homeless populations are crowded together in temporary shelters. In addition, the Yuma County Health Department can oversee the provision of emergency essentials.

#### CITY ADMINISTRATION

The Mayor and the City Administrator's offices serve as the lead communicator to the public. The city administration not only maintains

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communication internally with emergency management, departments, and the emergency operations center, but also with state and federal governments and relief agencies like the American Red Cross.

#### **PAST MITIGATION EFFORTS AND PROJECT IMPACT**

Millions of dollars have been spent in the Yuma area on flood control and seismic strengthening.

#### **FLOODING**

The Colorado and Gila Rivers have had extensive work along the banks and have been dredged to help reduce the potential for flooding. The City has coordinated its storm drain construction activities with the Yuma County Flood Control District master plans. To further reduce flooding potential, retention and/or detention basins have been built throughout the City.



City of Yuma Fire Fighters remove downed electrical wires following a seasonal wind storm.

#### **HURRICANES AND WIND STORMS**

Hurricanes have affected the Yuma County area numerous times with high wind speeds and rainfall which has led to flooding and structural damage.

Monsoon season present storms during the summer months due to high atmospheric temperatures and an accumulation of moisture causing mass flooding and damage to homes, structures and public facilities.

#### **EARTHQUAKE**

Some critical municipal buildings, have been constructed or seismically upgraded to withstand earthquakes within a Seismic Zone 4. A seismic evaluation of essential facilities in the City and County was conducted under a National Earthquake Technical Assistance contract. The Arizona Earthquake Information Center also conducted an Earthquake Hazard Evaluation. These activities are a continuation of studies for the Arizona Division of Emergency Management's Earthquake Program.

#### **MANMADE HAZARDS**

The City of Yuma was selected by the Federal Emergency Management Agency (FEMA) to participate in a new initiative regarding natural disasters. *Project Impact* seeks to reduce the personal and economic costs of disasters by bringing together community leaders, citizens, and business to prepare for and protect themselves against disasters. *Making Yuma Disaster Resistant* was initiated in 1999 with a variety of community partners. Projects funded through Project Impact include:

- Automated storm water lift station in Hacienda Estates;
- Water heater strapping kits with City/County permits and inspections;
- Installation of glass safety film on public school cafeteria windows; and,
- Safety surveys for businesses.

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Highlights of actions by community partners related to or supportive of Project Impact include:

- 2001 - Arizona Public Service completed a total of 2,144 line miles towards its commitment to strengthen our community's electrical distribution system.
- 1999-2003 - Arizona Department of Transportation completed work on seismic retrofitting two overpasses along Interstate 8.
- 2001 - Yuma County Water Users' Association and Yuma County Flood Control District completed the construction of a power line distribution system to provide power to fifteen groundwater recovery wells to mitigate high ground water in the Yuma Valley.
- 2000 - Yuma County Flood Control District completed Phase V of the East Mesa Storm Sewer Outfall Project. The construction of this of line provides a vital link to future improvements that will relieve historical flooding in the area.
- 2001 - Yuma County Housing Department and the Housing Authority for the City of Yuma installed over 500 water heater straps to make public housing units resistant to earthquakes.
- 1999- 2001 - The United States Bureau of Reclamation dredged two million cubic yards of sediment from the Colorado River to comply with flow and groundwater specifications outlined in treaties with Mexico. Sediment removal also lowers the area's groundwater table and makes the river better able to handle large flood prevention releases from upstream dams.

The results of Project Impact are essential upgrades to the City's existing infrastructure in the form of electrical distribution, additional flood control measures and residential earthquake mitigation. Since 2002 the City of Yuma has not experienced excessive flooding, but the City has experienced earthquakes up to 7.2 that left minimal damage, and tested measures implemented from Project Impact.

### **EMERGENCY OPERATIONS PLANNING**

The City of Yuma has established and provided for emergency management in accordance with State emergency plans and programs (A.R.S. 26-308). The City Emergency Management Program is organized as a division under the City of Yuma Fire Department. The City Administrator has appointed the Fire Chief as the Emergency Management Director who is responsible for the organization, administration, and operation of the program subject to the direction and control of the City Administrator. The Fire Chief has assigned full time emergency management functions to a member of the Fire Department senior staff who is the Emergency Management Coordinator. The Emergency Management Coordinator administers the comprehensive Emergency Management Program. The Program is combined and expenditures are shared between the City and County of Yuma based on an intergovernmental agreement dating back



Emergency Operations Center exercise.

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to 1978. The Program is designed to protect the community from both man-made and natural catastrophes. It is based on a comprehensive approach and includes all four phases of emergency management: mitigation, preparedness, response, and recovery.



City of Yuma Fire and Police personnel operate from mobile command center.

The City *Emergency Operations Plan* (EOP) was adopted by resolution of the City Council in 2004. The EOP is a directive to City departments to plan for and, upon order, execute emergency tasks to ensure safety and survival of residents and protection of property in the event of a disaster. Its purpose is to provide an organized and coordinated response effort by City personnel and resources to minimize the impact of any disaster. The provisions of the EOP are applicable to all disasters of such magnitude as to require a response above that which is part of the normal role of the City. The plan also includes an implementation strategy that describes the tasks to be accomplished during pre-emergency, emergency, and recovery stages.

The City of Yuma EOP identifies the possibility of evacuation from any part of the city that may be in danger from natural or man made disaster. The second tier of evacuation is to provide temporary lodging, feeding and general welfare of persons forced to leave their homes due to emergency. Movement and transportation of evacuees is stated in the City of Yuma EOP as follows:

The American Red Cross has the responsibility to provide mass shelter and care in the event of either a natural or man-made disaster. The EOP includes a directory of emergency public shelters, primarily schools and churches, located in neighborhoods throughout the City. An assessment of capacity and facilities at each shelter is provided.

#### **YUMA COUNTY HAZARDOUS MATERIALS EMERGENCY PLANNING**

Hazardous materials are used in commercial, industrial, institutional, and agricultural operations throughout the Planning Area. They are also transported along area highways, railroads, and pipelines. Hazardous materials released by accident or catastrophic event may result in dangerous conditions to citizens and property within a radius of several miles around the release site. An incident involving hazardous substances may require a response under the *Yuma County Hazardous Materials Emergency Plan*.

The emergency plan is published in support of the Local Emergency Planning Committee (LEPC). The plan is intended to support the City's EOP and does not change any provisions of that plan. The LEPC consists of elected officials, fire and law enforcement officers, emergency responders, emergency managers, media, community members, industry, transportation and medical representatives. The mission of LEPC is:

To coordinate the public and private responses that may be required/requested to minimize the impact of hazardous materials

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accidents/incidents on health, safety, property, and the environment; and to minimize the exposure of the populace to the effects of an accidental release of hazardous materials through the establishment of effective warning, evacuation, sheltering, decontamination, and recovery procedures.

A “vulnerability analysis” identifies schools, hospitals, and other similar facilities, and a resident population subjected to exposure due to their proximity to hazardous materials facilities. Transportation routes of hazardous substances identified in the *Hazardous Materials Emergency Plan* within the Planning Area include: Interstate 8, US 95 (16<sup>th</sup> Street and Avenue B), and Avenue 3E. Hazardous materials are also transported along the mainline Union Pacific Railroad that bisects the Planning Area.

#### **OTHER GENERAL PLAN ELEMENTS**

**Land Use Element.** The Land Use Element of the General Plan, specifically addresses the need to plan for land uses that are compatible with military air operations in the vicinity of the Marine Corps Air Station – Yuma (MCAS) and the Yuma International Airport. Also, floodplains and seismicity are taken into account in an examination of development constraints. A “seismic assessment” recommends several measures be taken:

- Continuation and expansion of public information and awareness program;
- Site-specific investigations and seismic evaluations prior to developments and to guide retrofitting;
- Land use planning guidelines in areas of seismic risk; and,
- Development and/or application of building codes that address design and construction for seismic loads.

**Transportation Element.** The street system is critical to disaster response, recovery, and evacuation. The 2005 Major Roadways Plan (incorporated into the Transportation Element, Chapter 3 of this General Plan) is specifically intended to provide for the safe and efficient movement of traffic. The Major Roadways Plan establishes an orderly classification and spacing of arterial and collector roadways and sets minimum roadway widths according to function. The location of existing and proposed streets is correlated with the Land Use Element (refer to Map 3-1, *Transportation Element*, for the location of major roadways).

**Public Services and Facilities.** The plans for provision of public facilities are provided in the Public Services Element (Chapter 8 of this General Plan; refer to Maps 8-1 through 8-7 for the locations of selected public and lifeline facilities). One of the objectives of the Integrated Master Plan is to identify improvements needed to maintain or increase water pressures and supply capacity. The City of Yuma 2007 Fire Services and Facilities Plan seeks to maintain a high standard of fire prevention and protection. It is the City’s policy to insure that new developments have the necessary water supplies to meet projected fire flows.

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## CITY CODES

**Fire Prevention.** City code requires installation of automatic fire sprinkler systems in multi-family residential buildings, commercial and industrial buildings and in homes on cul-de-sacs longer than 600 feet. Automatic fire sprinkler requirements also apply to buildings with use changes.



City of Yuma Fire Fighters participating in hazardous material exercise.

**Hazardous Materials.** Anyone storing or using hazardous materials in excess of specified quantities must provide an inventory and other process information when applying for a building permit or when applying for a business license. Owners and operators of existing facilities utilizing and storing hazardous materials must provide the same information prior to incorporating those materials in their operations.

**Building.** The City currently uses the International Building Code (IBC), 2003 Edition, including certain appendices and amendments, for commercial construction projects. Buildings must be constructed to conform to Seismic Design Category "D" earthquake criteria. The City uses the International Existing Building Code, 2003 Edition, including certain appendices and amendments, for projects involving existing buildings. The City uses the International Residential Code for One- and Two-Family Dwellings (IRC), 2003 Edition, including certain appendices and amendments, for residential construction projects of detached single family homes, duplexes and townhouses.

**Floodplain Management.** The City has participated in FEMA's National Flood Insurance Program (NFIP) since 1983. The City Council has adopted ordinances addressing floodplain management and drainage policy. The ordinances establish standards for construction in areas of special flood hazard, storage of materials and equipment, utilities, subdivisions, and manufactured homes.

**Storm Water Runoff in New Development.** The City adopted a code for storage and disposal of storm water runoff in the late 1970's. This code was later modified and reinforced when the City joined the Federal Emergency Management Agency (FEMA) Flood Insurance Program (FIP) in 1983. It was further upgraded in the City's Stormwater Management Program in 2003, as mandated through the Federal Clean Water Act of 1972, as amended. The developer of each parcel of land within the City must provide storage of sufficient volume to hold the total runoff from the design storm falling on that parcel of land. Implementation of this code has alleviated flash flooding in newly developed areas of the City.

**Zoning.** The City Zoning Ordinance is designed to "lessen congestion in streets; secure safety from fire, panic and other dangers; promote health, safety, or general welfare; provide adequate light and air; prevent overcrowding of land; avoid undue concentration of population; facilitate adequate provision of transportation, water, sewerage, schools, parks and other requirements."

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The basic philosophy behind land use zoning is to separate incompatible land uses into districts and then establish a set of permitted land uses and regulations for each district. For example, any land use that requires a state or federal agency permit, license or other type of certification for the use or handling of “dangerous materials” is only allowed by “conditional use permit” in the Light and Heavy Industrial zoning districts if approved by the Planning and Zoning Commission at a public hearing.

The Airport Overlay District is established to promote the public health, safety and general, welfare in the vicinity of the Marine Corps Air Station – Yuma (MCAS) and the Yuma International Airport by minimizing exposure to high noise levels generated by aircraft. The Airport District also promotes public health and safety by minimizing potential aircraft failure hazards in the approach and take off sections of the runways. Each of these measures encourages future development that is compatible with the continued operation of the airport.

The City zoning code defines safety strategies that promote “Crime Prevention through Environmental Design” (CPTED), site development that provides for:

- 1) Building forms - environments where provisions are designed to allow a belief that occupants are not vulnerable or isolated;
- 2) Compatible building placement - environments where provisions are designed to provide placement of compatible building types together to enhance the safety of occupants;
- 3) Lighting - environments where provisions are designed for natural, night, and security lighting and the avoidance of unlighted areas;
- 4) Natural surveillance - environments where provisions are designed to allow adequate public and police surveillance by such items as window placement, elimination of “blind” spots, and appropriate landscaping and positioning of entrance doors to maintain sight lines;
- 5) Territoriality - environments where provisions are designed to allow a “marking” of place to provide a boundary or perceived access control, including appropriate landscaping, fencing, and screening.

In the aftermath of the 1995 Murrah Federal Building bombing in Oklahoma City and the September 11, 2001, terrorist attacks on the World Trade Center and the Pentagon, these strategies should play an increasingly important role in physical security plans for new construction.

## **HAZARD EVALUATION AND ANALYSIS**

### **SITUATION**

All areas within the City of Yuma are vulnerable to disasters that result in loss of life, social disruption, and property damage. The following is a summary of possible hazards derived from the City’s and the County’s emergency operations plans, that have the potential to disrupt and cause damage, and casualties in the area:

- 
- Flood/flash flood: The Yuma area is subject to localized flash flooding from excessive rains. Riverine flooding is possible in the event of massive releases of waters from the upstream dams on either the Colorado or the Gila Rivers or from dam failure.
  - Major fire: Uncontrolled structural and wild land fires may reach such proportions as to become a disaster. If not promptly controlled, even small fires can threaten lives and cause significant destruction of property and the environment. Specifically wildlands along the Colorado River are prone to fires.
  - Aircraft crash: The skies above Yuma experience a heavy volume of traffic from military, commercial carrier, and general aviation aircraft. An aircraft crash as a result of lack of fuel, collision, equipment failure, or pilot error could occur in Yuma at any time.
  - Windstorm: High winds can cause damage depending on location, intensity of the winds, and the speed and direction of their movement.
  - Hazardous material: The manufacturing, transport, storage, use and disposal of hazardous materials create a considerable risk to lives, property, and environment. Incidents involving these materials have occurred at fixed facilities and along transportation routes as a result of highway accidents or train derailments.
  - Earthquake: The seismic hazard for the Yuma region is considered the greatest in the State of Arizona. Yuma is subject to ground shaking from earthquakes originating in southern California and northern Mexico. The seismic hazard is high because of regional seismicity and increase in the amount of development in areas having a potential for liquefaction.
  - Terrorism: Terrorist incidents in the United States involving explosives, bacterial pathogens, nerve gas, and toxins, have shown that the United States is also vulnerable to biological and chemical threats.

The Yuma area has a history that involves a range of hazard incidents. However, the focus of this evaluation and analysis is on flooding and earthquakes, since the risks for disastrous flooding damage and from earthquakes are known as substantial threats to the area.

#### **FLOODING**

**Assessment.** Probably the most significant disaster exposure is that of river flooding as a result of flood releases from storms upstream. Prior to dams being built on the Gila and Colorado Rivers, large and damaging floods were common in the Yuma area. Completion of the Hoover Dam in 1935 eliminated the extreme floods reaching Yuma from the upper Colorado River. Parker and Davis Dams on the Colorado River added to the control of the River. Dams on the Gila River system added substantial control. Yuma is now protected from Colorado and Gila River floodwaters by a series of levees. The levees have been improved to prevent overtopping during the 100-year flood, reducing flood hazards in areas protected by the levees.

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Significant flooding is still a potential hazard in the Yuma area. In 1983, large amounts of runoff from record snowfalls and late rains required the upper Colorado River reservoirs to release unprecedented volumes of water into the lower Colorado River. The releases caused the Colorado River to flood low-lying areas, erode riverbanks, and raise adjacent ground water levels. Groundwater seepage caused surface ponding. Recreational facilities were damaged, along with septic tank systems and water treatment systems. This disaster resulted in \$13 million in damages to the City and County of Yuma.

In 1993, heavy rain fell in Arizona resulting in significant flooding along most major watercourses. In Yuma County, raging floodwaters, sediment deposition, and extensive bank erosion caused severe damage to public infrastructure and structural damage to private property, agricultural crops and land, economic loss and environmental damage. Water released from dams north and east of Phoenix into the Gila River below Painted Rock Dam caused in excess of \$100 million in public infrastructure, agricultural, private property, economic, and environmental damages in the Yuma area. The 1993 flood brought an additional five-feet of sediment to the Colorado River adjacent to Yuma. Lack of channel maintenance to remove this sediment both upstream and downstream of Morales Dam has increased the potential for both flooding and high ground water conditions in the Yuma Valley. The U.S. Bureau of Reclamation remedies this situation by dredging of the East Main Canal.

#### AREAS OF SPECIAL FLOOD HAZARD

Zones of anticipated flooding have been mapped by FEMA. Map 9-2 shows areas that would be inundated by the 100-year flood up to the 500-year flood. Delineated 100-year floodplains have been determined in the planning area along the Colorado River and Gila Rivers. Development within these 100-year flood areas is sparse with most areas used for recreational or agricultural purposes. An approximate ¼-mile wide 100-year floodplain is delineated along the East and West Main Canals in the City. A broad area subject to 100-year flooding occurs in the north end of the City between the Main Canal and land near Carver Park. These areas are occupied by residential and commercial developments. The remainder of the Yuma and Gila Valleys is shown within areas between limits of the 100-year flood and 500-year flood. This includes certain areas subject to 100-year flooding because of the high water table. The Yuma Mesa is outside the area of major flooding; however, areas on the mesa, like areas in the valleys beyond the 100-year flood, may be subject to extraordinary floods and are locally subject to storm flooding.

#### EARTHQUAKES

##### *Assessment*

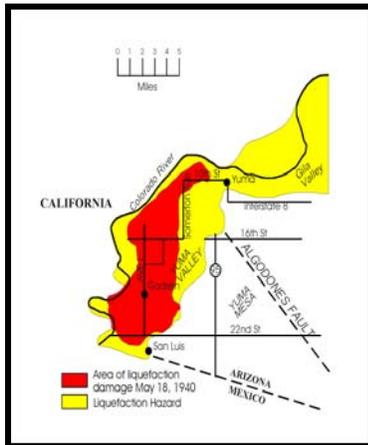
The U.S. Geological Survey monitors seismic activity in the Yuma area through a cooperative effort with the Southern California Seismic Network.

Historical accounts describe severe earthquakes in the Yuma area in 1852, 1915, and 1934. Earthquakes originating in the Imperial Valley

region of southern California have resulted in damage to the Yuma region in 1940 (magnitude 7.1), 1979 (magnitude 6.5) and in 2010 (magnitude 7.2). Liquefaction damage occurred throughout much of the Yuma Valley region in 1940.

Sources of earthquakes in the Yuma region include: San Andreas and San Jacinto fault zones, located within 65 miles of Yuma, Cerro Prieto fault within 45 miles, and Imperial fault within about 28 miles. The Algodones fault, which appears to be a continuation of the San Andreas Fault, bisects the Yuma mesa and valley. The segment of the San Andreas Fault nearest Yuma has not ruptured in a major earthquake in more than 300 years, and is considered a likely segment to rupture in a magnitude 8 or greater earthquake.

One or more of the following hazards can cause damage from an earthquake:



Source: Arizona Earthquake Information Center, 1996.

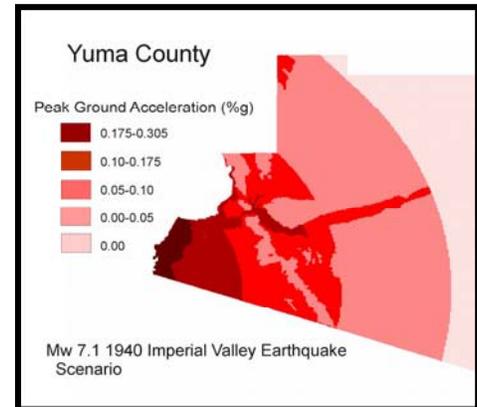
- Ground motion (vibrations) during an earthquake is considered the greatest source of damage to structures. The degree of damage will depend on the intensity and duration of the shaking, type of structure, and subsurface soil conditions. The most often used measure of the strength of ground motion is “peak ground acceleration,” measured in “g,” the percent of the acceleration due to gravity.
- Liquefaction is a process by which water-saturated earth materials lose strength and may fail during strong ground shaking. Four kinds of ground failure commonly result from liquefaction:
  - Lateral spread
  - Flow failure
  - Ground oscillation
  - Loss of bearing strength
- Steep slopes within the City are located primarily along the margin of the Yuma mesa. This area may destabilize in an earthquake resulting in landslides or lateral spreading. Liquefaction within the Yuma and Gila valleys adjacent to the mesa slopes may remove resisting forces at the base of the slopes resulting in slope failures. These areas require site-specific geotechnical studies to determine risk and mitigation measures. Development has encroached on the mesa margins, and the views available from these locations are considered valuable.
- Ground surface rupture due to active faulting is not considered likely due to the absence of any known active faults underlying the area. Lurching or cracking of the ground surface within the City as a result of nearby or distant seismic events is a possibility but is considered unlikely.

In a report sponsored by the Arizona Council on Earthquake Safety, two scenario earthquakes were chosen for FEMA’s nationally standardized

loss estimate model known as HAZUS™.

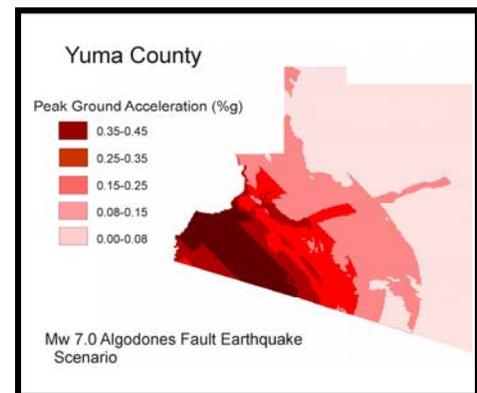
The Maximum Probable Earthquake (MPE) represents the earthquake that has a “probable” chance of occurring within a specific time period. The earthquake chosen was a repeat of the 1940 magnitude 7.1 Imperial Valley earthquake that resulted in liquefaction damage to the then sparsely populated Yuma Valley. The Maximum Credible Earthquake (MCE) event represents the largest earthquake expected with very little emphasis given to the recurrence interval of such an event. This earthquake scenario provides useful information for emergency response training and for design of critical facilities. The earthquake chosen for this scenario is a magnitude 7.0 rupture of the Algodones fault.

**Maximum Probable Earthquake (MPE).** The 1940 magnitude 7.1 Imperial Valley Earthquake was chosen as the MPE because it has a finite chance of occurring within the lifetime of structures in the County of Yuma. Based on historic seismicity and the current knowledge of the tectonic framework of the area, the probability of the City experiencing shaking levels similar to the MPE is about 50 percent in the next 50 years.



Source: Arizona Earthquake Information Center, 1999.

- The HAZUS™ computer model generates loss estimates for a repeat of the 1940 magnitude 7.1 Imperial Valley earthquake indicate that the County may suffer total direct economic losses to building stock of about \$75 million.
- Less than one-half of the pre-1973 building stock will escape undamaged. While most of the post-1973 building stock will escape undamaged except through liquefaction.
- The building type projected to suffer the greatest losses is mobile homes. Only 34% of pre-1973 mobile homes are expected to survive undamaged, while about 68% of post-1973 mobile homes are projected to survive undamaged.
- No modern wood-frame structures are expected to suffer extensive or complete damage, and most are expected to be undamaged except through liquefaction.
- Of the county’s 333 hospital beds, 264 (80%) are estimated to be available 24 hours after the earthquake.
- Functionality of the County’s emergency response facilities is projected to be 79% at one-day after the earthquake.
- Casualty estimates range from 27 to 52 persons with fewer than 6 requiring hospitalization, and no fatalities. The greatest casualty estimates are nighttime occurrence, rather than a daytime or commute-time event.
- HAZUS™ estimates that 74 households will be displaced with 66 of the households requiring short-term shelter.
- No major fire ignitions in the County are projected, while an estimated 71,000 tons of debris is estimated to be generated.



Source: Arizona Earthquake Information Center, 1999.

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**Maximum Credible Earthquake.** Estimated losses associated with a magnitude 7.0 Algodones Fault Earthquake was chosen as the MCE because it has a finite chance of occurring within the current tectonic framework of Yuma County. Such an event should be considered when designing and siting essential facilities, as well as for emergency planning and exercises. It is an event that likely occurs only once every several thousand years, but should it occur tomorrow, this loss estimation approximates the casualties and damage for the County of Yuma.

- The HAZUS™ loss estimation for the MCE indicates that the County of Yuma may suffer total economic damages approaching \$1 billion.
- Functionality of the County's fire and police stations is estimated at about 17% at one-day after the earthquake.
- About 15% of the county's capital stock (buildings and inventory) may be lost.
- HAZUS™ estimates that only about one in four buildings will escape undamaged by the MCE, with high rates of damage for mobile homes and pre-1973 construction.
- As many as 30,000 buildings may require inspection after the earthquake, with more than 10,000 "red-tagged" and 12,000 "yellow-tagged."
- Casualty estimates range from 15 to 495 persons with 110 to 158 requiring hospitalization, with 10 to 12 fatalities projected.
- HAZUS™ estimates that 2,432 of the County's households will be displaced with 2,103 requiring short-term shelter.
- Less than 17% of the area's schools are expected to be operational following the MCE.
- Seven major fire ignitions in the County resulting in \$16 million in damages are projected.
- An estimated one million tons of debris will be generated in the County as a result of the MCE.

**Liquefaction Hazard Evaluation.** A detailed study of the liquefaction hazard was conducted by Southland Geotechnical, Inc. for the City of



Example of liquefaction in the Yuma Valley as a result of the 1940 Imperial Valley Earthquake

Yuma, Department of Community Development in 1997, to provide criteria for evaluating the hazard and ground failure potential. A hazard map of the area outlines a "Liquefaction Hazard Zone" (Map 9-3). The hazard map is recommended as a planning guide to require site-specific liquefaction investigations for development proposed within the Hazard Zone. The stability of a structure is only as good as its foundation. Extensive damage can occur to structures from soil liquefaction beneath. Development may be safeguarded from liquefaction hazard using deep foundation systems, ground improvements to prevent its occurrence, or structurally designed foundations to withstand expected deformation of the ground. Liquefaction should be mitigated for development proposed within the Liquefaction Hazard Zone.

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### **COMBINED EFFECTS**

In the unlikely event that flooding and the design earthquake occur at the same time, the anticipated effects could be magnified. Liquefaction from even a moderate earthquake could impact a larger area than expected if the region is affected by shallow groundwater due to flooding. Flood saturated levees or other water control structures could be subject to ground shaking from a regional earthquake if both occur simultaneously. The *Hazardous Materials Emergency Plan* notes that some hazardous materials facilities are located in the floodplain making them subject to flooding. This could result in contamination of the Colorado and Gila Rivers and their tributaries. These facilities include Shaw Industries located and numerous Arizona Public Service substations located within the Yuma Valley. Also, because the County is in a high earthquake risk area, any locally occurring earthquake of sufficient magnitude to cause structural damage could affect all fixed-site hazardous materials facilities resulting in multiple releases.

### **PLANNING FOR POST-DISASTER RECOVERY AND RECONSTRUCTION**

The City/County Emergency Operations Plans (EOP's) do not spell out recovery actions beyond rapid damage assessment and the actions necessary to satisfy the immediate life support needs of disaster victims. Some short-term recovery actions are natural extensions of response and are covered in the EOP's, e.g. restoration of infrastructure "lifelines" and debris removal to facilitate response. Beyond that lies long-term recovery, which is not strictly time-sensitive. As stated in the County's EOP, "the urgency to rebuild as soon as possible must be weighed against the longer-term goal of reducing future risk and lessening possible impacts should another disaster occur."

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## GOAL, OBJECTIVES, AND POLICIES

**Goal 1.0:** Protect City residents and businesses from threats of natural and man-made hazards.

Objective 1.1: Ensure that necessary preparations to minimize impacts to the City from natural and man-made hazards are maintained and, as necessary, improved.

*Policy 1.1.1:* The City shall review and update emergency evacuation plans periodically to ensure the safe departure of residents, employees, and visitors in times of natural or man-made disaster.

*Policy 1.1.2:* The City shall upgrade water system capacity where necessary to meet peak load water supply requirements for fire fighting.

*Policy 1.1.3:* The City shall continue to collaborate with qualified consultants and agencies to study and map geologic hazards.

Objective 1.2: Minimize the economic impact of strong ground motion, liquefaction, and fault rupture on public and private property.

*Policy 1.2.1:* The City shall continue its program of retrofitting and strengthening essential and critical facilities.

*Policy 1.2.2:* The City shall continue to monitor and enforce seismic codes.

*Policy 1.2.3:* The City shall continue to educate the public regarding risks from seismic and geologic hazards.

Objective 1.3: Minimize public and private losses due to flood conditions in areas of special flood hazard.

*Policy 1.3.1:* The City shall restrict or prohibit land uses which may cause detrimental impacts to health, safety, and property due to increase in water or erosion hazards, or which result in increases in erosion or in flood water depths or velocities.

*Policy 1.3.2:* The City shall require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction.

*Policy 1.3.3:* The City shall control the alteration of natural floodplains, stream channels, and natural protective barriers that help accommodate or channel floodwaters.

*Policy 1.3.4:* The City shall control filling, grading, dredging, and other activities, which may increase flood damage.

*Policy 1.3.5:* The City shall prevent or regulate the construction of flood barriers which unnaturally divert floodwaters or which may increase flood hazards in other areas.

*Policy 1.3.6:* The City shall support the United States Bureau of Reclamation and the International Boundary and Water Commission in their efforts to fulfill their Federal responsibilities to provide Colorado River channel

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maintenance sufficient to pass flood flows and relieve high ground water conditions.

*Objective 1.4:* Promote and facilitate sustainable redevelopment during the post-disaster recovery and reconstruction process by identifying opportunities for building a disaster-resistant community.

*Policy 1.4.1:* The City shall ensure that development in identified natural hazard zones shall be designed to safe, appropriate engineering and construction standards.

*Policy 1.4.2:* The City shall develop and establish procedures for expeditious and orderly post-disaster recovery and rebuilding that incorporate hazard mitigation measures.

## ACTION PLAN

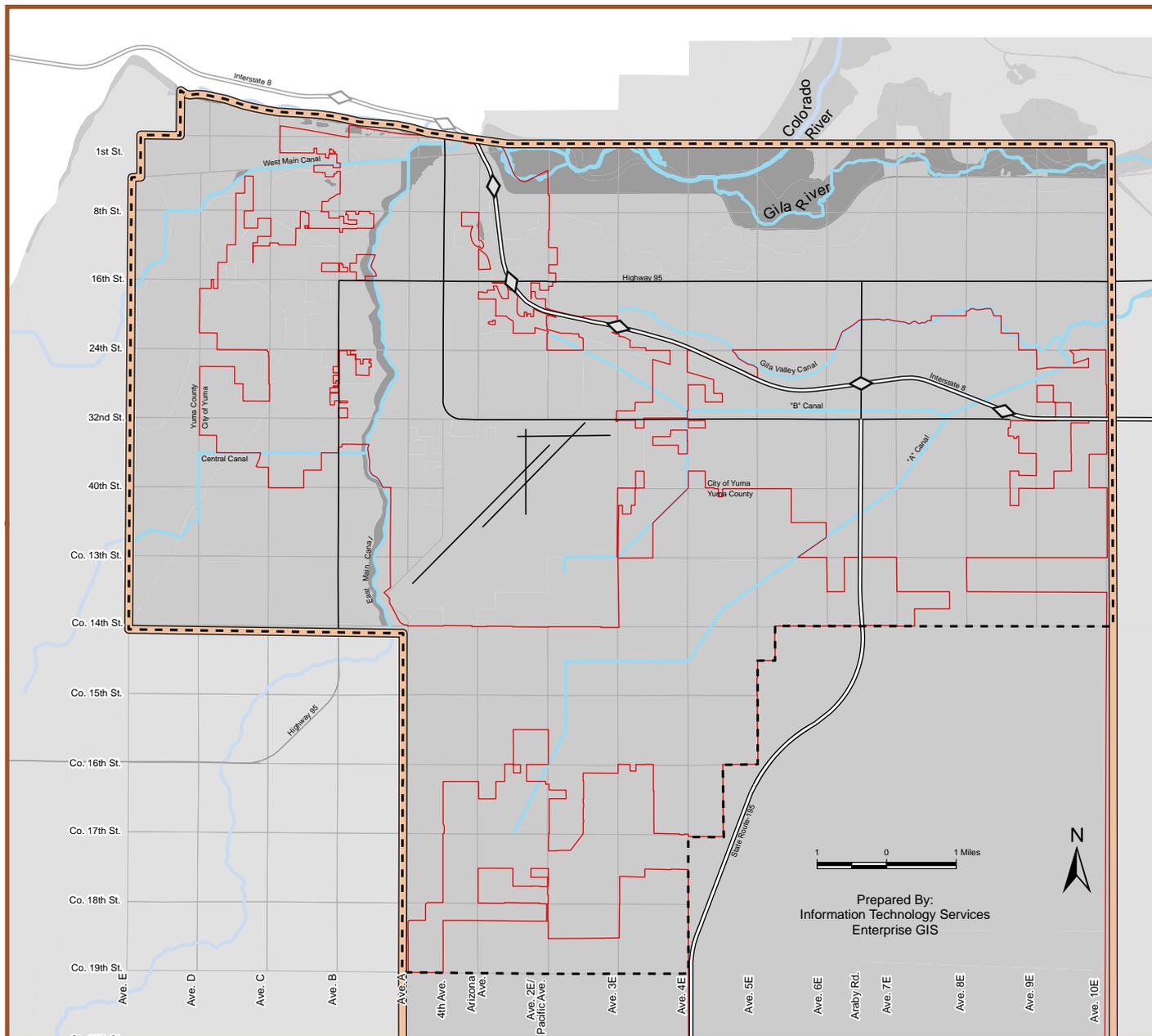
Phase	Project	Responsible Agency/ Department	Funding Source
1 – 5 years	Evaluate and update emergency evacuation routes	Emergency Management, Public Works, and Community Development	General
	Identify North/South or East/West roadway clear of overhead power lines.	Emergency Management, Public Works, and Community Development	General
	Identify floodplain issues along the East Main Canal	Emergency Management, Public Works, and Community Development	General
	Assess benefits and costs of participating in NFIP's Community Rating System	Community Development	General
	Prepare plan for managing post-disaster recovery and reconstruction	Community Development	General
	Plan for post-disaster recovery and reconstruction should be developed. Such a plan would be composed of policies, actions, and designated responsibilities related to expeditious and orderly recovery and rebuilding with an emphasis on mitigation.	Community Development	General
6+ years	Develop liquefaction hazard overlay zoning district based on delineations in <i>Liquefaction Hazard Evaluation</i> report	Community Development	General
	Research and develop special setbacks for residential uses near hazardous materials facilities and transportation routes – including rail, truck, and pipeline – in Zoning Code	Community Development	General

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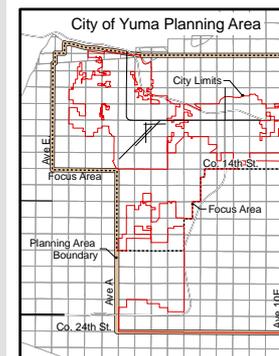


### Areas of Special Flood Hazard

- 100 Year Flood [Dark Gray Box]
- 500 Year Flood [Light Gray Box]
- Focus Area [Dashed Line]
- Planning Area Boundary [Thick Orange Line]



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Information Technology Services  
Enterprise GIS

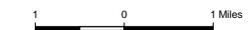
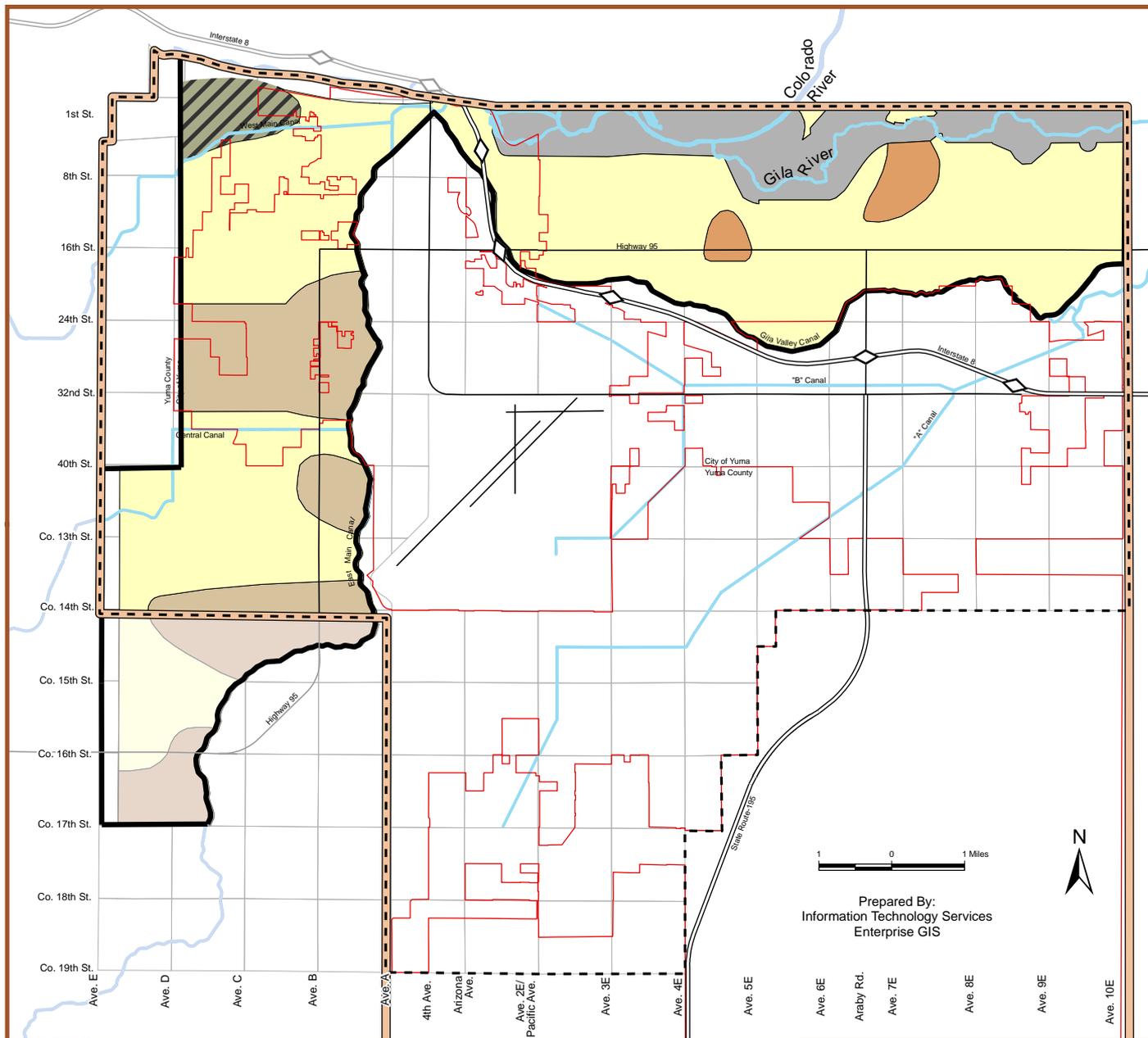


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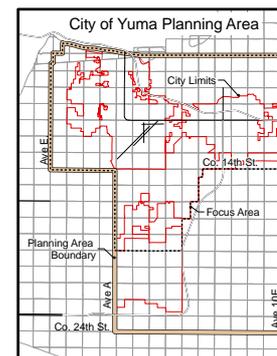


### Liquefaction Hazard Map

- Liquefaction Boundary
- Historic (1940) Liquefaction Zone
- Current Floodplain
- Groundwater less than 6' deep
- Groundwater 6' to 12' deep
- Groundwater Over 12' deep
- Focus Area
- Planning Area Boundary



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Information Technology Services  
Enterprise GIS



**A.R.S Section 9-461.05 D.4. – Cost of Development Element**

*A cost of development element that identifies policies and strategies that the municipality will use to require development to pay its fair share toward the cost of additional service needs generated by new development, with appropriate exceptions when in the public interest.*

*This element shall include:*

*1. A component that identifies various mechanisms that are allowed by law and that can be used to fund and finance additional public services necessary to serve the development, including bonding, special taxing districts, development fees, in lieu fees, facility construction, dedications and service privatization.*

*2. A component that identifies policies to ensure that any mechanisms that are adopted by the municipality under this element result in a beneficial use to the development, bear a reasonable relationship to the burden imposed on the municipality to provide additional necessary public services to the development and otherwise imposed according to law.*

## 10 – COST OF DEVELOPMENT ELEMENT

The Cost of Development Element identifies the various methods by which infrastructure is paid for and how new development participates in the provision of needed services. The timely and cost effective provision of public services is an issue being addressed all across the fast growing state of Arizona. State Law was amended to require communities to plan for the cost of development within their General Plan. This change occurred as part of the Growing Smarter amendments. As a result, State law provides guidance on the issues and policies that should be defined within this element as noted in the box to the left. This element also incorporates the Smart Growth Principle to make development decisions predictable, fair and cost effective by identifying the means by which development pays its fair share of the costs of growth and encouraging growth in areas where excess utility capacity is present.

The Element is structured in the following format. The Background section identifies the city's existing infrastructure financing methods. The Evaluation and Analysis section discusses the legal mechanisms for infrastructure construction and identifies a mix of preferred methods for use in Yuma, based on development and community needs. The Goals, Objectives and Policies section identifies community goals and objectives to ensure development participates in the cost and construction of new infrastructure. The Action Plan identifies a list of projects with a general timeline to meet the identified goals.

### BACKGROUND AND EXISTING CONDITIONS

The limited resources available to construct infrastructure must be balanced with the resources needed to maintain that infrastructure. For every mile of water line, for each new park and for other new public infrastructure there is an increase in the City budget to maintain those facilities. That increase can have a minimal impact, such as the installation of a single residential sewer line, or it can have a major impact with the need for additional staff and regular facility maintenance, such as the development of the Desert Dunes Water Reclamation Facility. These impacts have to be considered when addressing the needs of new development. The discussion on the fair share participation by new development for new services must include a review of City resources to be dedicated to future operations and maintenance.

There has been a long-standing, consistent policy in Yuma that new development participates in the provision of new services required for that development. The City of Yuma has developed two methods to achieve this: Developer Construction/In-Lieu Fees and Development Fees.

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## **DEVELOPER CONSTRUCTION/IN-LIEU FEES**

The first method of participation involves direct developer construction or monies in-lieu of construction for all necessary infrastructure, both within the project and for off-site facilities necessary for the project. For example, if a new subdivision were proposed, the developer would be responsible for all interior infrastructure, including but not limited to transportation facilities, water and sewer services and stormwater control. In addition, the developer would be responsible to upgrade or install connecting infrastructure for which the new development will be accessing the project. This includes arterial and collector roads and water transmission or distribution lines or sanitary sewer collection lines. In-lieu fees are generally paid by the developer to the City for the installation of a site-generated need, i.e. a turn lane, where complete construction of the roadway is anticipated in the near future, rather than have the site generated need constructed by the developer and then removed by the City once overall construction commenced. Additionally, developer construction/in-lieu fees minimize the costs borne by all City residents and taxpayers for new development. This methodology places the burden of new construction on the first developer in an area. Construction of water and sewer facilities that are above and beyond the need of the specific development can provide the developer the ability to recoup a portion of that infrastructure cost through an agreement allowing the developer to receive a payback from later construction that connects to water and sewer transmission lines and appurtenances such as pump stations.

## **DEVELOPMENT FEES**

The second method is development fees which are one-time payments used to construct system improvements needed to accommodate new development. A development fee represents new growth's fair share of capital facility needs. By law, development fees can only be used for *capital* improvements, not operating or maintenance costs. Development fees are subject to rigorous legal standards, which require fulfillment of three key elements: demand, benefit and proportionality. First, to justify a fee for public facilities, it needs to be demonstrated that new development will create a demand for capital improvements. Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe). Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

In 2005, the City of Yuma adopted the following Development Fees under the Citywide Development Fee Ordinance:

- Parks & Recreation;
- Art & Cultural Facilities;
- Sanitation;
- Police;
- Fire/EMS;
- General Government;
- Public Works;
- Transportation.

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Recently, Spring 2011, legislative changes to the State Statutes that allow development fees have prompted the City of Yuma to review, revise and update the Citywide Development Fee Ordinance. It is anticipated that the fee categories will be modified within the next year as a result of this update.

### **INFRASTRUCTURE FINANCING**

Developer Construction/In-Lieu Fees and Development Fees are two methods by which development participates in new infrastructure construction. Another issue to look at is how public infrastructure is financed and maintained when new development is not directly involved. The overriding issue in addressing new services is balancing financing and resources between ongoing maintenance and new facility construction.

*Schools and Libraries* - Area school ongoing operations are financed through a combination of state and local property taxes. New school construction may be financed through voter approved bond financing or through state funding. The City of Yuma is not the financing authority for school facilities but as this is a community wide need, identification of the financing has been included.

Library operations are funded through the Yuma County Free Library District. New facility construction in recent history has been accomplished through either a joint venture of a community and the Library District, such as the Somerton Library - built with City of Somerton and Yuma County Community Development Block Grants, or through allocated funds from the County budget, such as the development of the Foothills Library. Before the creation of the Yuma County Free Library District, library development was the responsibility of individual communities. The City of Yuma built, owned and operated the Yuma Library. The City of San Luis operated a library for their residents. Upon the creation of the district in 1987, the respective city facilities and related equipment were deeded to the District.

*General Administration* - Public administration and a majority of department operations are financed and maintained through the General Fund. The General Fund is made up of 1% of the City sales tax and property taxes, state shared revenues and fees paid. State shared revenues are derived from state income taxes and sales taxes and apportioned to communities based on population. A limited amount of General Fund money is available for new facility construction as this fund is dedicated to staffing operations and maintenance of City facilities. As the City has continued to grow the need to provide sufficient space for staff and anticipate future needs has prompted the construction of a new City Hall. The new City Hall centralizes a number of City operations. The City's Municipal Property Corporation (MPC) issued bonds for this new facility. The General Fund will pay for debt service costs through lease payments to the MPC until 2025.

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*Public Safety* - Public safety operations and maintenance (O&M) are financed through the General Fund. New facility construction of the Police Department Headquarters, the Municipal Court Facility, Fire Stations #2, #3, #5 and #6 have all been funded through a restricted revenue bond financed by the Public Safety Tax. This is a voter approved .2% addition to the sales tax, which specifically repays the bonds issued for the construction of the public safety facilities. Currently under construction using this fund source is the Fire Department Training Facility and the Police Department Training Track. The Police Department has also been successful in obtaining federal grants to fund specific operations. As noted in the Public Services Element, facility plans have been developed for the Police and Fire Departments. New urban development has not participated in the funding for construction of these facilities through the payment of Development Fees.

*Stormwater* - Regional Stormwater Control facility maintenance and new construction are funded through the Yuma County Flood Control District and financed by property taxes. The City of Yuma supplements the efforts of the Flood Control District for projects within the City of Yuma. These facilities typically are to provide for shortfalls within developed areas. There is no dedicated stormwater control fund for the City activities. The source of funding for stormwater projects is from the Road Tax. The reason being many stormwater needs cross over into street related issues. Another source of funding is the General Fund when projects cross over into recreation needs. New urban development contributes to the provision of stormwater control activities by providing stormwater retention on-site or directing on-site stormwater flows to drains but does not contribute to funding for regional stormwater needs.

*Parks and Recreation* - Parks operations and maintenance are funded through the General Fund. New facility construction is funded through a combination of General Fund monies, the 2% Hospitality Tax and grants. New retention basin maintenance is temporarily funded through a development-required fee. Specifically the retention basin maintenance fee is to support three years of maintenance by the Utilities Department for new subdivision retention basins. These facilities are typically jointly used as recreation areas. The 3-year maintenance deposit offsets the dollar impact on the City to maintain these facilities and allows the neighboring properties to develop and start contributing property taxes to the General Fund. Existing retention basins are maintained through the Road Tax.

*Transportation* - Roadway construction is primarily financed through the Road Tax. The Road Tax is a .5% addition to the sales tax that is specifically used to construct roadways. This tax was approved by the voters and provides a constant revenue stream for roadway construction. Core arterial and collector roadway projects were identified for phased construction. New urban development contributes to the provision of a roadway network through the construction of roadways necessary to the development, including local roads. A limited amount of arterial and

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collector roadway funding and construction are through the previously identified Citywide Development Fees or developer construction.

*Sanitation* - Solid Waste Facilities are funded from the General Fund and residential use fees. New urban development participates in Solid Waste needs by providing centralized on-site disposal areas and containers.

*Water and Wastewater* - Ongoing water and wastewater operations and facilities are funded from a number of restricted funds and revenue funds. Restricted funds are those that are applied to new utility connections.

They are specifically adopted by ordinance. These include:

- Water Capacity Fund, which is collected from fees paid at the time of water connection;
- Water System Development Charge, which is a separate fee paid at the time of water permit issuance and is based on the acreage of the property;
- Sewer Capacity Fund, which is collected from fees paid at the time of building permit issuance; and
- Sanitary Sewer Interceptor Charge, which is collected from fees paid at the time of building permit issuance and is based on the acreage of the property.

Revenue funds for operations are collected from utility billings. These include:

- Water Utility Fund; and
- Sewer Utility Fund.

The Water Capacity Fund and the Water Utility Fund are the primary funds to pay for treatment and collection staff operations respectively. The Water Utility Fund and the Water System Development Charge Fund are the primary funds to maintain the water system and construct new facilities. The System Development Charge is used for the replacement or installation of major transport lines, with diameters of at least 10 inches. The Water Utility Fund also funds the construction upgrades to water lines and system enhancements. New development provides new water facilities through construction of on-site and connecting water lines and the payment of water system development charges.

The Sewer Utility Fund is the primary fund for wastewater treatment staff operations. The Sewer Utility Fund and the Sanitary Sewer Interceptor Charge are the primary funds to maintain the wastewater system and the installation of new lines. The Sewer Capacity Fund is utilized only to upgrade or construct new wastewater treatment plants. New development participates in the provision of wastewater facilities through construction of on-site and connecting sewer lines and the payment of system enhancement fees.

On November 6, 2001, City of Yuma voters approved the use of a state-financing program (WIFA) for the construction of a number of water and wastewater projects. These new facilities provide needed system upgrades and support the urban development of the City. The facilities include but are not limited to:

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## Water Projects

1. Main Street Zone 2 Booster Pump Station
2. Zone 1 Water Transmission Line
3. 8<sup>th</sup> Street Water Transmission Line
4. Avenue A Water Transmission Line
5. Avenue B Water Transmission Line
6. Avenue 9E Water Transmission Line
7. Main Street Safe Drinking Water Act Upgrade
8. 16<sup>th</sup> Street Booster Pump Station
9. 24<sup>th</sup> Street Ground Storage Tank
10. East Mesa Water Treatment Plan

## Wastewater Projects

1. Phase 1 1994 Figueroa Water Pollution Control Facility Needs
2. East Mesa Water Pollution Control Facility
3. 36<sup>th</sup> Street and 40<sup>th</sup> Street Sanitary Sewer
4. Jackrabbit Mesa Water Pollution Control Facility Upgrades
5. Figueroa Water Pollution Control Facility Aerator Upgrades

*Private Utilities* - Typically, the installation of private utilities (phone, electricity, cable) are determined between the developer and the utility company. The maintenance of those facilities is the responsibility of the utility. Financing is through user fees. The City of Yuma authorizes the use of city right-of-way for placement of utility equipment. This authorization includes a franchise fee paid by the utility to the city by Arizona Public Service, Time Warner and Southwest Gas. Also utility companies may pay a fee to another utility for use of their equipment, such as when the cable or telephone provider place their equipment on electric utility power poles.

## EVALUATION AND ANALYSIS

Options for funding methodologies are available to communities for infrastructure construction. As allowed under the Arizona Revised Statutes, the funding mechanisms range from direct developer construction to improvement districts to bonding for facilities. Below is a brief overview of those mechanisms.

### TAXES

The General Fund is the primary fund to operate City functions. The source of the General Fund is from fees paid, the 1% sales tax, property taxes, state shared income and sales taxes, fines and similar governmental fees. It is used to pay salaries, purchase equipment, maintain facilities and infrastructure and to a limited extent fund capital improvements.

Another funding source implemented by the City is the use of voter-approved sales taxes for specific types of projects. The citizens of Yuma have approved three individual sales tax increases to support transportation, tourism and public safety.

- ✓ Road Tax: Approved 12/7/93, this .5% increase on the City sales

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- tax provides a permanent funding stream for the design and construction of roadway projects. Funds have been used for the purpose of funding street and roadway improvements, including but not limited to widening, constructing, paving, repaving and reconstructing such streets and roadways and all appurtenances.
- ✓ Hospitality Tax: This 2% increase in the City sales tax applies only to restaurants, hotels and motels. Funds collected are used for O&M at the James P. Deyo Complex, park and recreation development and maintenance and to support tourism activities of the Convention & Visitors Bureau. The tax was re-approved by the citizens of Yuma on 5/19/09 and concludes on 6/30/24.
  - ✓ Public Safety Tax: Approved 11/8/94 and re-approved 11/2/10, this .2% increase in the City sales tax is dedicated to support bond repayment for the new construction of public safety facilities. This funding source has been used to support the construction of the Police and Municipal Court complex, and a number of fire stations.

The remaining sales tax in Yuma County is composed of 5.6% dedicated to the State of Arizona and 1.1% dedicated to Yuma County.

#### **DEVELOPMENT FEES**

The types of development fees the City collects that are dedicated to specific infrastructure include: Parks & Recreation, Art & Cultural Facilities, Sanitation, Police, Fire/EMS, General Government, Public Works, Transportation, Water and Sewer system development charges applied area wide.

##### *Citywide Development Fees –*

**Parks and Recreation:** Development fees for parks and recreation are calculated using the incremental expansion methodology. The components included in the fee consist of parkland and park improvements, recreation facilities, paths/trails, and support facilities, vehicles and equipment. All capital costs have been allocated to residential development only. Average household size is used to differentiate the development fees by type of housing.

**Arts and Cultural Facilities:** Capital costs for the Art & Cultural Facilities Development Fee have been allocated to residential development only and standards have been shown on a per capita basis. Average household size was used to differentiate the development fees by type of housing. The Art & Cultural Development Fees are calculated using an incremental expansion methodology for the portion of the Yuma Civic Center and Yuma Art Center used for public purposes. Capital costs are based on existing level of service.

**Sanitation:** Development fees for Sanitation are calculated using the incremental expansion methodology. Components of this fee include facilities, vehicles, and equipment. The City plans to provide residential sanitation services to all future residential growth. Thus, all capital costs have been allocated to residential development only and standards are

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shown on a per capita basis. Average household size is used to differentiate the development fees by type of housing.

**Police:** The incremental expansion approach is used to determine costs for police facilities, court facilities, police vehicles, and police communications equipment. Police Development Fees use different demand generators for residential and nonresidential development. Residential development fees are calculated on a per capita basis and then converted to an appropriate amount by type of housing using household size multipliers. To calculate nonresidential development fees, nonresidential vehicle trips are the indicator for police facilities, vehicles, and equipment. Nonresidential vehicle trips are the best measure of the presence of people at nonresidential land uses in that they include employees, shoppers, and visitors. Also, the Police Department responds to all traffic accidents, which are directly related to trip generation rates. A future revenue credit for the Public Safety Sales Tax has also been calculated in order to avoid double payment for capital facilities.

**Fire/EMS:** The plan-based methodology is used to calculate the fire station and training facility components of the Fire/EMS Development Fee. The incremental expansion methodology is used for calculating the level-of-service standards for apparatus and communications equipment. Capital costs are applied per person to residential development and per employee to nonresidential development because the vast majority of calls are EMS-related and are a function of people. A future revenue credit for the Public Safety Sales Tax has also been calculated in order to avoid double payment for capital facilities.

**General Government:** This fee uses the buy-in methodology for the Municipal Complex and the incremental expansion methodologies for vehicles, and equipment. This development fee is allocated on a per capita basis for residential development. For nonresidential development, the fee methodology allocates the capital cost on a per employee basis.

**Public Works:** This fee uses the incremental expansion methodology for facilities, vehicles, and equipment. This development fee is allocated on a per capita basis for residential development. For nonresidential development, the fee methodology allocates the capital cost on a per employee basis.

**Transportation:** The plan-based methodology is used for improvements to arterial streets as shown in the City's ten year Capital Improvements Program (CIP). The incremental expansion methodology is used for support facilities, vehicles, and equipment. Trip generation rates by type of development are multiplied by the capital cost per vehicle miles of travel (VMT) to yield the Transportation Development Fees. The methodology includes trip adjustment factors for commuting patterns, pass-by trips and average trip length variation by type of land use. A future revenue credit for the Road Sales Tax has also been calculated in order to avoid double payment for capital facilities.

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A recent concern to the community is the proliferation and visibility of above ground electrical distribution and transmission lines. Within the construction of new subdivisions, utility undergrounding has been required. The issue appears to be the undergrounding of electrical transmission lines and the associated costs. A more detailed study on the viability of undergrounding distribution lines and how the costs can be allocated or shared community wide would be appropriate.

*Water and Sewer System Fees* - The City of Yuma has been developing strategies to address the gap between water and wastewater revenues and the high cost of utility system upgrades and maintenance. The 2006 Water and Wastewater Utility Rate and Fee Study was completed in September 2006. The results of the study identified that there would not be sufficient funds to maintain the system and provide for future growth. Therefore a change in the rate structure and connection fees was recommended and adopted by the City Council. The rate structure balanced the cost of service to existing customers through an increase in rates with needed revenues from new customers through an increase in connection fees.

State law also allows the application of development fees for a range of public services provided that any mechanisms that are adopted by the municipality result in a beneficial use to the development and bear a reasonable relationship to the burden imposed on the municipality to provide additional necessary public services to the development. For the City of Yuma this includes the collection of fees to cover the cost of review and approval for development plans. This includes subdivision review and approval, engineering oversight, rezoning review and approval, and construction plan review and inspection. The user fees collected for these activities are applied to the General Fund or Road Tax fund and intended to supplement staff costs. Through this method new development participates in a portion of the cost of new construction. Attempts have been made by the City to equate the cost of this review with the fees collected. Many user fees have kept pace with the cost of business, such as building review and permitting, but only a fraction of the cost of community planning functions are covered. Over the course of fiscal year 2000-2001 user fees offset approximately 3% of operation and maintenance costs for the Community Planning Division. As a result, the General Fund is supplementing the development of the community. A detailed study of user fees with an effort to reduce the negative impact on the general fund is recommended.

#### **BOND FINANCING**

*Revenue Bonds* are a means by which the City borrows money by selling a bond for the construction of general use facilities, such as a Fire Station. The sum is to be repaid over a number of years, typically 20 years. This creates a source of funds in the current year that is available for those specific projects, such as the construction of a major arterial roadway. The repayment of the bond is from the fund which directly relates to the specific projects identified in the bond. Revenue Bonds may require voter approval, depending on the repayment method. A second

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bond financing method for facility construction is a *General Obligation Bond*, in which a secondary property tax is the financing method for the bond. The Bond monies are used for a specific project and require voter approval. The City does not currently have bonds of this type but this method was successfully implemented for a major upgrade to the water treatment plant. This bond had the full faith and credit of the City of Yuma, was approved by the voters and was repaid from water revenues. A third type is a *Special Assessment Bond*. These bonds are secured by a tax levied against property within a special district. The revenue from these bonds is used to fund projects that benefit taxpayers within that special district. Special Assessment Bonds require voter approval. A fourth type of bond is a *Municipal Property Corporation Bond*. Municipal Property Corporation (MPC) Bonds are issued by a non-profit corporation that is wholly owned by a political subdivision of the state, such as a municipality. Proceeds from the bond sale are used to build or acquire government projects or buildings that may be leased back to the political entity. Revenues or the lease payments guarantee the bonds. MPC bonds do not require voter approval. The City has been very successful in facility construction through this program and has an excellent credit rating.

#### **LEASE FINANCING**

There are two types of lease financing methods authorized by the State of Arizona. The first is called a *Certificate of Participation (COP)*. COPs are multi-year leases that would typically be viewed as long-term debt. They avoid this designation, however, because the annual lease payments are not guaranteed and are subject to cancellation if the annual payment is not provided or appropriated. COPs have been used extensively for the construction of state office buildings. Certificates of Participation do not require voter approval. The second lease method is *Lease Purchase*. Lease purchase agreements have been used for almost every type of capital use in Arizona communities, including the acquisition of office equipment and construction of office buildings. This method allows the cost of the item to be spread over the life of the equipment or use of the facility. Lease purchases do not require voter approval.

#### **SPECIAL TAXING DISTRICTS**

State law allows the use of Assessment, Improvement or Enhancement Districts for new facility construction funding or facility maintenance. These districts can be used to fund the construction or maintenance of a variety of projects and purposes including parking maintenance districts, sewer improvement districts, street lighting improvement districts, etc. They are used for defined small areas and are not used for general use facilities. An example of a maintenance district is the Downtown Mall Maintenance Fund, wherein downtown property owners contribute through property taxes toward a portion of the cost of maintenance of downtown landscaping and parking facilities. Additionally, the General Fund supplements mall maintenance activity. The districts function in the following manner. Property owners may request or municipalities may impose on a defined land area a special taxing district, the purpose of which is to fund the construction of needed infrastructure or maintenance

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in that defined area. The cost of the improvement is shared amongst the property owners of the defined area. Payment for the facility is assessed through property taxation or as a separate fee. The municipality may bond for any new construction to be completed. The municipality may expend no funds for completion of the projects and uses its favorable credit rating to obtain advantageous financing for the property owners within the district. This method is typically used in developed areas where the needed infrastructure was not installed when the properties were developed. This methodology places the cost burden on the users of the infrastructure but in some cases this cost burden can be a significant financial hardship, which the current property owners may not have considered.

A significant concern in implementing this type of funding mechanism is when it is applied to major infrastructure installation in an area that is largely undeveloped, as opposed to small infrastructure installation in a stable economically viable neighborhood. The development of a large parcel for urban uses would implement this funding mechanism for the construction of roads, water and sewer facilities as well as other needed infrastructure. As the subdivision develops, the number of property owners increases and the taxes for the improvement district are spread across all the property owners. This method works when the subdivision fully develops and the property owners are able to maintain their property taxes. This method doesn't work when the subdivision doesn't develop and only a few property owners are responsible for all the infrastructure improvements. The few property owners may be faced with significant costs, which they are unable to support. This financial difficulty may result in home abandonment or loan defaults. Ultimately the municipality may become responsible for the cost of the infrastructure, thereby transferring the cost of a developer responsibility onto all the taxpayers of the municipality.

#### **IN-LIEU PAYMENT FOR FACILITIES**

In-lieu payments are another method of having new development participate in facility funding. This method is applied to a specific area and does not consider the impacts of the new development area wide. As mentioned previously, in-lieu payments are collected when a development is responsible for the construction of a needed facility but due to timing the facility is not ready for construction. This could be due to a lack of immediate need for the facility. Therefore the construction is postponed so that it doesn't deteriorate prematurely or because construction would be replaced before the useful life of the new facility is realized. The developer would then be asked to provide fees "in-lieu-of" construction. For example, a new development fronts on a roadway that has no curb, gutter or sidewalk. The developer would be responsible for providing those improvements in the course of construction of their facility. But the municipality has scheduled rebuilding of the roadway in two years. Rather than construct a facility that will be removed in the near future and to insure the developer participates in their fair share of the facility improvement, the developer is asked to provide in-lieu payments instead of construction. This methodology assures that new

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development participates in needed infrastructure and minimizes the overall cost to the taxpayers of Yuma.

#### **FACILITY CONSTRUCTION**

This funding mechanism involves direct developer construction for all necessary infrastructure, both within the project and for nearby off site facilities necessary for the project. For example, if a new subdivision were proposed, the developer would be responsible for all interior transportation facilities, installation of water and sewer services and stormwater control. The developer would also be responsible to upgrade or install connecting infrastructure necessary to the new development. This is the primary method by which the City of Yuma requires developers to participate in the provision of new infrastructure.

#### **DEDICATION OF LAND**

A dedication occurs when a property owner conveys land to a municipality at no cost. Rights-of-way for local streets are typically provided in this manner. Retention basins in residential subdivisions that are jointly used for recreation areas are also typically dedicated. This is done in situations where there is a reasonable relationship or nexus between the public service needs generated as a result of the new development and the municipality's need for land or right-of-way in order to provide that service. This methodology allows for the participation of the new development in the provision of infrastructure for localized needs.

#### **SERVICE PRIVATIZATION**

Service Privatization occurs when a private entity provides a public service, such as water treatment and delivery or electrical power generation that was previously supplied by a public agency. This method allows the direct users of a facility to provide the revenues to run that service. In some cases this can be more cost productive than having a municipality provide the service. However, costs to customers can be higher and service quality may vary from levels expected from public agencies. The City of Yuma has allowed commercial sanitation to be provided by a private entity and reallocated resources and staff to higher need areas. This methodology isolates the costs of providing specific services to the users of that service.

#### **JOINT USE AGREEMENTS**

A Joint Use Agreement allows the City and a public agency to share in the use, maintenance or construction of a facility. The City currently has two types of shared/joint use agreements: Stormwater Retention Facilities and School facilities. In order to maximize open space opportunities and contain costs, the City should continue to jointly use stormwater retention facilities as park facilities. A park added to the City inventory that successfully provides this joint use is Kiwanis Park. Another joint purpose facility includes the future enhancements to Smucker Park that will provide not only an urban lake but also stormwater retention for a portion of the southwest mesa area. As stormwater facilities are installed in new subdivisions those facilities can be landscaped and include walking paths or play equipment. The second type of joint use agreement is with the

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area schools. The City has been successful in sharing the cost of developing and maintaining recreation facilities. The school districts develop the recreation facility and City maintains them in exchange for public use and access to those facilities. This practice should continue and be expanded to provide recreation opportunities to areas with no other City park and recreation facilities.

#### **PRIVATE/PUBLIC FUNDING OPTIONS**

There are a number of other public and private funding options available to private development or public agencies. These range from low interest loans to favorable tax status to full grants for specific projects. Although not all specifically related to how new development pays for itself, the inclusion of these fund sources helps identify the constraints and possibilities faced by local municipalities.

*Industrial Development Authority* – The IDA of the City of Yuma was formed in 1983. This body has state and federal authority to issue tax-exempt bonds. The IDA issues the tax-exempt bonds and lends the proceeds directly to a private enterprise, which owns the facility to be financed. Bonds may be issued for industrial and manufacturing enterprises and residential development. The credit of the IDA or municipality does not support the bond. Repayment is the obligation of the private user.

*Empowerment Zones and Enterprise Communities* – The EZ/EC program is under the authority of the United States Department of Agriculture. Rural communities that have been given the Empowerment Zone designation enjoy a number of federal benefits, which range from technical assistance, to grants to significant tax incentives for private enterprise. The purpose of the program is to revitalize rural communities with an infusion of economic development as a result of major tax incentives to private enterprise.

*Arizona Enterprise Zones* – The primary goal of the Arizona enterprise program is to improve the economies of distressed areas in the state. The program does this by enhancing opportunities for private investment in certain areas that are called enterprise zones. The state and local communities provide incentives to foster investment in those areas, and to reduce or remove unnecessary governmental barriers to economic development. Yuma County is within a state enterprise zone.

*Tax Increment Financing* – Another tax incentive program that was previously allowed in the State of Arizona but is currently not available is tax increment financing. This funding mechanism is allowed in many states. In this funding methodology, bonds are issued for infrastructure improvements that will be installed in a specific district. The repayment of the bond is pledged from the increase in property taxes within the district as a result of the infrastructure improvements. Repayment of the bond is dependent on favorable economic conditions. Although this funding method is not currently available there is the possibility that it will be revised and re-incorporated into State law at some future date.

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*Greater Arizona Development Authority* – GADA was created by the Arizona Legislature in order to assist local and tribal governments in obtaining favorable financing for infrastructure projects. Low interest loans are available through GADA to local communities by pooling state resources to obtain favorable loan rates. Loans are only available to public entities. Projects that can be financed in this method include streets, municipal and public safety facilities, wastewater, stormwater drainage, and water systems and park facilities.

*Water Infrastructure Finance Authority of Arizona* – Under the authority of the State of Arizona, WIFA offers eligible borrowers low interest rate loans and reduced closing costs. As a “bond bank”, WIFA is authorized to issue Water Quality Bonds on behalf of communities for water and wastewater infrastructure by pooling different entities financing needs. Loans are available to private and public entities for drinking water infrastructure through the Drinking Water Revolving Fund and to public agencies for wastewater needs through the Clean Water Revolving Fund. The use of this loan source requires voter approval if the population is over 50,000 persons. City of Yuma voters approved the use of this funding option, November 6, 2001, for the purpose of constructing a number of water and wastewater projects.

*Grant Funding* – Both the state and federal government have funds available to pay for new infrastructure. Typically, these funding programs are only available to public agencies. Determining factors for funding range from low-income areas to meeting a significant localized infrastructure need. These funds include: the federal Community Development Block Grants for low income areas, the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) grants for transportation needs, the federal Heritage Area grant for restoration and revitalization of the Colorado River, the state Economic Strength Project grant for meeting immediate transportation needs to promote economic development, as well as a limited number of state and federal grants for recreation facilities and wildlife habitat enhancements.

*Coordinated Border Infrastructure Fund (CBI)* – A component of SAFETEA-LU, the CBI is to be used to improve the safe movement of motor vehicles at or across the land border between the U.S. and Canada or Mexico. Administered by the State, funds may be used for projects within 100 miles of an international land border with Canada or Mexico. Eligible projects include improvements to existing transportation and supporting infrastructure, construction of highways and related safety and safety enforcement facilities related to international trade, operational improvements, including those related to electronic data interchange and use of telecommunications, modifications to regulatory procedures and international coordination of transportation planning, programming, and border operation with Canada and Mexico.

## GOALS, OBJECTIVES AND POLICIES

**Goal 1.0:** Utilize financing mechanisms to pay for the cost of new development that do not place an unreasonable financial burden on the entire community.

Objective 1.1: Ensure that new development pays its fair share of growth.

*Policy 1.1.1: The City shall periodically update the comprehensive Development Fee Ordinance that incorporates annual adjustments of construction costs.*

*Policy 1.1.2: The City shall continually research additional funding sources. This includes additional development fees, creation of improvement districts and grants.*

*Policy 1.1.3: The City shall regularly audit development fees to determine if service levels and amounts collected are meeting needs.*

Objective 1.2: Invest funds accruing in development fee accounts to enhance funding capacity.

Objective 1.3: Maximize public/private partnerships in infrastructure development.

Objective 1.4: Maximize the community's utilization of existing investment in infrastructure and services

*Policy 1.4.1: The City shall encourage growth in areas that have excess capacity in existing infrastructure.*

**Goal 2.0:** Determine and manage monetary and facility impacts as a result of new development.

Objective 2.1: Ensure that the cost of new infrastructure is fairly distributed and new development fees provide a reasonable nexus between the proposed development and the use of the facility.

<b>ACTION PLAN</b>			
Phase	Project	Responsible Department/Agency	Funding Sources
1-5 Years	Periodically review and modify the Citywide Development Fee Structure to ensure current cost estimates and fairness.	Engineering	Development Fees
	Periodically review and modify the Facility Fee Structure for water and sewer infrastructure.	Utilities	Water & Sewer Funds
6+ Years	Periodically review and modify the Citywide Development Fee Structure to ensure current cost estimates and fairness.	Engineering	Development Fees
	Periodically review and modify the Facility Fee Structure for water and sewer infrastructure.	Utilities	Water & Sewer Funds

**A.R.S. Section 9-461.05 D.2. -- Growth Area Element**

*A growth area element, specifically identifying those areas, if any, that are particularly suitable for planned multimodal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses, such as residential, office, commercial, tourism and industrial uses. This element shall include policies and implementation strategies that are designed to:*

*(a) Make automobile, transit and other multimodal circulation more efficient, make infrastructure expansion more economical and provide for a rational pattern of land development.*

*(b) Conserve significant natural resources and open space areas in the growth area and coordinate their location to similar areas outside the growth area's boundaries.*

*(c) Promote the public and private construction of timely and financially sound infrastructure expansion through the use of infrastructure funding and financing planning that is coordinated with development activity.*

## 11 – GROWTH AREA ELEMENT

The Growth Area Element identifies those parts of the Planning Area that are ideal for a concentration of a variety of land uses, including higher densities and intensities of uses. Equally essential is the need for growth to occur close to existing or planned public facilities and services. This Element promotes development that integrates housing, workplaces, shopping, and recreation into pedestrian-friendly, mixed use neighborhoods that are interconnected to the larger community by multimodal transportation. The Growth Area Element, as required by Arizona Revised Statutes (A.R.S.), is provided in the sidebar.

Through its policies and implementation strategies, the Growth Area Element provides an opportunity to build a better community according to Smart Growth Principles by: encouraging a mix of land uses; creating walkable neighborhoods; preserving open spaces; directing development towards existing communities; and by providing a variety of transportation choices.

In identifying Growth Areas, consideration is given to: areas with vacant or underutilized land; areas strategically located in proximity to existing infrastructure; areas that offer opportunities for more cost-effective expansion of infrastructure; and combining higher density development with the preservation of open space and natural resources.

This Element concludes with an action plan designed to achieve Growth Area goals, objectives, and policies consistent with the City's ability to provide public services and facilities.

### BACKGROUND AND EXISTING CONDITIONS

#### LAND USE ELEMENT

Growth Areas have been formulated within the context of the Land Use Element of the General Plan, which promotes a concentration of urban development within areas currently provided or planned to receive City water or wastewater services. This urban pattern minimizes encroachment on the prime agricultural lands in the Gila and Yuma Valleys. Open space and recreation along the Colorado River are also recognized. Commercial centers are identified to guide development with the intent to minimize the congestion created by strip commercial development along major roadways. The Land Use Element addresses the need to plan for land uses that are compatible with airfield operations in the vicinity of the Marine Corps Air Station (MCAS) and the Yuma International Airport.

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The Five Growth Areas (shown on Map 11-1) are as follows:

- The Crossroads of Avenue B and 32<sup>nd</sup> Street
- Araby Road from 24<sup>th</sup> Street to 32<sup>nd</sup> Street in the East Mesa
- Pacific Avenue at 8<sup>th</sup> Street north of Yuma Palms
- The North End (Old Town)
- The vicinity of 16<sup>th</sup> Street from 4<sup>th</sup> Avenue to Redondo Center Drive

An additional area of note is a “Future” Growth Area consisting of the Estancia annexation and adjoining transitional lands, totaling approximately 10 square miles of rural area generally southeast of Avenue A and County 16<sup>th</sup> Street. This area has had some Planning activity yet is possibly a decade or more away from commencing any infrastructure development. This area could be considered as a Growth Area in the distant future but inclusion at this time is premature.

Implementation programs and policies recommended in the Land Use Element support these five locations as Growth Areas. Priority programs are included that fall within the scope of ARS requirements and the Smart Growth Principles in this Element:

- New development should be encouraged contiguous to existing urban areas and have reasonable access to public services and facilities;
- Allow for flexibility in the application of land use densities on properties having more than one land use so that property development, design opportunities, and transportation choices may be improved or enhanced;
- Make use of the Smart Growth Overlay District for development areas covered by a specific or master development plan; encouraging creativity in planning and providing for integration and continuity of land use activities, while preserving open space;
- Consider implementation of credits or bonuses to attract timely and orderly development. Such programs may include tax credits, reduced fees, transfer of development rights, and density increases promoting development proposals that exceed development standards;
- Put into practice an infill development program for compact, transit-oriented development. This program should reduce development costs and create incentives for infill development projects. Incentives can target mixed-use development, accessory dwelling units, and in-fill within target neighborhoods; and
- Encourage minimum amounts of infill as a percentage of new development in designated growth areas with credits and bonuses where appropriate.

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### **REGIONAL TRANSPORTATION PLAN**

Smart Growth Areas must be transit-oriented developments. The Yuma Metropolitan Planning Organization 2010-2033 Regional Transportation Plan (YMPO Plan) is a multimodal plan with components for roadway, transit, non-motorized, freight rail, and airport. The eight major issues in the YMPO Plan are the need for:

- compatibility of regional land use and transportation plans
- improvements to and preservation of the existing transportation system
- future arterial/expressway/freeways
- alternative modes of transportation
- financing transportation improvements
- air quality improvements
- rural transportation systems
- the safe transportation of hazardous materials

Consideration of these issues when planning a Growth Area will ensure cost-efficient and convenient transportation options. Without alternative choices in commuter and leisure transportation in close proximity to high density residential areas and workplaces, a Growth Area will be less than a success. High density residential areas and a variety of transportation choices need each other's support to thrive.

There are several future projects in the YMPO Plan that should be noted due to their impact on the Growth Areas and YMPO forecasts of unacceptable levels of service in the near future. These projects of note are:

- 4 lanes on Co. 23<sup>rd</sup> Street from US 95 to SR 195
- A 6-lane expressway on 32<sup>nd</sup> Street from Ave 3E to Ave 9E
- A 6-lane expressway on 16<sup>th</sup> Street from Ave 2E to Ave 10E
- 5 lanes on Co. 14<sup>th</sup> Street (56<sup>th</sup> Street) from SR 195 to Ave 13E
- 7 lanes on 24<sup>th</sup> Street from Ave C to Ave D
- 7 lanes on 32<sup>nd</sup> Street from Ave C to Ave D
- 7 lanes on Fortuna Road from I-8 to US 95
- 7 lanes on 40<sup>th</sup> Street from Ave 3½E to Ave 10E

Additionally, the City of Yuma is considering studies of two major corridors:

- A new expressway along Co 14<sup>th</sup> Street and Ave D from Avenue 15E to I-8 in California
- A new expressway to continue SR195 from I-8 to US 95 using I-8 and Fortuna Road is under consideration by ADOT, along with other alternative routes.

Great strides have been made in the Yuma County Area Transit (YCAT) fixed route system. In the future, YCAT will focus on additional equipment in serving eligible riders, thereby promoting the long-term goal of enhanced accessibility. Encouraging more people to use fixed-route public transit through improved and more frequent service should mitigate complaints about timeliness and delays. Numerous bus shelters, with

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route maps and other transit information, have been completed which should enhance the riders' experience and comfort within the system.

To compliment the YCAT fixed route system, a number of "local circulator routes" are under consideration to bring bus service to more residential neighborhoods. The flexibility of these local circulator routes would be crucial to the success of the Growth Areas; hopefully allowing a customizable transportation route within a Growth Area, based on the evolving needs of commuters.

The non-motorized component of the YMPO Plan builds on the system already in place by continuing to use canal banks and other facilities for paths as well as making provisions for on-street bicycle use. The City's Bicycle Facilities Master Plan, as amended in 2009, guides City staff and City Council decisions on the construction and placement of bike lanes, routes, and paths.

#### **CITY POLICIES**

A Growth and Development Policy was adopted by the City Council in June 1999 to guide City actions in these regards. This policy links City services with the City's ability to provide those services in a timely and cost-effective manner. Also it requires the City to make maximum use of existing public services and facilities by encouraging development of vacant and underutilized lands.

Through the Growth and Development Policy, the City Council recognizes the need to conserve significant natural resources and open space areas and to coordinate those locations with similar areas outside the City's boundaries.

An Economic Development Policy was adopted by the City Council in December 2000. It has since expired. This policy specified the kinds of businesses the City wanted to attract and the circumstances under which it would consider incentives. Various incentives were detailed in the policy, including waivers, deferrals, or amortization of certain fees, infrastructure credits, and even acceleration or creation of a Capital Improvement Program (CIP) project to serve a project's needs. Through the implementation of this policy, the City was seeking to accomplish several strategic objectives including:

- Retention and expansion of existing businesses.
- Redevelopment of designated redevelopment areas, neighborhood redevelopment strategy areas, and targeted infill areas.
- Compact, orderly development incorporating clean industries for shorter commute times, alternate transportation systems, and reduced automobile usage so that clean air standards may be maintained.
- Economic development efforts consistent with the Growth and Development Policy and the General Plan.

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As a goal of this plan, a new Economic Development Policy should be adopted. Both the 1999 Growth and Development Policy and the expired 2000 Economic Development Policy support a planned concentration of land uses that encourage more efficient transportation options and provide for a sensible pattern of land development. The types of incentives included in these policies should encourage private development in Growth Areas.

#### **ZONING CODE**

Traditionally, zoning codes protect uses by buffering or separating them. Growth Areas need a mix of uses, many being high-density and high-intensity, in order to reach goals of efficiency, success in the marketplace, and cost-effectiveness.

In 2009, the City of Yuma amended the zoning ordinance by adding the Smart Growth Overlay (SGO) District, whose purpose is to: “promote compact, pedestrian-friendly development, encourage a compatible mix of uses, encourage more condensed residential subdivisions, provide a choice of housing types and transportation modes, preserve open space, and provide a consistent development review process.” Each SGO District will establish its own development patterns, allowed uses of land, and standards for the layout of structures and improvements through the use of unique pattern books or form-based codes to be used as regulatory documents. This allows a mix and a broad range of uses to create diverse and desirable neighborhoods.

The intent of the SGO District is to create communities with walkability, civic sites, connectivity, a mix of land uses, diverse housing types, high quality architecture and urban design, increased density, environmental sensitivity, and feasible, accessible public transportation.

Additionally, the Old Town (OT) District is a “mixed-use” zoning district. The priority of the OT District is to support a mix of commercial, cultural, government, and residential uses to ensure a lively pedestrian-oriented district. Special emphasis is placed on tourism and historic preservation due to the unique qualities present in Yuma’s North End. The adopted standards promote mixed-use projects, zero lot line construction, and other design elements to encourage private investment in keeping with the character of the area.

Except for the above two districts, other zoning districts and overlays in the zoning ordinance are probably not flexible enough to accommodate development with a mix of uses. The Planned Unit Developments (PUD) overlay, for example, is intended to permit greater flexibility and more creative and imaginative design, for the development of residential areas only within the strict density requirements of the underlying zoning district. The PUD overlay promotes more economical and efficient use of land while providing a variety of housing choices, a higher level of urban amenities, and preservation of the natural scenic qualities of open spaces.

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## **SPECIFIC PLANS**

Specific plans are detailed elements of the General Plan enacted under the provisions of the ARS. Section 9-461.08 provides cities with the authority to adopt specific plans “based on the general plan and drafts of such regulations, programs and legislation as may in the judgment of the (planning) agency be required for the systematic execution of the general plan.” A specific plan may address land use and infrastructure for a defined geographic area.

Specific plans may include:

- Regulation of the location of buildings and other improvements with respect to existing rights-of-way, floodplains and public facilities;
- Regulation of the use of land, open spaces, buildings and structures, and of the height and bulk of those buildings and structures;
- A plan and regulations determining the location of infrastructure service area boundaries consistent with the Growth Area Element, beyond which the municipality may limit or prescribe conditions on publicly-financed extensions of water, sewer and street improvements to serve the new development; and
- Measures required ensuring the execution of the General Plan.

There is one specific plan in the zoning ordinance, the Cielo Verde Specific Plan (CVSP). It is located in the East Mesa along the south side of 32<sup>nd</sup> Street between Avenue 8E and Avenue 8½E. CVSP is a mixed-use master-planned development, providing a variety of commercial uses and housing types in a pedestrian-oriented, neighborhood-focused community.

As of 2010, there has been significant commercial development in the CVSP yet little residential construction. There are two areas in this specific plan shown in the High Density Residential Land Use Category, yet there is no existing or proposed actual high-density residential development in the CVSP. Higher residential density is needed to support public transportation and more workplace/commercial development.

## **EVALUATION AND ANALYSIS OF GROWTH AREAS**

Five Growth Areas are identified within the boundaries of the Land Use Element as shown in Map 11-1. The five areas fall into two types of Growth Areas.

Three of the areas are large expanses of undeveloped land:

The Crossroads of Avenue B and 32<sup>nd</sup> Street; Araby Road from 24<sup>th</sup> Street to 32<sup>nd</sup> Street in the East Mesa; and Pacific Avenue at 8<sup>th</sup> Street north of Yuma Palms, represent emerging development areas. These areas are designated on the Land Use Element map as having a concentration of a variety of land uses with commercial corridors.

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The other two areas are underdeveloped:

The North End; and 16<sup>th</sup> Street from 4<sup>th</sup> Avenue to Redondo Center Drive, with their mix of commercial, cultural, governmental, and residential uses, are targeted as infill Growth Areas. These areas have potential for infill of high-density residential and have much infrastructure already in place. They are not redevelopment areas in the sense that the Growth Area Element is not intended as a means to remove any development already in place, but to add to the density of the area while remaining in harmony with existing development. The added residential density should strengthen the community as a whole.

Parks and open space within these Growth Areas should be linked by a system of linear parks and bikeways outside the Growth Areas. Expanded public transit would also serve these areas. Further, major infrastructure expansion and improvements are scheduled in the City's CIP for these areas. A more detailed analysis of each Growth Area follows.

#### **THE CROSSROADS OF AVENUE B AND 32<sup>ND</sup> STREET (Map 11-2)**

Prior to 2000, there was some development at the crossroads, but very little since. The General Plan Commercial land use designation is focused at the crossroads but the long-vacant Kmart building at the southeast corner is a hindrance to further development until it again becomes successfully occupied.

Lands farther to the northeast of the intersection have been developed to include a high school, medical business park, library, government buildings, and a large apartment complex. There is still a great deal of land designated Business Park in this area presently in agriculture.

An undeveloped area of Mixed Use Designation is planned along the south side of 32<sup>nd</sup> Street. The remainder of this Growth Area is designated Residential, primarily Low Density but with some Medium Density along 32<sup>nd</sup> west of Avenue B. Very little High Density Residential is designated in the General Plan in this Growth Area and more should be encouraged.

Avenue B and 32<sup>nd</sup> Street are classified as Principal Arterial Streets in the Transportation Element. 32<sup>nd</sup> Street is under reconstruction and widening in this area. Perhaps more development will occur upon completion of the intersection expansion. Two YCAT routes serve the area with the focus being the commercial center at the southeast corner of 24<sup>th</sup> Street and Avenue B. The East Main Canal Linear Park, including bike path, is along the east side of this Growth Area and there are several bike lanes and routes throughout.

Currently, several parks with recreation facilities are located near this area including the 240-acre Deyo Regional Park and the 40 acre Smucker Area Park. The Catholic High School/City of Yuma joint use athletic complex along the north of this Growth Area and several neighborhood parks are in place.

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As this area continues to develop, additional parks will be needed and are planned as shown in the 2006 Parks and Recreation Facility Plan (refer to Chapter 4, Parks, Recreation and Open Space Element). The City of Yuma is considering acquiring land at the southwest corner of the East Main Canal and 32<sup>nd</sup> Street for a new area park and stormwater retention.

City water is delivered to the Yuma Valley by way of the Main Street Water Treatment Plant and the Figueroa Water Pollution Control Facility (WPCF) serves this area for sewage treatment. Construction upgrades are ongoing with facility improvements outlined in the Facilities Plans. Development is required to obtain entitlements to water and sewer prior to approval of new construction. Fire Stations #2, #4, and #6 serve this area with response travel times of zero to four minutes.

**ARABY ROAD FROM 24<sup>TH</sup> STREET TO 32<sup>ND</sup> STREET (Map 11-3)**

This is a large area with a mix of land uses currently ranging from recreational vehicle parks to industrial operations, yet the area is still largely vacant or in agricultural use. General Plan Commercial nodes are shown surrounding the intersection of Araby Road and 32<sup>nd</sup> Street, and along the north side of Araby Road and the Interstate 8 interchange. Very little commercial development has occurred. The area between the “B” Canal and Interstate 8 is identified as Industrial and is part of a much larger industrial area to the west with many large industrial, manufacturing, and storage operations.

A combination of Low, Medium, and High Density Residential uses is planned both north of Interstate 8 (including the upcoming Laurel community) and south of 32<sup>nd</sup> Street (including development of desert land south of 40<sup>th</sup> Street). The Cielo Verde area has had large commercial development and several residential subdivisions have completed infrastructure. The recent market downturn has greatly affected the pace of new residential development in this area. Areas of Public/Quasi-Public land use are also designated in this growth area, particularly north of Interstate 8. A new high school opened in 2006 east of the intersection of Araby Road and 24<sup>th</sup> Street.

This growth area includes both Interstate 8 and SR195, which are classified as Freeways in the Transportation Element- along with a connecting segment of Araby Road. Also, 32<sup>nd</sup> Street is defined as an Expressway. With completion of SR195, this area has excellent access. A concern is that these large traffic movers do not become barriers separating parts of the growing community.

Interstate 8, SR195, and 32<sup>nd</sup> Street are all entryways into Yuma with SR-195 a designated Expressway. It is important that these corridors present the best image of our community to those persons entering or traveling through the City. With continued development in this area, the widening of other east-west roads will be necessary. Thus, 40<sup>th</sup> Street is classified as a Minor Arterial between Avenue 3E and Fortuna Road. Avenues 6E and 7E are both planned as Collectors. 24<sup>th</sup> Street, a Minor

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Arterial, was recently reconstructed and widened between Araby Road and Avenue 9E.

This Growth Area needs to accept traffic to and from Yuma and the Foothills. All east-west roads thru this Growth Area have some of the highest traffic counts in Yuma County. Traffic will only increase in this area. Decisions will need to be made about spreading out or concentrating this east-west traffic on particular roads as development occurs, since MCAS-Yuma presents a three mile barrier to east-west traffic between 32<sup>nd</sup> Street and 56<sup>th</sup> Street.

The YCAT provides service within this Growth Area, including stops at Araby Road, 24<sup>th</sup> Street, and 32<sup>nd</sup> Street. As the area grows, there are options to increase service. Bicycle paths and bike lanes are proposed for construction along the B Canal, paralleling 32<sup>nd</sup> Street, and along the South Gila Valley Main Canal. These paths are planned as part of a bikeway system that will connect the Foothills with central Yuma. Additionally, the railroad runs through the center of this area with industrial possibilities as needed in the future.

Currently, public parks and recreation facilities are limited in this area. The National Guard Armory at 24<sup>th</sup> Street and Araby Road is a joint use facility combining Guard purposes with a community center. As the East Mesa continues to develop, Area and Neighborhood parks are planned to support the growing population. The City of Yuma recently acquired land on the east side of Avenue 6E at 36<sup>th</sup> Street for an athletic park. Linear parks are also proposed to serve the area, including great opportunities along the A and B Canals and along the South Gila Valley Main Canal.

City water is delivered to the area by way of the Agua Viva Water Treatment Plant at Avenue 9E and expansion has been planned into this treatment plant dependent on growth and financial support. A new wastewater treatment plant is also in operation on Avenue 6E, with expansion possibilities designed-in. Development will need to pay for its impact on these facilities.

The Fire Services and Facilities Plan – 2007 addresses the existing and future needs of these services to the growing East Mesa Area. Fire Station 5 is located within this growth area at 6490 E. 26<sup>th</sup> Street. Future stations are proposed in the Fire Services and Facilities Plan – 2007.

**PACIFIC AVENUE AT 8<sup>TH</sup> STREET NORTH OF YUMA PALMS (Map 11-4)**

This area is generally vacant land, mostly in agriculture. While protecting agriculture is a prime goal of the General Plan, this area has been squeezed by huge commercial development to the south with clear boundaries on the west (Interstate 8) and the north (Gila River levee) and by some industrial properties along its western edge at Pacific Avenue. Continuing agriculture in this high traffic area can be problematic.

The vast Yuma Palms and Las Palmillas shopping centers have been successful to the point of attracting more traffic than can be handled on

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several of the roads used as access to the area. Improvements to 16<sup>th</sup> Street and Interstate 8 access are underway, yet parts of Pacific Avenue and 8<sup>th</sup> Street are still inadequate as traffic increases.

This area is shown as Commercial, Business Park, and Industrial in the General Plan. Some consideration should be given to encouraging medium and high density residential development in this growth area. Presently, virtually all users of the shopping, hotels, and offices in the area travel by car from other areas. A large base of residents within walking distance of the retail and restaurants in this area is needed to encourage and sustain the YCAT and other transit-oriented development.

As noted, freeway access improvements from Interstate 8 (and other parts of Yuma) are underway with completion in the near future. Additional freeway access is convenient at the Giss Parkway freeway exit, although this interchange may soon become inadequate to handle the imminent level of traffic.

The YCAT has its main hub at the south end of this growth area and there is a great opportunity to expand here. Bike paths and lanes are proposed along the edges of this growth area, and they will need to be designed so as to interact safely with the high volume of traffic along Giss Parkway, Yuma Palms Parkway, and Pacific Avenue.

There are no parks proposed within this growth area. This is presently not an issue with the ease of access to the series of parks along the confluence of the Gila and Colorado Rivers along the north edge. New neighborhood parks will be incorporated into any medium or high density development as it occurs. Common or civic spaces must also be included.

Water and sewer service is in place to handle the large commercial development yet there is little room for expansion at the Main Street Water Treatment Plant and a costly expansion or rebuild would be needed at the Figueroa Wastewater Plant. Fire Station 1 serves this growth area with a response time of zero to four minutes.

#### **THE NORTH END (Map 11-5)**

From its beginning as Colorado City in the 1850's, the area north of 8<sup>th</sup> Street was the heart of the community. The North End continued to be the center of community social and commercial activity until the mid 1950's, when rapid expansion to the south began. Actions undertaken by downtown property owners in the 1960's to revitalize the central business district were unsuccessful, and by the mid 1970's fewer than half the businesses along Main Street remained.

Downtown revitalization efforts have been based on a strategy of economic development within the context of historic preservation, helping new businesses in the area. The area includes three Historic Districts: Main Street, Brinley Avenue, and Century Heights. Numerous properties are listed on the National Historic Register, and several National Historic Landmarks are along the riverfront. The recent opening of Main Street to

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through traffic for the first time since the 1970's along with a great deal of planned and completed Pivot Point development signal an increased commitment to investment in the North End.

The Land Use Element appropriately identifies this area as primarily Mixed Use with a government center focus. Opportunities exist for conversion of vacant structures and lands into mixed-use projects, including redevelopment of the Riverfront and former railroad yards south of Giss Parkway. There is a need for more residents in this area, and some higher density residential is proposed along 1<sup>st</sup> Street as part of the Pivot Point development. Many opportunities exist to renovate historic structures while preserving their character. New structures or the renovation of an existing structure must be in harmony with existing structures in the Historic District Overlay. Protecting the North End's identity is important as a link to Yuma's past.

Giss Parkway, classified as a Minor Arterial in the Transportation Element, bisects the area. Arizona Avenue has been planned for a number of years as a Collector linking the airport with the North End and some realignment of structures and right-of-way are ongoing to reach this goal. The success of the reopening of the Ocean-to-Ocean Bridge to traffic has helped bring life to this naturally-constricted part of town. Most of the streets and avenues in the North End are designated as Scenic & Historic Routes in the Transportation Element. A recent policy change by the City of Yuma is to ask for less future right-of-way on many of these local streets. This was done in order to maintain the appeal of these older neighborhoods, which have houses fronting close to the street.

The YCAT system offers a fixed bus route through the area and perhaps when more housing is occupied in this part of the City, opportunities for expansion of service will be needed. A relaxation of parking standards is a great benefit to this area and should be better promoted to developers.

Several bikeways serve the North End, connecting other parts of the community along the levees and the string of parks along the Colorado and Gila Rivers.

Parks along the river provide a variety of community recreation facilities-both active and passive. Included are two Historic Parks: the Yuma Crossing Park and the Yuma Territorial Prison. Completion of the West and East Wetlands Parks along with the Gateway Park and Riverside Park allow an almost seamless chain of public areas along the riverfront. Main Street continues to provide common and civic areas for a variety of venues large and small.

**16<sup>TH</sup> STREET FROM 4<sup>TH</sup> AVENUE TO REDONDO CENTER DRIVE (Map 11-6)**  
This growth area would be a modern urban place for persons desiring a bright, vibrant, dynamic, and energetic environment. It has a great deal of infrastructure, transportation, office and retail already in place.

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Opportunities to insert high-density residential in the many vacant and underutilized lands throughout this area could be accomplished with appropriate incentives to develop housing along this corridor. An increase in residents in this area would enhance and strengthen the existing commercial and transportation that already exists while opening up more prospects to create a walkable neighborhood. New residential complexes of high and medium density would also be an ideal transition to buffer the existing low density residential neighborhoods to the south from the high traffic commercial development on 16<sup>th</sup> Street.

The majority of this area is designated as Commercial in the General Plan Land Use Element so some adjustment would be needed to accommodate such residential growth. Inclusion of this Growth Area would be an excellent opportunity to prompt and engage the public, property owners, and developers in the planning effort to obtain high densities while protecting existing development.

The ongoing reconstruction of 16<sup>th</sup> Street and plans for major upgrades to 4<sup>th</sup> Avenue will provide a portion of the needed framework to handle traffic and utilities in this Growth Area. There may even be possibilities to abandon or realign several side streets in order to accommodate a large residential development so as to incorporate Smart Growth Principles to create walkable neighborhoods and build in a strong sense of place. Since 16<sup>th</sup> Street could be a barrier to walkability, consideration could be given to greater incentives to develop high density residential more along the south side of this growth area. Relaxation of parking requirements will be needed as a part of the incentives for developing higher density residential and to avoid a proliferation of parking garages.

The YCAT bus system has several fixed routes through this area with a focus on the Yuma Mesa Shopping Center and the Greyhound Station with prospects to expand as ridership increases. When new residential development takes place here, the system of bikeways will need to be reconsidered to provide a safe and efficient way to traverse this mixed use neighborhood. Quick and convenient walkways/bikeways will be a large factor in the success of inserting high density development here.

There are no new parks proposed within this growth area, and it is underserved by the present Joe Henry Optimist Center Park on 1<sup>st</sup> Avenue. New neighborhood parks, open space, and other common areas must be incorporated into any medium or high density development as it occurs. Linking these common areas must be a requirement of development to avoid outdated, unused complexes with enclosed central courtyards. Careful planning will be needed to obtain a cohesive walkable community.

Water and Sewer service are adequate for the present time due to the number of large commercial and office developments in the area, yet capacity will need to be planned for and obtained for any intense residential development.

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## GOAL, OBJECTIVES, AND POLICIES

**Goal 1.0:** Promote Smart Growth Principles for growth areas to support a variety of land use types, provide transportation options, conserve open space, and be consistent with the City's ability to provide public services and facilities.

Objective 1.1: Encourage development within identified growth areas.

*Policy 1.1.1: The City shall promote the use of Smart Growth Overlays and specific plans for development proposals in growth areas.*

*Policy 1.1.2: The City shall establish incentives that encourage high density mixed-use development in growth areas.*

Objective 1.2: The City shall promote a development design that provides for alternative modes of transportation while still accommodating motorized vehicles within growth areas.

*Policy 1.2.1: The City shall balance the mobility, safety, and other needs of pedestrians, bicyclists, and motorized vehicles.*

*Policy 1.2.2: The City shall promote transit-related improvements (bus stops, passenger shelters, etc.) that are coordinated with pedestrian and bicycle facilities.*

Objective 1.3: Treat open space as an integral component of the development within growth areas to meet residents' recreational needs and to strengthen neighborhood identity and image.

*Policy 1.3.1: The City shall encourage parks, plazas, paths, and other open spaces in both public improvements and private development.*

*Policy 1.3.2: The City shall coordinate the location of open space, linear parks, and bike paths in growth areas with similar areas and facilities outside the growth area.*

Objective 1.4: Promote economical and logical expansion of public facilities.

*Policy 1.4.1: The City shall provide priority funding for public facility projects within growth areas.*

*Policy 1.4.2: The City shall coordinate infrastructure financing and improvements with existing and projected development activity.*

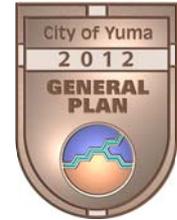
*Policy 1.4.3: The City shall promote public and private construction of timely and financially sound infrastructure expansion.*

## ACTION PLAN

Several actions can be taken to achieve growth area goals, objectives, and policies. Because the CIP lays out the timing and location of public improvements, it may be the most important action item for directing development into growth areas. The zoning code has recently added sections that encourage mixed-use projects. More transit-oriented high density development opportunities should be included as the City matures. The City needs to provide developers with increased certainty of approval to encourage such projects in growth areas. The zoning code could be amended to allow mixed-use developments in specific districts and locations. Some combination of development incentives, similar to those offered through the City’s Economic Development Policy, would also help to encourage development in growth areas.

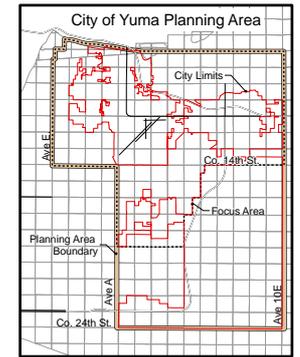
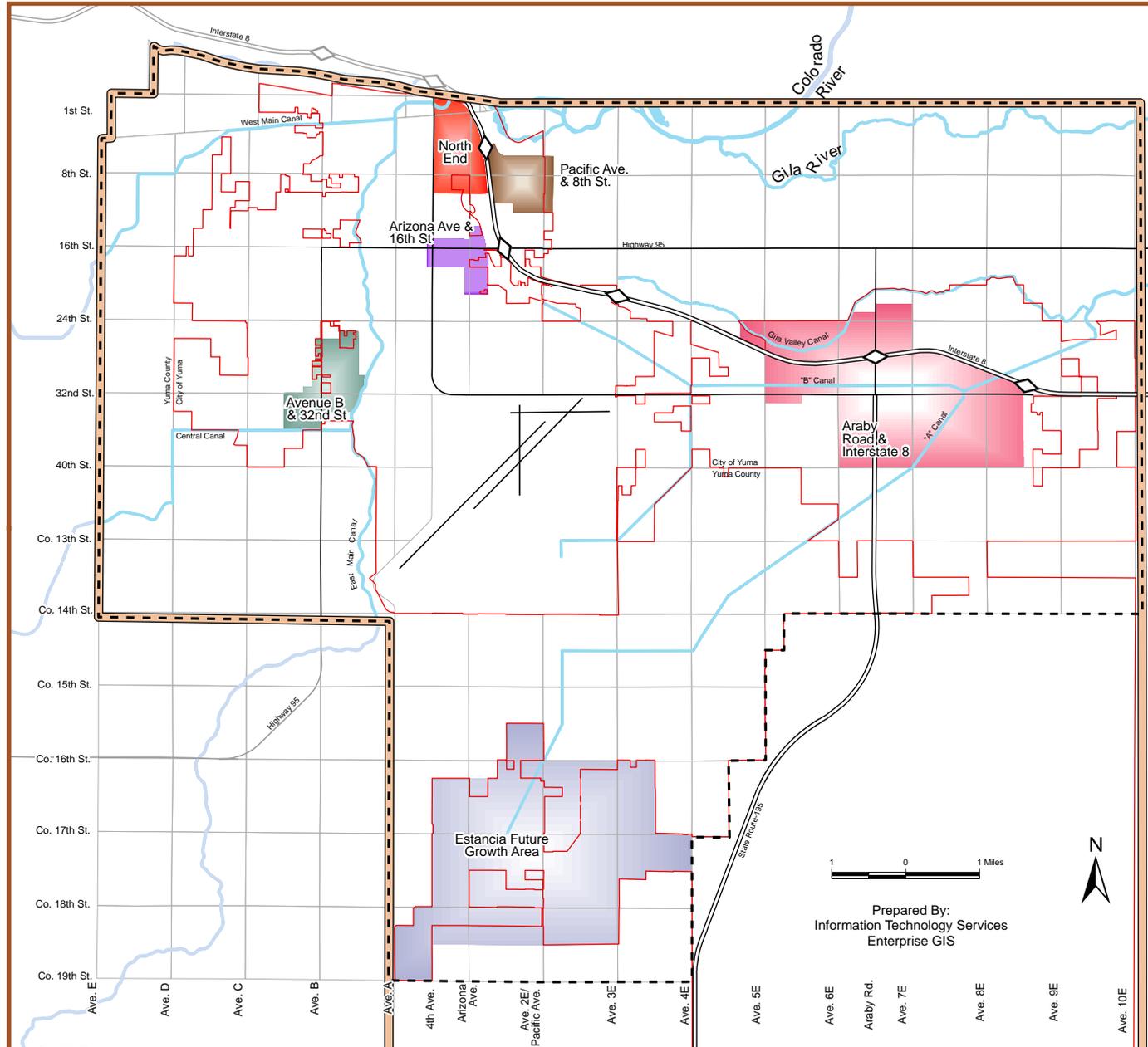
Phase	Project	Responsible Agency/Department	Funding Source
1-5 years	Identify & include transportation & infrastructure projects for Growth Areas in the 10-year CIP.	Public Works/ Community Development	Bond/ Development Impact Fees/ Grants
	Modify zoning ordinance districts, where appropriate, to allow for mixed-use zoning in designated Growth Areas in conformance with the General Plan.	Community Development	General
6+ years	Implement incentives for private and infill development in Growth Areas.	Community Development	General
	Prepare specific plans for identified Growth Areas.	Community Development	General

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### Growth Areas

- Existing Growth Areas**
- Araby Road & Interstate 8
  - Arizona Ave & 16th St
  - Avenue B & 32nd St
  - North End
  - Pacific Ave & 8th Street
- Future Growth Area**
- Estancia Future Growth
- Focus Area** - - - - -
- Planning Area Boundary** - - - - -



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### Ave B & 32nd Street Growth Area

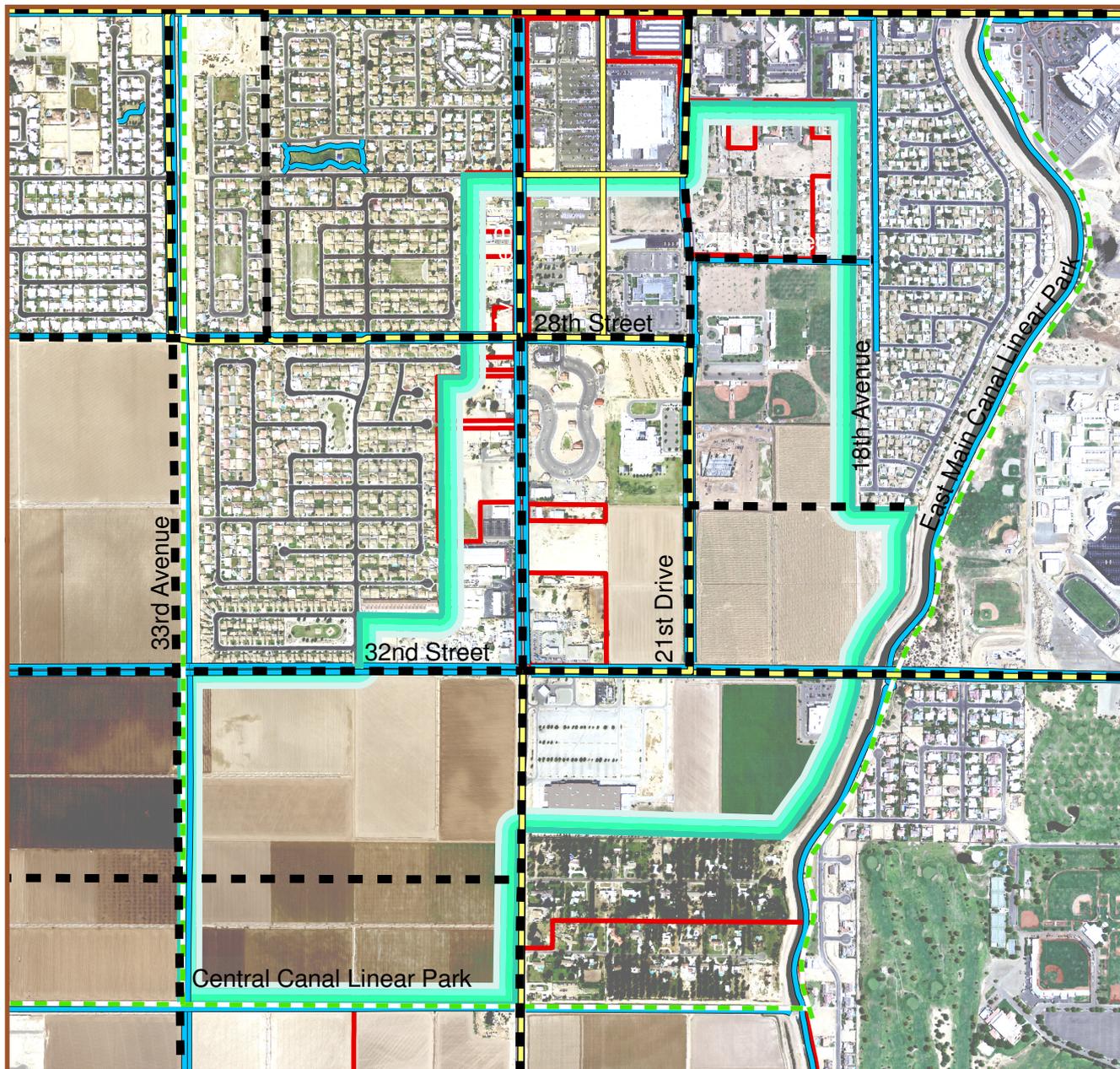
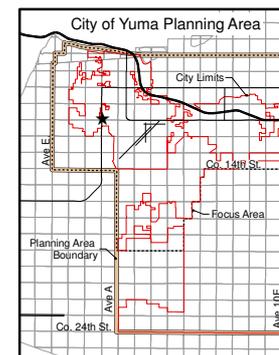
#### Transportation Mode

- Major Roadways ■
- YCAT Transit Route ■
- Linear Park ■
- Bikeway ■
- City Limits ■



500 0 500 Feet

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Growth Area Element - Avenue B and 32nd Street Vicinity MAP: 11-2

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### Araby Road & Interstate 8

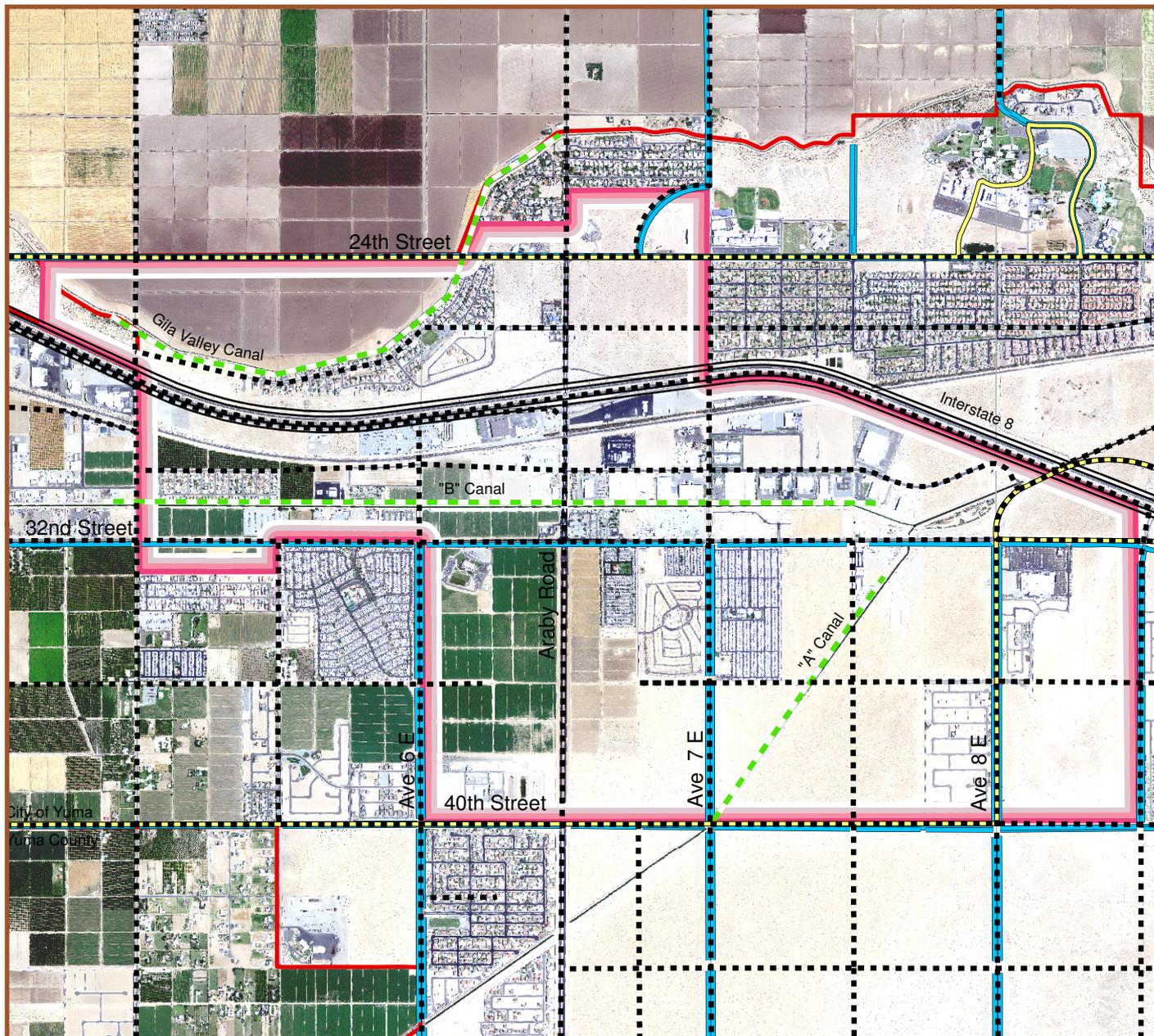
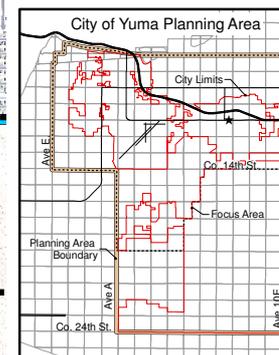
#### Transportation Mode

- Major Roadways
- YCAT Transit Route
- Linear Park
- Bikeway
- City Limits



0 0.5 Miles

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Growth Area Element - Araby Road and Interstate 8 Vicinity MAP: 11-3

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### Pacific Avenue & 8th Street

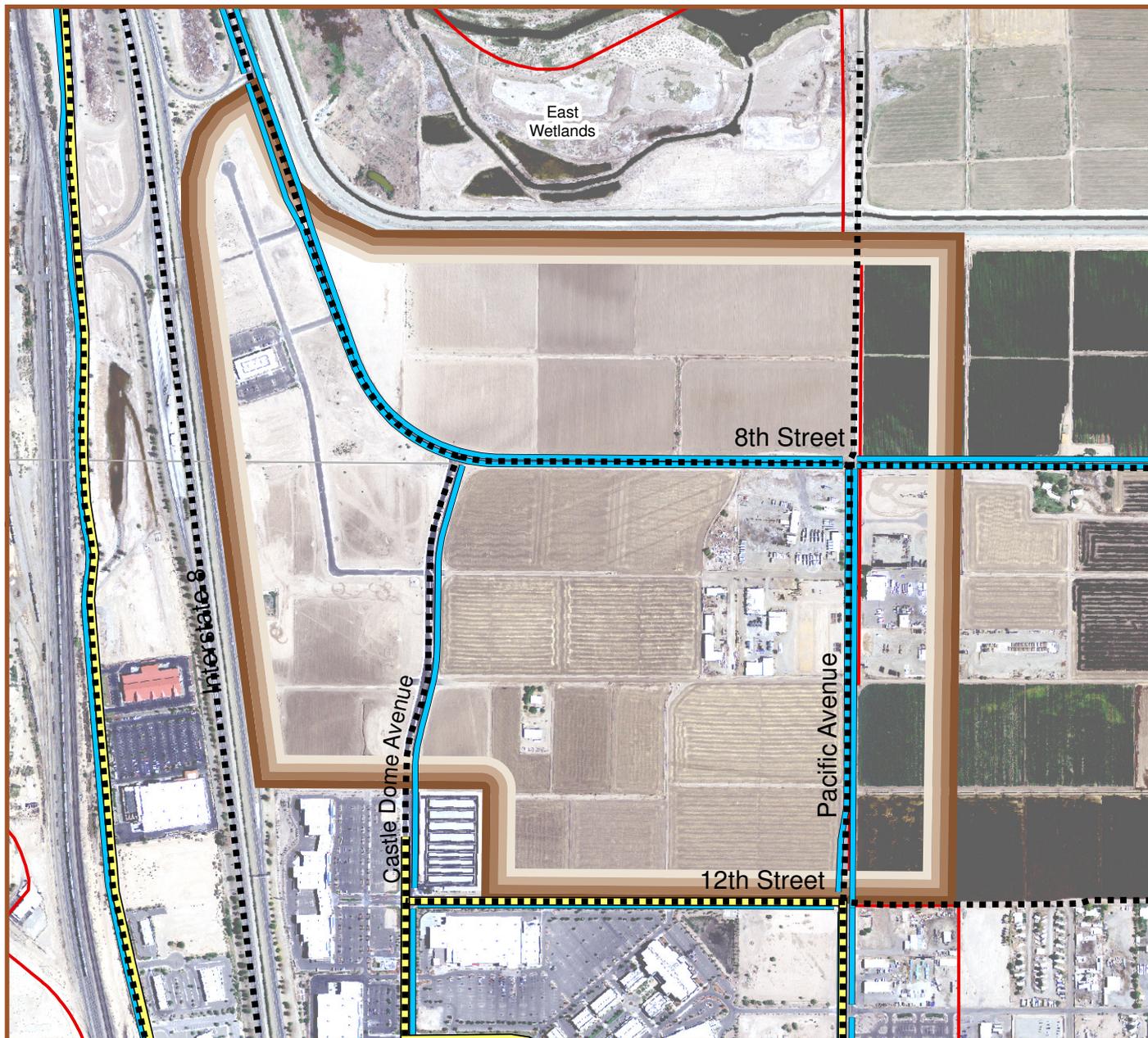
#### Transportation Mode

Major Roadways ■■■■■

YCAT Transit Route ———

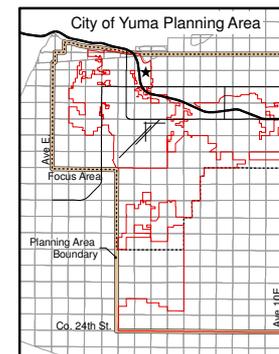
Bikeway ———

City Limits ———

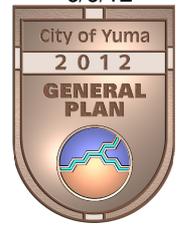


0 1,000 Feet

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Information Technology Services  
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6/6/12



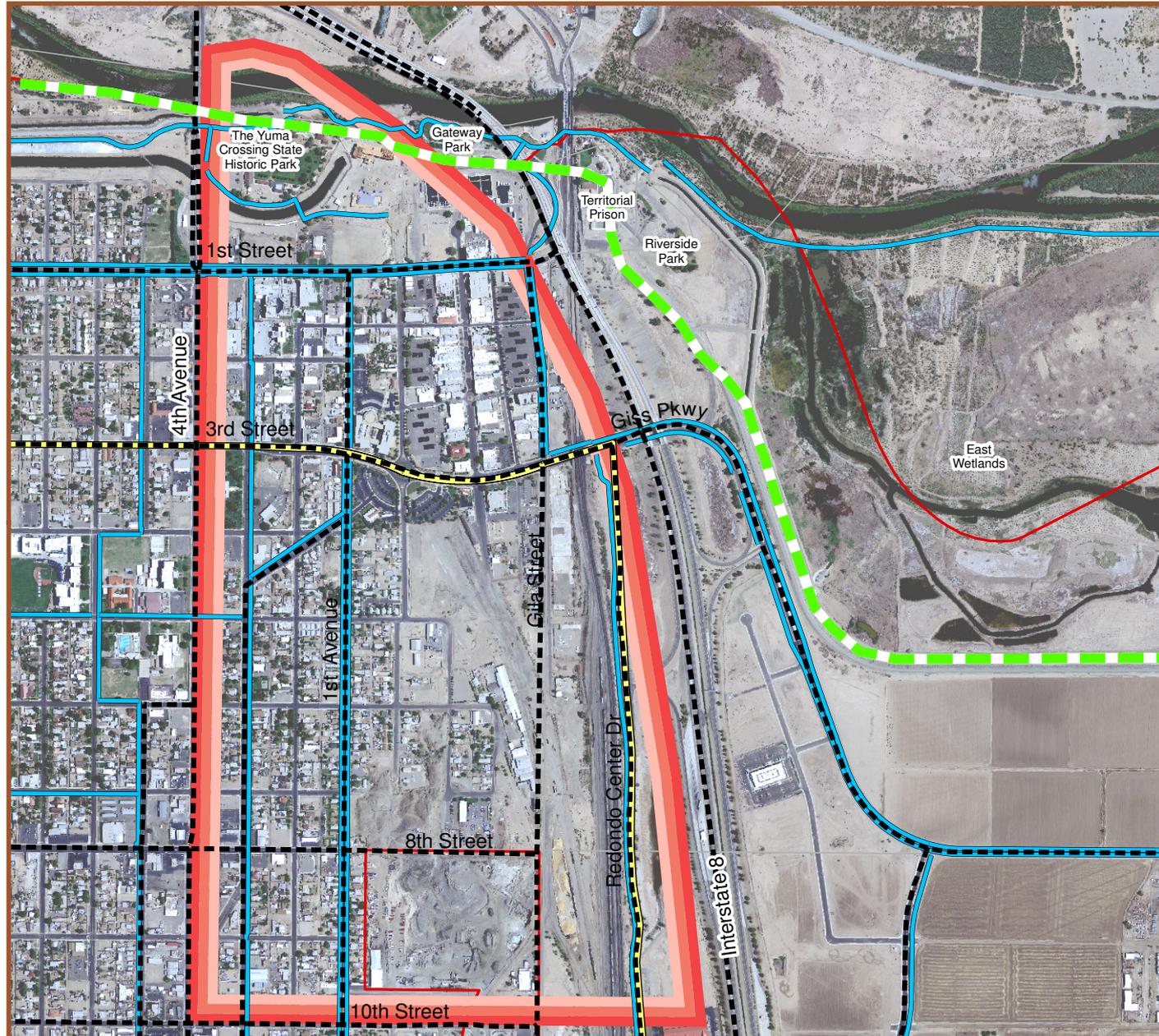
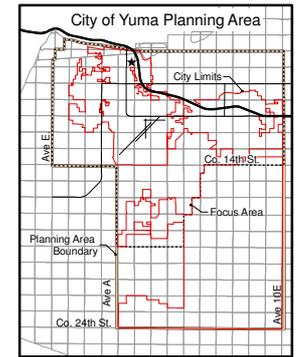
North End

Transportation Mode

- Major Roadways 
- YCAT Transit Route 
- Linear Park 
- Bikeway 
- AZ-CAL State Boundary 



Prepared By:  
Information Technology Services  
Enterprise GIS



6/6/12



### Arizona Avenue & 16th Street

#### Transportation Mode

Major Roadways ■■■■

YCAT Transit Route ———

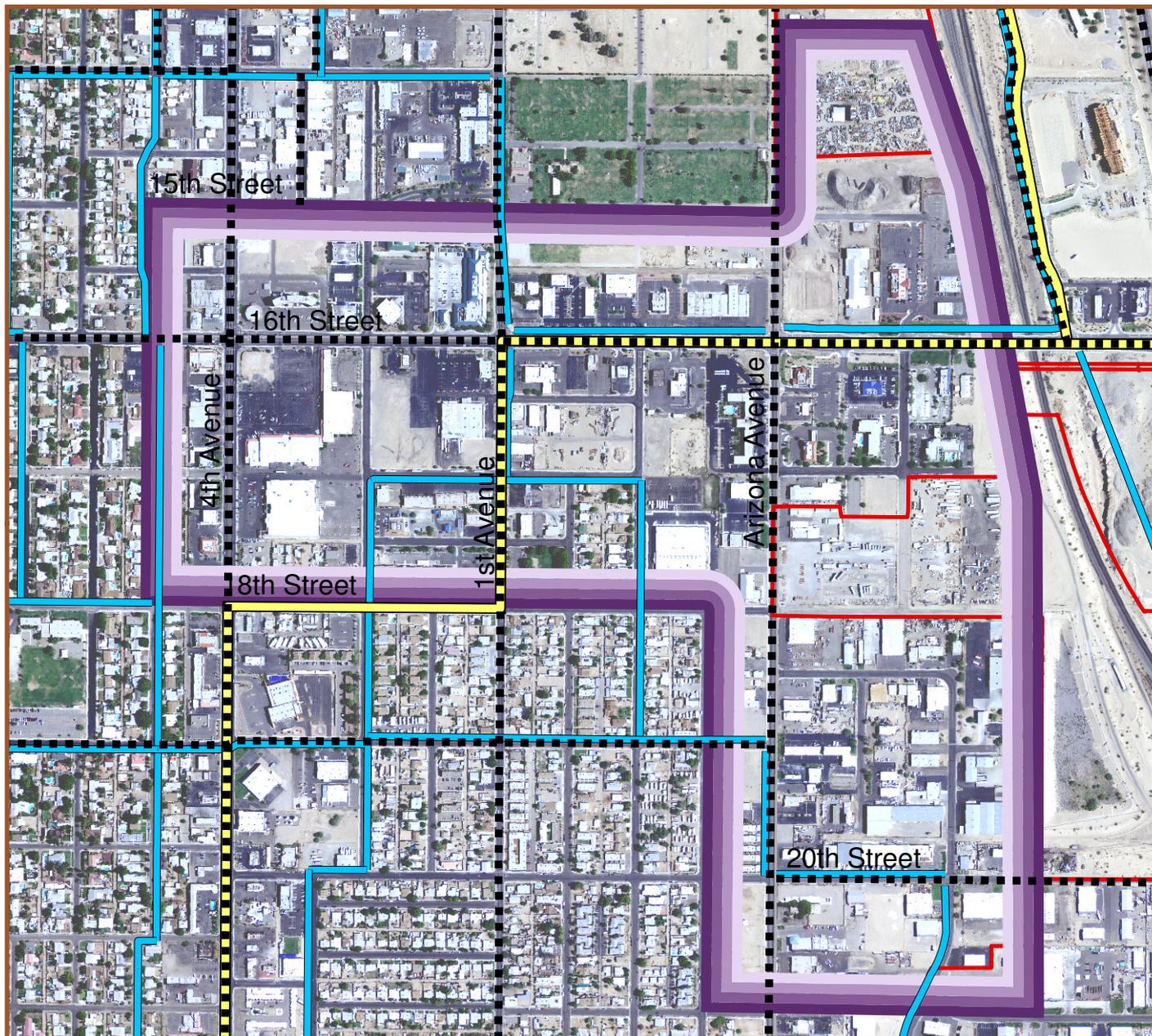
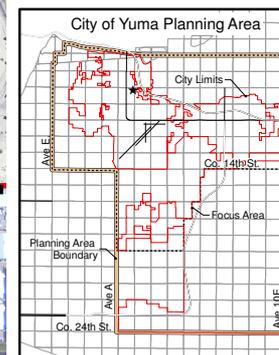
Bikeway ———

City Limits ———



0 500 Feet

Prepared By:  
Information Technology Services  
Enterprise GIS



Growth Area Element - Arizona Avenue & 16th Street MAP: 11-6

**A.R.S. Section 9-461.06 C - Public Participation**

*The governing body shall:*

*1. Adopt written procedures to provide effective, early and continuous public participation in the development and major amendment of general plans from all geographic, ethnic and economic areas of the municipality. The procedures shall provide for:*

- (a) The broad dissemination of proposals and alternatives.*
- (b) The opportunity for written comments.*
- (c) Public hearings after effective notice.*
- (d) Open discussions, communications programs and information services.*
- (e) Consideration of public comments.*

*2. Consult with, advise and provide an opportunity for official comment by public officials and agencies, the county, school districts, associations of governments, public land management agencies, the military airport if the municipality has territory in the vicinity of a military airport or ancillary military facility as defined in section 28-8461, other appropriate government jurisdictions, public utility companies, civic, educational, professional and other organizations, property owners and*

## 12 – PUBLIC PARTICIPATION

The purpose of public participation efforts is to ensure that the community is informed of and involved in any additions or modifications to the City of Yuma General Plan. The goal is to educate the public on the City's General Plan and generate increased public involvement in the preparation and adoption of the various elements. The public participation plan identifies the process and public notification efforts the City of Yuma will undertake in the review of any amendment of the General Plan.

Public Participation has the ability to encourage community and stakeholder collaboration through development decisions by promoting neighborhood meetings, public notifications and public hearings which attracts public opinion and action in development decisions within the City and meets the Smart Growth Principal to encourage community and stakeholder collaboration in development decisions.

Amendments to the General Plan include the following:

- The incorporation of new elements as required by State Statute
- The re-adoption of the entire General Plan every ten years
- Revisions or updates to the text and/or map of an existing element. The Land Use Element is further categorized into two types of amendments:
  - Major Land Use Plan amendments
  - Minor Land Use Plan amendments

A Major Amendment to the Land Use Element is defined as a substantial alteration of the land use mixture and balance established in the Land Use Map. The City of Yuma Major Amendment definition is discussed in more detail in the Implementation and Administration section – Chapter 13 of the General Plan.

### CITIZEN PARTICIPATION

In accordance with State Statutes, the City must adopt written procedures to provide effective, early and continuous public participation in the development and major amendment of general plans from all geographic, ethnic and economic areas of the community.

The Public Participation Plan is designed to exceed these requirements and identify other techniques to actively involve the citizens in the preparation and review of the General Plan. This document establishes the basic techniques for disseminating the information to the public and engaging the citizens in interactive discussions about the general plan and its elements. The City will continue to identify and pursue other ways to increase public knowledge and participation. This may include meeting

with the various Boards & Commission, Neighborhood Leadership Groups, and other organizations throughout the year to determine other appropriate information sources or preferred methods.

#### **APPLICATION**

An amendment to the General Plan may be initiated by: the City Council, the Planning & Zoning Commission, or a private property owner. An application, narrative statement of the proposal, and a non-returnable filing fee are required for any proposed amendment.

#### **PUBLIC HEARINGS**

For all amendments to the General Plan, two public hearings will be held by the Planning & Zoning Commission. These public hearings will be held at separate locations in order to solicit broad public comments. Additionally, a third public hearing will be held by City Council prior to action being taken on the proposed amendment.

#### **NOTIFICATION**

For all General Plan Amendments, the notification of the public hearings will be provided in accordance with State Law in the following manner:

At least fifteen (15) days prior to the first public hearing, a general explanation of the proposal, along with the date, time and the place of said hearing will be published at least once in a newspaper of general circulation in the City of Yuma. The display advertisement will be a minimum size of one-eighth of a full page.

In addition to the above state notification requirement, the City and/or the applicant will utilize the following techniques to disseminate the information to a larger audience: *As these are not State requirements, the failure of the City or the applicant to perform any of the following actions or failure of the property owner to receive said notice will not invalidate the proceedings but may cause a delay in the scheduling of the public hearings.*

- For land use plan amendments, the applicant will notify in writing all property owners within a radius of six hundred sixty feet (660') of the exterior boundaries of the subject property. The applicant will submit a copy of the letter provided to the public along with a certified mailing list from the County of Yuma, and a certificate of mailing from the post office to the project planner at least twenty-five (25) days prior to the first public hearing.
- For land use plan amendments, the applicant will post onsite a temporary 2'x3' sign that indicates the proposed change along with the date, time and place of the two public hearings by the Planning & Zoning Commission and the City Council public hearing. In the event that the anticipated schedule is not followed, the applicant will be responsible for revising the sign accordingly. The sign will be located in such a manner as to be visible from adjacent rights-of-way and will be installed at least twenty-five (25) days prior to the initial public hearing by the Planning & Zoning

*citizens generally to secure maximum coordination of plans and to indicate properly located sites for all public purposes on the general plan.*

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Commission. A photograph of the sign and any subsequent revisions will be provided to the Department of Community Development as proof that this requirement has been satisfied.

In addition, the following additional techniques are encouraged during the processing of a General Plan amendment wherever possible. These may be implemented, either individually or cumulatively, based on the type and significance of the proposed amendment.

- Public Service Announcements on the radio and television to explain the proposal and promote public involvement. For private property owner initiated land use amendments, the applicant will be responsible for presenting the information as requested.
- Articles and Press Releases for the newspaper or other widely circulated publications.
- Mass mailings through utility bills or other documents that are periodically issued to the community at large.
- The establishment of workgroups to ensure that the community is actively involved in the preparation of the general plan elements and that all interest groups are included in the dialogue.
- The information regarding the amendment and scheduled public hearing will be posted on the City's Internet web-site and the Government Access Channel (YCTV) at least seven (7) days prior to the meeting date.
- Informal presentation of the proposed amendment during open houses, neighborhood round tables, or other community forums. For private property owner initiated land use amendments, the applicant will be responsible for presenting information as requested.
- Formal presentation of the proposed amendment to various service clubs, homeowner's associations, and other civic and professional groups. For private property owner initiated land use amendments, the applicant will be responsible for presenting information as requested.
- Utilization of electronic means of communication to the extent practical.

#### **DISTRIBUTION**

The proposed amendment will be distributed to a variety of stakeholders for initial review and comment prior to the first public hearing by the Planning & Zoning Commission. The list of individuals to be contacted includes, but is not limited to, the following:

- Bureau of Land Management
- U.S. Department of Agriculture
- United States Border Patrol
- Marine Corps Air Station - Yuma
- Yuma County Airport Authority
- Arizona Department of Transportation
- Arizona Fish & Game Department
- Arizona Department of Commerce

- 
- The County of Yuma: Planning, Engineering, and Public Works
  - Utility Companies: APS, Southwest Gas, TimeWarner, Qwest
  - School Districts: Yuma Union High, Yuma Elementary, Crane
  - Irrigation Districts: YCWUA, YMIDD, YID, Unit B Irrigation District
  - City Departments: Attorney, Finance, Police, Fire, Public Works, Community Development
  - Yuma Metropolitan Planning Organization
  - Greater Yuma Economic Development Corporation
  - Yuma County Chamber of Commerce
  - Yuma County Realtor's Association
  - Yuma County Contractor's Association
  - American Society of Professional Engineers, American Society of Civil Engineers, Society of Military Engineers

As appropriate, additional public outreach to other civic, education, and professional organizations not identified on the above list will be conducted.

Amendments pertaining to any of the required elements or the re-adoption of the General Plan will also be placed on display at the following locations prior to adoption:

- The City Clerks Office of the City of Yuma
- The Mayor's Office
- The City/County Library
- The Department of Community Development

#### **PLANNING & ZONING COMMISSION ACTION**

Following the two public hearings, the Planning & Zoning Commission will file a report of its findings and recommendations with respect to the proposed amendment with the City Council within thirty (30) days of the second public hearing. The report will be in writing and will include the recommendations for approval, conditional approval or disapproval and will contain a brief summary of the reasons for said recommendations.

#### **CITY COUNCIL ACTION**

Upon receipt of the Commission's recommendation, the City Council will hold a third public hearing. Notice of the time and place of the hearing will be provided in accordance with State Law. Following the public hearing, the adoption or readoption of the General Plan or any amendment to such plan will be by resolution of the City Council. The adoption, readoption, or approval of a major amendment will require an affirmative vote of at least two-thirds (2/3) of the members of City Council. At least sixty (60) days before the public notice of the 1<sup>st</sup> public hearing on the adoption of the General Plan or a portion, element or major amendment of the land use plan, the Department of Community Development will transmit the proposal to the City Council and submit a copy for review and further comment to:

- The County of Yuma.

- 
- The Yuma Metropolitan Planning Organization and other regional planning agencies that may be appropriate.
  - The Marine Corps Air Station – Yuma.
  - The City of San Luis.
  - The City of Somerton.
  - The State of Arizona Department of Commerce.
  - The State of Arizona Office of the Attorney General.
  - The Arizona State Land Department.
  - Imperial County.
  - Arizona Department of Water Resources.
  - Yuma County School Superintendent.
  - Cocopah Indian Tribe.
  - Quechan Indian Tribe.
  - Any person or entity that requests in writing to receive a copy of the proposal.

#### **READOPTIOIN AND RATIFICATION OF THE GENERAL PLAN**

The general plan, with any amendments, is effective for up to ten years from the date the plan is readopted by the City Council and ratified by the voters during a general election. On or before the tenth anniversary of the plan's most recent adoption, the City Council will either readopt the existing plan for an additional ten years or adopt a new general plan in accordance with State Statutes.

If the General Plan is approved by a majority vote of the qualified electors, the Plan becomes effective as provided by law. If the General Plan fails to receive a majority vote then the current General Plan remains in effect until the voters approve a new plan. The City Council may resubmit the proposed new plan or revise the new plan for subsequent submission to the voters.

<b>PUBLIC PARTICIPATION METHODS</b>				
<b>NOTIFICATION AND PARTICIPATION TECHNIQUES</b>	<b>New/Revised General Plan Element</b>	<b>Major General Plan Amendment</b>	<b>Minor General Plan Amendment</b>	<b>Re-Adoption of General Plan</b>
<b>PRINTED NOTIFICATION</b>				
① The Sun – Display Ad	✓	✓	✓	✓
① Distribute for Case Comments	✓	✓	✓	✓
② 660 Foot Radius Notification (by applicant)		✓	✓	
② Posting of Site (by applicant)		✓	✓	
③ City Web Page Notice	✓	✓	✓	✓
② Post Flyers	✓	✓		✓
③ Press Release	✓	✓		✓
③ Articles	✓	✓		✓
③ Mass Mailing	✓			✓
<b>TV/RADIO ADVERTISEMENTS</b>				
③ YCTV Notice	✓	✓	✓	✓
③ Public Service Announcement	✓			✓
③ Interviews	✓	✓		✓
<b>COMMUNITY FORUMS</b>				
① Public Hearings	✓	✓	✓	✓
③ Workgroup	✓			✓
③ Open House	✓			✓
③ Neighborhood Round Tables	✓	✓	✓	✓
③ Service Club Presentations	✓	✓	✓	✓

- ① *State Requirements:* These items are mandatory requirements that must be fulfilled in order for any action to be taken by the PZ Commission or City Council.
- ② *City Requirements:* These items are additional requirements imposed by the City and failure to satisfy does not invalidate the authority of the PZ Commission or City Council to hear an application. However, the discretion as to whether the case will be presented to the Commission or Council if one of the items is not fulfilled will rest with the Assistant Director/Community Planning.
- ③ *Encouraged Alternatives:* These techniques are encouraged based on the type and significance of the proposed amendment.

**A.R.S Section 9-461.07  
Administration of the  
General Plan**

*A. After the municipal legislative body has adopted a general plan, or amendment thereto, the planning agency shall undertake the following actions to encourage effectuation of the plan:*

- 1. Investigate and make recommendations to the legislative body upon reasonable and practical means for putting into effect the general plan or part thereof in order that it will serve as a pattern and guide for the orderly growth and development of the municipality and as a basis for the efficient expenditure of its funds relating to the subjects of the general plan. The measures recommended may include plans, regulations, financial reports and capital budgets.*
- 2. Render an annual report to the legislative body on the status of the plan and progress in its application.*
- 3. Endeavor to promote public interest in and understanding of the general plan and regulations relating to it.*
- 4. Consult and advise with public officials and agencies, public utility companies, civic, educational, professional and other organizations and citizens generally with relation to carrying out the general plan.*

## 13 – IMPLEMENTATION & ADMINISTRATION

The General Plan provides comprehensive direction for the growth and development of the City of Yuma. The plan is intended to be both long range and visionary and to provide guidance for actions to be taken in the next ten years. Essentially, the General Plan provides policy for more detailed decisions.

Implementation and administration of the General Plan is authorized within state statutes. The roles and responsibilities of the Planning Agency and the Planning Commission are noted in those statutes and within the City of Yuma Zoning Code. Administration of the Plan is focused on the nuts and bolts of update and maintenance - when and how to make revisions, the level of public participation and the timing of the updates. Implementation of the plan is focused on how to meet the Goals and accomplish the Objectives identified within each element. Implementation is only possible if there are available resources. These include funding, staff and public as well as municipal support.

This final chapter of the General Plan will review the authorized implementation and administration methods found in the state statutes as well as methods adopted by the City of Yuma.

### **IMPLEMENTATION**

**Planning Agency** – State Law authorizes the Planning Agency with the administration of the General Plan. The City Council designated the Department of Community Development as the Planning Agency for the City of Yuma (O2001-57, July 3, 2001). As such, the Department of Community Development is responsible for developing and maintaining the general plan, promoting public interest and understanding of the plan, developing specific plans, reviewing the capital improvement program for conformance with the general plan and other planning functions. Additionally, the Planning Agency is responsible for reviewing and determining conformance for municipal property acquisition and disposition and producing an annual report on the status of the plan and progress in its application. The annual report will identify the implementation status of the plan.

**General Plan Conformance** – State Law requires that all zoning and rezoning actions shall be consistent with and conform to the adopted general plan. Further clarification is provided in that a rezoning ordinance conforms with the land use element of the general plan if it proposes land uses, densities or intensities within the range of identified uses, densities and intensities of the land use element. As a result of this requirement, the City of Yuma has developed a Zoning Conformity

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Matrix. The matrix identifies which zoning districts are allowed and in conformance with the land use designations of the General Plan. This matrix can be found on page 13-7.

Implementation of each zoning district should allow densities no greater than or less than those identified in the General Plan Land Use Category. General Plan Land Use densities should be applied as a gross acreage to each specific development. The matrix is a tool for the application of appropriate zoning in each General Plan Land Use designation. The Matrix does not take precedence over the listing of allowed and permitted uses identified in the Zoning Districts and Overlay Zones of the Zoning Code.

**Planning Commission** - The Planning and Zoning Commission plays a significant role in developing and maintaining the General Plan and through the review and recommendation of development actions as well as capital improvement programs, the Commission can directly influence conformance to the General Plan. Created by the City Council nearly 50 years ago, the duties of the Commission are identified in state law and occur in a number of ways:

- Through the development and amendment of the General Plan, the Planning Commission is acting in their role as appointed citizens to assure that the plan developed will provide for sustainable development and meets the long as well as short term needs of the community. The Commission is involved in workgroups focused on specific items of the plan and through the public hearing process develops a formal recommendation to the City Council on the General Plan.
- Prior to adoption by City Council, all rezoning and subdivision proposals, are referred to the Planning and Zoning Commission for public hearings and formal recommendations to the City Council. At this point in time the commission has the opportunity to review these actions in light of meeting the goals, objectives and policies of the General Plan. For example, will the subdivision retention basin meet the size and facility need for a neighborhood park?
- The Commission makes recommendations to changes in land use regulations. The Commission forms study groups and holds public hearings about changes to the subdivision regulations, zoning code, sign code and other similar local laws governing the development of land in Yuma. The Commission makes recommendations to the City Council about all such changes.
- And lastly, through the annual review and recommendation to Council on the Capital Improvement Program, the Commission reviews the project lists to determine if they are in conformance with the General Plan. For example, are water lines being extended to areas that are intended for urban development?

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**City Council** – The City Council is the primary authority for implementation of the General Plan. Through annual budget adoption, adoption of policy, approval of land use actions and the review and adoption of the Capital Improvement Program, the City Council sets the course for and is directly involved in the development of the City. Found within the annual budget and the Capital Improvement Program are specific projects that implement the Action Plans of the General Plan. Examples include: the construction of roadways and bike paths, the development of parks and the budgeting of staff and the allocation of funds for the development of needed plans and programs.

**Citizens** – The citizens of Yuma participate in the implementation of the General Plan in a number of ways: workgroup participation, as commission and board members, commerce, industry and construction of the built environment and finally through Voter Ratification. The City of Yuma regularly involves citizen workgroups, made up of individuals with an interest in the particular proposal, to review, modify and bring forward development requirements or opportunities for Council consideration.

The City will continue this successful strategy with general plan action items that would modify any code or development requirements. All changes to codes and development requirements will require action of the City Council by ordinance.

#### **ADMINISTRATION**

Although extensive efforts and time are put into developing a General Plan, following adoption occasions will arise that will require an amendment to the plan. These primarily take three forms: as needed updates to elements of the General Plan, the decennial comprehensive update of the Plan and amendments to the land use map of the Land Use Element.

**Element Update** - Any number of factors could prompt the update to an element of the General Plan. New population numbers from the decennial or mid-decade Census could have a significant effect on transportation and utility planning. New regulations, such as the addition of new elements, could also prompt an update of the Plan. These types of amendments follow the standard process for legislative update and may include the involvement of workgroups and multiple public hearings prior to adoption. The scope of citizen participation will be dependent on the scope of the element. For example, an update of the Parks, Recreation and Open Space Element is likely to appeal to a broad range of citizens versus an update to the Public Services Element, which may interest only the development community.

**Decennial Update** – The second method through which the General Plan is amended is at the time of the comprehensive decennial update. State Law has mandated that cities, counties and towns update their General Plan every ten years. Following this update, the plan must be ratified by the voters at a general election.

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**Land Use Map Amendments** - The third type of update involves an amendment to the land use map of the Land Use Element. The land use map is a section of the General Plan that is the most sensitive to changing economic conditions and expectations. At the time of adoption, the Land Use Element provided a vision of development into the future based on the development in place, the needs of the community and the desires of property owners. It has been found that over time, visions change and new opportunities arise. Amendments have and will need to occur. Amendments to the Land Use Element are required in any situation where a proposed rezoning is not in conformance to the adopted general plan land use map.

Due to additional state mandated requirements for public review by type of amendment, it is necessary to determine the level of impact, major versus minor, the amendment will cause. The Arizona Revised Statutes define Major Amendments as (Section 9-461.06 Sub Section H):

A substantial alteration of the municipality's land use mixture or balance as established in the agency's general plan land use element. The agency's general plan shall define the criteria to determine if a proposed amendment to the plan effects a substantial alteration.

Amendments to the Land Use Element will be reviewed in light of the effect on the City's ability to provide a balance of land uses to meet the needs of the community and the effect on the mix of land uses in relation to each other and to their location within Yuma's geographic area. In situations where the public agency is faced with numerous minor amendments to adjacent geographic areas, staff will determine if a major amendment would be more appropriate.

An effect on the balance of land uses will be measured by the proposal's impact on each land use. This is measured by the loss or increase of acreage or developable dwelling units. The **Balance Matrix** table outlines a potential impact to each land use with a determination as to the type of amendment that may or may not be necessary. These matrices apply when the proposed use is not in conformance with the Land Use Element. For example, a proposed gas station, that would require General Commercial (B-2) zoning, in the Low Density Residential land use designation.

The effect on the mixture of land uses will be determined by reviewing whether the proposal would cause a change in land use designations that would create a significant development intensity difference between two or more neighboring land uses. An example of this would be a change from Low Density Residential to Industrial in proximity to Suburban Density Residential. An outline of compatible General Plan land uses can be found in the **Mixture Matrix**.

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## **MAJOR AMENDMENT DEFINITION**

The following definition for a Major Amendment to the Land Use Element applies to the City of Yuma:

**A PROPOSAL THAT EFFECTS A SUBSTANTIAL ALTERATION OF THE CITY OF YUMA GENERAL PLAN AND MIXTURE AND/OR BALANCE OF LAND USES AS IDENTIFIED WITHIN THE BALANCE AND MIXTURE MATRICES.**

**EXAMPLE:** a 10-acre project has requested a land use designation change from Low Density Residential to Commercial to support a new retail establishment. The anticipated loss of dwelling units (du) is estimated at 49 (maximum density allowable, 4.9 du an acre, multiplied by 10 acres). The surrounding designated land uses are Low Density Residential to the south and east, Mixed Use to the north and Public/Quasi-Public to the west.

Per the Balance Matrix, the projects would be determined a Minor Amendment because the loss of units is between 7 and 400 and the increase in Commercial acreage is between 2 and 40 acres. Per the Mixture Matrix, the proposal would be defined as a Major Amendment. This is due to the conflicting adjacent uses that would result - Commercial activities adjacent to Low Density Residential dwelling developments.

The more stringent determination would be applied. Therefore, this proposal would be defined as a Major Amendment to the Land Use Element of the City of Yuma General Plan.

Major amendments involve an expanded public review process. Local governmental agencies are limited by State law, to one time per calendar year to review major amendments to the Land Use Element. The deadline to submit Major Amendments is June 15<sup>th</sup> in order to meet the noticing requirements for each entity.

Minor amendments will involve a standard 5-month public review period with adoption by the City of Yuma City Council. This process involves two public hearings by the City of Yuma Planning and Zoning Commission and one public hearing by the City Council. Minor amendments can be requested at any time in the calendar year.

### BALANCE MATRIX

Where a proposed use/zoning is non-conforming with the General Plan

Current GP Land Use Designation	Result of Proposed Amendment	Amendment not Required	Minor Amendment	Major Amendment
<b>Agriculture</b>	Loss of less than 1 acre and proposal adjacent to allowable land use	X		
	Loss of less than 20 acres of farm land		X	
	Loss of 20 acres or more of farm land			X
<b>Residential - Rural, Estate, Suburban, Low, Medium, High and Mixed Use</b>	Loss or increase of less than 7 units and proposal adjacent to allowable land use	X		
	Loss or increase of less than 400 dwelling units		X	
	Loss or increase of 400 or more dwelling units			X
<b>Commercial Mixed Use, Commercial and Business Park</b>	Loss of less than 2 acres and proposal adjacent to allowable land use	X		
	Loss of less than 40 acres of commercial space		X	
	Loss of 40 acres or more of commercial space			X
<b>Industrial - Industrial and Ag./Industrial</b>	Loss of less than 5 acres and proposal adjacent to allowable land use	X		
	Loss of less than 80 acres of industrial space/Loss of less than 40 acres of Ag/industrial land		X	
	Loss of 80 acres or more of industrial space/Loss of 40 acres or more of Ag/industrial land			X
<b>Public/Quasi-Public</b>	Loss of less than 1 acre and proposal adjacent to allowable land use	X		
	Loss of less than 20 acres of public space		X	
	Loss of 20 acres or more of public space			X
<b>Resort, Recreation &amp; Open Space</b>	Loss of less than 1 acre and proposal adjacent to allowable land use	X		
	Loss of less than 10 acres of recreation/open space		X	
	Loss of 10 acres or more of recreation/open space			X

### MIXTURE MATRIX

Incompatible adjacent General Plan designated land uses  
(M = Major Amendment will be necessary)

<i>Adjacent Land Use</i> →	AG	RDR	SDR	LDR	MDR	HDR	MU	COM	BP	IND	AG/IND	P/Q-P	OS
↓ <i>Proposed Land Use</i>													
<b>Agriculture (AG)</b>					M	M	M	M					
<b>Rural Density Residential (RDR)– Maximum density: 1 dwelling unit (du) per 2 acres</b>					M	M	M	M	M	M			
<b>Estate Residential (EDR) – 1 du per 5 acres to 2du per 1 acre</b>					M	M	M	M	M	M			
<b>Suburban Density Res. (SDR) – 1 du per 2 acres to 3 du per acre</b>						M	M	M	M	M	M		
<b>Low Density Residential (LDR) – 1 to 4.9 du per acre</b>								M	M	M	M		
<b>Medium Density Residential (MDR) – 5 to 12.9 du per acre</b>		M							M	M	M		
<b>High Density Residential (HDR) – 13 to 18 du per acre</b>	M	M	M							M	M		
<b>Mixed Use (MU) – 5 to 10 du per acre</b>	M	M	M							M			
<b>Commercial (COM)</b>	M	M	M	M									
<b>Business Park (BP)</b>		M	M	M	M								
<b>Industrial (IND)</b>		M	M	M	M	M	M						M
<b>Agriculture/Industrial (AG/IND)</b>			M	M	M	M							M
<b>Public/Quasi-Public (P/Q-P)</b>													
<b>Resort, Recreation &amp; Open Space (OS) – 1 du per 5 acres</b>										M	M		

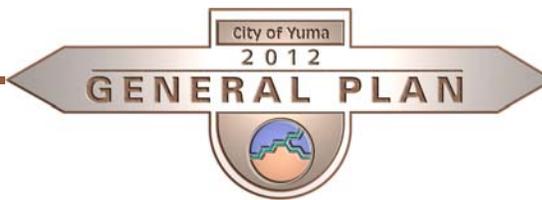
## ZONING CONFORMITY MATRIX

<b>Residential Development</b>	<b>Zoning District</b>																		
<b>Land Use Designations</b>	SR-1	SR-2	SR-3	SR-4	RE-12	RE-18	RE-35	R-1-5	R-1-6	R-1-8	R-1-12	R-1-20	R-1-40	R-2	R-3	RMH	RVS	MHS	MHP
Rural Density Residential		X	X	X												X <sub>O</sub>			
Estate Residential	X	X	X	X			X					X	X			X <sub>O</sub>			
Suburban Density Residential	X	X			X	X	X				X	X	X			X <sub>P</sub>			
Low Density Residential	X				X	X	X	X	X	X	X	X	X			X			
Medium Density Residential														X			X <sub>C</sub>	X	X <sub>C</sub>
High Density Residential															X	X <sub>D</sub>	X		X <sub>E</sub>
Mixed Use								X	X					X <sub>F</sub>		X <sub>F</sub>		X <sub>F</sub>	
Public/Quasi-Public	X <sub>M</sub>	X <sub>M</sub>	X <sub>M</sub>	X <sub>M</sub>	X <sub>M</sub>	X <sub>M</sub>	X	X	X	X	X <sub>M</sub>		X <sub>N</sub>	X <sub>M</sub>	X <sub>M</sub>				

<b>Mixed Development</b>	<b>Zoning District</b>												
<b>Land Use Designations</b>	AG	TR	OT	PSC	B-1	B-2	BP	I-P	L-1	H-1	HP	CVSP	MR
Low Density Residential													X
Medium Density Residential													X
High Density Residential													X
Mixed Use		X	X <sub>A</sub>	X <sub>G</sub>	X	X <sub>H</sub>		X					
Commercial													X
Public/Quasi-Public	X <sub>L</sub>	X <sub>L</sub>	X <sub>L</sub>		X <sub>L</sub>	X <sub>L</sub>			X <sub>L</sub>	X <sub>L</sub>	X		X

<b>Non-Residential Development</b>	<b>Zoning District</b>												
<b>Land Use Designations</b>	AG	TR	OT	PSC	B-1	B-2	BP	I-P	L-1	H-1	HP	MR	RO
Agriculture	X										X	X	
Resort, Recreation & Open Space	X		X <sub>A</sub>			X <sub>B</sub>					X		X
Commercial		X	X <sub>I</sub>	X <sub>G</sub>	X	X	X						
Business Park						X <sub>J</sub>	X	X <sub>K</sub>					
Industrial								X	X	X			
Agriculture/Industrial	X							X	X	X			

<b>Matrix Footnotes</b>	
X <sub>A</sub> - Old Town is consistent with Resort, Recreation & Open Space and Mixed Use in the areas bordered by 4th Ave, 1st St, Penitentiary Ave and the Colorado River.	X <sub>I</sub> - The commercial category is only applicable along 4th Avenue, north of Giss Parkway.
X <sub>B</sub> - In conjunction with a Planned Unit Development, or a Development plan that includes a balance of uses. Possibly demonstrated in a Floor Area Ratio (FAR).	X <sub>J</sub> - Retail businesses (except in the 70 or higher Ldn noise zone), offices, light industrial uses and commercial outlets only.
X <sub>C</sub> - Maximum 12 dwellings units an acre.	X <sub>K</sub> - Minimum site size of 35,000 square feet is required.
X <sub>D</sub> - High Density (maximum 18 du/ac) development with a CUP only.	X <sub>L</sub> - Restricted to publicly owned and operated facilities or those devoted to public use by government, quasi-public, or non-profit entities.
X <sub>E</sub> - RV Park and Co-op only.	X <sub>M</sub> - Public Schools, parks, playgrounds, & recreational uses.
X <sub>F</sub> - Maximum 10 dwelling units an acre.	X <sub>N</sub> - Public Schools, parks, playgrounds, & recreational uses with a CUP only.
X <sub>G</sub> - Minimum site size of 4 acres is required.	X <sub>O</sub> - Maximum 2 dwelling units an acre. Conforming zoning district: RMH-20.
X <sub>H</sub> - Permitted only in Mixed Use designation north of 12th Street and east of 4th Avenue	X <sub>P</sub> - Maximum 3 dwelling units an acre. Conforming zoning districts: RMH-10, RMH-12 or RMH-20.



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