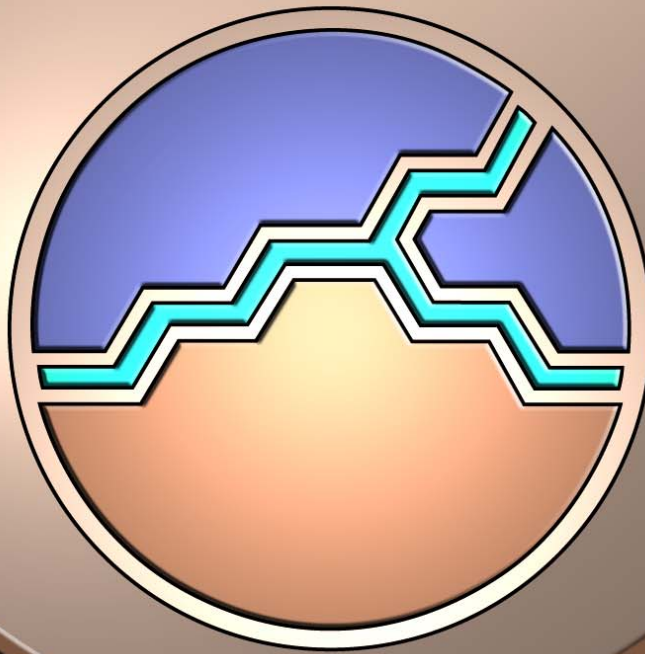


City of Yuma

2002

**GENERAL
PLAN**



RESOLUTION NO. R2002-34

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUMA,
ARIZONA, ADOPTING THE CITY OF YUMA 2002 GENERAL PLAN.

WHEREAS, planning for the future development of the City of Yuma is essential to the quality of life and well-being of the residents of the Yuma area; and,

WHEREAS, the City of Yuma City Council is desirable of having a comprehensive, long range plan for guidance and 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 a plan that meets the requirements of state law, and will review future amendments to such law and consider modifications to the plan where warranted; and,

WHEREAS, the City of Yuma has provided a number of opportunities for the public to learn about and comment on the draft Plan, including newsletters, advertising and electronic distribution through a website and compact discs; and,

WHEREAS, a General Plan workgroup was formed to review the draft Plan and to bring the Plan in alignment with the needs of the community; and,

WHEREAS, the City of Yuma has hosted two 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 prepared and after two public hearings and consideration of statements has recommended the City of Yuma 2002 General Plan; and,

WHEREAS, the City of Yuma City Council has held two public hearings on the General Plan recommended by the Planning and Zoning Commission and considered the statements heard at those public hearings; and,

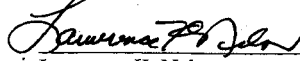
WHEREAS, the City of Yuma 2002 General Plan provides a comprehensive, long range plan for the development of the city; and,

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 that the City of Yuma 2002 General Plan, attached as Exhibit A, is hereby adopted.

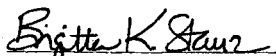
Passed and adopted this 3rd day of July, 2002.

APPROVED:



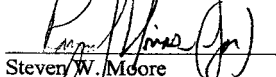
Lawrence K. Nelson
Mayor

ATTESTED:

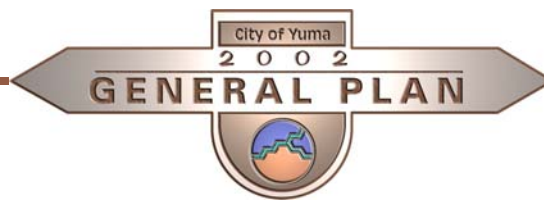


Brigitta K. Stanz
City Clerk

APPROVED AS TO FORM:



Steven W. Moore
City Attorney



CITY COUNCIL

Larry Nelson, Mayor
Karen Hill
Bobby Brooks
Ed Hansberger
Paul Johnson
Norma Nelson
Ema Lea Shoop

**PLANNING & ZONING
COMMISSION**

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Don Mitchell
Domenico DeTorres
Mike Leyva
John "Bud" Johnson
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Tom Manfredi	Matthew Taylor

CITY STAFF

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Jennifer Albers, Senior Planner
Michael Sanders, Senior Planner
Matthew Taylor, Assistant Planner

RESOLUTION R2002-34

JULY 3RD, 2002

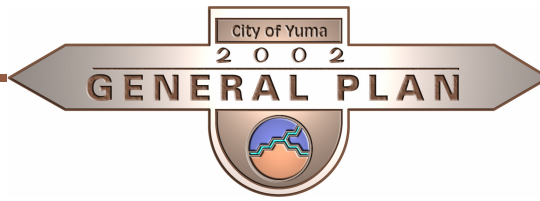


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Our Vision...

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 commu-

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.

nity thinks globally, and older neighborhoods remain vital.

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.

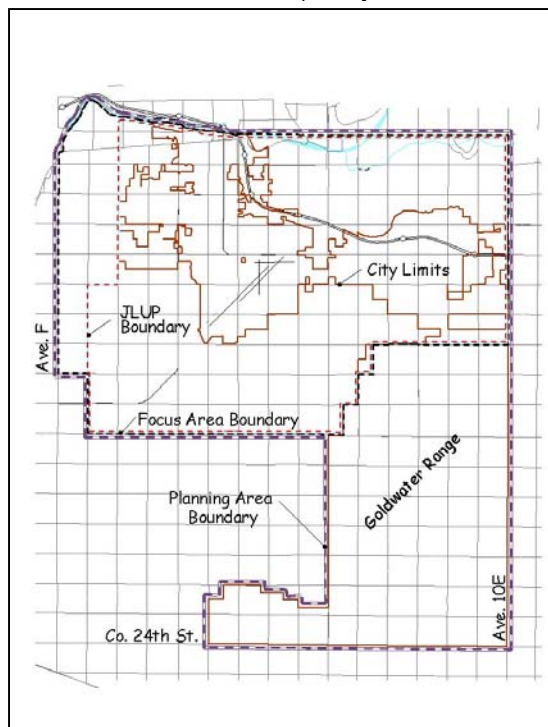
**- City of Yuma
City Council
Strategic
Management Plan
2000-2002**

PLAN ORGANIZATION

The Plan is organized into thirteen chapters, ten of which are 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.

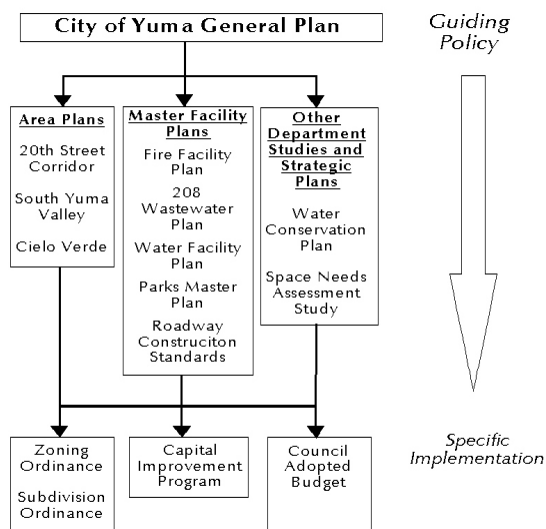
- Goals are defined as desired results and are stated as broad policy.
- Objectives are a measurable level of achievement or process to achieve the goal.
- Policies are defined as specific measures to reach the objectives and attain the goals.
- Action Plans are also included which identify a list of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

Boundary Map



PLAN BOUNDARIES

There are four 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 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 area is the *Joint Land Use Plan Boundary*, as adopted by the City and County of Yuma. The fourth boundary is the *Focus Area*, which is the area examined in detail within this General Plan. It is inclusive of the Joint Land Use Plan and neighboring agricultural areas. The Focus Area is where major facility planning has taken place and is primarily where urban development is anticipated. The area of the City within the Goldwater Range is not included in the Focus Area, as this area 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. To the left is a drawing that shows this framework.

STATE LAW REQUIREMENTS

The City of Yuma 2002 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. The intent being to provide a more readable and understandable document. Following is a table identifying the contents of the City of Yuma 2002 General Plan. Noted within the table is the state required element and where it can be found in the City of Yuma 2002 General Plan.

City of Yuma 2002 General Plan Element	State Required Element	Content
Chapter 1 – Introduction	N/A	Introduction to City of Yuma 2002 General Plan
Chapter 2 - Land Use	Land Use Element	Identify various and appropriate land uses within the community. Incorporation of the Joint Land Use Plan
Chapter 3 – Transportation	Circulation Element	Develop a plan that identifies major roadways and bicycle facilities. Reformat 1997 Major Roadways Plan and 1995 Bicycle Elements and include Transit component.
	Bicycle Element	
Chapter 4 – Parks, Recreation and Open Space	Recreation Element	Develop plan to provide parks, recreation and open space opportunities. Reformat 1999 Parks and Recreation Element and include Open Space Element
	Open Space Element	
Chapter 5 - Housing	Housing Element	Develop standards and programs for housing quality, variety and affordability with the participation of consultant – CBA, Inc.
Chapter 6 – Redevelopment	Conservation, Redevelopment and Rehabilitation Element	Develop plans for community redevelopment and the elimination of blighted areas.
Chapter 7 – Conservation and Environmental	Conservation Element	Develop plans to protect natural resources and mitigate impacts on the environment from urban development.
	Environmental 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. Incorporate the 2000 Fire Services and Facilities Plan, the 1998 208 Wastewater Facility Plan and the Draft 2000 Police Facility Plan.
	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 Areas	Growth Areas 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 – City/County Joint Land Use Plan	N/A	The City of Yuma/Yuma County Joint Land Use Plan. Adopted by the City Council on September 12 th , 1996.
Appendix B – ProRata Specific Infrastructure Financing Plans	N/A	The 20 th Street Corridor Specific Infrastructure Financing Plan adopted by the City Council on April 19 th , 1995 and the South Yuma Valley Facility Plan adopted on July 17 th , 1996.
Appendix C – Reference List	N/A	Reference list of background documentation.

Also included in this table is the approach followed for the development of each element. In many cases the City of Yuma had only recently amended portions of the 1983 General Plan. The years and months of work that went into creating those elements have been incorporated into the update, with only reformatting or minor modifications made to existing elements. In the case where the City has developed major facility plans and adopted those as elements, those documents have been reflected in the update of the plan and continue to be Master Facility Plans.

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 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 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. Much of the Land Use Element is based on the City of Yuma/Yuma County Joint Land Use Plan (JLUP) – Appendix A of the General Plan. Within that document are specific development standards and policies.

This element is structured in the following format. The Background and Existing Conditions section contains a review of demographic changes within Yuma from 1990 to 2000, growth and development patterns in and around the City and a summary of the 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 10th largest City in Arizona and has seen significant change over the last decade. From 1990 to 2000 the City population increased

Population	1990	2000	Race & Ethnicity	1990	2000
Total	56,966	77,515	White	41,585	52,968
Under 18	17,046	22,930	Black	2,279	2,491
18 to 64	33,328	43,836	American Indian	570	1,168
65 +	6,592	10,749	Asian	1,139	1,164
Median Age	29.5	31.2	Other	11,393	19,724 ¹
			Hispanic Origin	19,796	35,400
Housing	Average Persons per Occupied Unit			2.94	2.91
Dwelling Units	22,775	34,475	Occupied Units	19,368	26,649
Vacancy Rate-Own	2.8	1.6	Vacancy Rate-Rent	9.8	12.3
Families	14,436	19,618	Households	19,368	26,649
¹ – Includes individuals who identified Two or More Races (3,022), Other Race (16,557) and Pacific Islander (145) Source: Census 2000					

by 36%. The number of dwelling units increased by over 51%. The City limits increased by 390%. Ranked as the third fastest growing Metropolitan Statistical Area in the United States, much of the growth in Yuma County has been in the City of Yuma. This growth has been spurred by strong local economic conditions and various annexations. On the previous page is a table showing demographic change over the last decade.

From the decennial Census, important information that helps define the Yuma community should be noted. The Census information demonstrates that Yuma continues to be a diverse community with a strong economy that supports an increase in homeownership and a reduction in home-ownership vacancy rates.

- The Hispanic population grew nearly 79%.
- The homeownership rate increased from 58.3% to 63.5% in 2000.
- Owner-occupied housing units increased 50%.
- The City's population is aging, with median age at 31.2.
- The "baby boom" population is now between the ages of 35 and 54 accounting for rapid growth (56%) in this age group, adding more than 6,600 people between 1990 and 2000.
- The City population age 65 and older is just under 14%.
- About 30% of the City's population is under age 18, as it was in 1990.
- Single parent households with children grew by nearly 49%.
- Non-family households grew by over 42%.
- The number of vacant housing units increased by nearly 130% with nearly 23% of all housing units reported to be vacant in 2000.
- Of the vacant units, half were for seasonal or recreational use.
- 34% of the County vacant, seasonal housing units were in the City.

<i>Census 2000 Population Numbers</i>	
City of Yuma	77,515
San Luis	15,322
Somerton	7,266
Wellton	1,829
Yuma County Total	160,026
<i>Un-incorporated</i>	
Yuma County	58,094
Fortuna-Foothills Census Place	20,748
Gadsden Census Place	953
Tacna Census Place	555
Cocopah Reservation	1,025

REGION

Yuma County, with a resident population of 160,026, is ranked as the 5th largest county in the state. 64% 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 and 58% of the employed labor force (DES Oct. '01).

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

The employment 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.

Arizona Department of Economic Security 2001

	Jan 01	Apr 01	Jul 01	Oct 01
All of Yuma County				
Labor Force	63,151	65,393	69,813	64,437
Employment	52,722	50,362	49,290	48,827
Unemployment	16.5%	23%	29.4%	24.2%
City of Yuma				
Labor Force	34,602	34,930	36,338	34,249
Employment	30,741	29,365	28,740	28,470
Unemployment	11.2%	15.9%	20.9%	16.9%
San Luis				
Labor Force	2,998	3,662	4,499	3,714
Employment	1,355	1,295	1,267	1,255
Unemployment	54.8%	64.6%	71.8%	66.2%
Fortuna-Foothills				
Labor Force	3,567	3,716	3,957	3,660
Employment	3,021	2,886	2,824	2,798
Unemployment	16%	22.3%	28.6%	23.6%
Somerton				
Labor Force	2,605	2,905	3,321	2,902
Employment	1,749	1,671	1,636	1,620
Unemployment	32.9%	42.5%	50.7%	44.2%

Both agricultural and tourism reduce activity during the summer months. Additionally, as the number of jobs reduce in these sectors the number of job seekers increases, which results in an additional increase in unemployment rates.

GROWTH PATTERNS

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

The traditional economic center of Yuma has been downtown. Agricultural development has been 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 2000, there were 237,742 acres of farmland in Yuma County with 195,416 cropped.

The primary produce crops are head and leaf lettuce, broccoli and cauliflower. The primary citrus crops are lemons and oranges. And the primary commodity crops are cotton and wheat.

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 base population of over 7,600 persons. 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 south 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 southwest tour groups and those 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. Approximately, 11,600 dwelling units in Yuma County are used for seasonal or recreational housing, with 4,000 of those within the City of Yuma. These numbers do not include the numerous RV Parks 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 32nd Street and 4th Avenue, with the development of the 4th Avenue bridge to California, prompted the development of a string of commercial activities along this corridor. Significant

commercial enterprises along 32nd Street include numerous car dealers and retail malls. Continuing north on 4th Avenue can be found supermarket centers and various small commercial and office activities. In response to residential development in the Yuma Valley, neighborhood commercial centers have also been built in close proximity.

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 food-processing plants. At these facilities, produce is shipped in from the fields, processed and bagged for market distribution. Within the 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.

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 than to the east around Arizona Western College. The south Yuma Valley and east mesa are the two fastest growing areas in the City. Single-family detached housing is the most common housing type in the community. Apartments, duplexes and condominiums are also available.

Annexations - Common to many communities, the City of Yuma is faced with contiguous County developments. Unfortunately, many of these areas do not contain the same standard of 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 will be available to support City services. The costs are infrastructure installation, such as sewer lines, and public services, such as fire protection, police response and residential trash pick up. Each annexation must be considered as to 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 and County of Yuma 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 operations characteristics, the land use plan map and policies to guide development.

The Plan 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 areas 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.
- 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.
- 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 contains consistent land use planning between the City and the County, thereby providing the development community with a comprehensive 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 2040 population between 136,516 (State of Arizona Dept. of Economic Security 1997 Projection Series) and 244,000 (City/County Joint Land Use Plan Build Out Population Estimates). This population will be primarily focused in three residential centers: the Yuma Valley, the West Mesa and the East 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. 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 community's unemployment rate should be addressed. Information determined in the development of the Yuma County Workforce & Economic Development Summit – Final Action Plan, suggest 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 these labor markets function and factoring the information into unemployment forecasts will help to better anticipate job training and employment needs.

Statewide concerns over military base viability in light of continued urban growth prompted the legislature to adopt Senate Bill 1525, March 2001. This Senate Bill amends state law and requires the application of a stringent land use suitability matrix for new development in areas around military airports. As a result, 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 and zoning options are listed within the City of Yuma Zoning Ordinance Airport Overlay District

LAND USE CATEGORIES

Thirteen land use categories were developed for the Joint Land Use Plan. These land uses are noted on Map 2-1 for the entire Plan Area. Within Map 2-2 can be found the specific land uses and development issues noted in the JLUP. Map 2-2 also notes amendments by the City of Yuma to the JLUP map.

▪ **Residential**

- Rural Density Residential – 2 dwelling units per acre to 1 dwelling unit per 5 acres subject to the following exception:
SUDSA - South of County 12th Street outside the 65 Ldn noise contour, this land use designation should provide for a density not to exceed 1 dwelling unit per 2 acres until such time as subsequent studies as outlined in Policy E are completed.
- Suburban Density Residential – 3 dwelling units per acre to 1 dwelling unit per 2 acres
- 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**

- limited/local commercial uses
- general 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 subject to the demonstration and completion of the appropriate public infrastructure public services and long term water allocation needed for development
 - **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 amphitheatres)
 - 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
 - **Nonconformity** - Those land uses and developments established prior to the adoption date of the Joint Land Use Plan, which are of a different character and development density than the predominant uses on adjoining lands. Such land uses and developments, though not necessarily compatible with the predominant surrounding uses, are considered permissible, non-conforming uses.

DWELLING UNIT AND POPULATION PROJECTIONS

Residential and Mixed Use Land Use Categories	Density (Expected)	Acreage	Dwelling Units	Population
Rural Density Residential	1du/2ac.	15,282	7,641	21,921
Suburban Density Residential	2.5du/ac	876	2,190	8,251
Low Density Residential	4du/ac	8,955	35,820	98,803
Medium Density Residential	10du/ac	2,845	28,450	80,096
High Density Residential	16du/ac	451	7,216	20,191
Mixed Use	5du/ac	1,207	6,035	18,770
Resort, Recreation & O.S.	1du/5ac	7,160	1,432	4,326
Agricultural	1du/40ac	17,603	440	1,271
Total		54,379	85,017	244,000

The table above indicates the expected number of dwelling units for build out of each land use category in the Joint Land Use Plan. The information found in the table or in subsequent discussions in Appendix A do 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.

GOALS, OBJECTIVES AND POLICIES

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

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

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

Policy: The City shall assure a balance of parkland and open space in developing areas.

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

Goal: Create a community where the core and other appropriate economic activities are maintained, expanded and promoted.

Objective: Protect the Marine Corps Air Station – Yuma from urban encroachment.

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

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

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

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

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

Policy: The City shall protect and promote the unique elements that make Yuma a tourism destination, including but not limited to rec-

reation and open space, retail choice and housing variety.

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

Policy: The City shall partner with local economic development agencies to target new industry and promote Yuma as a place for new business.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Objective: Promote regional coordination for land use decision making.

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

Policy: The City shall participate in the Yuma County Joint Planning Council.

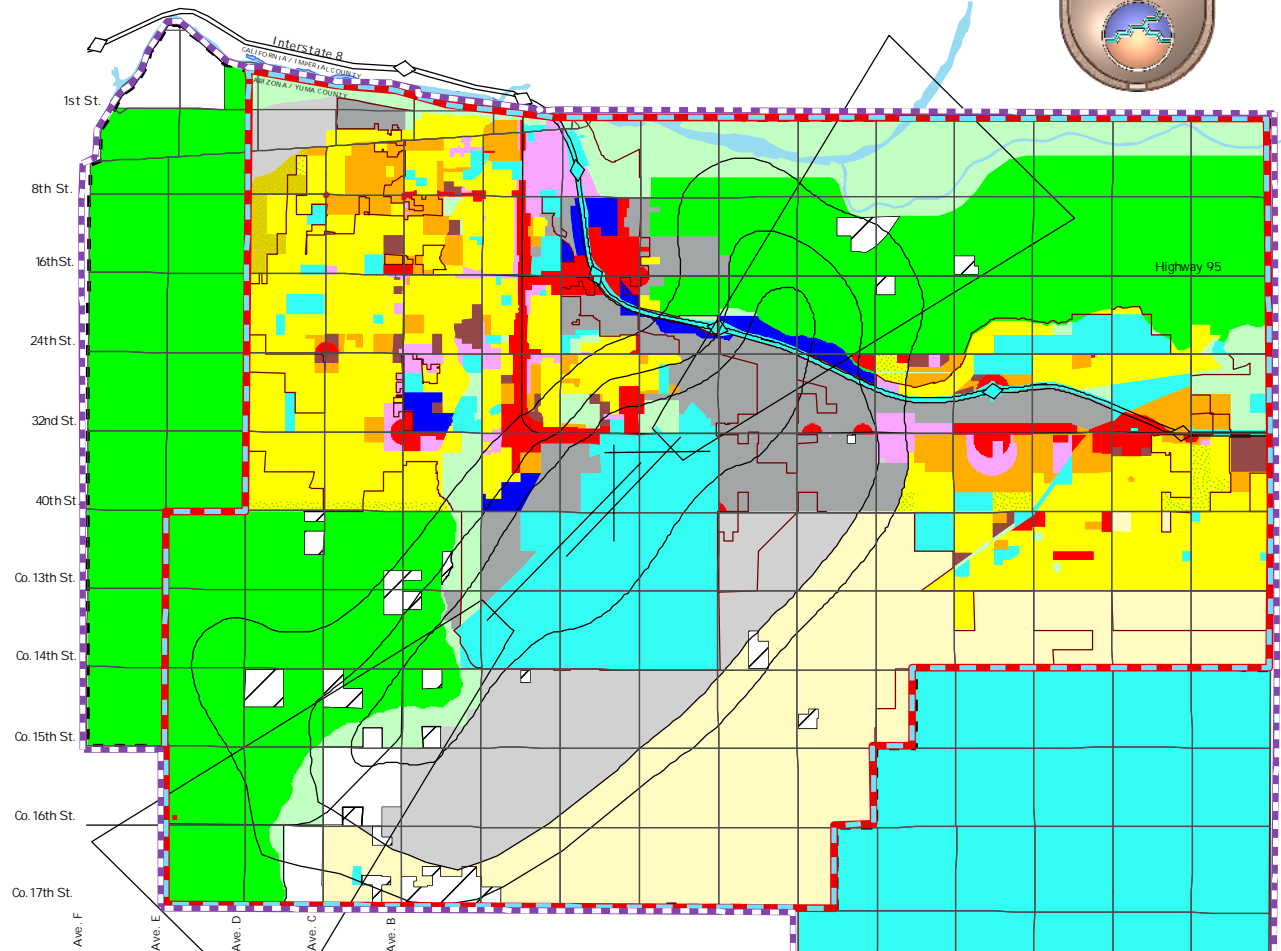
Policy: The City Council shall meet regularly with the Yuma County Board of Supervisors to discuss relevant City/County issues.

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

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

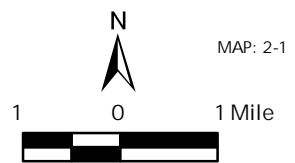
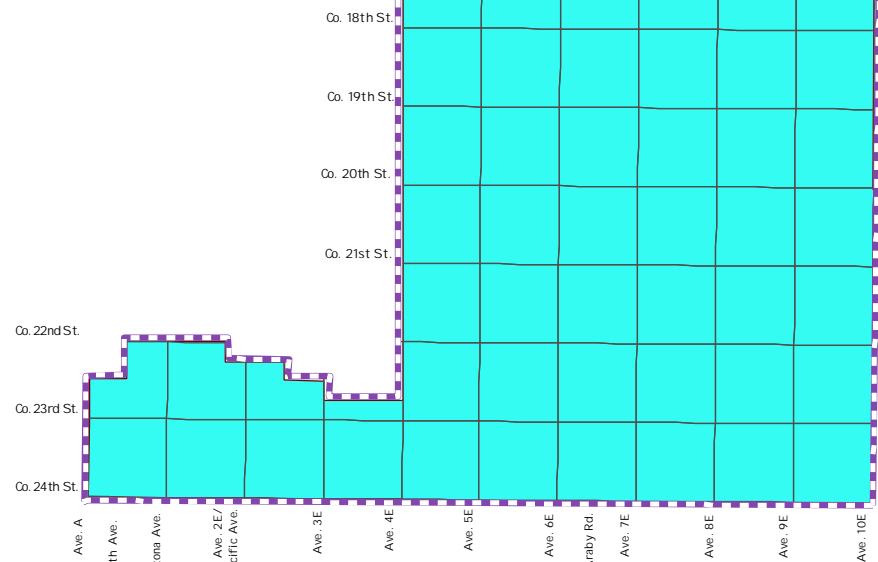
ACTION PLAN

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.	DCD/PW/ Parks/Fire/ Police	General
	Apply the Aesthetic Overlay ordinance on all properties that front on Gateway and Scenic Routes.	DCD	General
	Develop a Master Planned Community Zoning District.	DCD	General
	Partner with Yuma County to update the Suburban Development Study Area of the Joint Land Use Plan in response to recent state law changes.	DCD	General
	Develop a Community Design Policy for new construction and redevelopment efforts that reflects a community consensus for development.	DCD	General
6+ years	Develop a policy to address open space requirements in all community and neighborhood plans.	DCD	General
	Develop a Transfer of Development Rights Program.	DCD	General
	Develop a policy to address environmental compliance regulations for new development.	DCD	General
	Develop the Airport Area Specific Plan.	DCD	General

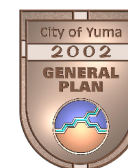


General Plan Land Use Designation

- 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
- Non Conformity
- Cocopah Indian Reservation
- JLUP Boundary
- City Limits
- Focus Area
- Planning Area Boundary

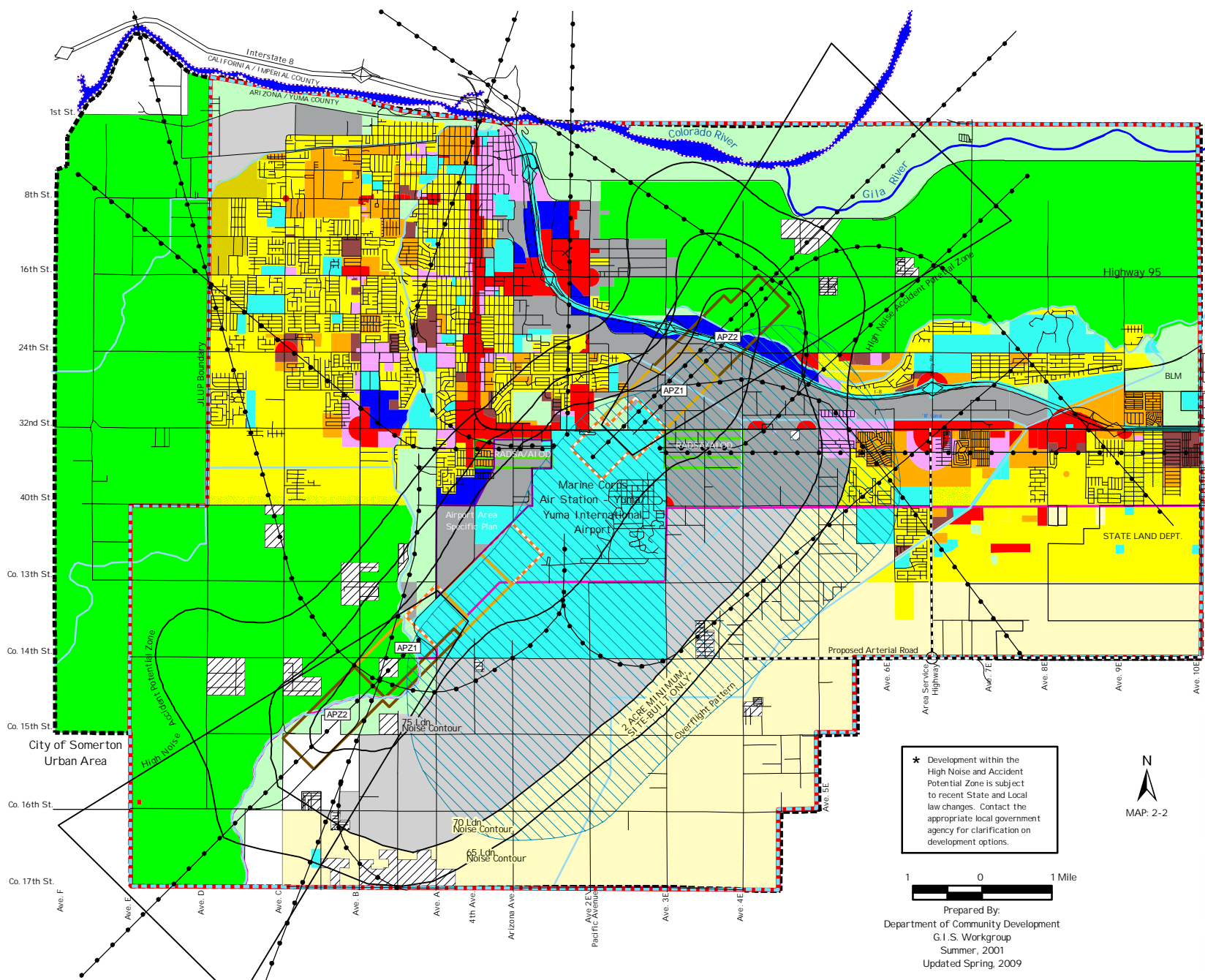


Prepared By:
 Department of Community Development
 G.I.S. Workgroup
 Summer, 2001

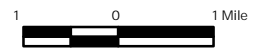


Land Use

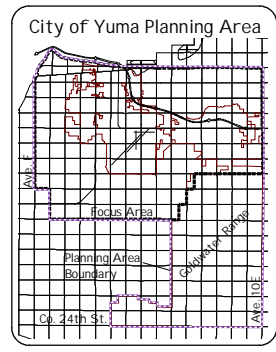
- Agriculture
- Resort, Recreation & Open Space
- Rural Density Residential (1du/5ac-1du/2ac)
- Suburban Density Residential (1du/2ac-3du/ac)
- Estate Residential (1du/5ac-2du/1ac)
- Low Density Residential (1-4.9du/ac)
- Medium Density Residential (5.0-12.9du/ac)
- High Density Residential (13.0-18du/ac)
- Mixed Use
- Commercial
- Business Park
- Industrial
- Agriculture / Industrial
- Public / Quasi Public
- Non Conformity
- Cocopah Indian Reservation
- Runway Approach - Departure Safety Area / Airport Industrial Overlay District "RADSA/AI OD"
- Arrival / Departure Flight Tracks
- Rural Development Area
- Overflight Pattern
- Area Service Highway Interchange
- Airport Area Specific Plan
- JLUP Boundary



* Development within the High Noise and Accident Potential Zone is subject to recent State and Local law changes. Contact the appropriate local government agency for clarification on development options.



Prepared By:
 Department of Community Development
 G.I.S. Workgroup
 Summer, 2001
 Updated Spring, 2009





**A.R.S. Section
9-461.05 C.2. – Cir-
culation 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. – Cir-
culation 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.

**A.R.S. Section
9-461.05 E.9. – Bicy-
cling Element**

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

3 – TRANSPORTATION ELEMENT

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.

This Transportation Element provides a coordinated road, transit, and bike-way 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. Because of concerns regarding local airline passenger service, this Element also includes a brief description of aviation facilities.

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

- Roadways: Major Roadways Plan, 2005 (Resolution R2005-41).
- Public transit: Regional Transportation Plan (RTP), Yuma Metropolitan Planning Organization (YMPO), 2000. City Council supports and endorses a “fixed route” transit system as recommended in RTP (Resolution R2001-29).
- Bicycle: Bicycle Facility Plan, 1995 (Resolution R95-010), adopted as Bicycle Element.
- Airport: Yuma International Airport Master Plan, Yuma County Airport Authority, 1999; and, Regional Transportation Plan, 2000.

This Element is divided into four sections. The Background and Existing Conditions section provides a brief overview of the situation and status of the three 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 the ten fastest growing metropolitan areas of the United States and the City has experienced tremendous growth during the last few decades. The traffic carrying capacity of the City’s major roadways has not, unfortunately, kept pace with that growth and serious traffic congestion has resulted. Traffic system management and operational improve-

ments have been tried in order to reduce traffic congestion. However, these types of improvements 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 some parts of the area and/or barriers that interrupt the grid system contributes to some of Yuma's circulation problems. The private automobile is and will continue to be the dominant travel mode in Yuma throughout the foreseeable future, during which time drastic changes in land use configuration and travel modes are not likely for most of Yuma.

PUBLIC TRANSIT

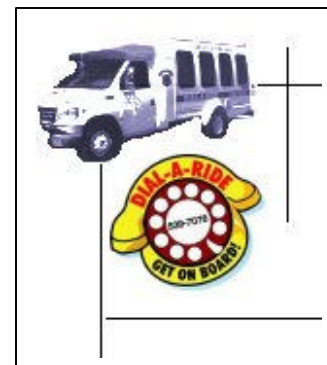
Until 1999, there was limited public transit offered in the area. Taxis and intercity buses provided most services with some transportation offered by social service agencies. While these companies and social services agencies have important transportation roles to play in the community, this element focuses here is on public transit services provided through governmental contractors to all citizens of the area.

Three types of transit services exist or are planned in the area:

- 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.
- Fixed Route Transit: Transit service that operates on an established schedule and route at regular intervals, providing bus stop-to-bus stop service.
- Deviated Fixed Route: Small to medium-sized buses that operate on a pre-determined route and schedule with enough flexibility to go off route (typically within a quarter or half mile) to pick up passengers if needed. Combines fixed-route and demand response service concepts by grouping passenger pick-up times to maximize vehicle use.

The YMPO administers a dial-a-ride program and two fixed route transit bus operations. All three of these operations are by contract with private operators. Services are provided not only in the City of Yuma, but also in outlying communities.

These transit services have grown rapidly and have provided mobility to an increasing number of residents in the area. In late 2001 dial-a-ride was providing about 300 passenger trips per day. Based on the success of the dial-a-ride service, two fixed route bus services were initiated. In September 2000 the route between the City of Yuma and the City of San Luis began. In late 2001 this service was providing over 150 passenger trips per day. A second fixed route bus service began October 2001 between the City of Yuma and



Arizona Western College and the Foothills.

The following dial-a-ride service characteristics were based on transit customer surveys conducted in the past two years through YMPO:

- There is significant public transit ridership potential in the area.
- The existing dial-a-ride is serving transit customers who have all the demographic and trip characteristics of regular fixed route transit riders. For example, 40% of transit customers used the system for commuting to work.
- The existing dial-a-ride system is carrying mostly able-bodied men and women who may be better served (more service frequency, no advance trip reservation, etc.) with deviated or regular fixed route transit.
- The existing dial-a-ride customer base is poorer and more transit dependent than the national average for transit patrons (58% of dial-a-ride customers stated they had no other means of transportation, compared to 39% of all transit customers nationally).
- Ridership levels on the dial-a-ride system have exceeded the minimums typically required for fixed route transit. (A fare box return of 26% of operating costs was calculated for a Yuma fixed route; most transit systems set the minimum fare box return at 10-20%).

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. The adopted Bicycle Facility Plan was the product of many years of work by citizens and groups who reviewed the needs of our community and proposed various design solutions.

As defined in the Bicycle Facility 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. Three types of bikeways exist in the area:

- **Bicycle Route:** A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bicycle route number.
- **Bicycle Lane:** A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
- **Bicycle Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

There are many existing bikeways in the City:

- Bike Route signs have been installed along most of the streets identified during the Phase 1 Construction Program in the 1995 Bicycle Facility Plan.

-
- 12th Street Bike Lanes between Avenue B and Avenue C.
 - 20th Street Bike Lanes between Avenue B and Crane Pueblo Elementary School and between 29th Avenue and Avenue C.
 - 24th Street Bike Lanes in the vicinity of Desert Mesa Elementary School.
 - Avenue C Bike Lanes between 16th and 24th Streets.
 - Colorado River Levee Bike Path between Yuma Crossing State Historic Park and Joe Henry Park.
 - Main and East Main Canal Bike Path between the Colorado Levee Bike Path and the Maxey Check Gate.
 - Marine Corps Air Station (MCAS) Bike Path along Avenue 3E and 32nd Street between the MCAS Main Gate and Pacific Avenue.
 - Multi-use Path along Avenue A between 32nd Street and 36th Street.
 - Multi-use Path along the west side of Business 8 right-of-way around the Big Curve.
 - Multi-use Path along the south side of 20th Street between Thacker Canal and Avenue C.

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 Main Street Plaza, and the public library. 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.

The City Parks Department 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 operates in conjunction with Marine Corps Air Station, Yuma. The air activity consists of regional activity providing service to Phoenix and Los Angeles, with two airlines in operation. There are four runways all together, 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, bag claim, and departure areas, as well as mechanized baggage claim system. There is no single building or facility dedicated solely to air cargo on the airport.

EVALUATION AND ANALYSIS

MAJOR ROADWAYS

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

The purpose of the Major Roadways Plan is to set policy 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 Roadways Plan is the policy guide 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 this full planned development of the area depicted in the Land Use Element.

More specifically the Roadways Plan does the following things:

- Defines street classifications (refer to table on page 3-6)
- Designates certain public roads in each of those classifications
- Identifies minimum width of needed public rights-of-ways
- Identifies development standards for improving existing roads and building new roads (construction details can be found in the City of Yuma Construction Standard Detail Drawings, as amended/superseded)
- 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.

The Major Roadways Plan has two main components: the maps (see Maps 3-1, 3-2, and 3-3 at the end of this chapter) and a set of related policies (refer to "Goals, Objectives, and Policies" section below). The maps show which roads are designated as major roads (freeways, expressways, principal arterials, minor arterials, and collectors), which roads are designated as truck routes, which roads are designated as hazardous cargo routes, which roads are designated as scenic/historic routes, and which roads are designated as gateway routes.

All roads fall into a hierarchy of importance 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

Freeway: These are major carriers of regional and cross-town traffic that typically have 4 to 6 traffic lanes. Access is controlled with no private property access. Intersections are grade-separated. Access at major streets and arterial roads at one mile spacing. Design speed of at least 55 miles per hour.

Expressway: These are major carriers of regional and cross-town traffic that typically have 4 to 6 traffic lanes. Access is totally controlled with no private property access. Private property access may be from a frontage road. Intersections are typically at-grade and only at major streets and arterial roads with a preferred one-mile spacing. Continuity and length for cross-region trips (five miles or more).

Right-of-way/ Intersection R/W flare	Turn Radius	Median	Driveway Spacing Be- tween Drives/From Cross Street	Speed	Average Daily Traffic Volumes
160 feet/ 177 feet	50 feet	Yes	N/A	45-55 mph	More than 20,000 vehicles

Principal Arterial: These are major carriers of cross-town traffic that typically have 6 traffic lanes. Access from private property is limited and controlled. Intersections can be at-grade or grade-separated with other major roads. Continuity and length for cross-region trips (five miles or more).

Right-of-way/ Intersection R/W flare	Turn Radius	Median	Driveway Spacing Be- tween Drives/From Cross Street	Speed	ADT
124 feet/ 153 feet	50 feet	Yes	300 feet/450 feet	45mph	More than 30,000 vehicles

Minor Arterial: These are major carriers of cross-town traffic that typically have 4 traffic lanes. Access from private property is limited and controlled. Intersections can be at-grade or grade-separated with other major roads. Continuity and length for cross-town trips (three miles or more).

Right-of-way/ Intersection R/W flare	Turn Radius	Median	Driveway Spacing Be- tween Drives/From Cross Street	Speed	ADT
100 feet/ 129 feet	50 feet	Yes	100 feet/250 feet	35-45 mph	More than 15,000 vehicles

Collector: These are carriers of local traffic that funnel vehicles from local roads to major and prime arterials. Typically they have 2 to 4 traffic lanes. Access is at grade from local and major roads. Access from private property is discouraged. Preferred continuity and length of more than one mile.

Right-of-way	Turn Radius	Median	Driveway Spacing Be- tween Drives/From Cross Street	Speed	ADT
80 feet/ 121 feet	40 feet	No	50 feet/100 feet	35 mph	Less than 12,000 vehicles

Local: These streets are carriers of local traffic with a primary purpose to provide access to private property. They have 2 traffic lanes.

Right-of-way	Turn Radius	Median	Driveway Spacing Be- tween Drives/From Cross Street	Speed	ADT
58 feet	25 feet	No	25 feet/40 feet	25 mph	Less than 3,000 vehicles

area. All other roads or streets are considered to be “locals.”



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 and the City in funding road improvements.

Traffic projections from the RTP published by the YMPO 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 and other factors used as input data for the RTP. Projections included both average day and peak season, and both of these were examined in developing the Major Roadways Plan. Vehicle miles of travel are expected to increase 85% between 2000 and 2023.

STREET CLASSIFICATIONS

Interstate/Freeways. The only existing interstate in the area is Interstate 8. This major highway 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. Interstate 8 in the area now handles up to 32,000 vehicles per day according to most recent counts. The planned Area Service Highway (ASH) will ultimately be built using a freeway design, but this highway will be built initially to a lesser standard. The purpose of the ASH is to facilitate existing and future travel and goods movement between the U.S.-Mexico border crossing and Interstate 8.

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 Major Roadways Plan (refer to Map 3-1). Other cross streets that may intersect expressways will be designed to either pass over or under the expressway, or the cross street will be terminated when it reaches the expressway right-of-way.

Arterial Streets. Arterials connect with bridges, 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.

This Roadways Plan Map (refer to Map 3-1) shows relative 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 80-foot wide collector standard should be used.

Local Streets. All public roadways that are not designated as a freeway, expressway, principal arterial street, minor arterial street, or collector street are by default designated as local streets in this Plan. Private driveways to residences usually connect directly to these streets. Commercial driveways are usually discouraged from this type of road. The construction of local streets should, where the engineering is 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 create the appearance that the street exists to serve people, not just cars. 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 and operation of roadway facilities. Width of right-of-way should be noticeably wider than the street itself because other road related items (sidewalks, utility lines, etc.) are also 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 so that the public right-of-way appears to be much 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 right-of-way width 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.

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 local residential streets. Traffic calming devices include speed humps, traffic diverters,

and traffic circles. However, just about any roadway treatment and/or management strategy that gives the motorist a visual clue that he should check and slow his speed ahead can be used for traffic calming purposes. Many of the 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 running 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 should be designated as truck routes if they are considered to be 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. These routes include: Interstate 8, US 95 (portions of 16th Street and Avenue B), the Yuma Expressway and Avenue 3E. Trucks carrying hazardous cargo through the Planning Area would use the ASH when it opens to traffic instead of US 95 through the City.

Scenic/Historic and Gateway Corridors. Map 3-2 identifies the location of Scenic/Historic and Gateway 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 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 a downtown district with several historic buildings lining the streets.

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. The appearance of gateway routes is especially important in contributing to a pleasant driving experience for 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. The City Traffic Engineer will determine where on-street parking may be appropriate along major roads, subject to Council approval. 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. Existing right-of-way widths for certain roads are so much less than planned right-of-way width that placing buildings back from the property line the minimum amount required under the zoning code will still not ensure that buildings are situated to avoid conflicts with planned road widening. To avoid street right-of-way acquisition problems, all new buildings and required parking should be constructed in back of the setback lines as measured from the planned right-of-way lines rather than from the existing

right-of-way lines.

Pedestrian Facilities. Improvements of major streets include provisions for pedestrian movements. Sidewalks need to be located on both sides of all major 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 sidewalks must meet the Americans With Disabilities Act (ADA) regulations as well as City Codes and Construction Standards. Local streets shall be constructed without parkways and the sidewalks shall be constructed immediately behind the curb on this roadway type. 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, as amended/superseded. . The City's Community Development Director is responsible for implementing these policies. 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:

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

Unlike the north-south roads in the west half of Yuma which have a number assigned to them based on their distance west of 1st 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. The transit plan contains specific objectives and action items to improve transit services in the area. According to public comments received to date, public transit services are a high priority.

The existing dial-a-ride and the Yuma-San Luis fixed-route system have been highly successful, demonstrating that there is a significant ridership base in the area. The Foothills/Arizona Western College (AWC) route is also expected to be very successful with connections between such major destinations as the hospital, Big Curve, and mall area with AWC and the Foothills. Existing transit customers are satisfied with the services being offered. Both traditional revenue sources (federal, state, passenger revenues, local taxes, etc.) and non-traditional – or creative – funding opportunities (funds from public-private partnerships, advertising revenues, etc.) need to be considered to help pay for additional transit services.

The first phase of the service plan calls for:

- Establishing a transit identity with uniform logo and riders guide for its transit customers. These materials are critical to the overall success of the operation and can serve as promotional items for distribution.
- Developing a marketing campaign to promote services.

The second phase of the service plan calls for:

- Constructing the Multimodal Transportation Center, including the adaptive reuse of the Del Sol Hotel, located south of 3rd Street between Maiden Lane and Gila Street. The center is designed to have several bus bays.
- Identifying a mid-town transit center suitable for leasing. A mid-town location is better suited for passengers since it would be more centrally located to the majority of passenger origins and destinations and will improve bus transfer opportunities.
- Installing bus stop signage, passenger shelters and facilities, including passenger amenities such as benches, shade structures, route maps, trashcans, and other means of making transit experience more user friendly. Such facilities are also important because they can help strengthen identity of the service.
- Launching the Yuma Circulators, a deviated fixed route service designed to provide access and mobility for short trips in the City. For most passengers, getting anywhere in the area would require no transfers or only one transfer. At full implementation there would be four circulator routes.
- Launching a demonstration express route to the Marine Corps Air Station. This route would connect the mid-town transfer center (and all other routes) to the Air Station.

The existing fixed routes -- Yuma-San Luis and Foothills/AWC -- and the four planned deviated fixed routes -- referred to as green, brown, blue, and orange routes in the RTP -- are shown in Map 3-4. The deviated fixed routes

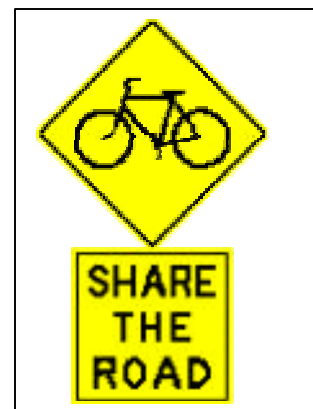
are designated for roadways that serve high-density residential areas, commercial clusters, large employment centers and/or other large daytime activity centers.

BICYCLING

The purpose of the Bicycle Plan is to set policy for construction and placement of bikeways in the Yuma area. The location plan identifies the routes, lanes, and paths needed to provide a safe and convenient bike system (see Map 3-6). The plan includes a higher density of bikeways in the urban core and more widely spaced bikeways in the outlying areas. This bikeway system should provide adequate and convenient bicycle commuting and recreation possibilities for citizens and visitors throughout the area.

To encourage bicyclists to safely travel in the community with comparable ease (not speed) to motorists, the following are needed:

- **Bike Paths** - A sub-system of bicycle paths to provide east-west and north-south travel throughout the area in a fashion similar to the network of major roads is needed. This pathway portion of the bikeway network should function to connect different parts of the area much like many of the arterial roads do for motorized traffic.
- **Bike Lanes** - A subsystem of bike lanes on selected streets for commuting across the urban area as well as to access major destinations (schools, shopping areas, etc.) is needed. Bike lanes should complement the bike paths and provide safe bicycling opportunities in corridors where separate right-of-way for bike paths is not available.
- **Bike Routes** - A sub-system of bike routes on selected low volume streets to safely accommodate bicycle traffic without the addition of bike lanes is needed. Bike routes should complement bike lanes and paths and provide alternatives for less experienced bicyclists.
- **Bicycle Parking Facilities** - The provision of bicycle parking facilities throughout the area, especially at major destinations, such as schools and parks, is needed. Public agencies and private developers should provide bicycle parking facilities.
- **Funding** - Funding for bicycle facilities needs to be secured to ensure that at least some bicycle improvements will be made to the transportation system each year. Compared to the funding for other public infrastructure categories (roads, sewers, schools, etc.) the cost to fully implement this bicycle plan is small. Unless a certain number of bikeways are created and these bikeways are all connected together (i.e. there is a reasonable level of connectivity to the bikeway network) then few people will be encouraged to use these facilities. Therefore, a stable (though modest) funding effort is needed, in addition to those funds expended for bicycle facilities in conjunction with street construction/reconstruction.
- **Formal Bike Plan and Bike Facility Implementation Review Process** - A formalized ongoing review of this plan and the progress being made to implement it needs to be started. A Bicycle Commission should be established to oversee the implementation of the educa-



tion and promotion programs and to help update this plan. The Bicycle Commission should also work along with the City Police to develop an enforcement program.

- Education and Compliance Programs - An education program designed to educate the community about safe bicycling practices and a compliance program designed to teach people about bicycle related traffic laws needs to be initiated. These programs should be designed so that they can be used as a combined program for the general public or as separate more detailed programs for the education of specific groups (e.g. school officials, police, etc.) that may desire much more training in one area.
- Promotion and Information Program – A program that informs the public that bicyclists have a right to use the public streets, and that bicycles can be used for commuting as well as for recreation, needs to be initiated.

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 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 needs to work with the County 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.

GOALS, OBJECTIVES, AND POLICIES

Goal: Provide a safe and efficient system for transporting persons, goods, and hazardous materials by way of automobile, truck, rail, air, or pipeline modes.

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

Policy: The City, in cooperation with the County 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: 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: 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: Develop and maintain a transportation network that provides reasonable and efficient access throughout the community and supports existing and expanding economic activities.

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

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

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

Policy: 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: The City shall maintain a hierarchy of principal and minor arterials based principally upon section and mid-section lines.

Policy: The City shall continue to update within the capital improvements program its schedule of ongoing maintenance to existing streets, including curbs, gutters, and sidewalks where needed.

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

Policy: 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.

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

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

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

Policy: The City shall implement landscaping guidelines for streets,

medians, and parkways that address maintenance, design review, water conservation, and safety factors.

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

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

Goal: Establish a fixed route public transit system.

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

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

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

Objective: Provide transit facilities such as bus stops, passenger shelters, and the Multimodal Transportation Center in Old Town to help support and encourage fixed route transit services.

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

Goal: Provide a system of safe and conveniently located multiuse pathways used by residents of all ages as a means of nonmotorized travel to work, to school, and/or to play

Objective: Continue to plan for the location of multiuse pathways to link homes, schools, parks, and work places.

Objective: Update a prioritized list of multiuse pathways projects and construct these projects.

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

Objective: Increase compliance of bicyclists and motorists with bicycle-related laws and regulations.

Objective: Increase knowledge of bicycling opportunities among year-round residents, seasonal residents, tourists, and visitors.

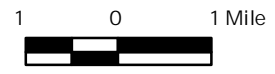
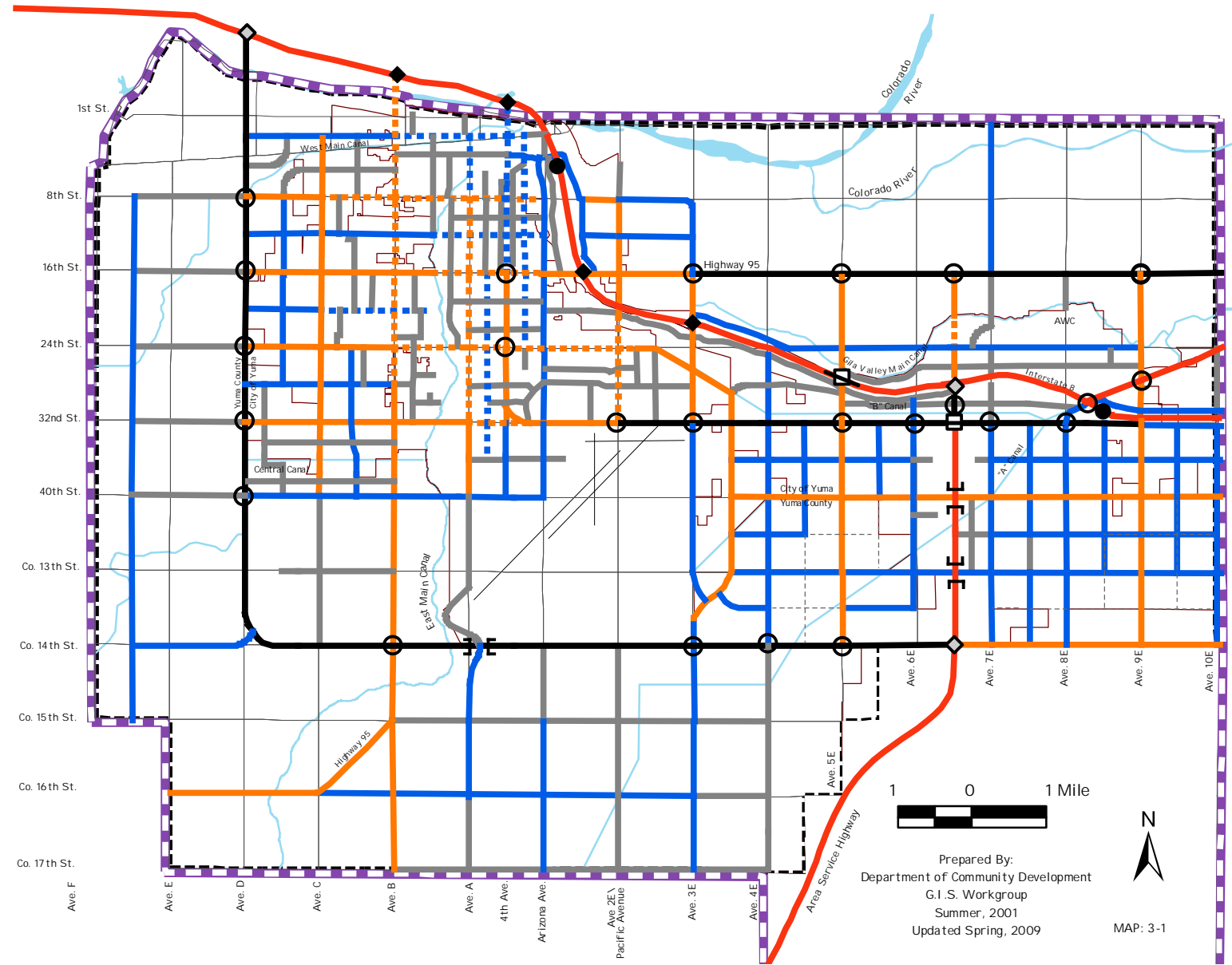
ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source
1 – 5 years	Amend Construction Standards to add standard for Expressway and create alternative standards for “constrained” conditions	Public Works	General
	Amend 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
	Implement fixed route transit system, including bus lane/bus stop rights-of-way	YMPO; Public Works	Federal/ State/ Hurf
	Apply the Aesthetic Overlay District on all properties that front along Scenic/Historic and Gateway Routes.	Community Development	General
	Evaluate and update Bikeway Location Plan	Community Development	General
	Create Bicycle Commission	Public Works	General
6+ years	Develop an “alternate modes plan” that will address air, rail, intercity bus, and walking as well as freight movements through the City.	Community Development	General
	Evaluate and update the Major Roadways Maps and technical guidelines	Community Development/ Public Works	General
	Develop bikeway route numbering system including map identifying routes and destinations	Public Works	General



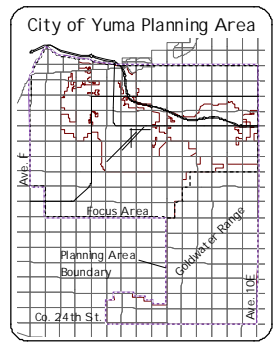
Major Roadways Plan

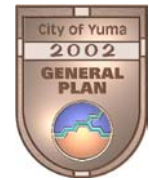
- Freeways
- Expressways
- Principal Arterial Street
- Principal Arterial Constrained
- Minor Arterial Street
- Minor Arterial Constrained
- Collector Streets
- Grade Separation
- Existing Diamond
- Existing Special
- Urban Intersection
- Planned Single-Point Urban
- Future
- Focus Area
- Planning Area Boundary



Prepared By:
 Department of Community Development
 G.I.S. Workgroup
 Summer, 2001
 Updated Spring, 2009

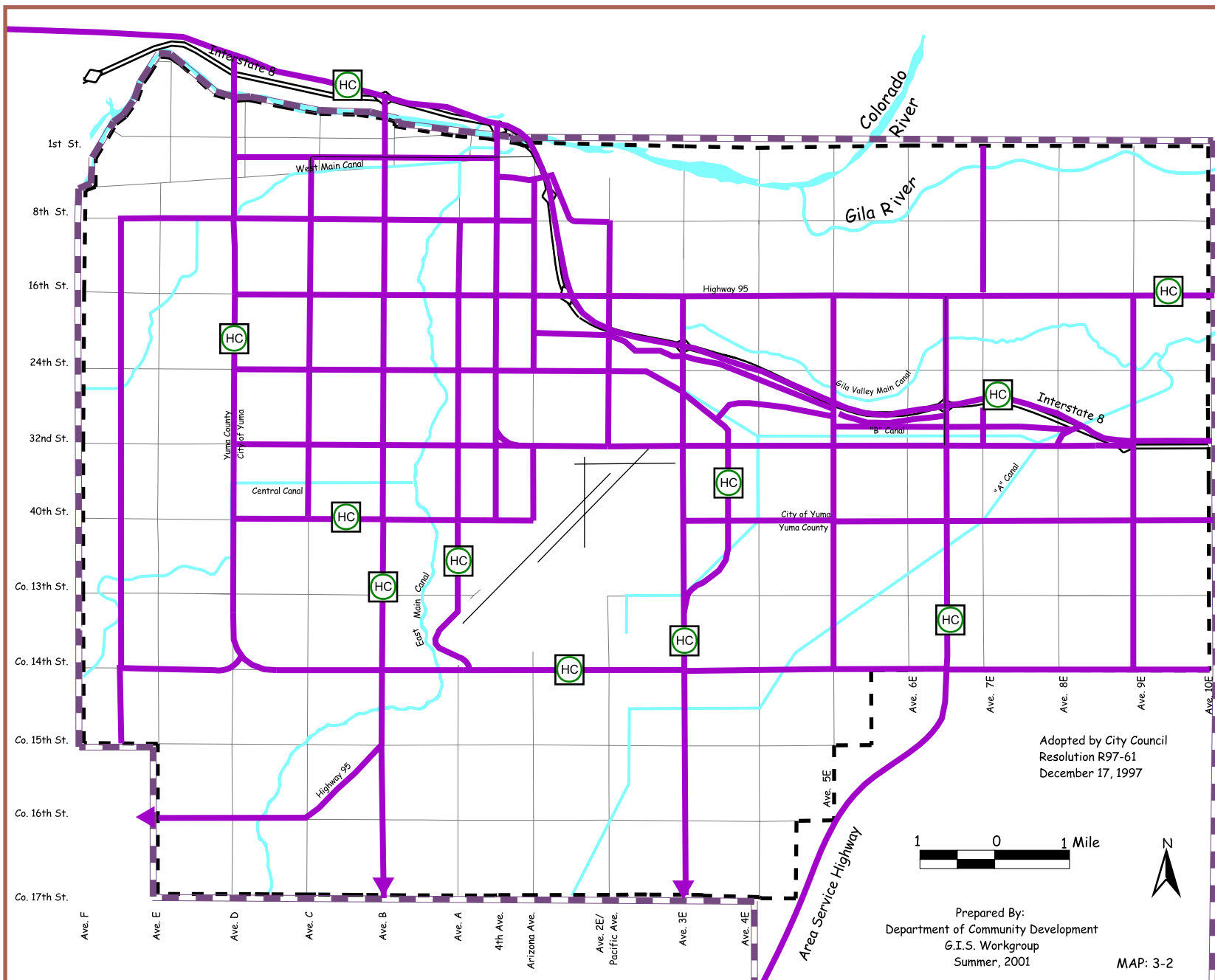
MAP: 3-1





Truck Routes

- Truck Routes
- Hazardous Cargo Routes
- Focus Area
- Planning Area Boundary

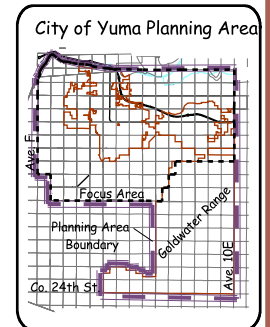


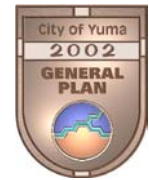
Adopted by City Council
Resolution R97-61
December 17, 1997



Prepared By:
Department of Community Development
G.I.S. Workgroup
Summer, 2001

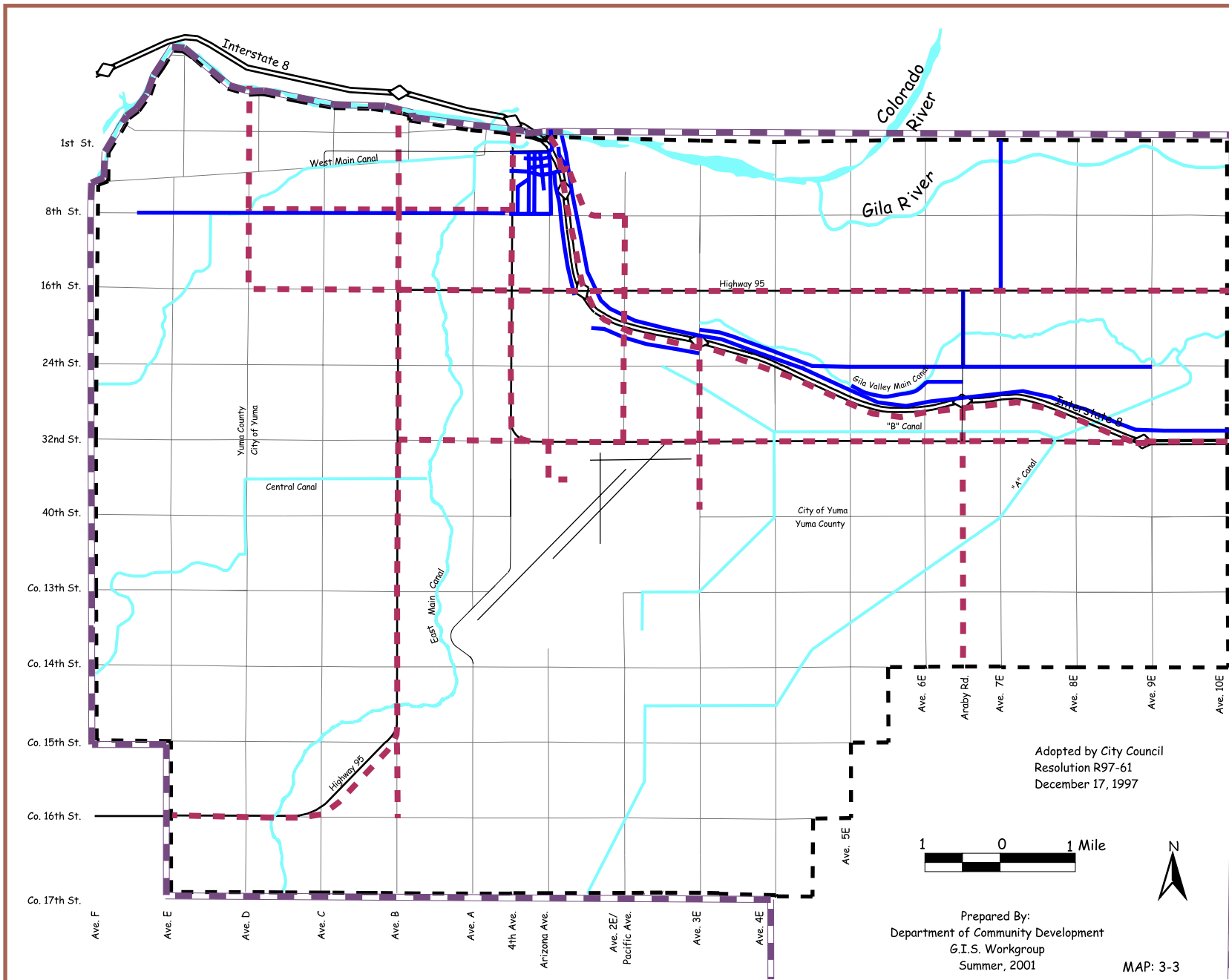
MAP: 3-2





Gateway and Scenic/Historic Routes

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

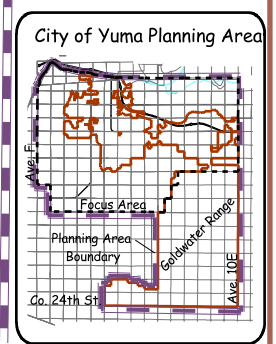


Adopted by City Council
Resolution R97-61
December 17, 1997



Prepared By:
Department of Community Development
G.I.S. Workgroup
Summer, 2001



MAP: 3-3










Transit Route Plan

Existing Routes


- Yuma-San Luis Fixed Route 
- Foothills-AWC Fixed Route 

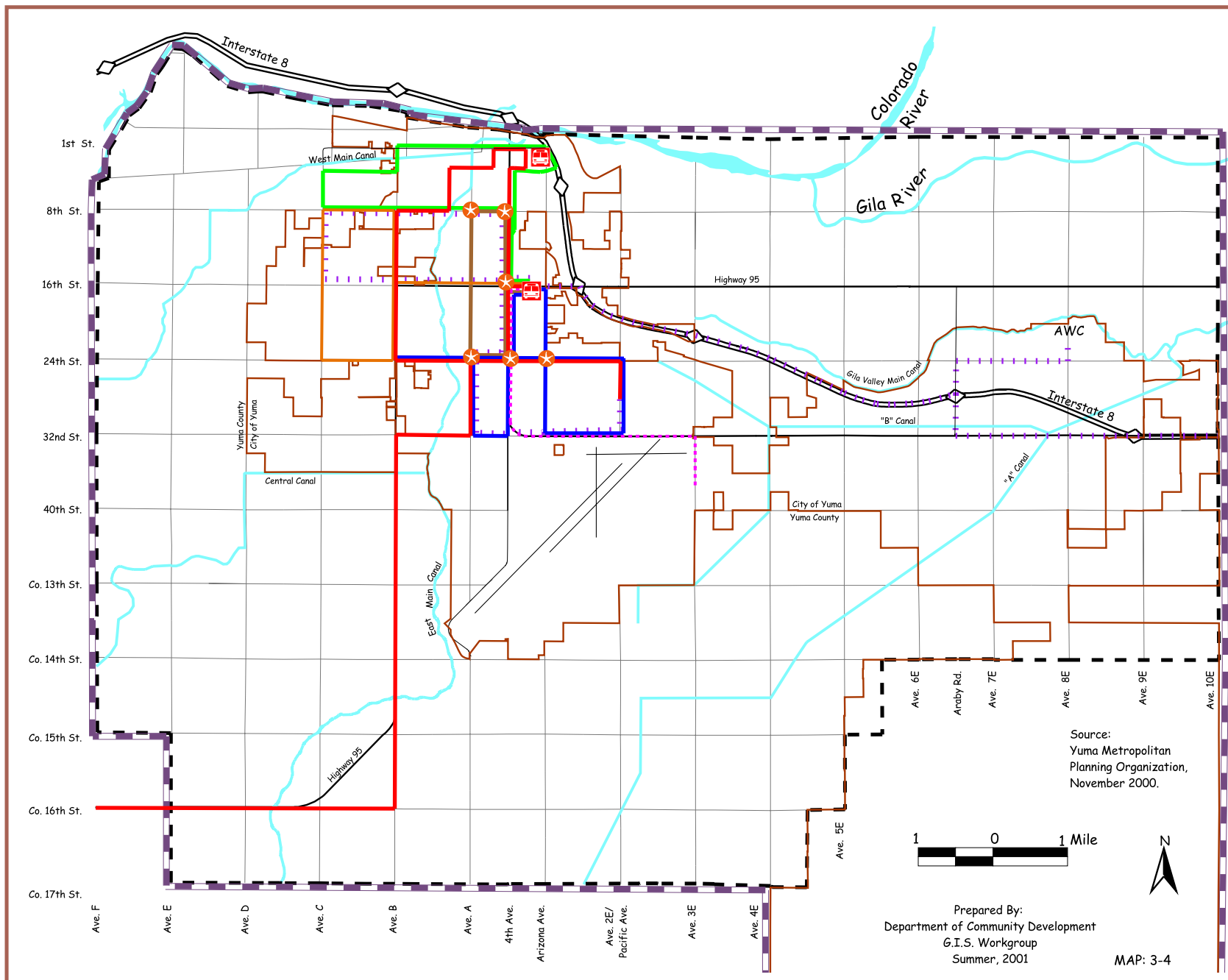
Proposed Routes

- Green Route 
- Brown Route 
- Blue Route 
- Orange Route 
- MCAS Express 

- Short Term Transit Center 
- Major Transfer Location 

- Focus Area 

- Planning Area Boundary 

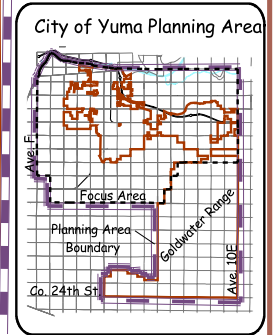


Source:
Yuma Metropolitan
Planning Organization,
November 2000.



Prepared By:
Department of Community Development
G.I.S. Workgroup
Summer, 2001

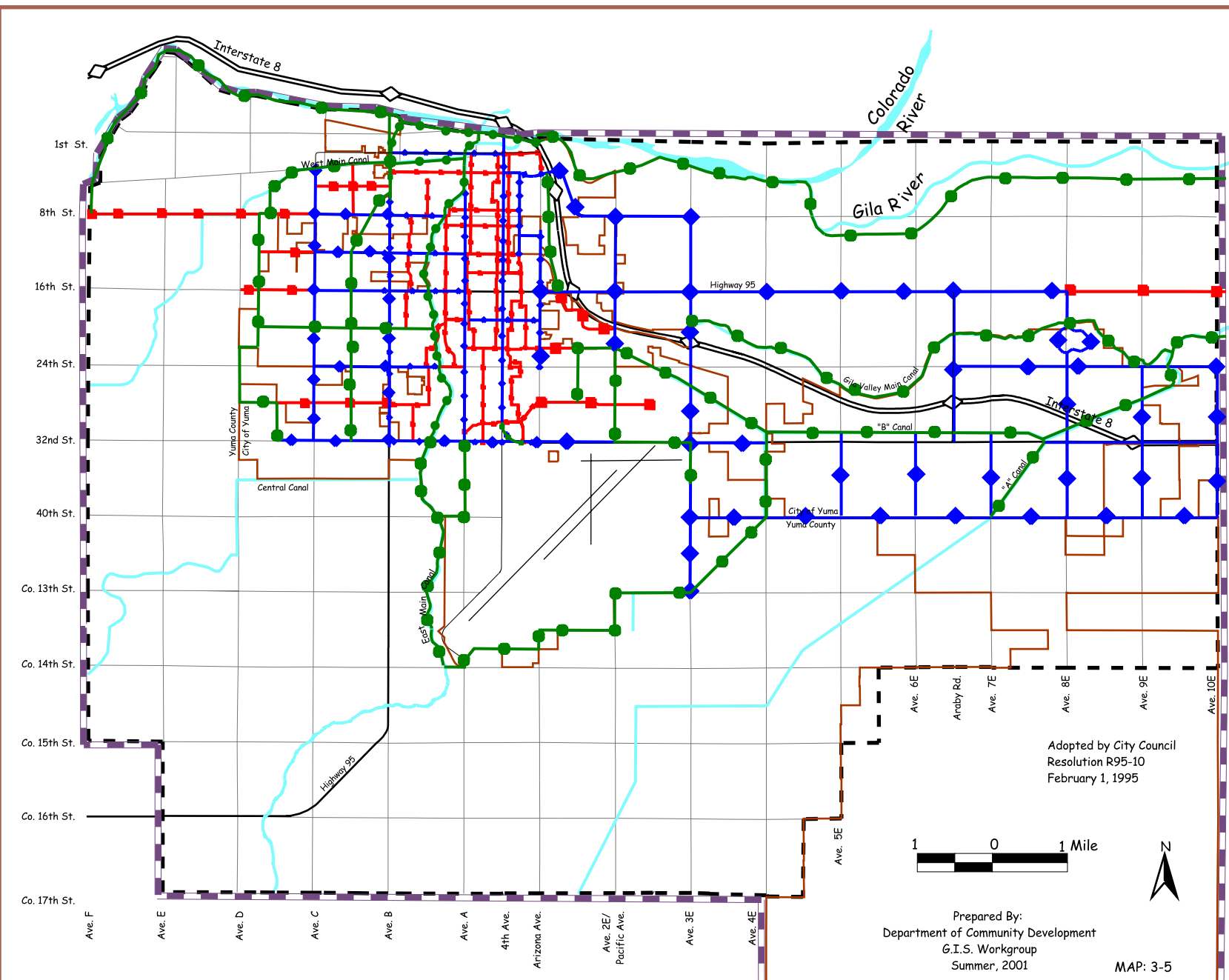
MAP: 3-4





Bikeway Location Plan

- Bike Paths
- Bike Lanes
- Bike Routes
- Focus Area
- Planning Area Boundary

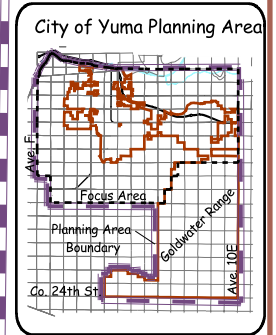


Adopted by City Council
Resolution R95-10
February 1, 1995



Prepared By:
Department of Community Development
G.I.S. Workgroup
Summer, 2001

MAP: 3-5



***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 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 element provides an overall guide for park and recreation facilities planning. Parks and recreation facilities 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; 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.

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 is from 25 to 200 acres. 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 23rd Street.


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 Field – 4th Street and 13th Avenue, Joe Henry Memorial Park/Athletic Field – 1793 1st Avenue, Kennedy Park Athletic Complex/Keegan Field – 23rd Street and Kennedy Lane, and Smucker Park – Avenue A and 28th Street.

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

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
<u>REGIONAL PARKS</u>	Service Population: 100,000											Service Area: Regional													
James P. Deyo Complex	240	•		•	•	•	•		•	•		•	•					•	•	•			•		•
Riverfront and Wetlands	1,500	•																•	•						
<u>AREA PARKS</u>	Service Population: 25,000											Service Area: 4 square miles													
Carver Park	16	•	•					•		•	•	•		•	•			•	•	•	•		•		
Joe Henry Park	15	•						•		•					•				•	•			•		
Kennedy Park	18	•	•					•		•	•				•	•	•		•				•		
Smucker Park	24	•																•	•	•			•		
<u>NEIGHBORHOOD PARKS</u>	Service Population: 5,000											Service Area: 1 square mile													
Marcus Park	2	•	•																				•		
Kiwanis Park	14	•						•		•								•		•				•	
Seymour/Netwest Park	3.5	•																•	•	•			•		
Joe Henry Optimist Center	1.5	•									•										•	•	•		
Sanguinetti Park	4.5	•						•			•								•	•			•		
Winsor Rotary Park	6	•																•	•	•			•	•	•
Sunrise Optimist Park	6	•																•	•	•			•		
Terrace View	3	•																•		•			•	•	
Las Casitas 1	2.8	•																•					•	•	
Ocotillo 1	4.92	•									•												•	•	
Parkway Place 1	2.26	•									•												•	•	
Desert Ridge 1	3.76	•																					•	•	
Victoria Meadows	5.5	•																•		•				•	
Walmart Basin Park	3	•																•		•				•	

	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
POCKET PARKS	Service Population: Localized											Service Area: Immediate area													
Clymer Park	.3	•																							
Boys and Girls Club Park	.9	•																							
Jennifer Wilson Park	.25	•																							
OPEN SPACE																									
Winsor Basin	10	•																							
Big Curve Path	9.5	•																							
Library Green	4.4	•																							

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 Sanguinetti Park – 22nd Street and 8th Avenue, Marcus Park – 6th Avenue and 5th Street, Kiwanis Park – 8th Street and Magnolia Avenue, Netwest Park – 14th Avenue and 12th Street, Joe Henry Optimist Center – 1793 1st Avenue, Winsor Rotary Park – 20th Street and 34th Drive, Sunrise Optimist Park – 20th Street and 45th Avenue, Terrace View- Avenue 6E and 28th Street, Las Casitas 1-28th Drive and 31st Street, Ocotillo 1- Avenue 6E and 42nd Place, Parkway Place 1- 27th Street and 39th Drive, Desert Ridge- 26th Lane and Avenue 7 ¾ E, Victoria Meadows- 23rd Street and 20th Drive, Walmart Basin Park – Palo Verde Street west of Pacific Avenue, and Ponderosa Park – 26th Street and 31st Avenue.

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 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. 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 13th Avenue, and three pocket parks within Hacienda Estates.

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 bike-ways 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 40th Street with most users being bicyclists, walkers, and joggers. The section from 40th street to 44th street has not been fully completed as of 2007, but plans for completion are eminent. 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 the Yuma Crossing Park. The approximately 2 mile paved pathway includes landscaping and rest areas with benches and water fountains.

The City has an adopted Bicycle Element (R95-010 Feb.1, 1995). The element includes the identification of a complete bicycle network and minimum design standards for bike paths that follow the Arizona Bicycle Facilities, Planning, and Design Guidelines as amended.

There are additional bike paths and multi-use paths currently under construction within designated linear park corridors, such as 20th Street from Avenue B to Avenue D and the East Main Canal south.

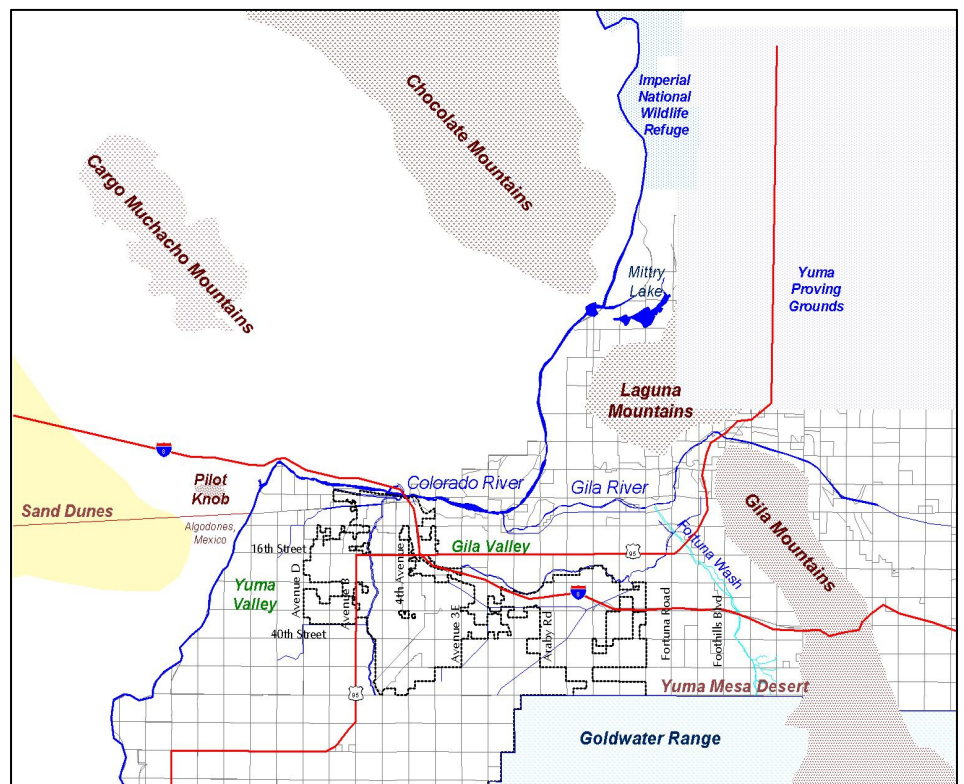
Equestrian activities are a common thread in the history of Yuma, from the trailblazers of the past to the farm and ranch activities of today. There are a number of informal trails in and around the Yuma area, particularly along canal banks. Currently the City has an equestrian trail that begins at the western end of the West Wetlands Park and connects with Gateway Park to

the east of 4th 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 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 32nd St.), federal lands along the mesa (s. of Desert Hill Golf Course), lands NW of Arizona Western College, and the Yuma City/County Library Green. Library Green is located at 350 3rd Avenue. The grounds encompass 3 acres of green open space surrounding the future 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 future expansion of arts and culture programming is planned for Library Green. 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.

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 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.

In the Yuma urban area, the primary opportunity for open space preservation is the revitalization of the Gila and Colorado River Corridors through the de-

velopment of the East and West Wetlands projects. These facilities have opened the river corridors to passive recreation opportunities and included major efforts to revegetate 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. Though not fully completed it is estimated that the Wetlands plan is 60% realized. These projects are discussed in greater detail in the Conservation and Environmental Element- Chapter 7 of the General Plan

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 viewshed 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

DOG PARKS

The City of Yuma currently does not have a designated Dog Park, but 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. 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 does not have a natatorium, but operates three community pools to serve recreation swim needs and is in the process of developing a joint-use aquatic center with Yuma High School District.

JOINT USE SCHOOL FACILITIES

The City has various agreements with the local 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 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 (to be completed for 2007 school year).

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.

Elena Orendain Curtis Athletic Complex at 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, and the Yuma Art Center (which includes the Historic Yuma Theatre) where cultural activities and special theatrical and artistic performances occur.

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 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.
 1. **Snider Auditorium**, located at Yuma High School, can seat approximately 713, and is the only facility in Yuma at this time which features a fly loft.
 2. **Kofa and Cibola** High School's auditoriums seat 525 and 510 respectively.
 3. **Gila Ridge High School**, scheduled to be completed in 2007 includes plans for a community performance theater to include raked seating for 1,200 and a full fly loft.
 4. **Post Auditorium**, located at Mary E. Post Elementary School, seats 1,003.

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 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 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 Paradise and Cocopah Casinos.

Visual Arts Facility

A visual arts facility's 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 located in historic downtown Yuma. This newer facility incorporates the Yuma Art Center Museum, the Historic Yuma Theatre and the United Building. This facility provides four galleries, three 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 Conservation and Environmental Element – Chapter 7 of the General Plan.

Roxaboxen

Roxaboxen is unique to Yuma and is based on a story written by Marion Doan in 1916 about her childhood memories of growing up in Yuma in the early 1900's. Citizens and community leaders pursued the development of the park. The ½ acre site at the corner of 2nd Avenue and 8th Street 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 City of Yuma Art Center, until destroyed by fire in 1993. Currently a landscaped setting, this is the site of 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 will host a future military museum. The site takes advantage of the close proximity of the Southern Pacific Railroad offices and the future Del Sol Multi-Modal transportation center.

Yuma Crossing State Historic Park

The Yuma Crossing State Historic Park is unique to Yuma. It is a State operated historical site 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 Crossing State Historic Park is part of the Yuma Crossing National Heritage Area, which includes the Riverfront Regional Park Development and Wetlands Area, and connects with the trails system.

Yuma Territorial Prison State Historic Park

It is a State operated historic site and has a museum, picnic tables, and views from the original guard tower overlooking the confluence of the Colorado and Gila Rivers. The Yuma Territorial Prison is part of the Riverfront Regional Park Development and Wetlands Area and connects with the 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. The Ocean-to-Ocean Bridge is part of the Riverfront Regional Park Development and Wetlands Area and connects with the historic trails system via City streets.

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 16th 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.

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 and services offered by MCAS to the military community within the planning boundaries of Yuma include: 2 softball fields, 1 football field, 3 basketball courts, 1 volleyball court, 2 batting cages, Arizona Adventures equipment rentals, 1 theatre, 1 bowling center, 1 baby pool, 3 swimming pools with bathhouse, 3 shelters, 3 tennis courts, 1 youth center, 3 community centers, 1 paintball field, 1 soccer field, 1 ramada with picnic grounds, 1 skating rink, 1 youth ball field, and 3 play apparatuses. 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.

MATRIX 2 Recreation Facilities Inventory	West Wetlands	Yuma Readiness Center	MLK Teen Center	Yuma Civic Center	Clymer Park	Marcus Park	Carver Park/ Sanguinetti Athletic Complex	Gateway Park	Joe Henry Park	Kiwanis Park	Winsor Park	James P. Deyo Baseball Complex	Riverside Park	School Facilities	Caballero Park	Friendship Park	Netwest Park	JHOC Park	Sanguinetti Park	Kennedy Park/ Athletic Complex	Sunrise Park	Smucker Park	Walmart Basin Park	Totals
	Tennis Courts							2								9								
Softball Diamonds							2		2					8							3			15
Baseball Diamonds												4		3										7
Adult Soccer /Football Fields																								0
Youth/Practice Soccer Fields														1							2			3
Handball Courts							2																	2
Basketball Courts				2			2											3		1				7
Volleyball Facilities								3	1						2				1	4				11
Play Apparatus	1				1	1	2	1	2		1				1		1	1	2	2	1	2		19
Exercise Facility											1					1					1	1		4
Community Recreation Center		1	1		1		1						1											6*
Gymnasium																		1						1
Community Pool						1	1													1				3
Skate Facility																				1				1
Restrooms	2	1	1	2			1		1			4		4	2			1	1	3		1		24
*The sixth recreation center facility is located at the Adult Center. Also the Civic Center functions as recreation center in the summer time for basketball and other activities.																								
Additional Amenities: These Facilities have no population standard, but are included in the City's park system																								
Water Feature – Children's Play Area							1									1								2
Remote Control Mini-Race Track										1														
Fishing Pond	1										1													
Walking Paths	1						1				1			1	1	1				1	1	1	1	10

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 Associations 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 88,775 (source: Arizona Department of Economic Security, July 2005) 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 178,000 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 8th Street and 16th 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 24th Street and 32nd Street. This area has a population of 6,561 persons. The area is developed with commercial activities on 4th Avenue and 32nd 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 ¹	Existing	Park Needs 2005 ²	Park Needs ³ Build Out 178,000
Regional	1 per 100,000	2	1	2
Area	1 per 25,000	4	4	7
Neighborhood	1 per 6,000	17	15	30

¹ – 2006 Parks & Recreation Facility Plan

² – AZ Dept. of Economic Security, 2005 Projections

³ – City of Yuma Joint Land Use Plan – Expected Population at Build Out

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.

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.

Objectives

- 1.1 Continue to encourage coordination by Federal, State, and City entities for the development of the riverfront and wetlands.
- 1.2 Provide a diversity of park facilities
 - 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 Environment Design (CPTED) strategies.
 - 1.2.2 Provide trails, paths, picnic areas, play equipment and recreational amenities which are accessible to the disabled.
 - 1.2.3 Make a wide variety of park and recreation facilities available to meet the desires of special needs and interest populations.
- 1.3 Develop facilities and utilize existing resources to offer a variety of cultural and artistic experiences.
- 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.
- 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.
- 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.
- 1.7 Coordinate with area school districts to expand the development and/or continued joint-use of school facilities for public use.
- 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.
- 1.9 Achieve a coordinated and cooperative program between the City, County, and other governmental entities in areas of mutual concern.
- 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.

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.

Objectives

- 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.
- 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.
- 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.
- 2.4 Enhance the open space and recreation system to provide opportunities for all populations.
 - 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.
 - 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.
 - 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.
 - 2.4.4 Initiate an interpretive arts workshop, insuring site accessibility.
- 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.
- 2.6 Utilize existing vacant land, retention basins, utility easements, and rights-of-way for recreation potentials and multiple uses.
- 2.7 Expand recreational opportunities through landscape or conservation easements, trail easements, land leases, or other non-ownership methods.
- 2.8 Develop the linear park system in proximity to historic trails where possible.
- 2.9 Establish public open space areas for hillsides, escarpments, natural dunes, and bluffs through development guidelines for sensitive lands and other natural features.
- 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:

Objectives

- 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.
- 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.
- 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. Typically, neighborhood parks include walking paths, playground apparatus, drinking fountains and security lighting, but do not include restrooms or ramadas. Natural or man-made barriers may require more parks in a neighborhood area than dictated by numerical standards.
- 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.
- 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.
- 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.

Objectives

- 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:
 - 4.1.1 Aquatic Center: One aquatic center for every 100,000 citizens.
 - 4.1.2 Cultural Center: One cultural center for every 75,000 citizens.
 - 4.1.3 Community Performance Theater: One community performance theater for every 25,000 citizens.
 - 4.1.4 Regional Performing Arts Center: One regional performing arts center for every 100,000 citizens.

- 4.1.5 Amphitheater: One amphitheater for every 100,000 citizens.
- 4.1.6 Visual Arts Facility: One visual arts facility for every 75,000 citizens.
- 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.
- 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, and Roxaboxen Park.
- 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.

Objectives

- 5.1 Recreational Facilities: Provide the following recreational facilities within appropriate new and existing park and recreation locations to achieve a balanced park and recreation system:
 - 5.1.1 Tennis Courts: One tennis court for every 10,000 citizens.
 - 5.1.2 Softball Diamonds: One softball diamond for every 4,000 citizens.
 - 5.1.3 Baseball Diamonds: One baseball diamond for every 15,000 citizens.
 - 5.1.4 Soccer Fields (Adult/Regulation): One soccer field for every 10,000 citizens.
 - 5.1.5 Soccer Fields (Youth/Practice): One soccer field for every 6,000 citizens.
 - 5.1.6 Basketball Courts: One basketball court for every 6,000 citizens.
 - 5.1.7 Exercise Facilities: One exercise facility for every 10,000 citizens.
 - 5.1.8 Volleyball Courts: One volleyball court for every 5,000 citizens.
 - 5.1.9 Play Apparatus Area: One apparatus area for each 4,000 citizens.
 - 5.1.10 Recreation Center: One recreation center for every 25,000 citizens.
 - 5.1.11 Community Recreation Center: One center for every 50,000 citizens.
 - 5.1.12 Regional Recreation Center: One center for every 100,000 citizens
 - 5.1.13 Gymnasium: One gymnasium for every 25,000 citizens.
 - 5.1.14 Community Pool: One community pool for every 15,000 citizens.
 - 5.1.15 Skate Facilities: One skate facility for every 60,000 citizens.

ACTION PLAN

Phase	Project	Responsible Department/ Agency
1-5 Years	Bring existing parks to standard with security lighting, sprinkler systems, play apparatus, bleachers and ramadas	Parks
	Pursue land acquisition opportunities for future parks, specifically the Yuma Valley Area Park and East Mesa Area Park 1&4	Parks
	Develop an Adopt-a-Park & Adopt-a-Trail Program	Parks/ Community Development
	Construct various Bike/Pathway facilities where to provide linkages between city activity areas	Parks/ Community Development/ Public Works
	Design and construct Yuma Valley West Area Park	Parks
	Construct various Bike/Pathway facilities - 20 th Street Pathway, West Main Canal Pathway, East Main Canal south	Parks/ Public Works
	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
	Develop Strategy to construct the West Wetlands Park Amphitheatre	Parks
	Develop the James P. Deyo Complex adaptive re-use plan.	Parks
	Develop Strategy to complete the Smucker Park expansion	Parks
	Clearing and expansion of Riverside Park to the east	Parks
	Completion of roadway project in West Wetlands	Parks
	Pursue future development of recreation centers	Parks
	Improve seating and fan amenities at Desert Sun Stadium	Parks
	Enhance Civic Center operation through recreation and art programs that broaden usage of facility	Parks
	Develop funding mechanism for inclusion of Public Art in public facilities and gateways	Parks
	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
	Complete new joint-use facilities with Yuma Union High School District to include Community Pool at Cibola High School, and Softball Complex at Gila Ridge High School	Parks
	Construct 1 mile of the Thacker lateral Linear Park between 24 th St. and 32 nd St. and Construct ½ mile along the 33 rd Dr. Linear Park from 32 nd St. to 36 th St.	Parks/ Community Development/ Public Works

Phase	Project	Responsible Department/ Agency
5 to 10 Years	Develop Strategy for developing a Regional Recreation/Community Center	Parks
	Design and build dog park at Wal-Mart basin	Parks
	Construct Livingston Ranch Recreation Center	Parks
	Expand James P. Deyo Regional Park to 48 th Street	Parks
	Develop recreation center in East Mesa	Parks
	Pursue land acquisition opportunities for future parks	Parks
	Construction of West Wetlands Amphitheater	Parks
	Expand the Joint Use School Agreements to better meet the recreation needs of the community	Parks
	Design and construct aquatic center in East Mesa area	Parks
	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
	Develop strategies and target opportunities to provide Park System facilities in areas to be annexed by the City in the next five years	Parks
	Upgrading of parks facilities to include restrooms, play apparatus, pathways and lighting	Parks
	Design and construct East Mesa Area Park 1&4	Parks
	Construct a Regional Multi-Use Art Center	Parks



Parks, Open Space & Trails

Existing Park

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

Future Park

- Area Park
- Neighborhood Park
- Open Space

Paths and Trails

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

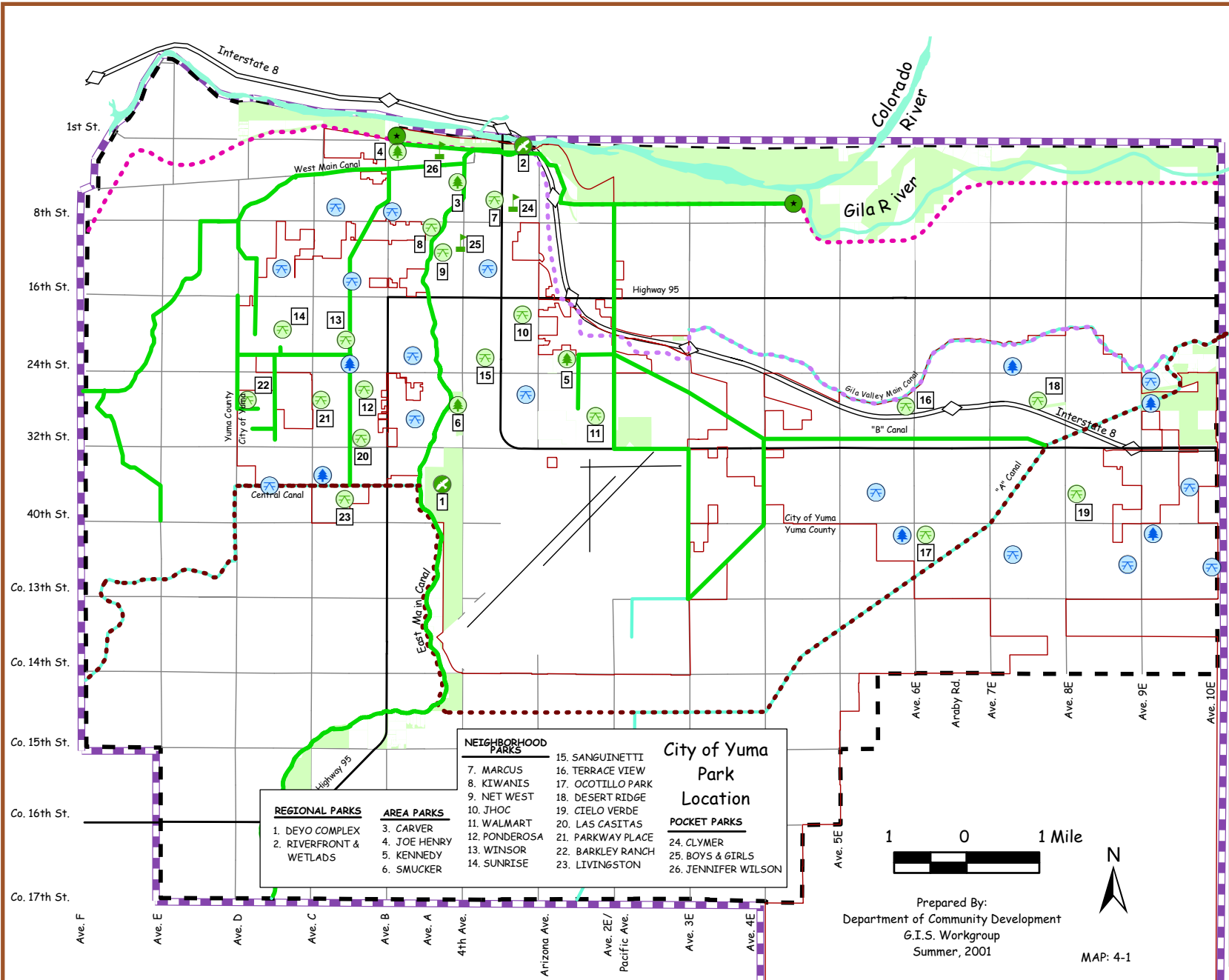
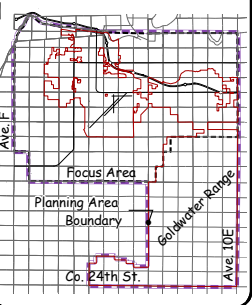
Focus Area

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Planning Area Boundary

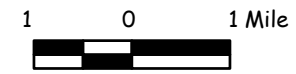
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City of Yuma Planning Area



- | | | | |
|--------------------------|--------------|-------------------|---------------------|
| REGIONAL PARKS | | AREA PARKS | |
| 1. DEVO COMPLEX | 3. CARVER | 7. MARCUS | 15. SANGUINETTI |
| 2. RIVERFRONT & WETLANDS | 4. JOE HENRY | 8. KIWANIS | 16. TERRACE VIEW |
| | 5. KENNEDY | 9. NET WEST | 17. OCOTELLO PARK |
| | 6. SMUCKER | 10. JHOC | 18. DESERT RIDGE |
| | | 11. WALMART | 19. CIELO VERDE |
| | | 12. PONDEROSA | 20. LAS CASITAS |
| | | 13. WINSOR | 21. PARKWAY PLACE |
| | | 14. SUNRISE | 22. BARKLEY RANCH |
| | | | 23. LIVINGSTON |
| | | | 24. CLYMER |
| | | | 25. BOYS & GIRLS |
| | | | 26. JENNIFER WILSON |

City of Yuma Park Location



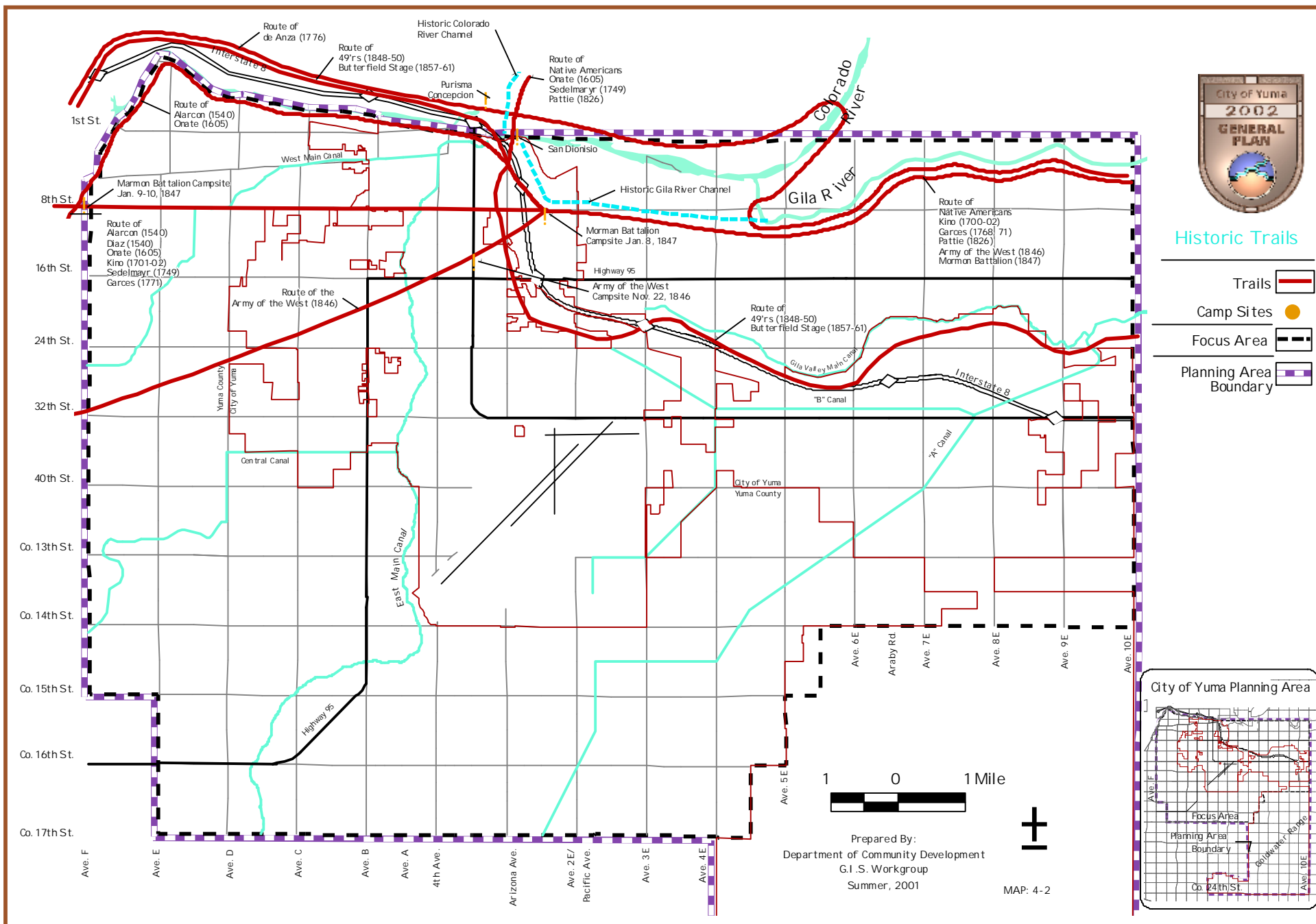
Prepared By:
Department of Community Development
G.I.S. Workgroup
Summer, 2001

MAP: 4-1



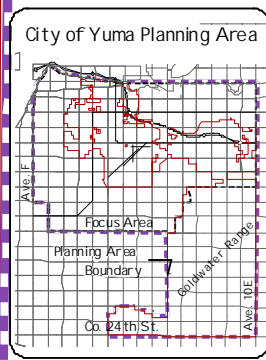
Historic Trails

- Trails
- Camp Sites
- Focus Area
- Planning Area Boundary



Prepared By:
 Department of Community Development
 G.I.S. Workgroup
 Summer, 2001

MAP: 4-2



**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

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.

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.

A Housing Needs Assessment and Housing Condition Report containing background information for this Element provide a detailed picture of the demand for and supply of housing, as well as the conditions of the housing stock in Yuma. The Consolidated Plan and Analysis of Impediments to Fair Housing Choice, as well as other planning efforts, serve to expand the issues identified in this Element and implement specific programs and policies.

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 designing a comprehensive housing strategy to address issues within the community. The following discussions provide an overview of the demographic and housing characteristics in Yuma.

POPULATION CHARACTERISTICS

Population characteristics such as income, age, race/ethnicity, and

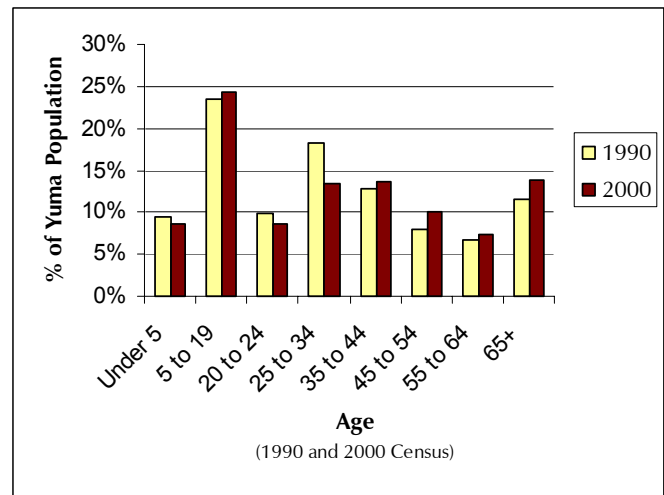
employment all help determine the housing needs in a community.

The City of Yuma's population increased by approximately 36 percent from 1990 to 2000. Accompanied by significant growth, the population composition also changed during the 1990s. The percentage of people over 35 years old increased, due in part to the number of older, seasonal visitors who have chosen to live year-round in Yuma, as well as a lack of well-paying employment opportunities to retain younger workers. 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.

2000 Population
Yuma - 77,515
County - 160,026
State - 5,130,632
(2000 Census)

Historically a racially and ethnically diverse community, the percentage of non-Hispanic White persons decreased to 48 percent while the percentage of Hispanic persons (of all races) increased to 46 percent during the 1990s.

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. According to the 1990 Census, nearly 41 percent of the Hispanic population was below the age of 18, while only 27 percent of the White population was younger than 18. The Hispanic population as a whole in 1990 was younger, with over 70 percent below the age of 35, compared to 60 percent of the White, non-Hispanic population. The Hispanic population is expected to continue its increase as the young families have additional children.



According to a report by the Arizona Housing Commission (AHC), in 1998 Yuma County was the county with the highest percentage of jobs in low-paying sectors (64 percent). 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 Arizona Department of Economic Security (DES) estimates the 2000 median annual wage for a person employed in a farming, fishing, or forestry occupation in the Yuma MSA at \$13,440 per year, plus any additional benefits such as health and retirement. Tourism employment may encompass a range of employment occupations, such as food preparation and serving-related occupations (\$13,460 median income) and sales and related occupations (\$14,810 median 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 \$12,264 per year at the lowest rank (with less than two years experience), with a maximum wage of \$53,604 per year after 26 years of service. Of the approximately 4,200 military personnel working at MCAS Yuma, the great majority, about 3,800, is enlisted, with over 1,360 enlisted

families living off the base.

In addition, tourism and agriculture are subject to seasonal fluctuations. As a result, according to the DES, the 2000 unemployment rate in Yuma (19 percent) was significantly higher than the average rate for the State (4 percent). Per capita income in Yuma was also 27 percent less than that for the State (according to the U.S. Bureau of Economic Analysis) due to the lower paying employment opportunities and greater proportion of children and retirees in Yuma.

2000 Household Type	# of HHs
Total Households	26,649
- Family Households	19,618
- Married-couple Family	15,081
- Female-headed Family (no husband present)	3,480
- Non-family Households	7,031
- Householder Living Alone	5,778
- Non-family Household (more than 1 person)	1,253

(Source: 2000 Census)

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 2000 were comprised of families (74 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 30 years. 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. Approximately 28 percent of the households in Yuma include individuals aged 65 or older, of which approximately 36 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 14 percent of the City's non-institutionalized individuals over the age of 16 in 1990. Elderly persons had a higher rate of disability at 34 percent of the aged 65 and older population, compared to only 10 percent of those younger than 65.

Large - In 1990, about 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 (43 percent of renter large households) and a higher incidence of overcrowding (40 percent of all large households).

Single-Parent Headed - 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 lower rate of homeownership and higher rate of poverty than other types of households. In 2000, 79 percent of the family households with children headed by single parents were female-headed households. In 1990, 53 percent of the female-headed households with children under 18 were living below the poverty level.

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. In 1990, an estimated five percent of the City's labor force was employed by agriculture, forestry, and fishery industries. According to the United Farmworkers Union, there are approximately 35,000 field farmworkers working within Yuma County at peak season (November to March). Many of these farmworkers commute from Mexico to work. A representative from Immigration and Naturalization Services estimates that the majority of persons commuting from Mexico to work in the Yuma area are working in agricultural employment. Discussions with local agricultural employers also confirm that a large percentage of the fieldworkers working locally commute on a daily basis from homes in Mexico. Many of these farmworkers stay in the Yuma area and Mexico during the summer and choose not to migrate to Salinas, California to work since housing costs in the Salinas area are high.

The Arizona Interagency Farmworker Coalition estimates that within Yuma, La Paz, and Mohave Counties in 2001, there were 14,290 seasonal farmworkers (workers that live within the area and are able to return to their house each night) and 29,000 migrant farmworkers (workers whose home is not within commuting distance and therefore have to find alternative local housing for the agricultural season). Since many local farmworkers commute from Mexico, many of the migrant farmworkers identified in the three-county area may reflect those who are unable to commute to Mexico on a daily basis due to the distance to northern portions of Yuma County and La Paz and Mohave Counties. However, the Coalition's estimates include only those workers that registered for employment services but do not include persons working illegally. As a result, the Coalition's estimates may under represent the actual number of farmworkers within the Counties. The Yuma School District estimates that there are 2,500 migrant students attending Yuma schools.

While many farmworkers are able to live in Mexico where the housing costs are considerably lower, thereby reducing the demand for affordable farmworker housing in Yuma compared to many other agricultural areas, affordable housing for farmworkers is still needed. Providing affordable

housing for farmworkers will improve the quality of life for those who do not want to spend hours every day crossing the border to work and will help reduce the overcrowding situation that occurs within the City (as identified by the School District One). Housing America Corporation has one farmworker housing project that has 32 units for very low-income households. Housing for farmworkers and migrant farmworkers is typically addressed in Yuma through the provision of housing affordable to very low-income households.

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 provided for active military on the bases, over 1,680 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. In 2001, a continuum of care gap analysis was completed for Yuma County to identify unmet need for housing and services for homeless and special needs population. Since Yuma contains almost half of the County's population, as well as serving as home to many service providers, many of the homeless identified for the County live within or close to the City. Based on the continuum of care analysis, there is an estimated need for 694 beds/housing units for individual homeless persons and an additional 962 beds/units for persons in families with children. While there are housing and service providers within Yuma that are working to meet this need, there is a current shortage of 534 beds/units (77 percent of estimated need) for homeless individuals, and 898 beds/units (93 percent of estimated need) for persons in families with children. The population with the greatest need for outreach, emergency shelter, transitional housing, and permanent housing is homeless families.

Winter Visitors - One other segment of the Yuma community that has specialized housing needs is the region's seasonal, winter visitors. These are people, in addition to the agricultural workers and homeless discussed above, that come to stay in the Yuma area during the winter months. As a result, they only 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 (about 41 percent of the 1999-2000 winter visitors). According to the Yuma Visitors Convention and Visitors Bureau, many of its member RV parks were reaching capacity in December 2001. An almost equal percentage of winter visitors stay in park model and manufactured homes (approximately 41 percent). 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 2000 Census (4,025 units, or approximately 11.6 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 (approximately seven percent). The remaining winter visitors stay in houses (less than 1/2 percent), apartments (three percent), and on public lands (seven percent).

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 and state and federal standards to establish a housing standard that the City will be striving 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 (as discussed in the Housing Condition Survey Report), 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, energy, and telephone. Quality housing should also be of an adequate size, such as measured by the Census as 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). All of these factors are discussed in this Housing Element and 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 provision of 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. The Housing Condition Survey Report identifies areas within the community that are lacking adequate sidewalks and street facilities and street lighting.

Inadequate off-street parking affects neighborhood conditions by forcing people to park on street or within the yards. Minimum off-street parking requirements are defined by the City in its Zoning Ordinance. Older units may have less 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 available off-street parking. 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 parks 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.

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 growth; 2) housing type and tenure; 3) public and assisted housing, 4) age and condition of housing units; 5) housing costs and affordability; 6) overcrowding; and 7) cost burden.

2000 Housing Units

Yuma - 34,475
County - 74,140
State - 2,189,189
(2000 Census)

Type and Tenure - The number of housing units in Yuma grew over 50 percent during the 1990s. Single-family homes comprise the greatest percentage of units within the community. 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. Based on the 2001 Taking Stock of Arizona's Distressed Mobile Home Parks (ESI Corporation) report, many of the residents in mobile home parks are older, with the median age of mobile home park residents 65 years old in 1990, compared to 29.9 for the City overall. With a higher number of retirees, the income for mobile home residents is low, with an average annual 2000 income of \$15,824. Mobile home parks are also home to many seasonal residents, with seasonal residents comprising almost one-half (45 percent) of the mobile home residents responding to a survey in 2001. The great majority of these seasonal residents, 87 percent, are non-farmworker, winter visitors to Yuma. In addition to living in mobile home parks and non-manufactured housing, many of Yuma's winter visitors live in their own recreational vehicles in RV parks.

According to the Census, homeownership increased from 58 percent of all occupied housing units in 1990 to 64 percent in 2000. White and Asian households had the highest rate of homeownership in 1990 (1990 Census). In 2000, according to the Home Mortgage Disclosure Act data, White and Hispanic households represented 45 and 35 percent of the applicants for conventional home purchase loans, respectively. The remaining applicants

for conventional loans were African American, Asian, and Native American. Government-backed loans represent a significant alternative source of financing for many Yuma households. However, lower income households in general have more difficulty in acquiring home financing.

Affordability - The Housing Authority of the City of Yuma (HACY) owns and manages 235 affordable units, and manages an additional 30-unit project. HACY is also responsible for the administration of the Section 8 rental assistance program in Yuma, with a total of 1,130 Section 8 vouchers.

Other affordable housing projects in the City include four tax-exempt revenue bond projects and five Low Income Housing Tax Credit (LIHTC) projects (two operational, one under construction, and two in the planning stages). The County of Yuma has a 35-unit project in the City. The EXCEL Group has four affordable housing projects with a total of 95 units. Yuma Area Housing Opportunities has two affordable apartment complexes with a total of 62 units. Two other affordable housing projects provide 132 affordable units. Combined, approximately 1,194 housing units (both constructed and in the planning stages) 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 by HUD in 1993, approximately 70 percent of the rental units and 47 percent of the ownership units in Yuma were available at prices affordable to lower and moderate-income households. Assuming similar trends persisted, over 7,700 rental units and 8,000 ownership units in the City should be available at prices affordable to lower and moderate-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.

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 households without governmental 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.

According to the 1990 Census, approximately 43 percent of the housing units in Yuma were constructed before 1970. An additional 26 percent are between 20 and 30 years old, and may require substantial repairs during the next 10 years.

Based on a windshield housing condition survey conducted in 2001 of about 6,300 units in the City, 54 percent of the units are in good condition. Housing units requiring minor repairs represent about 42 percent of the units and four percent of the units require moderate and substantial repairs. Overall, housing units in the northwestern part of the City, north of West 8th Street, have concentrated rehabilitation needs.

The condition of approximately 1,300 housing units immediately outside the city limits, but within the City's planning area was also evaluated. Concentrated needs for repairs are found in this area, with only 24 percent of the units being in good condition, but 62 percent requiring minor repairs and 14 percent requiring moderate or substantial repairs.

The City also participated in the April 2001 study Taking Stock of Arizona's Distressed Mobile Home Parks. Based on this study there is a range of mobile home park conditions in Yuma. The most common concerns are skirting and clutter issues. Overall, medium sized parks appear to be in a more significant state of disrepair. A more detailed discussion of factors affecting mobile homes in Yuma is contained in the study.

**Estimated 2000
Households Overpaying
for Housing**

Renter Households

Very Low Income - 1,223
Low Income - 906
Moderate Income - 1,138
Middle Income - 179
Upper Income - 218
Total - 3,664

Owner Households

Very Low Income - 726
Low Income - 735
Moderate Income - 736
Middle Income - 374
Upper Income - 832
Total- 3,403
(2000 Census, 1993 HUD
CHAS data)

Overcrowding and Cost Burden - Overcrowding affected nine percent of all households in 1990. For certain sub-populations in Yuma, overcrowding was a serious problem, with almost 40 percent of the large family households (five or more members) living in overcrowded conditions. The incidence of overcrowding increased to over 50 percent for large family renters. However, lower income and renter households experienced a higher rate of overcrowding than owner households.

Approximately 27 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 HUD in 1993, approximately 34 percent of the renter households were lower and moderate income with a housing cost burden. For owner households, 13 percent were lower and moderate income and had a housing cost burden. Given the tenure distribution in 2000, an estimated 3,300 renter households and 2,200 owner households may be lower and moderate income and have a housing cost burden.

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 condominium, 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. At 120 percent of the median income, all size households are able to afford to pay more than the average market price for an adequately sized unit.

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 for an average of 366 single-family homes, 69 multi-family units, and 221 mobile homes have been issued annually over the past few years. However, when taking into consideration population, employment, and housing growth projections for the region, as well as growth potential within the City and its planning area, the projected increase in housing should be higher than presented by existing trends.

For strategic planning purposes, in 1999 the City developed a forecast of City population and housing stock for 2004. Using a variety of data sources, the City population is projected to increase by 22 percent and the housing stock by 36 percent between 1999 and 2004. Using these same assumptions, the City population is projected to reach 94,400 persons and the housing stock to reach 47,000 units in 2005. By 2010, the population is projected to reach 111,300 persons and the housing stock to reach 59,500 units (see Table 1 on next the page). Growth for both time periods will be due to development within the current City limits, as well as annexation of land as property

Table 1
Projections for 2005 and 2010 Based on 2004 Forecast Assumptions

	2000 Census	2005 Projection	2010 Projection	Annual Growth
Population	77,515	94,400	111,300	4.4%
Housing	34,475	47,000	59,500	7.3%

owners request annexation into the City.

Characteristics of Future Housing Stock and Households - Based on building permit data, multi-family, and mobile homes represented approximately 43 percent of the building permits issued in recent years and the remaining 57 percent represented single-family detached and attached homes. This is a higher proportion than the City's remaining residential sites inventory, which identifies 37 percent of the 15,450 potential units to be accommodated in the Medium and High Density Residential categories. This pattern indicates that the composition of the City's housing stock is expected to gradually shift to a higher proportion of single-family homes, which currently represent only 53 percent of the housing stock. Another housing trend in Yuma is that the number of seasonal use units grew at a much higher rate (181 percent) between 1990 and 2000 when compared to the increase in housing units as a whole (52 percent).

As shown in the 2000 Census, 74 percent of the households in Yuma are family households, 22 percent are single-person households and 4 percent are other non-family households. Given the increasing proportion of single-family homes and diminishing opportunities for multi-family development, the City's housing stock is likely to gear more toward accommodating family living. This will provide additional housing opportunities for many of the City's households. Winter visitors will also find additional housing opportunities if the high growth in seasonal use units continues.

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. To help promote the continued development of higher density development, such as apartments, the City could designate additional land for High Density Residential uses.

In Yuma, 50 percent of the population (upper-income households) received 65 percent of the new mortgages recorded from 1997 to 2000. As a result, lower income households are under-represented as home purchasers. In designing its housing strategy, the City must also strive to achieve a balance between accommodating the market demand and assisting the existing households with increasing cost burden and diminishing hope for improving their housing situation. Unless homeownership assistance is provided to the

lower and moderate-income households, this group will continue to be under-represented in the ownership housing market.

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 between 40 and 50 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 communities) 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. Based on recorded sales data, the average assessed value for single-family land in Yuma is approximately \$2.6 per square foot. For medium density multi-family land, the assessed value is approximately \$5.2 per square foot. 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. The Affordable and Fair Housing Commission also addresses fair housing issues in Yuma.

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 the homeownership market. Mortgage interest rates are influenced by economic conditions 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 downpayment, and/or reduce 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.

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.

To promote homeownership among all households, including lower income households, the City will continue to work with lenders to distribute information regarding opportunities for the purchase of housing through the use of government-backed loans, as well as other available grants and loan programs. 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.

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.

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 and the City/County joint land use planning area. 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.

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 or limited in areas subject to the noise and safety zones associated with the Marine Corps Air Station/Yuma International Airport. While excluding or limiting residential uses within these areas does reduce the amount of land available for housing, allowing additional residential uses in these areas would expose residents to increased safety hazards.

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

**Table 2
General Plan Residential Land Use Categories**

Land Use Category	Allowable Residential Density (dwelling units/acre)
Rural Density Residential	0.2-2*
Suburban Density Residential	0.5-3
Low Density Residential	1-6
Medium Density Residential	7-12
High Density Residential	13-18
Mixed Use	5-10

* 1) Residential development within the 65 to 70 Ldn noise contours will be noise attenuated, site built, and be built on parcels not less than 2 acres in area; 2) Site built and new manufactured housing units are permitted outside the 65 Ldn noise contour; and 3) south of County 12th Street, outside the 65 Ldn noise contour, the density will not exceed 1 dwelling unit per 2 acres until the Suburban Development Study Area study is completed.

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- 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-1-6, R-1-8, R-1-12, R-1-20, and R-1-40)
 - Medium Density Residential District (R-2)
 - 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)

Residential uses are also allowed in limited amounts in some of the non-residential districts.

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, market preference for single-family units and liability issues related to condominiums result in a preference to construct single-family and mobile homes/manufactured housing. The lack of land designated for High Density Residential uses also limits the opportunities for development of higher density 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, excessive 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. Incentives to encourage residential mixed-use development in targeted growth areas should also be evaluated. 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 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 and 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 10 years there has been a relatively large increase in the number of seasonal use homes in Yuma, the City should also monitor 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. If necessary, the City should consider rezoning additional land for appropriate residential uses.

Building Codes and Enforcement - The City is dedicated to requiring

nationally accepted codes for safe housing construction and has adopted the 1998 International One- and Two-Family Dwelling Code, with various amendments from the 2000 International Residential Code for One- and Two-Family Dwellings by reference, effective October 2001 [Ordinance O2001-74: 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 Uniform Mechanical Code, National Electric Code, Uniform Plumbing Code, and Uniform Housing 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 result in lower insurance premiums and less frequent maintenance. These national codes also provide a safer environment for City residents.

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. These programs are discussed below under 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 Pro Rata Public Facilities Fee Ordinance in 1995 for the 20th Street Corridor and the South Yuma Valley Facility Plan areas. This fee replaced the previous fee structure that required development in these areas to pay for the construction of all necessary facilities associated with the development, without allowing for the share of the cost burden with later development that will also benefit from the new infrastructure.

The City completed a survey of other similar jurisdictions to compare Yuma's development and government fees. Based on a hypothetical 1,200 square foot single-family house, Yuma's fees for a home outside the Pro Rata Fee area (\$4,003/unit) were approximately 14 percent less than the survey average. The fees for development within the Pro Rata Fee area (\$5,922/unit) were higher, about 27 percent higher than the survey average. The AHC estimates that on average, government fees in Yuma comprise eight to 10 percent of the total cost of a single-family unit. With an average 2001 house price of about \$102,000, Yuma's fees are less than the state's estimated range.

The City has adopted a Government Fee Reduction Program to reduce the cost of new homes in the Carver Park neighborhood and rents in newly constructed affordable rental units. 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 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.

Substandard Housing - As was discussed previously, a significant portion of the housing in the City is over 30 years of age, requiring ongoing maintenance. Based on the housing condition survey, more than 40 percent of the units require minor repairs and four 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 do so as long as they can continue to command relatively high rents without adequately maintaining the units.

Many of these 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 its existing housing stock through low and moderate-income rehabilitation programs such as the emergency home repair (\$2,500 maximum deferred loan), major home rehabilitation (maximum \$30,000 deferred/subsidized loan), minor rehabilitation (\$5,000 maximum deferred 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 may also consider expanding its 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 streetlights, sidewalks, curbs and gutters, and paved streets) are less than ideal. The City should identify additional areas to focus for neighborhood revitalization to improve the quality of these neighborhoods.

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 RV vehicles 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 would require rental properties within approved neighborhood revitalization areas to be reviewed every three years to ensure that the housing units are well maintained. If this program is successful, the City may consider expanding the inspection program Citywide. 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 maintenance costs are minimized for lower income households.

To address the issue of poor property maintenance that occurs on individual properties throughout the community, the City may consider adopting a property maintenance ordinance to ensure that the visual quality of the 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. According to observations by service providers and Census indicators showing an increase in the median age and a reduced percentage of population between the ages of 20 to 34 years, many younger people are leaving the community in search of improved economic opportunities and higher paying 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 or living in housing that is substandard or overcrowded 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 will 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, as well as to redevelop underutilized and marginally viable business and industrial sites. Several organizations in the Yuma area are working with the City to improve the local economy, including: Greater Yuma Economic Development Corporation, Chamber of Commerce, Western Arizona Economic Development District Board, Western Arizona Council of Governments, Yuma Main Street Corporation, Yuma Convention and Visitor Bureau, Arizona Western College, and North 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's ability to travel to and from 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 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.

Yuma has a limited public transit system. Valley Transit provides public transit with two bus routes (Route 13 and 15). The routes serve the center of Yuma, as well as the communities of San Luis, Gadsden, Somerton, the Arizona Western College and North Arizona University (AWC-NAU), and the Foothills. Each bus line runs on a 1½ to 2-hour schedule Monday through Saturday. Yuma is also served by a Dial-a-Ride system operated by Saguaro Transportation Services and funded by the Yuma Metropolitan Planning Organization. Both of these services are utilized by residents for transportation to employment, shopping, and other needed services, such as medical appointments. Expanded service is needed to meet the public transportation needs of the community. The Transportation Element provides a detailed discussion of future expansion plans for the public transit system.

Energy Conservation - For many lower income households, the costs of cooling and heating their homes result in a significant portion of their income going towards utility bills. For some households, such as those with poor credit, there is also the additional cost of a high utility deposit. Several agencies provide assistance to 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 & Environmental Element addresses in more detail energy conservation techniques and available programs that encourage energy conservation in residential units.

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 resources, financial resources, 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) 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 15,450 new units could be built in Yuma. The total number of housing units to be constructed in the future could vary depending on the density of actual development. Additional land will also become available as developers request the City to annex land within its planning area based on a pre-annexation agreement.

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 located. Additional in-fill development is also encouraged in the mixed-use growth areas identified in the Growth Areas Element. To encourage mixed-use development in the targeted growth areas, the City should identify incentives for developers.

Allowing accessory dwelling units, or “granny flats”, as accessory uses to existing single-family house is another in-fill housing option that the City may research and evaluate. Second units often provide affordable alternatives to

**Table 3
Vacant Sites Inventory within City Limits**

General Plan Land Use Category	Expected Density (units/acre)	Vacant Acreage	Expected Units
Rural Density Res.	0.5	656	328
Suburban Density Res.	2.5	1,303	3,257
Low Density Res.	4	1,149	4,596
Medium Density Res.	10	454	4,540
High Density Res.	16	71	1,136
Mixed Use	5	316	1,580
Resort, Recreation, & Open Space	0.2	98	20
Agriculture	0.025	0	0
Total		4,047	15,457

Assumptions: Rural Density Residential areas are mostly located in areas where urban water sources are not available. Suburban Density Residential areas are located mostly in areas where urban water sources exist or are planned. Mixed Use areas are likely to include higher concentrations of commercial activities versus residential development. Resort, Recreation, & Open Space areas located within the 100-year flood plain will reduce the number of dwelling units indicated in the table because of potential flooding and additional construction costs for flood protection. Agricultural areas are not expected to provide for one residence per 40 acres but residences are permitted on such land. Source: City of Yuma, 2001.

apartment living, though issues such as off-street parking, increased density, maintenance, and compatibility with existing development need to be addressed prior to allowing accessory dwelling unit development through the Zoning Ordinance.

While the City has over 4,000 acres available for residential development and additional land outside the City limits in the planning area, the majority of land is designated for lower density residential development. These lower density homes will provide housing opportunities for many of the City's upper income households. Only 71 vacant acres of high density residential and 454 acres of medium 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 if needed to house the City's winter visitors, and redesignate land for higher density uses. If necessary, the City should consider increasing the density on properties where affordable housing is provided as part of the 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), Section 108 Loan, Hispanic Serving Institutions Assisting Communities (HSIAC), the Arizona Governor's ACTION Initiative fund, Economic Development Initiative (EDI) grants, 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. While not used at this time, other funding sources that may be used by the City in the future include HOME funds, which have been used by the City in the past, and the Arizona Department of Commerce Special Needs Housing Office's Special Needs Housing Fund and 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 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, Yuma Area Housing Opportunity, Inc., Salvation Army, Arizona Housing Development Corporation, the EXCEL Group, Serenity House, 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 neighborhood to address a range of issues. The Carver Park plan addresses 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 area. For example, assistance is available through the City to reduce the impact of development fees on new residential in-fill housing by providing assistance to home purchasers. A rental unit inspection program is being created to ensure that all residential units are maintained at a minimum standard. The YNDO is working to acquire real property, assist in the construction of new affordable housing, and assist in the rehabilitation of existing housing. The Arizona Western College is also planning on providing a Community Learning Center in the area 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 northwestern part of the City, north of West 8th Street, surrounding the Carver Park area where concentrated rehabilitation needs were identified in the Housing Condition Survey. 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.

GOAL, OBJECTIVES AND POLICIES

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

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

-
- Policy: The City shall continue to review and update building standards.*
- Policy: The City shall strictly enforce adopted building standards.*
- Policy: The City shall develop a strategy to address parking inadequacies in existing neighborhoods and new developments.*
- Objective: Maintain and enhance quality of existing housing.*
- Policy: The City shall develop neighborhood strategies that include resident-driven design standards and that promote neighborhood identity.*
- Policy: The City shall develop strategies for recycling, rehabilitation, or condemnation of housing that does not meet minimum housing code requirements.*
- Policy: The City shall work with citizens for community improvement to develop formal and informal housing maintenance programs.*
- Objective: Achieve a coordinated and cooperative program between City and County for housing in areas of mutual concern.*
- Policy: The City shall encourage cooperation with County in development of and enforcement of building standards.*
- Objective: Encourage a variety of housing types to meet all socioeconomic segments of the population, including both full time and seasonal residents.*
- Policy: The City shall encourage adequate supply of housing for low- and moderate-income residents.*
- Policy: The City shall encourage a variety of housing types to accommodate the various needs of different groups in the community.*
- Policy: 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: The City shall help mitigate the constraints to housing development through financial and regulatory incentives.*
- Policy: The City shall work with AWC and NAU-Yuma to locate appropriate sites for student housing.*
- Objective: Encourage a residential environment that insures energy conservation, noise attenuation, open space, and compatible appearance.*
- Policy: The City shall develop a program to partner with utility companies to develop energy-efficient retrofit programs for homes and businesses.*
- Policy: The City shall develop and update ordinances that pertain to energy conservation, noise attenuation, open space, and compatible appearance.*
- Policy: The City shall strictly 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 redesignating land for higher density residential development to promote additional rental and lower cost ownership units. Consider creating a public education program, such as an Affordable Housing Guide, to address public concerns regarding increased density and affordable housing.	Community Development	General
	Fair housing outreach and education - Continue to implement the Fair Housing Outreach and Education Strategy.	Community Development	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.	Community Development	CDBG/ General
	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	General
	First-time homebuyers program - Continue to provide assistance to first-time homebuyers.	Community Development	CDBG
	Winter Visitors - Consider monitoring the housing needs of the community's winter visitors to ensure that adequate housing opportunities are provided. If necessary, the City should consider rezoning additional land to providing appropriate housing opportunities.	Community Development	General
	Government Fee Reduction Program - Continue to implement the program to reduce the costs of new homes and rental units.	Community Development	CDBG
	Housing rehabilitation - Continue to provide emergency repair, major home repair, and major home rehabilitation loans. Consider implementing a rental rehabilitation program.	Community Development	CDBG/ HOME
	Code enforcement - Continue to enforce the City's code enforcement policies.	Community Development	CDBG/ General/ ACTION

1 – 5 years (cont.)	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	CDBG/ ACTION/ General
	Rental Inspection Ordinance - Consider expanding rental inspection program Citywide.	Community Development	CDBG/ ACTION/ 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.	Community Development	CDBG
	In-fill development - Consider amending the Zoning Ordinance to include incentives for in-fill development. Incentives can target mixed-use development, accessory dwelling units, and in-fill within target neighborhoods. Potential impacts associated with proposed incentives and in-fill development should be analyzed.	Community Development	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.	Community Development	General
	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 neighborhood revitalization.	Community Development	CDBG/ General/ ACTION
6+ years	Property maintenance - - Consider adopting a property maintenance ordinance and creating improvement districts to maintain and improve the visual appearance of the community.	Community Development	General
	Accessory dwelling unit ordinance - Research and evaluate an accessory dwelling unit, or "granny flat", ordinance to provide affordable alternatives to apartment living.	Community Development	General

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.

6 – REDEVELOPMENT ELEMENT

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.

Yuma is fortunate to have a variety of diverse neighborhoods. Some are a rich mix of buildings from the 1800's. Some are newer, built during the construction boom that followed the Second World War. Some are predominantly commercial or industrial in nature. And some are brand new areas of homes with nearby retail stores built in the past 10 years as Yuma's population increased from 57,000 to 79,500.

Not every neighborhood in the community has benefited from this growth. In some areas (largely the older areas north of 16th Street) declining land values, building conditions or income levels have resulted in a downward spiral of conditions. In some instances, this decline is triggered by the obsolescence of commercial or industrial buildings. A good example of this is found in the coolers and produce buildings built north of 8th Street along the Union Pacific rail lines. Many of these are now empty or underutilized because produce is now largely shipped by truck. In other instances, the age of housing creates a natural need for higher amounts of costly maintenance. If this is deferred, the decline in home maintenance occurs, which results in lower home values.

Whatever the situation, the City is committed to protecting the vitality of all of its neighborhoods. That commitment is accomplished through public investments in public facilities (e.g. the repair of roads, the provision of sewer service), the provision of targeted services (e.g. code enforcement, clean up programs) or financial assistance to homeowners or businesses (e.g. Federal grant programs) to help improve homes or commercial buildings. This stems the tide of blight and causes a positive ripple effect of private investment as nearby property owners see that the community is committed to improving their neighborhood.

Additionally, clean and attractive neighborhoods are linked to the community's ability to attract new industry and business into the local economy. The City Council's Economic Development Policy (2000) includes incentives to companies to invest in redevelopment areas because of the importance of these older areas to the community's economy.

Some areas, like Old Town Yuma, 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 assure a strong and vital community, economy and tax base.

BACKGROUND AND EXISTING CONDITIONS

Like many older communities, Yuma has neighborhoods containing industrial or commercial buildings, which were not designed for modern operations, truck sizes, air conditioning, or other contemporary market needs. These areas tend to be concentrated along 4th Avenue and then east of 4th Avenue to the rail lines (that formerly served many of these buildings) 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.

Newer commercial or industrial construction generally exists south of 16th Street and west of 4th Avenue, or east of Arizona Avenue.

Older residential buildings typically contain more structural, plumbing or electrical or maintenance problems. In Yuma, residential buildings with these problems tend to be north of 16th Street and east of the East Main Canal. This corresponds to the growth of housing areas south, away from the Colorado River. Some problem areas occur in the North Yuma Valley (west of the East Main Canal) and south east of the intersection of 16th Street and 4th Avenue in an area that contains a mixture of older site built homes, mobiles, trailer parks and apartments.

The municipal water system, in older neighborhoods, is generally adequate for current or future needs. On a spot basis, the system may need to be upgraded for a specific new user. The same is true for the municipal sanitary sewer system that serves the older neighborhoods. In some cases sanitary sewer is completely absent from an area, but these are relatively few in number and affect a small number of homes or businesses.

The existing road system for older areas is of average to above average quality. Road surfaces are monitored by Public Works and upgraded based on a computerized maintenance program. Traffic loadings are generally below the road capacity of the existing local and collector roads.

Impact fees in older areas are already low to non-existent. The City of Yuma only collects park and road impact fees in the new developments in the Yuma Valley south of 16th Street. Thus new construction elsewhere in the community would not pay general impact fees. Further, water or sewer impact fees for older sites are only collected after a deduction is made for the contributions already made

by a site when an earlier project was built. Consequently, many sites in older areas will pay little or nothing in the way of impact fees for water or sewer.

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 abrupt changes in road quality, code enforcement standards, provisions of emergency services and other complications for both the City and the County of Yuma. The Speese Addition (along First Avenue, between 12th Street and 8th Street), the Arizona Avenue island (west of Arizona and north of 16th Street), as well as the areas south of 16th Street and east of Arizona Avenue all reflect these complications.

These areas are the sites of potential redevelopment efforts. The quality of buildings and facilities in these areas impacts the homes and businesses in nearby areas of the City. Additionally, several neighborhoods in the Yuma Valley north of 16th Street and West of Avenue C (e.g. Donovan Estates) are adjacent to the City and are linked with nearby homes, schools and public services. They create problems and challenges similar to County islands.

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 protect the home and business values of its residents and business owners are hampered by the tools commonly available in other States. For example, the State of Arizona does not permit the use of tax increment financing. Thus the City must find ways to stimulate private investment in out-of-date sites or properties with its own resources. Other tax collecting entities will reap the reward of new investment through higher tax payments but without any contribution to the costs of accomplishing the new investment. Limited views on public purposes by the State and the courts handicap the City's ability to provide help to investors in revitalization areas.

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 conditions depress surrounding property values, reduce the quality of life for the area and increase the risk to public health and safety. The general state of neglect and disenfranchisement can impair growth, wither hopes and ambitions or impede progress and prosperity. Slum and blight can typically be seen where vacant buildings have been abandoned or are used for illegal activities, vacant lots have become garbage dumps or structures have in such a state of disrepair that they are unsafe for habitation. Contributing to neighborhood instability and disinvestments, slum and blight are both a cause and effect of community decline. Abandoned or vacant properties result in a loss of tax base to support community services and underutilization or existing infrastructure. Slum and blight conditions, if not corrected, negate area improvements and discourage private investment.

As the City pursues Redevelopment Plans for the different target areas, specific conditions will have to be analyzed that have led to the state of deterioration. A definition for slums and blight, specific to the Yuma community, should be developed. The use of that definition will provide a consistent response to neighborhoods needing public agency involvement and enhance efforts to obtain federal and state funds for preservation and revitalization.

An issue facing the City is the cost of operation and maintenance of new recreational areas and public facilities (e.g. a new visitor center on 4th Avenue). Such facilities typically benefit the entire region but have no region wide system to pay for the cost of operations.

EVALUATION AND ANALYSIS

Because of limited resources, the efforts to revitalize neighborhoods must be a focused effort. The target neighborhoods need to be ones with demonstrated need, with solid opportunities, and, with likely positive impacts from public and private investments. The following areas meet these criteria and have been chosen for more extensive evaluation and planning.

4th Avenue corridor

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

The street frontage is characterized by older buildings near the Colorado River, and newer large commercial buildings near 16th Street. The older areas contain a mix of homes, small lots, commercial sites and vacant lots. The north end serves as the gateway into the Old Town area and the north end of Yuma from Interstate 8.

The challenges of this area are the mixed condition of properties, obsolete lots, sites or buildings mixed in with new sites or buildings, and, the uneven visual appeal of properties and public improvements along a "front door" corridor.

Opportunities include the purchase and renovation of sites, driven by the private market, to take advantage of the high traffic counts along portions of 4th Avenue, the transfer of ownership of the road from the Arizona Department of Transportation, and the linkage of commercial sites south of 16th Street with the emerging tourist activity in the Old Town Area north of 16th Street. Examples have already occurred at several locations between 16th Street and 32nd Street. Privately organized redevelopment projects north of 16th Street are less common.

- No revitalization plan has been created for this area

Old Town Area

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



Main Street Fountain

Photo © Robert Herko

This is the oldest part of Yuma, containing numerous historic sites, buildings and locations. Much of the history of the Southwest and the United States is connected to this area because of the ferries or bridges crossing the Colorado River.

The City adopted a North End Redevelopment Plan (1983) for this area that called for a mixed-use neighborhood with a government center focus. Several Historic Districts were formed in the 1980's to protect the adobes, commercial buildings and homes of this unique historic area. However, little or no new construction occurred in the Plan area until the mid 1990's. In 1995, City development staff proposed major changes to the zoning and development standards for this area. As adopted by City Council, these new standards encourage mixed-use projects, zero lot line construction and other design elements that encourage private investment in keeping with the character of the area.

In 1996 the City funded a project to create the Vision 20/20 Plan for the Old Town area. This immensely successful effort created excitement and confidence among private investors and started a series of land sales from the City to private companies, most notably the sale of the Old Post Office to the Gowan Company, which meticulously renovated the building into a showpiece office building.

Old Town - South:

Location: south of Giss Parkway and east of Madison.

This sub-area of Old Town includes an abandoned railroad roundtable site, industrial or warehousing buildings (many formerly serving rail related traffic), and some housing and vacant lands. The site is widely perceived as a "Brownfield" site with environmental problems. However, grant funded studies show the site to be developable with minimal issues. This area lies near the Giss Parkway interchange with Interstate 8 and adjacent to the increasingly valuable land north of Giss Parkway.

Challenges in this area include irregular land subdivisions, poor road access, and uneven access to utilities and moderate to low property values. Conflicts between the emerging tourist and commercial uses north of Giss Parkway will likely occur in the future. Opportunities include the conversion of low intensity or abandoned sites into high intensity and valuable mixed-use projects. Such projects could include tourist, retail, office, and housing uses.

Old Town- Riverfront

Location: Bounded by the 4th Avenue Bridge, the Ocean to Ocean Bridge, the Colorado River, First Street.

This sub-area of the Old Town area was the site of Army facilities, hotels for the railroads, restaurants, steamboat landings -- all related to the commerce and travel linked to the Colorado River. Much of the site is owned by the City of

Yuma or other public agencies, since private owners abandoned the site years ago.

The Riverfront has drawn the interest of decades of citizens, planners and others who dreamed of transforming the abandoned commercial sites and river frontage along the Colorado River into a dynamic mix of recreation, history and commerce. The Vision 20/20 Plan, for the first time, called for a mix of historic and commercial uses along the River - as opposed to earlier thinking that contemplated only very limited commercial uses in this area.

The City first organized a Riverfront Task Force in 1992 to include all the interest groups and agencies. This group supported several design efforts that increased interest in a mixed use for the Riverfront area of Old Town. This group focused on support for the plan calling for riverfront development focused on a large lake east of Old Town. Eventually, a revised plan (1999) emerged focusing on support for Wetlands -- one east of Old Town and one west of Old Town

To support the increasingly complex and ambitious riverfront projects, the City, in 1999 created a Riverfront Team within the Department of Community Development. This team has subsequently handled most 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 organize the successful effort to get a National Heritage Area established for the Yuma Riverfront. President Clinton's signature on the Bill creating the Yuma Crossing National Heritage Area (2000) triggered a focus on the Yuma area on a national level, including the Riverfront area of Old Town for historic and tourist facilities, as well as the East Wetlands and West Wetlands projects.

In 1999, the City requested Requests for Proposals for the redevelopment of this area. A large development firm from San Diego was the successful company in that process and is now working with the City to develop a Master Plan for buildings, utilities and roads for this high profile area. Heavy emphasis will be placed on preserving and interpreting the historic themes of Yuma's history in the planning and development of this area.

Third Street Corridor:

Location: Land within one block of Third Street, between 4th Avenue and Avenue A.

Buildings along this street are of mixed design, lot layout and intensity. This road serves as a link between the Old Town area, the 4th Avenue Corridor and the Carver Park neighborhood, as well as other Colorado River valley neighborhoods west of Carver Park. This gateway could be upgraded through site assembly, upgraded design standards, and public amenities (e.g. street-scaping). This has been identified as an area eligible for Community Development Block Grant funding. The Yuma High residential neighborhood (discussed below) extends for several blocks north and south

of Third Street.

- No revitalization plan has been created for this area

West Main Canal Area:

Location: Bounded by First Street, Third 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 Old Town area and the amenity of the West Main Canal, this area could be the location for spill over redevelopment from Old Town. Examples could 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.

- No revitalization plan has been created for this area

8th Street Corridor:

Location: Land within one block of 8th Street, between 4th Avenue and Avenue A.

This corridor links the busy 4th Avenue corridor with the southerly edge of the Carver Park Strategy Area. The street frontage is characterized by 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 8th Street.

- No revitalization plan has been created for this area

16th Street Corridor

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

The Interstate interchange area has seen steady investments west of the interchange. As this new construction moves west, potential exists for conversion of obsolete buildings and sites into business operations or even mixed use projects (office, retail, apartments) that take advantage of this corridors proximity to the Interstate and its central location within the Yuma metropolitan area. The corridor shares development linkages with the 4th Avenue Corridor at their intersection - where substantial redevelopment opportunities exist as this intersection is rebuilt and widened.

North Arizona Avenue Corridor:

Location: Land within one block of Arizona Avenue, between 16th Street and 8th Street.

The alignment of Arizona Avenue, north of 16th Street is still not finalized. The City plans to complete Arizona Avenue from 16th to Giss Parkway as a major arterial, creating a major north-south link from 16th Street to the Old Town area, with its government offices, entertainment and retail uses. This corridor includes several opportunities to redevelop underutilized junkyards, industrial sites or vacant lands for higher value projects. Dramatic views of the Colorado River Valley are possible from the lands south of 12th Street

and could be incorporated into office, residential or hotel sites.

- No revitalization plan has been created for this area

South Arizona Avenue Corridor:

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

The City plans to widen Arizona Avenue in this project area to a major arterial. To do this the City is acquiring land, mostly on 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 is a potential problem and will limit the industrial or commercial land uses planned for that area. Water service appears to be adequate in most of this area.

- No revitalization plan has been created for this area

Big Curve Area:

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

The center of this area is the intersection of 4th Avenue and 32nd Street. This is the intersection of the region's major north/south road and the major east-west roadway. The area gets its name from the curve in Old Highway 80/Business Route 8 as it swings from 32nd Street north into the 4th Avenue alignment.

The region's only enclosed shopping mall is located in this area. Major new retailers constructed stores here in the 1990's (e.g. Target, Toys-R-Us, Barnes and Noble). A large home furnishing store (Lowe's) replaced a closed K-Mart in 2000.

Many of the commercial structures were constructed in the 1970s and may no longer be adequate to serve the needs of a region that has more than doubled in population in that time frame. The 4th Avenue and 32nd Street intersection needs attention to prevent increasing delays. 32nd Street needs to be widened, along with improvements to the Avenue A and Arizona Avenue intersections to handle climbing traffic counts. Water and sewer systems appear to be adequate for commercial development. Storm water systems in many older projects were inadequately designed, resulting in surface flooding during desert storms.

All of the region's new car dealers are located just east of 4th Avenue along 32nd Street. The City organized a program to upgrade the landscaping of this area, along with adjustments to rights of way to the adjoining dealerships. This has resulted in a substantial upgrade in the appearance of this area, and the construction of several new car dealerships.

- No revitalization plan has been created for this area.

Redondo Center

Location: Bounded by Interstate 8, Union Pacific Railroad, Giss Parkway Interchange, 16th Street Interchange.



The Redondo Center was created by the City of Yuma. This Center was formerly a large area of vacant scrubland. The area attracted transients, illegal immigrants who used the railroad lines and trash dumping. The site was acquired; a subdivision of land created, and public improvements were installed using funds from the US Economic Development Administration and local funds. Recent land sales included Arizona Western College, Home Depot, and a local development company that built an office building for a call center.

The Center's land values are increasing due to the presence of Home Depot and the planned opening, in 2002, of a direct connection to Interstate 8 at Giss Parkway from the Center. At that time the center will be served by two interchanges, and will have improved access to Old Town and the Riverfront.

- A subdivision plat and marketing strategy exists for this area.

Hacienda Estates Area

Location: Bounded by 24th Street, East Main Canal, 18th Avenue.

The City annexed Hacienda Estates after it was fully developed. Serious deficiencies in the public improvements, particularly storm water control (a problem compounded by the construction of this subdivision in a high ground water area) contributed to limitations in value in this area. In 2001 the City completely rebuilt the streets, water and sewer systems for this area at a cost of \$4,300,000. Further investment in the rehabilitation of homes could be beneficial.

- No neighborhood strategy exists for this area.

Carver Park Area

Location: Bounded by Avenue A, 19th Avenue, West Main Canal, 8th 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 several years. The area has 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 that includes physical improvements, social service changes and housing programs. The process used in this neighborhood will be used to create strategies in other predominantly residential neighborhoods. The City has, to date, gotten approval for over \$4 million in State and Federal Grants to change the face of this mature neighborhood. This is the location of the first Neighborhood Strategy Area approved by the U.S. Department of Housing and Urban Development in Arizona.

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

Yuma High School Area

Location: Bounded by 1st Street, 5th Street, Avenue A, 4th Avenue.

This area lies just east of the Carver Park Strategy 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.

The Third Street Corridor extends east west through this area. Housing conditions are uneven, ranging from good to very poor. There are fairly high numbers of low and moderate-income families within this area. The businesses located on 4th Avenue can conflict with the low-density housing built across the alleys from the commercial areas. This has been identified as an area eligible for Community Development Block Grant funding.

- No neighborhood strategy exists for this area.

Central Yuma Area

Location: Bounded by 18th Street, 24th Street, 3rd Avenue, Arizona Avenue

This area contains a wide variety of land uses. Apartment projects, trailer parks, site built homes, some light industrial buildings, and churches are sprinkled throughout the area. Home values tend to be modest and a large percentage of families' incomes are in the low or 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 eligible for Community Development Block Grant funding.

- No neighborhood strategy exists for this area.

First Street Area

Location: Bounded by 1st Street, the Colorado River, 4th Avenue, Main Canal.

This small area is northwest of the intersection of 4th Avenue and 1st Street. Charming older homes along First Street mix with substandard or abandoned homes, and vacant lots. The proximity of this area to the Old Town Area, 4th Avenue Corridor and the West Wetlands creates opportunities for reinvestment and renewal in this area.

- No neighborhood strategy exists for this area.

West Riverfront Area

Location: 1st Street to the State line, from the Main Canal to 23rd Avenue

This neighborhood adjoins and includes the new West Wetlands. 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 scattered through this neighborhood. North of the drain are platted, undeveloped lots and streets, and scattered houses of modest to poor conditions. The proximity to Old Town, 4th Avenue and the West Main Canal area create potential opportunities for upgrade of homes, infill housing and public amenities.

- No neighborhood strategy exists for this area.

South Avenues Area

Location: Generally 8th Street to 16th Street, 5th Avenue to 14th Avenue
This area is predominantly low-density single-family homes. Commercial uses along 8th Street and 5th Avenue border the neighborhood with a scattering of industrial sites and large vacant lots west of Avenue A. Housing conditions vary from poor to very good conditions. Overall, the area's aging housing stock is showing signs of needed repair or maintenance. Scattered code violations (cars, debris) exist.

- No neighborhood strategy exists for this area.

GOALS, OBJECTIVES AND POLICIES

Goal: 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: Fully develop the Old Town area, including the river's edge, while protecting historic sites and buildings.

Objective: Prepare Revitalization Plans for the following areas:

Phase One

Old Town Riverfront Area

The Big Curve

Old Town South

3rd Street Corridor

Phase Two

4th Avenue Corridor

West Main Canal Corridor

N. Arizona Avenue Corridor

S. Arizona Avenue Corridor

8th Street Corridor

16th Street Corridor

Policy: Develop Neighborhood Strategies that include resident driven design standards and promote a neighborhood identity.

Objective: Construct the projects and facilities identified in the National Heritage Area Plan.

Objective: Prepare Neighborhood Strategies for the following residential neighborhoods:

Phase One

Yuma High School Area

Phase Two

Central Yuma Area

East First Street Area

West Riverfront Area

South Avenues Area

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

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

Objective: 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: Minimize the amount of City funds needed to pay for the operation and maintenance of facilities built as a result of the Heritage Area, revitalization plans, and neighborhood strategies.

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

Objective: Provide appropriate design minimums in critical locations so that public investments and private neighborhood investments are protected.

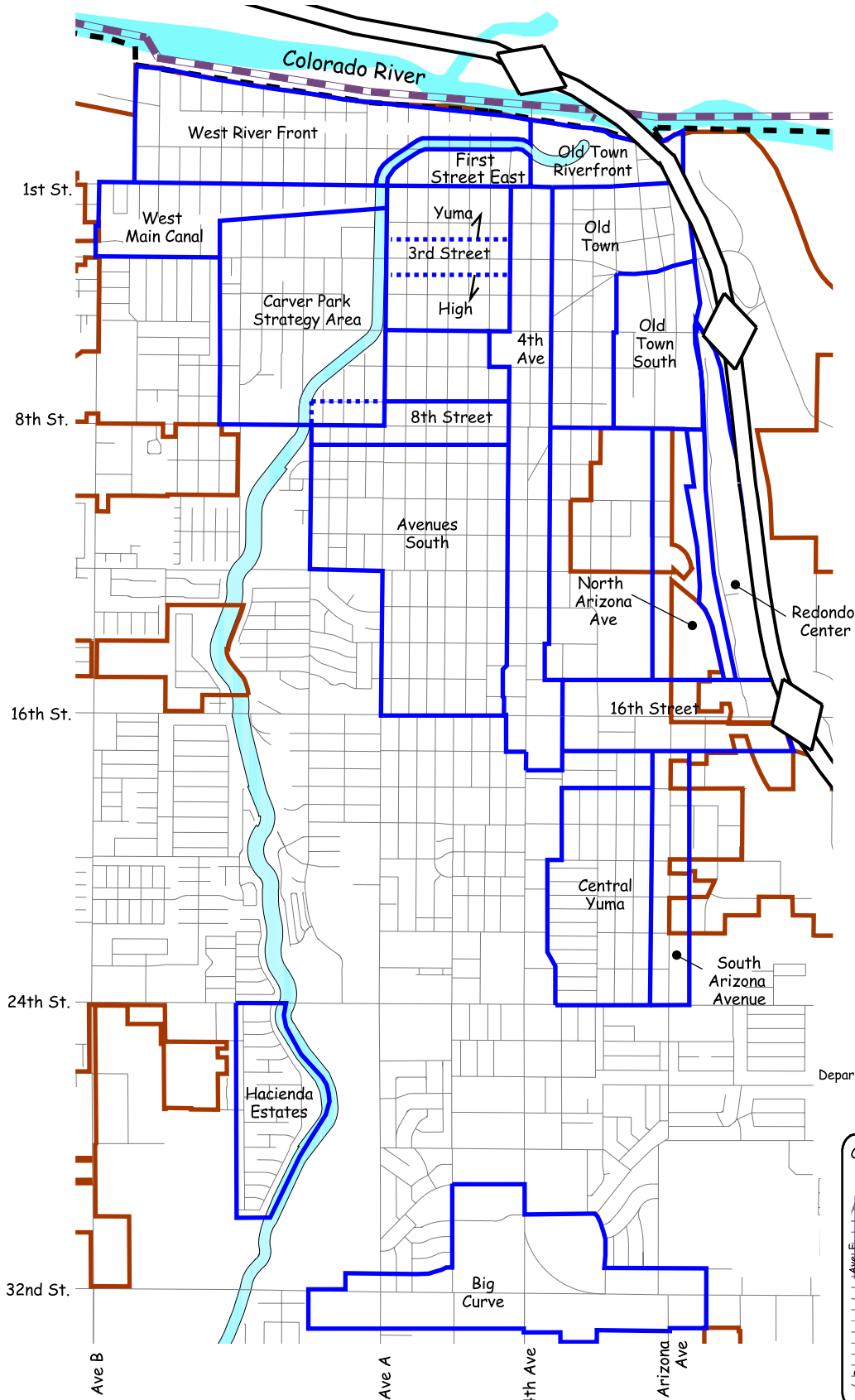
ACTION PLAN

Phase	Project	Responsible Department/Agency	Funding Sources
1-5 Years	Prepare Master Plan – Old Town Riverfront Area.	Community Development	General
	Prepare Revitalization Plan – Big Curve Area	Community Development	General
	Prepare Revitalization Plan – 3rd Street Corridor	Community Development	CDBG
	Prepare Neighborhood Strategy – Yuma High School Area	Community Development	CDBG
	Create not-for-profit foundation – Heritage Area	Community Development, Finance, Legal	General
	Implement first phase of the Heritage Area Plan	Community Development, Parks	General, Federal, State
	Create operations & maintenance plan - Heritage Area	Community Development	General
	Complete sale of land in Redondo Center	Community Development	General
6+ Years	Implement second phase of Heritage Area Plan	Community Development, Parks	General, Federal, State
	Prepare Neighborhood Strategy – Central Yuma Area	Community Development	CDBG
	Prepare Neighborhood Strategy – East First Street Area	Community Development	CDBG
	Prepare Neighborhood Strategy – West Riverfront Area	Community Development	General
	Prepare Revitalization Plan – 4th Avenue Corridor	Community Development	General
	Prepare Revitalization Plan – South Arizona Avenue Corridor	Community Development	General
	Prepare Revitalization Plan – North Arizona Avenue Corridor	Community Development	General
	Prepare Revitalization Plan – West Main Canal Corridor	Community Development	CDBG
	Prepare Revitalization Plan – 8th Street Corridor	Community Development	General
	Prepare Revitalization Plan – 16th Street Corridor	Community Development	General
	Prepare Revitalization Plan – South Old Town Area	Community Development	CDBG
	Organize neighborhood conditions indicator program	Community Development	CDBG

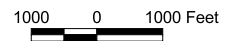


Redevelopment Areas

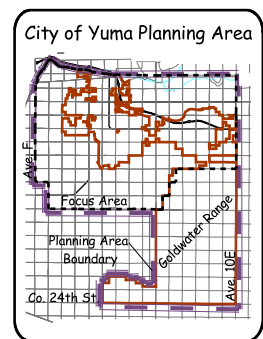
- Target Neighborhood Boundary
- City Limits
- Focus Area
- Planning Area Boundary



MAP: 6-1



Prepared By:
 Department of Community Development
 G.I.S. Workgroup
 Summer, 2001



**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 ELEMENT

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 Conservation and Environmental Element provides an identification of the significant natural resources in the Yuma area and policies to protect those resources as a result of urban development. The requirements of this element are outlined within the Arizona Revised Statutes in two separate sections. The resources and strategies identified for these elements cross over into their distinct planning areas. In order to provide a more comprehensive and cohesive document, these separate required elements have been combined into one. It is intended to address all the issues relevant to both sections in one chapter.

The Element 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; 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 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 Departments 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 land owners.

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 4 1/2E alignment. The distance between the river levees and from the Prison to the confluence is nearly 3/4 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. Twenty-five miles to the 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 and Entisols. 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 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 soil associations are the Indio-Ripley-Lagunita Association. These soils are typically deep and well drained. They form on flood plains, low terraces, alluvial fans and drainage ways. The Mesa is primarily made up of the Rositas-Superstition Association. The 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 operates a number of groundwater pumping wells with 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 a 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. Typical daytime temperatures in the winter are in the seventies and in the summer the low hundreds. 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. These intense storms can create flooding situations across the urban area as well as in the desert and washes.

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:



Clarks Grebe Photo Courtesy Stanford University

Birds

- Southwestern Willow Flycatcher
- 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
- Yuma Puma

Reptiles

- Flat-Tailed Horned Lizard
- Desert Rosy Boa
- Sonoran Desert Tortoise
- Gila Monster
- Mexican Garter Snake
- Cowels Fringe-toed Lizard

Fish

- Razorback Sucker

Plants

- Parish Onion
- Dune Spurge
- Sand Food



Flat-Tailed Horned Lizard
Photo courtesy Al Anderson

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

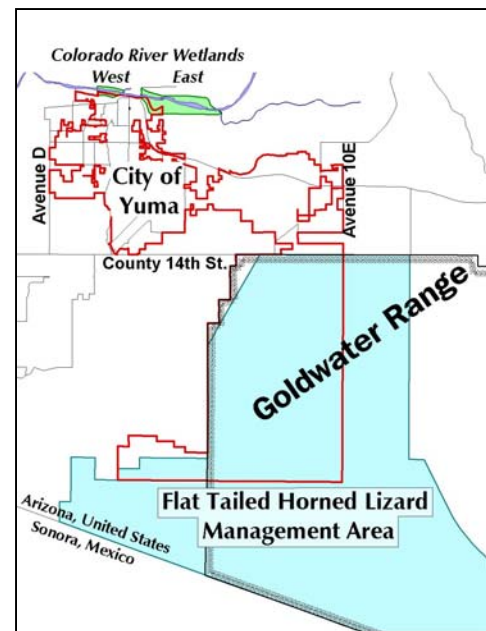
the Yuma planning area, although the western boundary crosses into the City limits through the Barry M. Goldwater Range. Mitigation measures must be considered when developing in this area in order to reduce the impact on this habitat. The range of the desert Bighorn Sheep includes the southern Gila Mountains and sites within the Goldwater Range and the range of the Sonoran Pronghorn includes sites within the range. 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 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.

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 locations are noted on Map 7-1.

Brinley Avenue Historic District – The Brinley Avenue Historic District lies on the western limit of Yuma’s 19th 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 1st Street to 3rd Street and both sides of 2nd Street from Main Street to 1st 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 2nd 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.

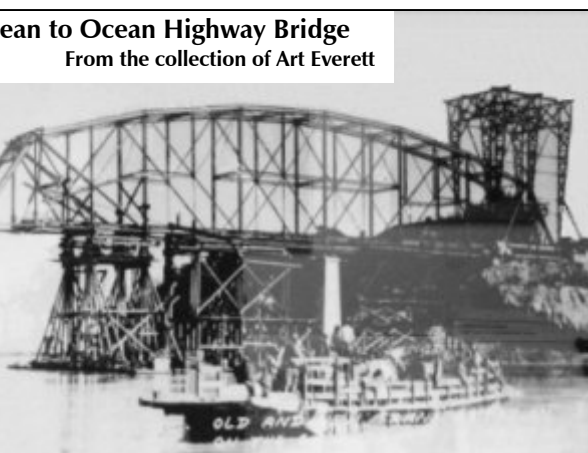
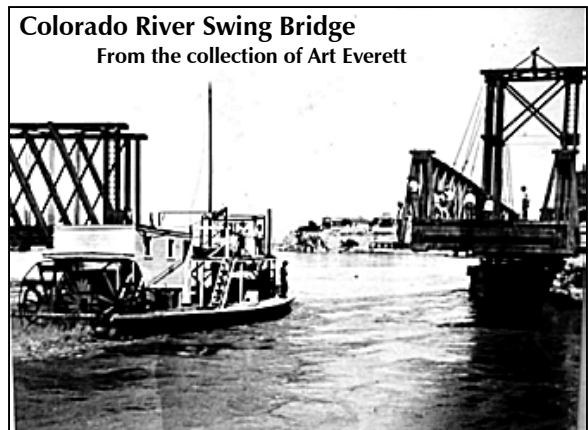
The period of significant construction within the district started in 1892 and ended in 1936. The buildings retain a moderate to high degree of integrity, are associated with pioneer families who settled in Yuma, and significantly represent working and middle class residential development.

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 19th century. Building construction ranges from 1912 to modern times. The district represents the period of the commercial area’s growth and development. 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 adobe and wood but following the flood of 1916, which destroyed most of the buildings, brick and concrete were used to rebuild downtown.

Through the 1800 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 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.

EVALUATION AND ANALYSIS

This section examines the status of and potential effect on important quality of life indicators including air, water, energy, noise, wildlife and archeological resources as a result of implementation of the General Plan.

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 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. 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. The Arizona Department of Environmental Quality is currently working with area agencies to identify Yuma as a PM10 attainment area. Consideration will be given to potential crossover pollution from California and Mexico. It is anticipated this preliminary study will be finalized in 2003 and will require a multi-year maintenance plan.

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 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

As growth continues in Arizona, 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 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 stormwater 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 stormwater 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 early action initiatives to recover approximately 1,500 acres along the Colorado River.

ENERGY CONSERVATION

Energy is an important subject for Arizonans due to regional increases in energy prices and notable energy shortages in neighboring states. The Arizona State utilities have planned for increased electricity and natural gas demand but there is not enough to waste. 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.

The State of Arizona - Department of Energy is in the process of developing a State Energy Code. The State Energy code would be based on the Federal 1995 Model Energy Code and would promote voluntary compliance with code provisions.

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.

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 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 stormwater runoff to reduced natural habitats. If mitigating measures in response to urban development are not taken, then there is 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 fish and bird populations may reduce. 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.





Sonoran Pronghorn

Photo Courtesy
National Wildlife Federation

Another 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.

Another important resource that should be maintained is the desert washes of the Gila Mountains. Rain is infrequent in the Sonoran Desert 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.

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 Union troops in San Diego during the Civil 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 for all public agencies and private individuals to recognize their importance, protect them from neglect and destruction and where possible restore them for future generations.

GOALS, OBJECTIVES AND POLICIES

Goal: Utilize and sustain our natural spaces and resources, including waterways, parks and historic sites, for recreation and cultural experiences to improve the Yuma community's quality of life.

Objective: Improve the air quality for the Yuma area.

Policy: The City shall continue mitigation measures in order to become an Attainment Area for PM10.

Policy: The City shall continue City practices of street cleaning, paving and maintenance and development requirements for paving and landscaping.

Policy: 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 considering dust inhibitor application on unpaved city alleyways.

Objective: Improve the surface water quality for the Yuma area.

Policy: 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: The City shall develop the East and West Wetlands in order to improve the water quality of the Colorado River.

Objective: Promote energy efficient development and energy efficient structural design in the built environment.

Policy: The City shall encourage the commercial and residential sectors to consider energy conservation in design and construction.

Policy: The City shall promote the use of solar energy opportunities in building and site design.

Policy: The City shall promote energy conservation measures in the development, maintenance and operation of City facilities and equipment.

Policy: The City shall continue to promote low water use desert landscaping in the urban area.

Objective: Protect and enhance the archeological resources of the Yuma community.

Policy: The City shall promote the adaptive reuse of historic buildings and sites.

Goal: Create and maintain a sustainable community where our natural resources are protected and conserved for future generations.

Objective: Promote water conservation in order to extend the use of this vital natural resource.

Policy: The City shall institute a voluntary water conservation program for area businesses and residents.

Policy: The City shall continue the maintenance and auditing of the City water system in order to eliminate water losses within the water system.

Objective: Promote the protection of the diverse wildlife in the Yuma area and the protection of natural habitats.

Policy: The City shall support and encourage the development of the Yuma East Wetlands restoration area.

Policy: 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: The City shall partner with county, state and federal agencies to preserve and enhance dove hunting opportunities in the area.

Policy: The City shall support the protection and conservation of important natural resources including the Gila and Laguna Mountains and the Fortuna Wash.

Goal: Maintain a sustainable community where the conflicts between residential and commercial/industrial development are considered and minimized.

Objective: Promote ways to minimize impacts from high noise and light intensive activities on neighboring residential development.

Policy: The City shall consider noise impacts from roadways, rail corridors and industry on neighboring residential development.

Policy: The City shall continue the use of the Airport Overlay Zoning District to minimize potential conflicts between residential development and airport operations.

Policy: 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	Participate with the Arizona Department of Environmental Quality to obtain PM10 attainment	Public Works/ Community Development	General
	Develop the West Wetlands Restoration Area	Riverfront/ Public Works	Grants
	Develop a voluntary water conservation program	Public Works	WUF/ General/ Grants
	Develop the East Wetlands Restoration Area – Phases I and II	Riverfront/ Public Works/ Other Public Agencies	Grants
	Update and revise the Landscaping Ordinance to encourage desert landscaping.	Community Development	General
6+ Years	Develop the East Wetlands Restoration Area – Phases III and IV	Riverfront/ Public Works/ Other Public Agencies	Grants
	Develop design guidelines for urban development that help mitigate noise impacts	Community Development	General
	Develop design guidelines for new development that consider minimizing heat gain and energy conservation	Community Development	General

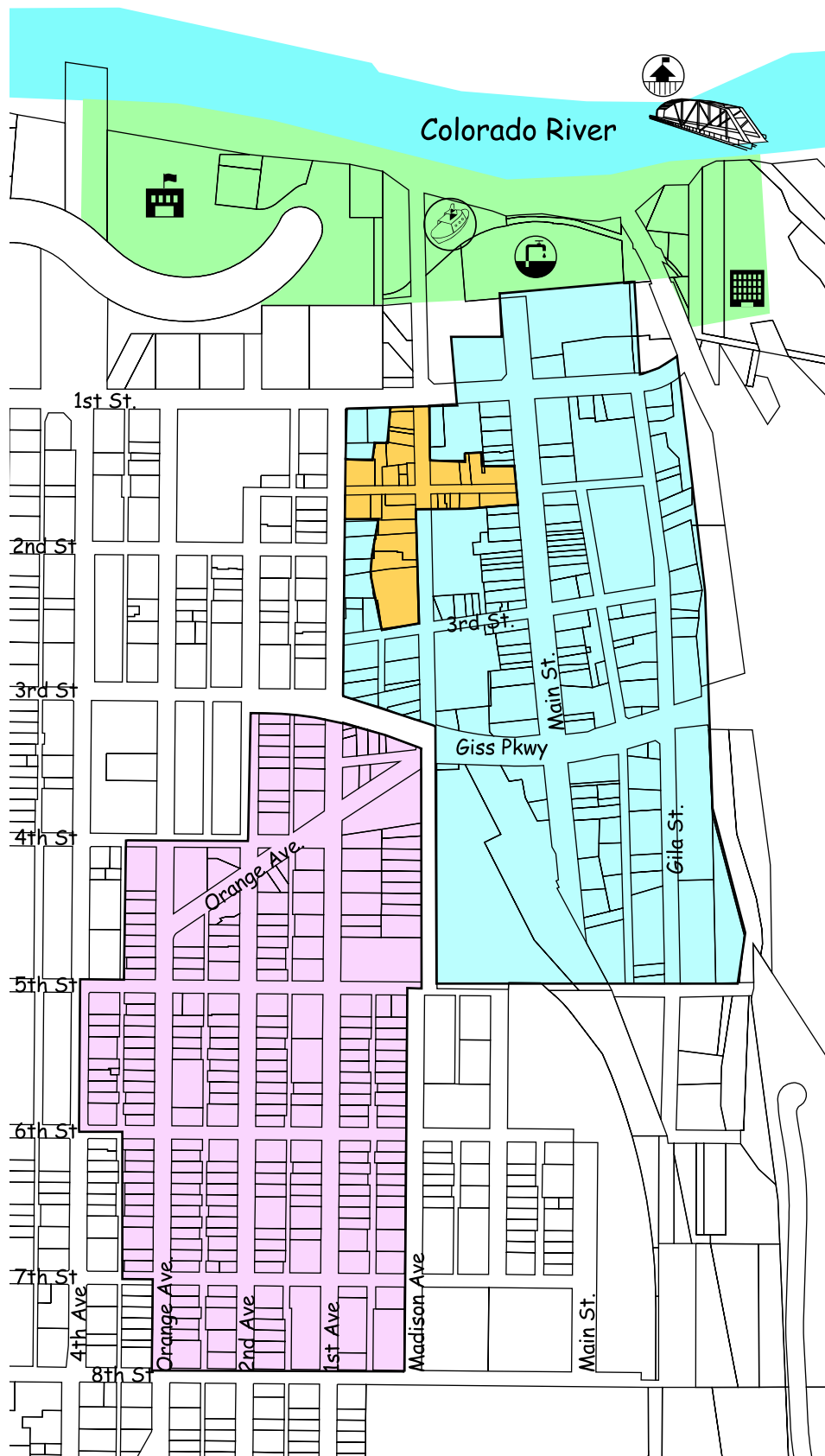


Historic Districts & Sites

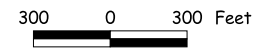
- Brinley Avenue Historic District
- Century Heights Conservancy Historic District
- Main Street Historic District

National Historic Landmarks

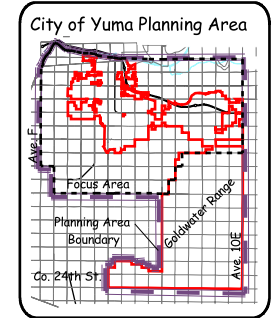
- Landmark Boundary
- Fort Yuma
- Ocean to Ocean Bridge
- Quarter Master Depot
- Territorial Prison
- Yuma Ferry Crossing
- Blaisdell Slow Sand Filter
- Focus Area
- Planning Area Boundary



MAP: 7-1



Prepared By:
Department of Community Development
G.I.S. Workgroup
Summer, 2001



8 – PUBLIC SERVICES ELEMENT

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.*

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 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 separate planning areas and it is not possible to plan for one without considering the other. 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 Element 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 and 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

The City of Yuma is not directly responsible for the provision of education programs but recognizes the need in the community to have outstanding education and cultural opportunities. Educational facilities support the overall quality of community life, promote economic development, help determine the community identity and provide measures of community achievement. The Yuma urban area is served by three school districts. Two support elementary and middle school needs and the third supports high school needs. A fourth elementary school district, crossing into the southwestern area of the planning boundary, supports Somerton residents. School facilities are generally placed to support the surrounding community. In the past, some school sites have been chosen based on land availability and to support campus-type developments. The cost of vacant land for school development can be a strong factor in locating 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 may also increase the distance of residents to school grounds thereby increasing the use of school buses and personal vehicles to transport students.

In addition to the existing public schools, a number of continuation and charter schools are available to the Yuma community as well as private/

Yuma Elementary School District No 1		Crane Elementary School District No 13	Yuma Union High School District No 70
Alice Byrne Elementary	Palmcroft Elementary	Pueblo School Elementary	Yuma High School
C.W. McGraw Elementary	Pecan Grove Elementary	Rancho Viejo Elementary	Kofa High School
Carver Elementary	Roosevelt Elementary	Ronald Reagan Fundamental Elementary	Cibola High School
			Gila Ridge High School
Gwyneth Ham Elementary	Desert Mesa Elementary	Valley Horizon Elementary	
James B. Rolle Elementary	4 th Avenue Junior High	H.L. Suverkrup Elementary	
Mary A. Otondo Elementary	Woodard Junior High	Crane Middle School	
Mary E. Post Elementary	Castledome Middle School	Centennial Middle School	
O. C. Johnson Elementary	Gila Vista Junior High		

religious institutions. The largest private religious institution is the Yuma Catholic High School, where the City of Yuma shares use of the recreation facilities. The alternative district schools include Vista School, which is part of the High School District, and the Yuma County Ray Drysdale Accommodation Middle and High Schools. The community charter schools include Educational Opportunity Center, AmeriSchools Academy, Harvest Preparatory Academy and Juniper Tree Academy. College courses with Associate, Bachelors, Masters and Doctorate degree programs are offered by Arizona Western College (AWC), Northern Arizona University (NAU)-Yuma and the University of Arizona on a variety of subjects. One private institution offers degree programs with facilities in the Yuma area: University of Phoenix.

Libraries

The library needs of Yuma County are served by the Yuma County Free Library District, which serves as a center for information, community enrichment, recreational reading, and lifelong learning. The main library is located at 350 S. 3rd Avenue. 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. Branches are located in San Luis, Roll, Somerton, Wellton, Dateland and the Foothills. The library district has entered into shared use agreements with AWC and the Hyder and Mohawk school districts in order to expand access to library services and materials. Current construction plans include expansion of the Somerton branch to 4,900 square feet in 2002 through a joint project between the City of Somerton and Yuma County and expansion of the Foothills Branch to a 7,000 square foot facility in 2003-2004 by the Library District.

The Yuma County Free Library District was created in 1987. The main 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 it's current configuration through several periods: first in 1921, then in the early 1940's and most recently 1965. 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.

Civic/Community Centers

The City of Yuma provides community and recreation facilities to the residents within the Yuma urban area. Four community centers are available to the public. These are the Yuma Civic and Convention Civic, within the James P. Deyo Sports complex, the Clymer Recreation Center on Orange Avenue, the John Morris Cottage, located in Carver Park and the Adult Center located downtown. These facilities provide space for cultural and community events. Seating capacity ranges from 30 persons at the Clymer Recreation Center to 2,084 persons at the Yuma Civic and Convention Center. Yuma County provides a community center for county residents at

the Yuma County Fairgrounds. This site hosts the annual fair, rodeo, festivals and outdoor concerts.

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 180 W. 1st Street. Built in 1919, this building has provided meeting space and city administration office space since construction. As a response to growth in staff and space needs, new facilities were constructed for the Public Works Department, Materials Management, Police Department and Municipal Court over the last 4 years. These facilities were developed in accordance with the Master Campus Plan, developed by Ruth & Going, for the corner of 16th Street and 1st Avenue. Administrative Services, Community Development, Fire Administration and Parks Administration are all located in dispersed locations and buildings. With a projected opening in Summer 2002, the new City Hall will centralize a number of city operations at one location One City Plaza.

County

Yuma County government activities are also housed in a number of separate and widely spaced buildings. Administration is located downtown at 198 S. Main Street. The Department of Development Services is located at 2703 Avenue B in proximity to Public Works, Health Services and the Juvenile Justice Center, which includes the Juvenile Court and Detention Facility. Other County offices include: County Recorder, Assessor and Treasurer at 410 Maiden Lane and Adult Probation at 405 Main Street.

PUBLIC SAFETY

City Police

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 building was not enough. Design and construction of a new police facility on an adjacent location was completed in 1999.

The 3-story headquarters, located at 1500 S. 1st Avenue, totals 132,200 square feet, with 86,000 square feet of office space.

The main floor houses the lobby, Administration, the Records Section, Investigations, the School Resource Officers, Crime Analysis, the D.A.R.E. program, the Public Safety software coordinators, Quality Assurance, the Volunteers in Policing (VIP) program and the Community Room which provides public meeting facilities for up to 95 persons. The upper floor contains the Communications Center that provides Enhanced 911 Police



POLICE HEADQUARTERS

and Fire dispatch. The lower floor contains the Patrol Area and briefing room, 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, the Traffic Unit and Holding Cells with an enclosed area for transferring prisoners. In the year 2001, 140 officers and 66 civilians, provide law enforcement activities for a jurisdiction that covers 108 square miles and contains over 77,500 citizens.

The community also hosts five “Cop Shops” located around the City. The Community Cop Shops ensure a visible public presence on a neighborhood level and provide a location where officers can access a telephone, write reports and conduct follow-up investigations. They also provide locations where specialized police activities, such as Community Policing can occur. They are separate offices, which are part of a larger structure such as a super market or office building. The existing offices are not large in scale and may only provide space for a desk and phone.

- 500 W. 24th Street – Fry’s Shopping Center
- 655 Magnolia Avenue – Housing Authority of Yuma
- 49 W. 2nd Street
- 2035 S. Avenue A – Housing Authority of Yuma
- 350 S. 3rd Avenue – Yuma City/County Library

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. 3rd Avenue. In order to serve the population in the Foothills, the Sheriff’s Department has a sub-station on Foothills Blvd at 44th 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

The City of Yuma Fire Department was established January 25th, 1900. Services provided by the City Fire Department include Fire Suppression, Emergency Medical Response, Prevention, Hazardous Materials Response, 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.



Marine Corps Air Station – Yuma - The Marine Corps Air Station provides fire protection and emergency medical services to on-base facilities, personnel and residents. The base is primarily within the City of Yuma. Federal, civilian personnel provide structural fire protection and emergency

CITY OF YUMA FIRE DEPARTMENT ACTIVITIES BY STATION

Department Functions	City Hall	Station No. 1	Station No. 2	Station No. 3	Station No. 4	Station No. 5	Station No. 6	City Vehicle Shop	Police Dept.
Admin.	X								
Suppression		a	a	a	a	a	a		
Prevention	X	a	a	a	a	a	a		
Support Services	X								
Vehicle Maintenance		X			X			b	
Emergency Med. Services	X	a	a	a	a	a	a		
Emergency Management	X								
Training	X								
▪ Classroom		a				a			
▪ Drill Ground		a				c			
Community Risk Reduction	X	a	a	a	a	a	a		
Dispatching									X
Special Operations									
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									

medical services while military personnel provide aircraft rescue and firefighting. The “two departments” co-share a fire station facility on base. The City of Yuma and MCAS-Yuma have automatic and mutual aid agreements, which allow them to provide support and assistance to each other on a routine bases (automatic aid) or in time of special need (mutual aid).

County Fire

There is no governmental fire protection service within the unincorporated portions of Yuma County. County residents may obtain fire protection services through individual contracts with Rural Metro Corporation. Rural Metro operates from six locations, two of which provide dedicated Emergency Medical Services (EMS) 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. Rural Metro has mutual aid agreements with the City of Yuma and other agencies to provide and receive mutual assistance in time of need.

UTILITY SERVICES

Water

The City of Yuma is the primary provider of potable water within the General Plan Planning Area. The 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 User's Association (YCWUA) and the Yuma Mesa Irrigation and Drainage District (YMIDD). Starting at the Imperial Dam, some 97% of the City's water is transported to City treatment facilities through the All American Canal to the Yuma Main Canal with the remaining three percent delivered through the Gila Gravity Main Canal to the East Mesa Plant. 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. Additionally, 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, and through the conversion of irrigation water entitlements to a municipal use, a means by which as agricultural lands develop in the Yuma Valley, the water entitlements or rights of the property owners for agricultural purposes are converted to a municipal use and delivered by the City of Yuma. In year 2001, the City has an estimated total return flow credit of 9,000 acre feet. The water rights conversion ratio was mutually set at 5.83 acre feet per year for each acre of land that transitions from agriculture to another type of land use through an agreement between the City of Yuma and the Yuma County Water User's Association. The primary participant in this transfer is the Yuma County Water User's Association, the entity that administers and operates the canal system within the Yuma Valley. Water conversions currently total 6,000 acre feet a year. Treatment of water for customer delivery occurs at two locations: the Main Street Water Treatment Plant in downtown Yuma and the 9E Water Treatment Plant located on the East Mesa at Avenue 9E and the Gila Valley Main Canal. The Main Street Plant has the capacity to produce 40 million gallons a day and the 9E Plant can produce 1 million gallons a day. Usage based on 2000 production data determined an average daily total production of 22.3 million gallons a day. This resulted in an average annual usage of approximately 24,899 acre feet per year.

Wastewater

The City of Yuma is the primary provider of wastewater services and treatment within the General Plan Planning Area. Treatment is completed at the Figueroa Avenue Water Pollution Control Facility. Wastewater treatment in the City of Yuma 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. Additionally, a number of small treatment plants and package plants have been built to meet individual development needs on the East Mesa. The largest utilities are the Jackrabbit Mesa Treatment Facility, Citrus View Facility and the Sweetwater Creek treatment facility. Jackrabbit 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 currently under the oversight of the City of Yuma. The Citrus View Facility was built to serve the needs of the Citrus View and Rancho Serenade subdivisions and has additional capacity to support neighboring needs. Privately built, Citrus View is now 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.

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. The potential flow from these new users must be calculated into treatment capacities for the treatment plant. A second issue facing the City is rapid growth eastward. Wastewater conveyance from the East Mesa to the existing plant could travel distances well over 10 miles. The high cost of infrastructure to support this transport makes this option infeasible. Therefore a number of private package treatment plants, as well as individual on-site septic systems, have been constructed to meet the needs of new residents. Rather than have a proliferation of these systems it was determined that a Regional Plan was needed to address the overall wastewater treatment needs. The City of Yuma pursued designation by the Arizona Department of Environmental Quality as the Management Agency for wastewater treatment in the Yuma Urban area. This designation resulted in the development of the Section 208 Wastewater Facility Plan in the spring of 1999.

Stormwater

The Yuma County Flood Control District is responsible for managing the floodplains of the unincorporated areas of the County and is a separate taxing authority. The District also directs, plans, designs, constructs and maintains various district flood control and drainage facilities throughout the County. Due to funding limitations to address identified flooding and drainage problems, the District only selects a limited number of projects in the County. Annually, a flood control Assessment Report is prepared which identifies flooding and drainage problems and needs within the County.

Stormwater control is accomplished with a network of City of Yuma, County and Flood Control District owned basins and discharge to the Colorado River. The holding basins can take the form of a retention basin, which allow for groundwater percolation, or detention basins, which allow for temporary holding of stormwaters and eventual pumping to storm sewer pipelines. 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. Drainage systems for the Yuma County Flood Control District within the Planning Area Boundary are divided into the West Yuma Mesa, East Yuma Mesa and the Yuma Valley Systems.

The major basins within the West Yuma Mesa are the Smucker Park Basin on Avenue A, Winsor Basin on 32nd Street and Winsor Avenue, the Yuma County Fairgrounds Basin, the Bonanza Basin located south of 32nd Street on Bonanza Avenue and the 12th Street basin adjacent to the East Main Canal. Major basins within the East Yuma Mesa are the Walnut Ave and 10th Street Basin, the 18th Street and Kennedy Lane Basin and the 18th Street Basin on the east side of Interstate 8. Discharge to the Colorado River is accomplished through the East Mesa Storm Sewer Outfall, which transports stormwater flows along Pacific Avenue north to the Colorado River Levee. Another discharge system conveys stormwaters from the area of Palo Verde Street 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 1st/3rd Streets and the East Main Canal and directs that flow through the 9th 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 7 mile 66" pipeline transports water pumped from groundwater wells for discharge to the Colorado River. The pipeline primarily is along the Avenue B ½ alignment. Additional capacity in this line 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 19th Avenue, 17th 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 basin at 8th Street and May Avenue and the 26th Street Basin behind the existing County Public Works Yard.

The City of Yuma provides stormwater control efforts through the construction of facilities specific to City infrastructure improvements and stormwater detention requirements for new developments. Where possible, stormwater drainage 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. 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 Flood Control District and the Yuma County Water User's Association to provide a neighborhood park that includes open space, picnic ramadas and a fishing pond. Both 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 sufficient size are required to provide on-site stormwater retention, as well as retain historical flows to the site.

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 pick up 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 834 pounds per person 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.

The City of Yuma has a Solid Waste Disposal Contract with Allied Waste Company. The contract covers the delivery of solid waste by the City of Yuma to a private transfer site at Avenue 3½E and 32nd Street with 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.

Recycling - Recycling efforts by the City of Yuma consist of an agreement to provide containers and collection locations for recycling materials in conjunction with the Yuma WORC Center, a private non-profit organization dedicated to meeting the needs of the disabled.

Private Utilities

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 Adelphia

Communications. 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 cellular communication services are provided by a number of agencies: Verizon wireless, Nextel, Cellular One and Sprint PCS.

The City of Yuma is fortunate in that a number of local utilities have invested in major fiber technology upgrades in the local area. Adelphia has installed two fiber rings for the north and south areas of the City and is currently expanding service to the Foothills and south Yuma County. These fiber rings provide digital service for television and allow for the use of cable modems. 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 schools and 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 April 1, 2000 population for the City of Yuma was 77,515 persons residing in 34,475 dwelling units. Population projections for the City identify a 2040 population between 136,516 (State of Arizona Dept. of Economic Security 1997 Projection Series) and 244,000 (City & County Joint Land Use

Plan/Land Use Element Build Out Population Estimates). This population will be primarily focused in three residential centers: the Yuma Valley, the West Mesa and the East Mesa. A more in depth look at development trends and residential densities identifies an anticipated population totaling 170,000. The anticipated population on the East Mesa will be approximately 60,000 persons and in the Yuma Valley and West Mesa a total of 110,000. The primary residential growth areas are within the South 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 1990 and 2000 population numbers the percentage of school age children (between 5 and 19 years) within the City of Yuma increased by 43% to a total of 18,775. The 18,775 persons in this age range made up 24% of the City of Yuma population. If this ratio holds true as the community grows, then at build out there will be a school age population of between 32,764 and 40,802 students. 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 see 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 is currently considering future facility planning. Since the creation of the Yuma County Free Library District in 1987, the District is solely responsible for the provision of library facilities and services. An assessment report was completed by Durrant Architects in April 1998. This study, District Space Needs Assessment, determined that in reviewing current operations and in comparison to other communities of similar population, the Library District is deficient in square footage. This results in lower per capita book titles available to the public. Recommended sizing for facilities from this report suggest a main library of approximately 67,000 square feet compared to the existing 22,605 square feet. Additionally, the assessment suggests large and small branch sizes and locations to meet population needs. There are a number of other sources with suggestions on library siting standards, including the International Federation of Library Associations and Institutions and the Library Facility Siting and Location Handbook by Christine Koontz. Recommendations for siting library facilities range from locating Main Libraries within 2 ½ miles of most residents and locating Branch Libraries within 1 mile of most residents, locating libraries within 2 miles of most users and locating libraries within a 15 minute travel time of most users.

The Main Branch is situated in the center of a 4.3 acre landscaped site, which is owned by the City of Yuma. Preliminary review of this site suggests that there is sufficient space to rebuild the existing facility to the recommended 67,000 square feet with on-site parking and landscaping. By locating the expanded facility at this site, the Library will maintain the historic location of the facility and be in close proximity to the population core of the Yuma urban area. This site also maintains high community visibility on 4th Avenue and ease of access from multiple directions.

Another option that could be considered is the development of a large joint use facility on the grounds of Arizona Western College. This site would take advantage of the enhanced resources available from the college, such as space and telecommunications abilities. An important issue with this option is the distance from the core resident population. As noted earlier, the bulk of the population as the Yuma urban area grows will continue to be located in the Yuma Valley and the West Mesa. Relocating the Main Library to the college campus would move this facility more than 7 miles away from its current location and a majority of Yuma area residents. The current site is in the heart of the City of Yuma and easily accessible. The location provides users the opportunity too not only visit the library but to obtain other services or needs within short driving distances. The college site is located on an isolated site at the edge of the East Mesa and north of the interstate. This isolation does not promote related driving trips or pedestrian access.

Prior to a final decision on the relocation of the main branch or the construction of new branches in the Yuma urban area, a study should be done as to the location of existing customers and to the potential impact as a result of library facility relocation or construction.

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 seven civic/community centers. As noted earlier the city currently operates four centers. The Civic and Convention Center is lacking in space and facility needs for large conventions and it was recommended that a new convention center be built in conjunction with commercial development on the riverfront. If this occurs, this will allow the civic center to function more as a community center with primary use for community meetings and activity classes. To meet the needs of future residents, the two other needed community centers should be located on the East Mesa and in the South Yuma Valley and be constructed in conjunction with future area or neighborhood parks.

PUBLIC SERVICES ADMINISTRATION

City

City of Yuma government activities are housed in a number of buildings. This dispersed layout is a result of limited space at City Hall. In order to reduce costs associated with decentralized city government, a new City Hall is under construction. The new City Hall is scheduled for completion

Summer 2002 and will be located downtown on the north side of Giss Parkway between Madison and 1st Avenues. Located within this facility will be: City Council offices and chambers, City Administration, Community Development, Fire Department Administration, Parks Administration, Information Technology and Administrative Services. Not only will this relocation centralize city operations, thereby minimizing travel delays and communication lags, but it will also free up a number of city buildings downtown for private commercial enterprises. A satellite Public Works Yard is planned for the area of Ave 5E and 40th Street to meet future East Mesa needs.

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 does anticipate relocating the Public Works Yard to the East Mesa in the next 5 years. This will locate maintenance equipment in closer proximity to the bulk of county maintained roads.

PUBLIC SAFETY

City Police

Future facility planning for Police services was completed as part of the Police Facility Plan (2000), in which the need for future facilities and staffing levels were examined. The City of Yuma Police Department has followed a standardized ratio for staffing levels. The ratio being one officer for every 530 residents and one civilian staff person for every 1,130 residents. To maintain the current level of service and to provide a protected, safe environment, the future population of Yuma will have a need for 321 sworn officers and 151 civilian staff. The Police Headquarters building was constructed with an eye to the future, with interior space available for remodel when the need arises. The maximum capacity planned for this facility is approximately 260 to 270 staff persons. The need to expand this building can be postponed if additional facilities, such as sub-stations, are constructed. A major facility identified is the development of an East Mesa Sub-station to support the growing population to the east. This facility is planned for construction in 10 to 15 years. A sub-station would provide a site where patrol, traffic and investigative activities could be locally coordinated. But a majority of citywide operations such as Administration, Police Records, Quality Assurance, 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 Fire

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. Fire Stations have been identified across the future urban area.

A major facility identified within both the Police and Fire Facility Plans is the development of a training center in the vicinity of 4E and 36th Street. This facility would provide classroom training opportunities for police and fire personal. The training grounds will include equipment for fire rescue and vehicle operation training. Additional weapons and law enforcement vehicle training are identified within the Police Facility in a future joint facility developed by a consortium of law enforcement agencies. This facility would be located in an isolated location far from residential development, preferably in the vicinity of the state prison.

UTILITY SERVICES

Water

The City completed a major planning effort in the development of the Water Facilities Master Plan in Summer 2001. 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 Build Out of the Yuma Urban Area, treated water needs are estimated at 35 million gallons on an average day. Based on this growth and allowing for additional industrial water needs and future Marine Corps Air Station water needs, a daily peak demand of 62.7 million gallons has been determined.

With much of new growth occurring on the East Mesa, 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 Mesa will have to be increased to a total of 30 million gallons a day. The complete reconstruction of the Avenue 9E plant will occur in a 3-phase construction program. The need for additional infrastructure to maintain or increase water pressures and supply capacity was also identified. These improvements include development of additional reservoirs, such as a water tank at 24th Street and the Thacker Canal, and system zone changes. System zones are bounded areas where water is supplied from a specific holding facility, such as the 16th Street water tanks. By modifying the valve connections, the water holding facility source to a site can be changed. This action adjusts the zone boundaries and causes a system zone change. Zone changes allow for the increasing or decreasing of water pressure in specific areas.

Water Resources - Water needs at full development 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 between approximately 240 gallons per person per day. Using the future City of Yuma population projections from the Department of Economic Security (2040 population: 136,516) and the anticipated population from the Land Use Plan (Build Out: 244,000) then

future water needs will range from 36,703 acre feet per year to 65,600 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. 2001 return flow credits are estimated at 9,000 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. The maximum estimated return flow is 20,000 to 25,000 acre feet a year when all water resources are being used to their full potential. Current conversions of water rights in the Yuma Valley are estimated at 6,000 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 15,000 acre feet a year. The existing allotment and supplemented resources are sufficient to support the planned residential, commercial and industrial growth of the community.

Water Conservation – The City is currently developing a 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.

Wastewater

The City of Yuma has completed another major planning effort through the development and adoption of the Section 208 Wastewater Facilities Plan Update (2000). The facility plan defined boundaries for service and plan areas, identified wastewater needs for build out of the City Service Area, identified the need for a second treatment plant on the East Mesa and developed a list of infrastructure projects to meet the needs of future population growth.

The City of Yuma Wastewater Service Area is where the city will be providing or plans to provide wastewater utilities. This area is located wholly within the General Plan Planning Area Boundary. The Wastewater Planning Area is an area in which the city has long-term interest in ensuring there is coordinated and adequate planning of wastewater collection and treatment. The Planning Area encompasses the Service Area, the Foothills,

the Yuma and Gila Valleys and the South Yuma Mesa.

At Build Out of the Yuma Urban Area, the City of Yuma wastewater needs are estimated at 20 million gallons a day. A majority of this growth will occur on the East Mesa. It was determined within the plan that a secondary treatment plant will be needed to meet population growth and geographic needs. A new plant to be constructed on the East Mesa has been determined as the best course of action. The conveyance of wastewater from the East Mesa to the Figueroa Plant was impractical as a result of: the extensive travel times in the collection system, the capacity constraints in the existing main sewer interceptors, the high construction costs of large interceptor sewers and the community disruption resulting from the construction of the new interceptors. The planned location of the East Mesa facility is at Avenue 6E and 40th Street. This facility is planned to have an ultimate capacity of 9 million gallons a day, which will supplement the existing 12 million gallon a day capacity at the Figueroa Avenue Plant.

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/1st Avenue/5th Avenue system. Additionally, this project will enhance the existing park facility with additional landscaping, public access and recreation activities. The major projects in the Yuma Valley include the development of the City owned 23rd Street Basin and the Riebe Avenue Basin. Flood Control District plans involve the excavation of the retention basins with piping to the stormwater network for discharge to the Colorado River. The 23rd Street Basin, adjacent to the Victoria Meadows subdivision, is identified in the Parks, Recreation and Open Space Element (chapter 4 of this document) for development as a neighborhood park. The Reibe Avenue Basin, in the vicinity of 8th Street, has also been identified as a neighborhood park in an outyear 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.

In calendar year 2000 the Federal Government implemented additional requirements in urbanized areas for stormwater control and discharge. The requirements, known as the Stormwater Phase II Final Rule, are an implementation of the Clean Water Act and likely will require the application and approval by the Flood Control District for a National Permit Discharge Elimination System (NPDES) permit. The reason for this change is the Federal Government's intent to respond to the potential harmful pollutants carried within stormwater flows for urbanized areas. 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.

For the NPDES permit, the City of Yuma and other entities that may now be covered by this requirement, such as Arizona Western College, can apply separately or jointly with the Flood Control District for the NPDES permit. The scope of the permit application must address six minimum control measures and identify Best Management Practices (BMP's), measurable goals and an action plan to meet the BMP's. The six areas of concern and examples of their implementation are:

- Public Education and outreach on stormwater impacts
 - ✓ Implement a public education program in area schools
 - ✓ Develop Public Service Announcements on illicit dumping in storm drains and washes
- Public Participation/Involvement
 - ✓ Develop program for storm drain stenciling by community groups
 - ✓ Develop recycling programs for solid waste as well as household hazardous wastes
- Illicit discharge detection and elimination
 - ✓ Develop an ordinance with enforcement procedures to address illicit discharges
 - ✓ Test, identify and eliminate any unintentional leaks from sanitary sewers systems
- Construction site storm water runoff control
 - ✓ Develop procedures for site plan review of construction plans considering stormwater impacts
 - ✓ Have procedures for construction site inspection and enforcement
- Post-construction storm water management in new development/redevelopment
 - ✓ Require on-site retention of all stormwater in new developments
 - ✓ Require redeveloped areas to address on-site stormwater retention
- Pollution prevention/good housekeeping for municipal operations
 - ✓ Develop programs to regularly inspect and clean catch basins and storm drains
 - ✓ Provide information materials and training to city employees

In response to this requirement and good management practice, the City of

Yuma and the 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 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. To meet the need for the NPDES permit, the Flood Control District has identified funds in Fiscal Year 2001-2002 to hire a consultant. The deadline for submittal of the NPDES permit application is March 2002. As the City of Yuma operates a portion of the stormwater system and has an integral interest in seeing stormwater needs are met, it is likely the City will partner in the effort to submit a general permit application.

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 23rd 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 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 use of another transfer station would be required should the alternate landfill option be necessary.

Recycling - There has been much discussion on recycling efforts across the state and nation. The reason being that the reduction of residential waste can extend the useful life of landfills and promotes the conservation of natural resources. Recycling efforts can take the form of residential sorting prior to pick up or sorting at the transfer site. With current City recycling efforts, the existing landfill has the capacity to meet the long term needs of the City of Yuma.

PRIVATE UTILITIES

As mentioned previously, private utility companies provide electricity, telephone service, cable access and natural gas to Yuma residents. Arizona Public Service provides electricity and is currently undergoing construction of a new customer service center in the Yuma area. A recent planning study completed by Southwest Gas has identified that the existing system can support development in the area for the next 10 years. Any significantly large major new facility, such as a new gas-powered electrical plant, will likely need additional 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 Adelphia 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.

GOALS, OBJECTIVES AND POLICIES

Goal: Support public education programs and facility planning that fund and operate high quality education programs and provide enhanced opportunities for advanced learning.

Objective: Actively coordinate with the school districts, charter schools and private learning institutions on the planning and construction of new schools and expansion of existing schools.

Policy: *New schools should be located in proximity to new residential developments, thereby minimizing driving times and vehicle use.*

Policy: *School site selection should observe 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 adjacent to 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: Achieve continued quality library services for the Yuma

community.

Goal: Provide high quality, 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: Achieve maximum use of public buildings through cooperative use of new and/or existing facilities.

Objective: Provide public safety activities that will enhance the safety and welfare of the community.

Objective: 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: Provide adequate, reliable and safe water treatment and delivery.

Policy: The City shall use the most technologically advanced and economically efficient system in treating and delivering water.

Policy: The City shall include in its capital improvement program water extension programs to be developed in accordance with the General Plan.

Objective: Provide adequate wastewater collection, treatment and disposal.

Objective: Provide quality and cost effective solid waste collection and disposal services.

Policy: 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: Achieve a coordinated and cooperative program between the City, County and other units of government in the provision of public services and facilities.

Policy: The City shall coordinate development proposals with the ability of the water system to handle additional demand.

Objective: Design and construct city buildings and facilities that demonstrate excellence in architectural design and energy efficiency.

Objective: Design and construct new community facilities to have flexible functions to ensure adaptability to the changing needs of the community.

Goal: Ensure that surface water supplies continue to be physically and legally available so that they remain adequate for future growth and development.

Objective: Protect the City's and areas current Colorado River entitlements.

Objective: Continue and further develop increases in the City's water availability by working for conversions of water use from irrigation to domestic use in urbanizing areas within the boundaries of all local irrigation districts.

Objective: 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.

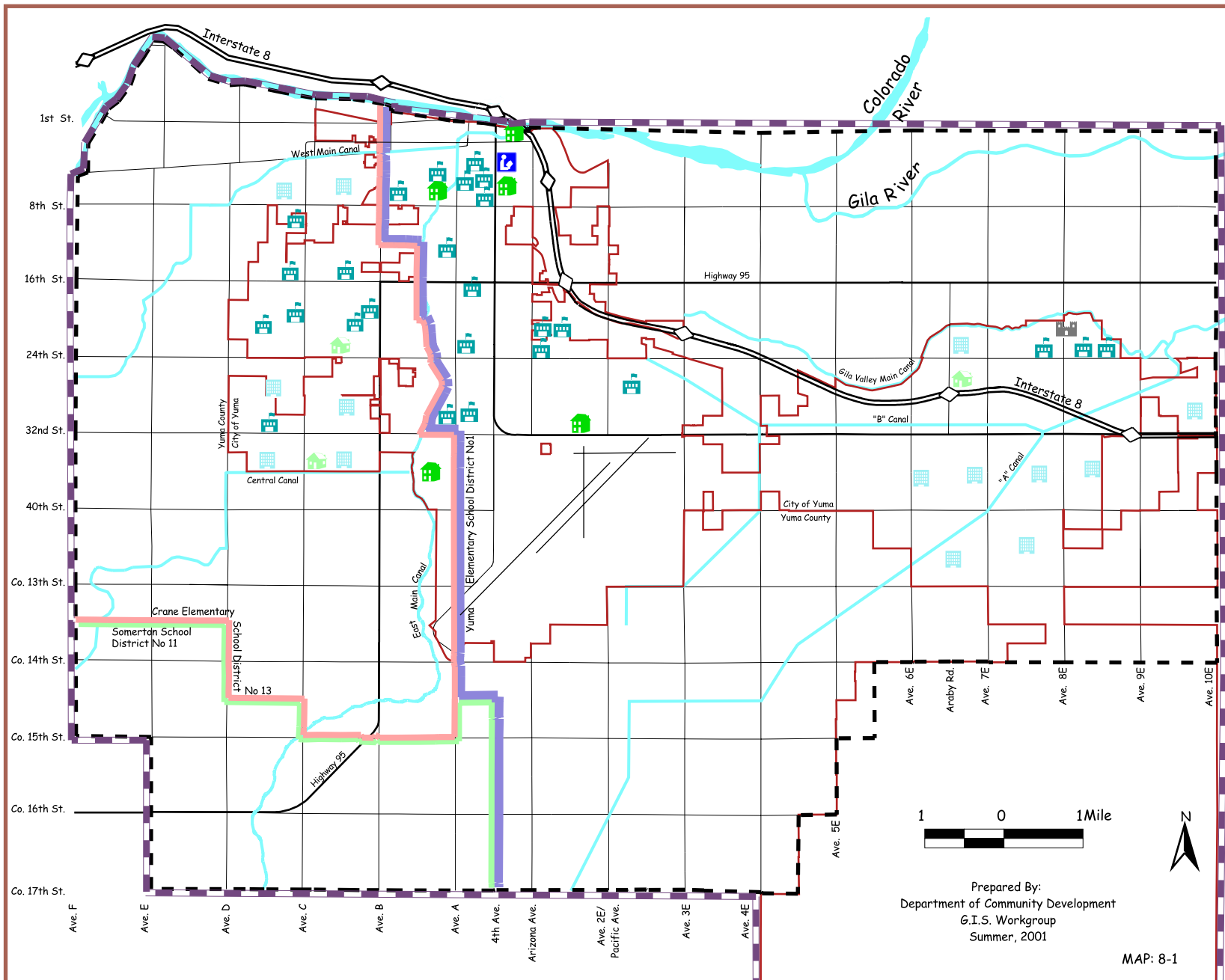
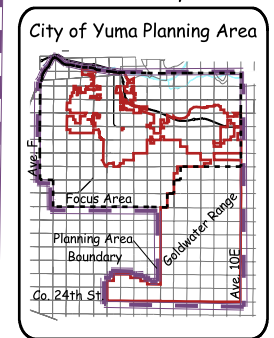
ACTION PLAN

Phase	Project	Responsible Department/ Agency	Funding Sources
1-5 Years	Construct East Mesa (Tortoise Flats) Wastewater Treatment Plan	Public Works	WIFA Bond
	Support the planning efforts of the Library District for expanded facilities in the City of Yuma.	Community Development	General
	Relocate and construct Fire Station #3	Fire	Public Safety Tax
	Partner with the Yuma County Flood Control District (YCFCD) in the development of a NPDES permit	Public Works	HURF/ ROAD
	Partner with the YCFCD in the expansion of the Smucker Park Basin	Public Works	HURF/ HELP Loan
	Revise Subdivision Regulations and Construction Standards & Details to respond to infrastructure and utility service needs	Community Development/ Public Works	General
6+ Years	In conjunction with annexation, design and construct future fire stations at locations identified within the Fire Services and Facilities Plan	Fire	Public Safety Tax
	Construct a new East Mesa Water Treatment Plant that will replace the Avenue 9E plant	Public Works	WIFA Bond
	Develop the Fire Department Training Facility at 4E and 36 th Street	Fire	Public Safety Tax
	Develop Joint Law Enforcement Training Facility through multi-agency consortium	Police	Federal/ State
	Design and construct East Mesa Police Sub-Station	Police	General/Bond
	In conjunction with future park development, construct community centers in the East Mesa and the South Yuma Valley.	Parks	General/Grant
	Develop and implement a household solid waste recycling program in order to extend the useful life of area landfills and meet stormwater requirements.	Public Works	HURF/ General



Educational & Cultural Facilities

- Existing Schools
- Future Schools
- Civic/Community Centers
- Future Civic/Community Centers
- Arizona Western College/Northern Arizona University
- Yuma County Main Library
- Focus Area
- Planning Area Boundary



Prepared By:
 Department of Community Development
 G.I.S. Workgroup
 Summer, 2001

MAP: 8-1




Public Services Administration


City Public Facilities 

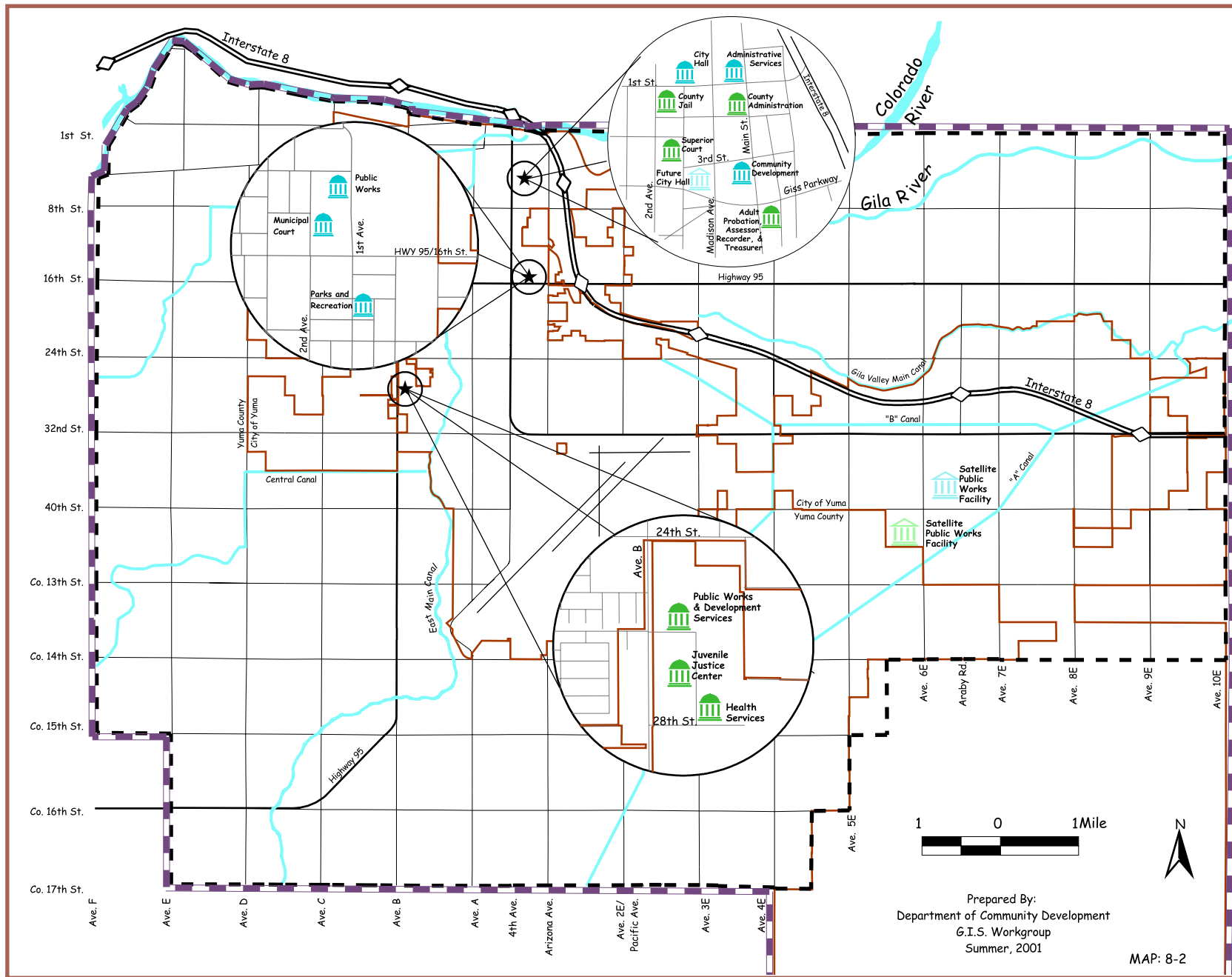
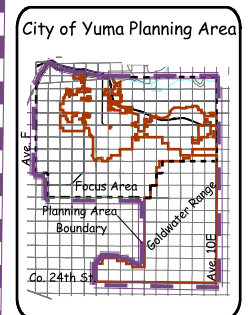
Future City Facilities 

County Public Facilities 

Future County Facilities 

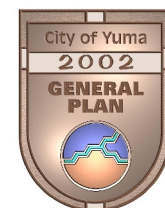
Focus Area 

Planning Area Boundary 



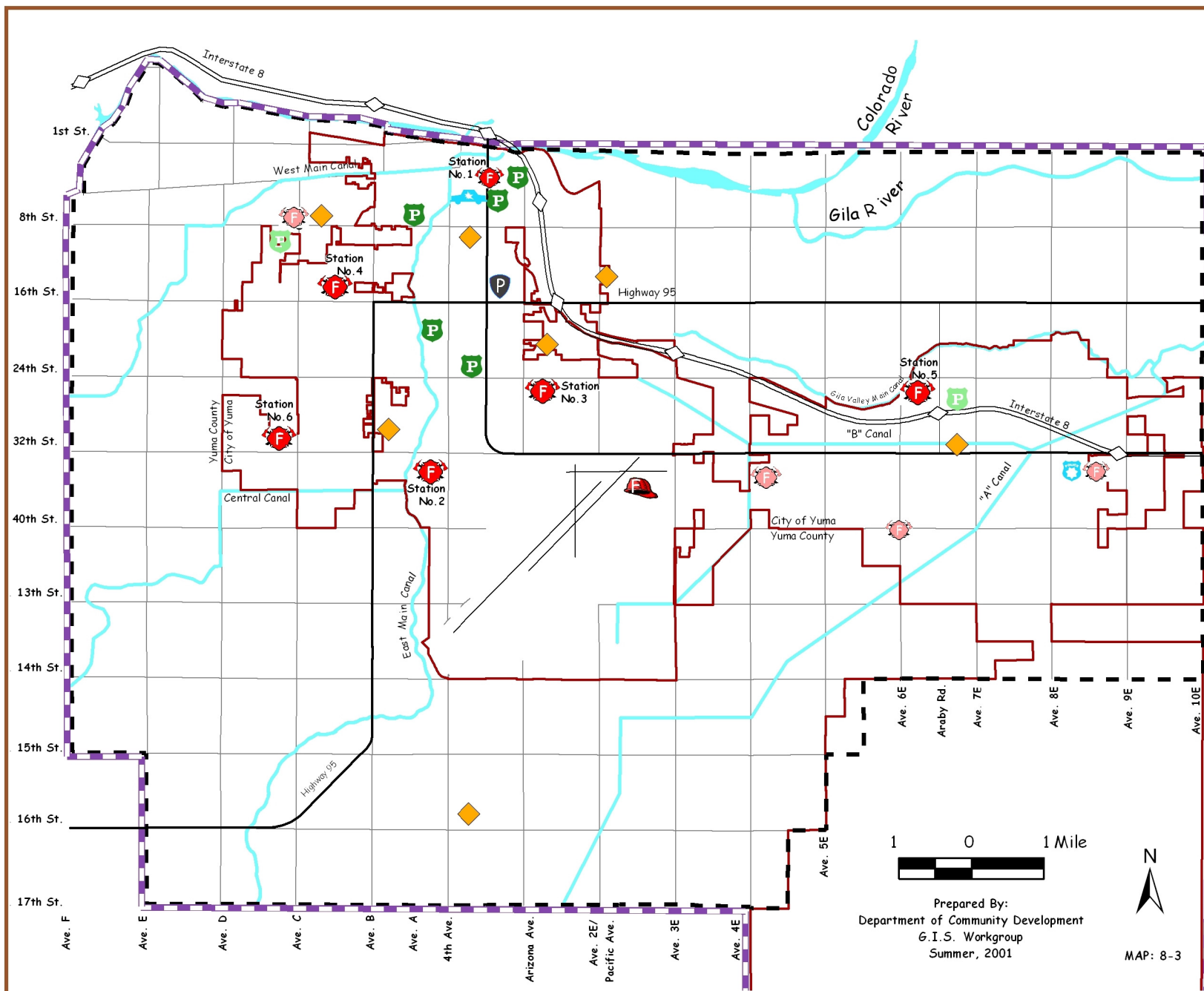
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Summer, 2001

MAP: 8-2



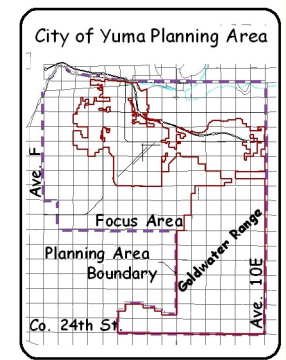
Public Safety

- Police Headquarters
- Community Cop Shop
- Future Community Cop Shop
- Future East Mesa Substation
- County Sheriff
- City of Yuma Fire Station
- Future Fire Stations
- MCAS
- Rural Metro Fire Station & Ambulance Sites
- Focus Area
- Planning Area Boundary



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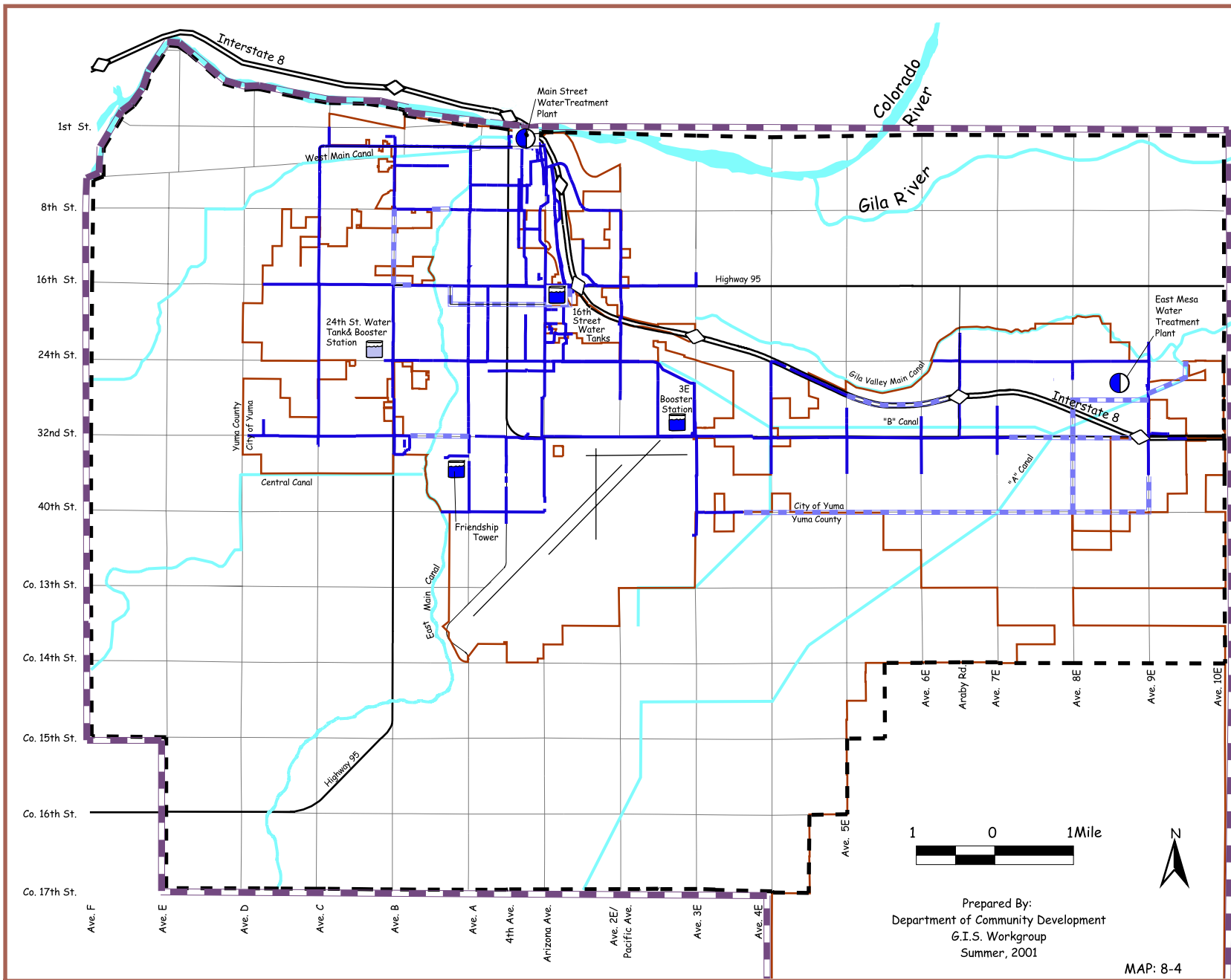
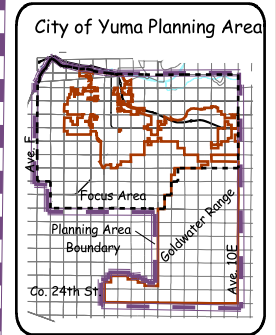
MAP: 8-3





Water

- Existing Water Treatment Plant
- Existing Water Tank or Booster Station
- Existing Major Transmission Lines
- Future Water Tank or Booster Station
- Future Major Transmission Lines
- Focus Area
- Planning Area Boundary



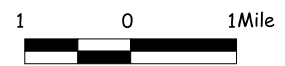
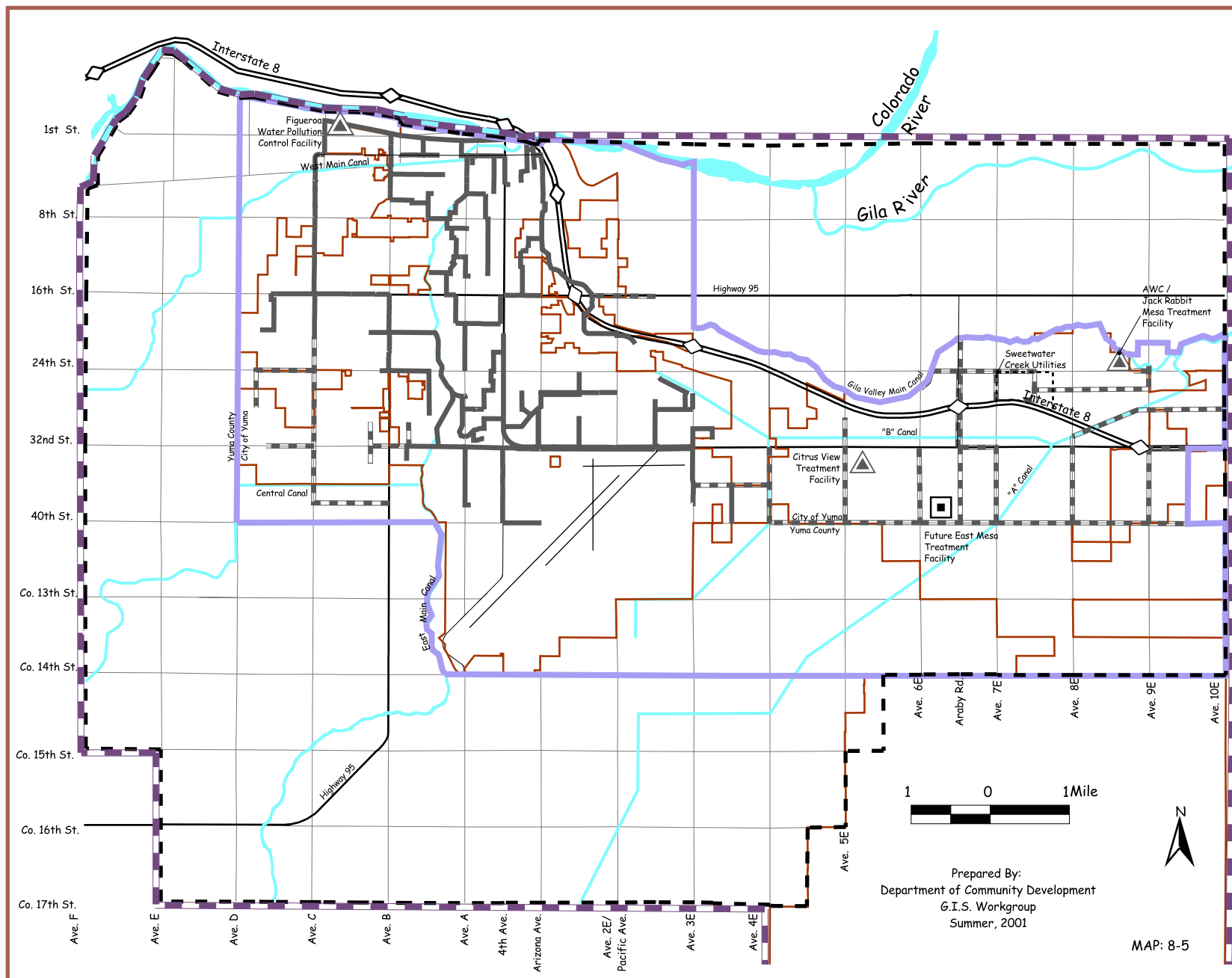
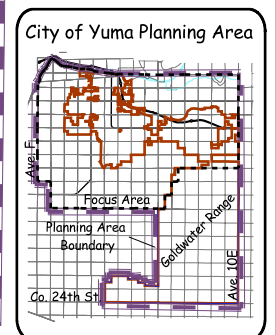
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MAP: 8-4



Wastewater

- Wastewater Service Area
- Boundary
- Existing Treatment Facilities
- Existing Major Transmission Lines
- Future East Mesa Water Pollution Control Facility
- Future Major Transmission Lines
- Focus Area
- Planning Area Boundary



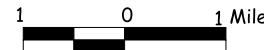
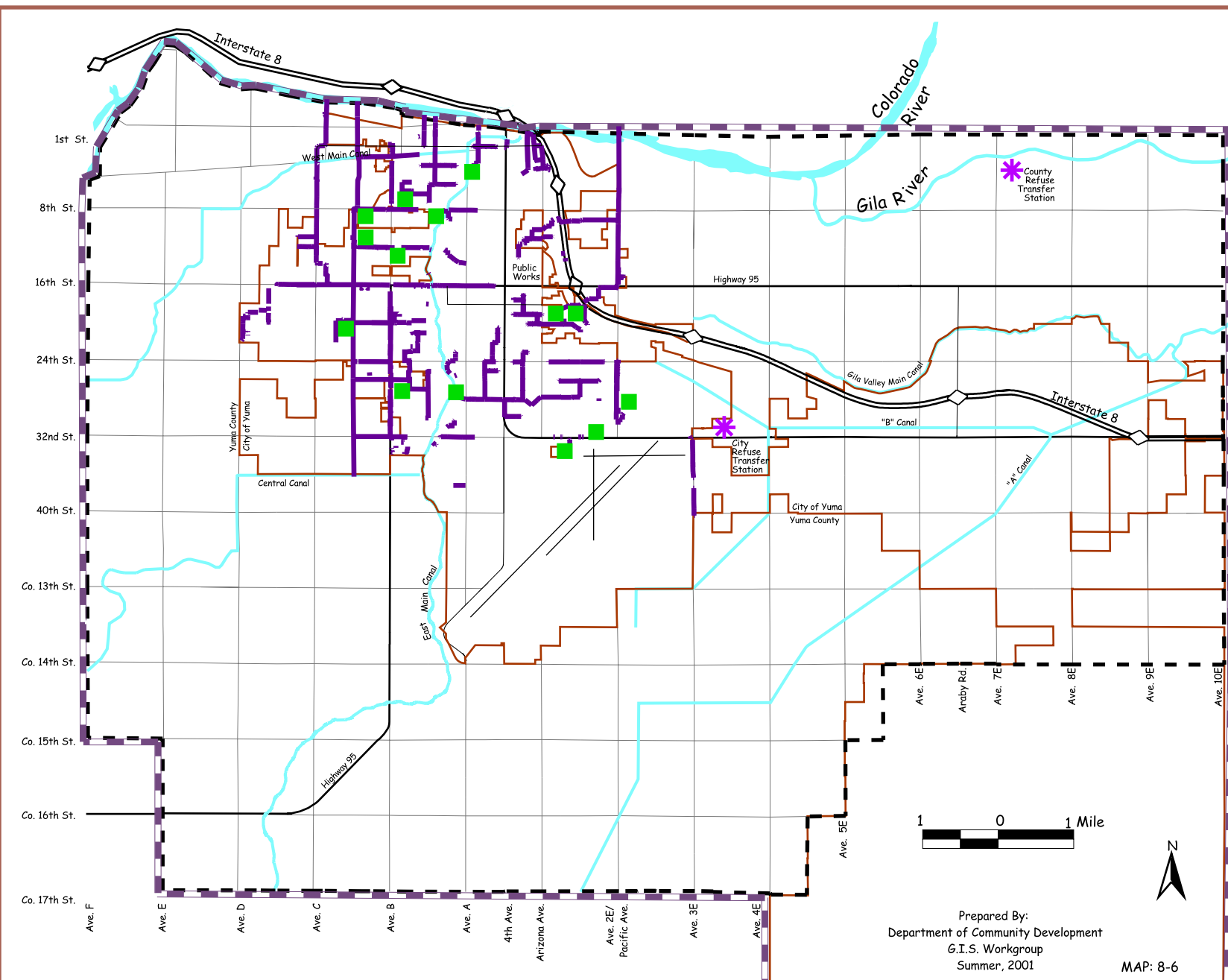
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MAP: 8-5



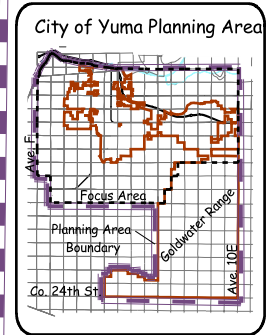
Stormwater & Solid Waste

- Major Storm Drains
- Major Stormwater Basins
- Solid Waste Disposal Site
- Focus Area
- Planning Area Boundary



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 Summer, 2001

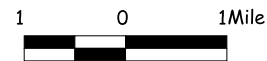
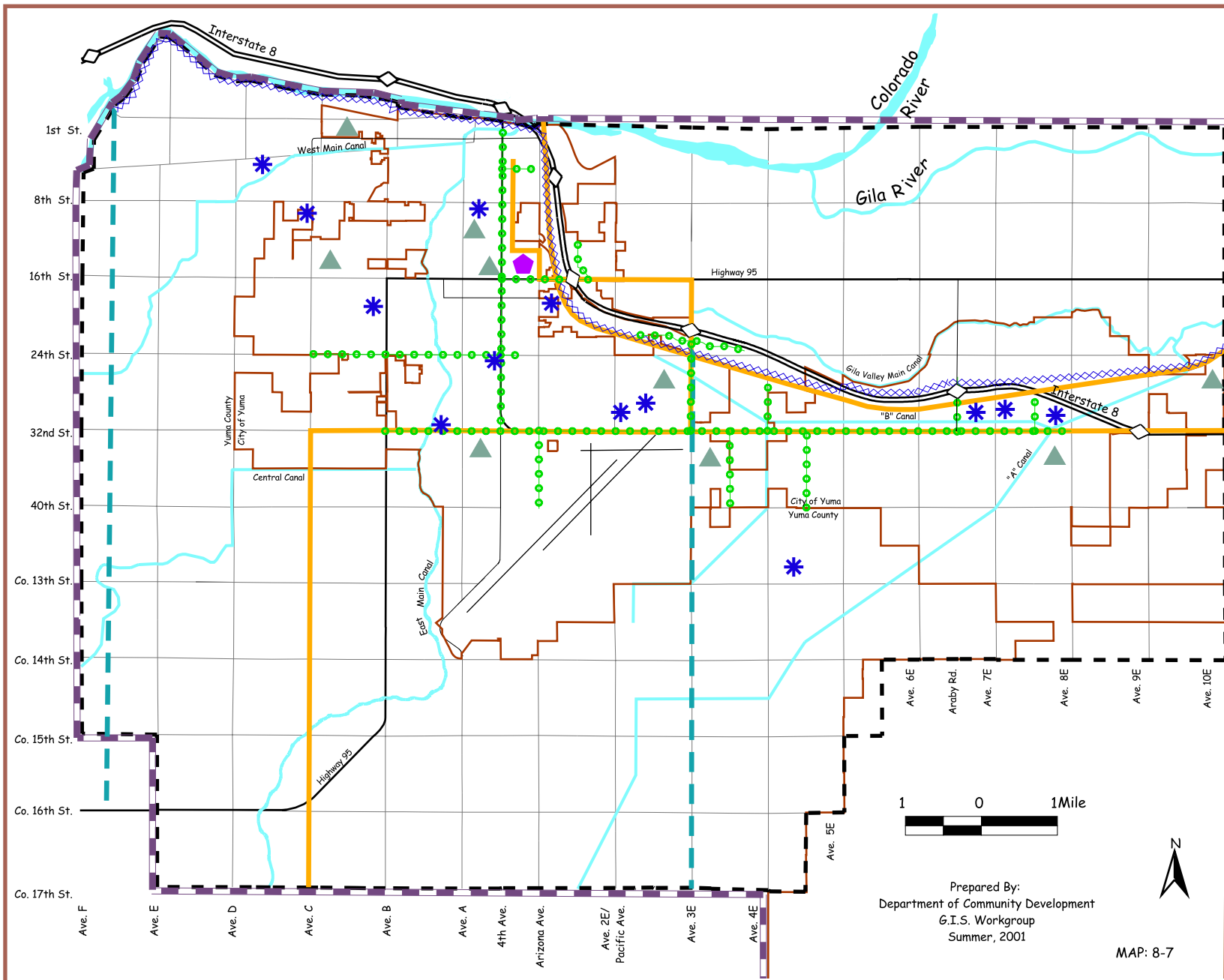
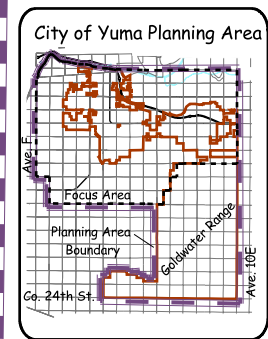
MAP: 8-6





Private Utilities

- Arizona Public Service Electrical Substation
- Qwest Communications Trunk Line
- Adelphia Main Office
- Cellular Towers
- El Paso Natural Gas Line
- SW Gas Feeder Line
- Proposed City of Yuma Fiber Network
- Focus Area
- Planning Area Boundary



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 Summer, 2001

MAP: 8-7

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 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.

Simply put, a disaster is a sudden and dramatic emergency. When 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. 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. 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 do more than just put out fires. They also provide paramedical and emergency rescue services. Fire departments are first responders to hazardous materials incidents.

Emergency Management. The emphasis of local emergency management is organizing the immediate response to disaster, including the provision of

emergency shelter, maintenance of vital services, access to essential provisions like food and drinking water, and the coordination of outside help. Emergency management also focuses on planning for future events that require coordination of resources from various other agencies.

Planning and Redevelopment. Planning departments 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, planning departments focus on such disaster-related land use issues as preventing inappropriate development in hazard-prone areas. Redevelopment departments assist in the process of rebuilding by assembling parcels of land for projects and the use of financial incentives and assistance to advance disaster-resistant rebuilding.

Planning and Zoning Commission. The City's Planning and Zoning Commission has the power to "prepare 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. Building officials have the job of making decisions about the habitability of damaged structures and helping with determinations of the community's need for emergency and longer-term shelter. Building officials oversee the reconstruction process of public and private structures.

Public Works. Water and sewage treatment systems can be vulnerable in a major disaster and contingency plans are required in the event of structural damage or disablement. Disasters can cause damage to streets, cause power outages affecting traffic signals, and knock down or disable streetlights. Public Works takes on the essential role of restoring normal service to any public infrastructure under its control.

Health. Local health departments are trained in mitigating and preventing communicable diseases, especially when large displaced or homeless populations are crowded together in temporary shelters. In addition, local health departments can oversee the provision of safe and uncontaminated food and drinking water for those dependent on emergency provisions. Additionally, flooding may cause secondary health threats; thus, health departments also monitor dangerous accumulations of mold colonies in walls and ventilation systems.

City Administration. The mayor and administrator's offices serve as the lead communicator to the public. The city administration not only maintains 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. 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.

Some critical municipal buildings and structures have been seismically upgraded to withstand the potential of a Seismic Zone 4 earthquake. All but one of the City's fire stations is built, or has been retrofitted, to withstand the effects of earthquakes (Fire station #3 has not been retrofitted to meet seismic codes; however, its relocation is included in the Capital Improvements Program 2001-2003 budget). 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 conducted an Earthquake Hazard Evaluation. These activities are a continuation of studies for Arizona Division of Emergency Management's Earthquake Program.



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.

Highlights of actions by community partners related to or supportive of Project Impact include:

- Arizona Public Service completed a total of 2,144 line miles towards its commitment to strengthen our community's electrical distribution system.
- Arizona Department of Transportation completed work on seismic retrofitting two overpasses along Interstate 8.
- Yuma County Water User's 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.
- 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.
- 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.

A number of additional actions are proposed by Project Impact partners that address mitigation opportunities for both floods and earthquakes.

EMERGENCY OPERATIONS PLANNING

The City of Yuma has established and provided for emergency management in accordance with State emergency plans and programs (ARS 26-308). The City Emergency Management Program is organized under the City of Yuma Fire Department as a division of the 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 senior staff who is the Emergency Management Coordinator.

The 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 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.

The City has prepared an *Emergency Operations Plan* (EOP). The current EOP was adopted by resolution of the City Council in 1988 (Resolution No. 2534). 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 EOP does not indicate evacuation routes for emergency situations. Routes of escape from disaster-stricken areas will depend on the scale and scope of the disaster. For example, wind speed and direction at the time of a hazardous materials incident are factors in determining which evacuation routes would be used. A map available through the City's Emergency Management Coordinator identifies several potential evacuation areas, primarily within the Yuma and Gila Valleys, marked as "A" through "H" (refer to Map 9-1). For persons in these areas, the following directional information is provided:

- A. North Arizona Avenue Corridor (Speese Addition area): Exit to higher ground via Arizona Avenue to 16th Street (US 95) – proceed to

-
- Interstate 8 if leaving Yuma or going to a shelter.
 - B. Gila Acres area: Exit south on Pacific Avenue (2E) to 16th Street (US 95) – proceed east to 3E and access to Interstate 8; or west to Interstate 8; or south on Pacific Avenue.
 - C. Paradise Casino area: Exit west to Winterhaven Drive; or south to Indian Hill and on to Old Highway 80 to higher ground.
 - D. 8th Street area between Avenues C and D: Exit south to 32nd Street, then east up 32nd Street to higher ground.
 - E. 1st Street between Avenues B and C, north of the West Main Canal: East on 1st Street to 4th Avenue.
 - F. 8th Street area between Avenues B and C: East on 8th Street to 4th Avenue.
 - G. 10th Street area between Avenue B and East Main Canal: East on 8th Street.
 - H. 16th and Avenue B area: East on 16th Street.

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.

The City activated the Emergency Preparedness Network in early 2001 to alert city residents with an automated telephone message explaining a specific emergency situation. This notification system is in addition to the traditional methods already used by emergency responders such as door-to-door, police/fire sirens, and emergency alert system. The system was put to its first test in August 2001 during a water emergency when a main water transmission line failed. It was well received and very successful.

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 can 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 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 resident population subjected to additional risk 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 (16th 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 Joint Land Use Plan, Appendix A 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 (MCAS) Yuma 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 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, Chapter 3, *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 Water Facilities Plan is to identify improvements needed to maintain or increase water pressures and supply capacity. The 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. The objective of the Police Facility Plan is to provide public safety activities that will enhance the safety and welfare of the community.

CITY CODES

Fire Prevention. City code requires installation of automatic fire sprinkler systems in multi-family residential and commercial buildings. Automatic fire sprinkler requirements also apply to buildings with use changes.

Hazardous Materials. Anyone storing or using hazardous materials in excess of specified quantities must provide inventory and other process information when applying for a building permit or when applying for a business license. Owners and operators of existing facilities that use or store hazardous materials must provide the same information prior to incorporating those materials in their operations.

Building. The City uses the Uniform Building Code (UBC) 1997 edition, including certain appendices. Buildings must be constructed to conform to UBC Zone 4 seismic design criteria. City Council adopted the 1998 International One- and Two-Family Dwelling Code, with various amendments from the 2000 International Residential Code for One- and Two-Family Dwellings by reference, in September 2001. The code addresses conditions specific to the area, including earthquake risks and high wind conditions. A set of design guidelines was developed for wall construction with emphasis on earthquake protection.



Floodplain Management. The City has participated in FEMA's National Flood Insurance Program (NFIP) since 1983. City Council has adopted ordinances addressing floodplain management and its 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 Developments. The City adopted a code for storage and disposal of storm water runoff in the late 1970's. 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 zoning code 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."

The basic philosophy of zoning is to separate incompatible land uses into districts and then establish a set of permitted uses and regulations for each district. For example, any 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 industrial zoning districts if approved by the Planning and Zoning Commission at a public hearing.

The Airport Zoning District is established to promote the public health and safety in the vicinity of the MCAS and the Yuma International Airport by minimizing exposure to high noise levels and accident hazards generated by airport operations and to encourage future development that is compatible with the continued operation of the airport.

Finally, the 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 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 City/County EOP's that have the potential to disrupt and cause damage, and creating casualties in the area:

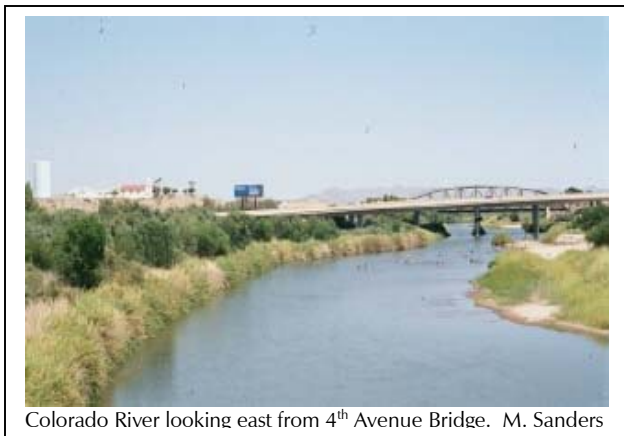
- Flood/flash flood: The Yuma area is subject to localized/flash flooding from excessive rains in the immediate area. Riverine flooding is possible in the event of massive releases of waters from the upstream dams on either the Colorado or the Gila Rivers.
- Major fire: Uncontrolled structural and wild 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.
- 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 manufacture, 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 increased 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 past 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 seismic activity 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 control of the rivers, large and damaging floods were not uncommon 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.



Colorado River looking east from 4th Avenue Bridge. M. Sanders

Significant floods, however, are still a distinct possibility in the Yuma area. In 1983 exceedingly large amounts of runoff from record snowfalls and late rains required the upper 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-foot 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.

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, West, and 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.

Community Rating System. The Federal Insurance Administration has implemented the “Community Rating System” (CRS) to encourage communities to do more than just enforce minimum floodplain management standards. Communities that use CRS receive a reduction of floodplain insurance premiums due to actions they have taken to reduce flood losses.

There are ten classes with Class 1 having the greatest premium reduction and Class 10 having no premium credit. Yuma is automatically in Class 10 unless it applies for CRS classification and it shows that the activities it is implementing warrant a better class. The Arizona Department of Water Resources is the State Coordinating Agency for the NFIP.

The CRS encourages programs and projects that preserve or restore the natural state of floodplains and protect these functions. The CRS also encourages communities to coordinate their flood loss reduction programs with Habitat Conservation Plans and other activities that preserve and protect natural and beneficial floodplain functions.

In a related program designed by the National Weather Service, the City is a



“StormReady” community. StormReady complements Project Impact by focusing on communication and preparedness to save lives. Although there is no grant money associated with the program, the Insurance Services Organization is planning to provide community rating points, and those points may be applied toward lowering flood insurance rates.

EARTHQUAKES

Assessment. The seismic hazard for the Yuma region is considered the greatest in the State of Arizona due to earthquakes originating in southern California and northern Mexico. 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) and 1979 (magnitude 6.5). 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:

- 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

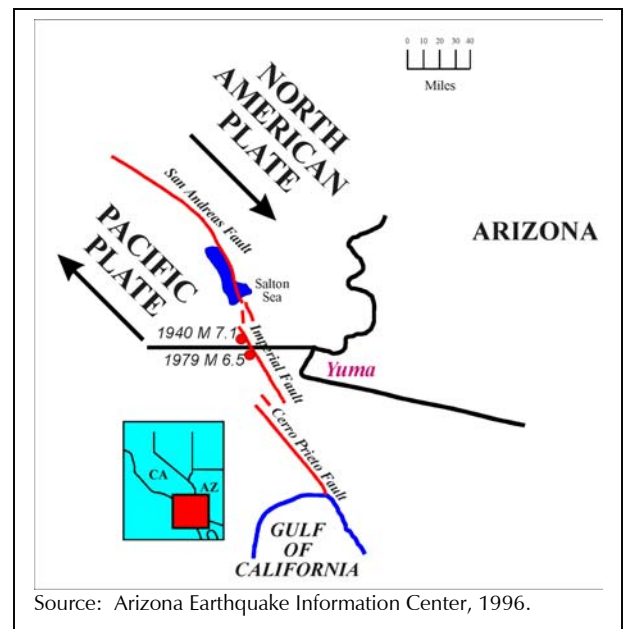
remove resisting forces at the base of the slopes resulting in slope failures. These areas require site-specific geotechnical studies to determine risk and mitigation measures. Development has encroached on the mesa margins, and the views available from these locations are considered valuable.

- 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.

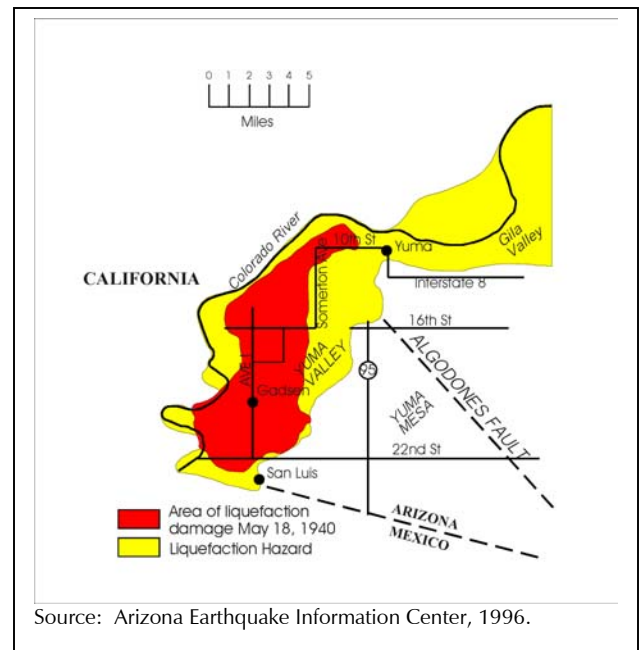
In a report sponsored by the Arizona Council on Earthquake Safety, two scenario earthquakes were chosen for FEMA’s nationally standardized loss estimate model known as HAZUS™. The Maximum Probable Earthquake (MPE) represents the earthquake that has a “probable” chance of occurring within a specific time 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. Estimated losses associated with a repeat of 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.

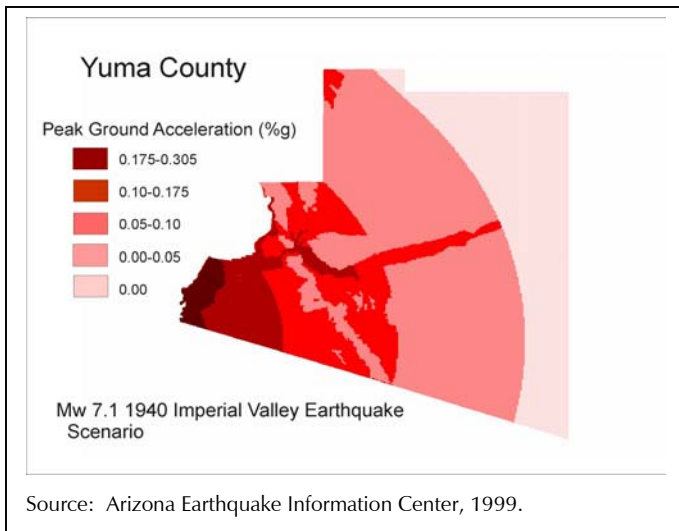
- The HAZUS™ loss estimates for a repeat of the 1940 magnitude 7.1 Imperial Valley earthquake indicate that the County may suffer total direct economic losses to building stock of about \$75 million.
- Less than one-half of the pre-1973 building stock will escape undamaged. While most of the post-1973 building stock will escape undamaged.
- 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.



Source: Arizona Earthquake Information Center, 1996.



Source: Arizona Earthquake Information Center, 1996.



- No modern wood-frame structures are expected to suffer extensive or complete damage, and most are expected to be undamaged.
 - Of the county's 314 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.

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 indicate 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 495 to 15 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. This detailed study of the liquefaction hazard was conducted by Southland Geotechnical, Inc. for the City of Yuma, Department of Community Development, 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.

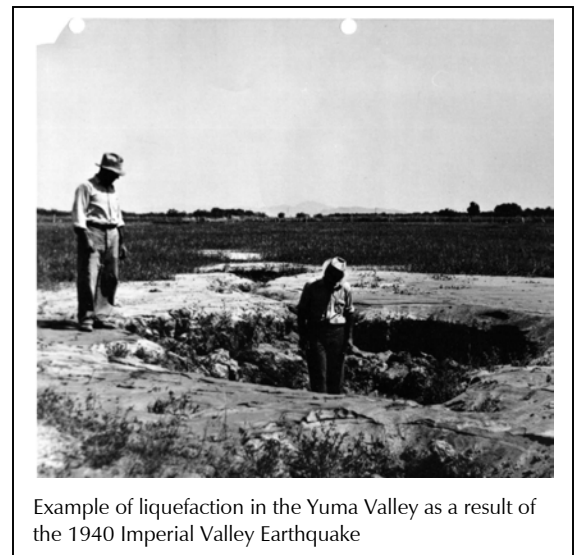
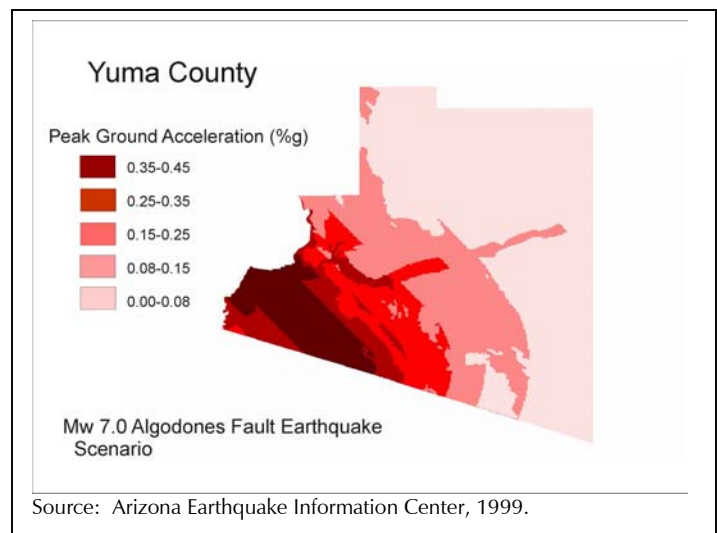
The stability of a structure is only as good as its foundation. Extensive damage can occur to structures from soil liquefaction beneath. Development may be safeguarded from liquefaction hazard using deep foundation systems, ground improvements to prevent its occurrence, or structurally designed foundations to withstand expected deformation of the ground. Liquefaction should be mitigated for development proposed within the hazard zone.

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. 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.” A plan for post-disaster recovery and reconstruction should be developed. Such a plan would be composed of polices, actions, and designated responsibilities related to expeditious and orderly recovery and rebuilding with an emphasis on mitigation.

GOAL, OBJECTIVES, AND POLICIES

Goal: Protect City residents and businesses from threats of natural and man-made hazards.

Objective: Ensure that those features necessary for protection of the City from natural and man-made hazards are maintained and, where necessary, improved.

Policy: 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: The City shall upgrade water system capacity where necessary to meet peak load water supply requirements for fire fighting.

Policy: The City shall designate minimum road widths necessary for evacuation purposes and clearances around structures for emergency access along major roadways by adhering to adopted construction standards based on roadway classification and engineering design.

Policy: The City shall continue to collaborate with qualified consultants and agencies to study and map geologic hazards.

Objective: Minimize the economic impact of strong ground motion, liquefaction, and fault rupture on public and private property.

Policy: The City shall continue its program of retrofitting and strengthening essential and critical facilities.

Policy: The City shall continue to monitor and enforce seismic codes.

Policy: The City shall continue to educate the public regarding risks from seismic and geologic hazards.

Objective: Minimize public and private losses due to flood conditions in areas of special flood hazard.

Policy: The City shall restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities.

Policy: 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: The City shall control the alteration of natural floodplains, stream channels, and natural protective barriers that help accommodate or channel floodwaters.

Policy: The City shall control, filling, grading, dredging, and other development, which may increase flood damage.

Policy: 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: 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 maintenance sufficient to pass flood flows and relieve high ground water conditions.

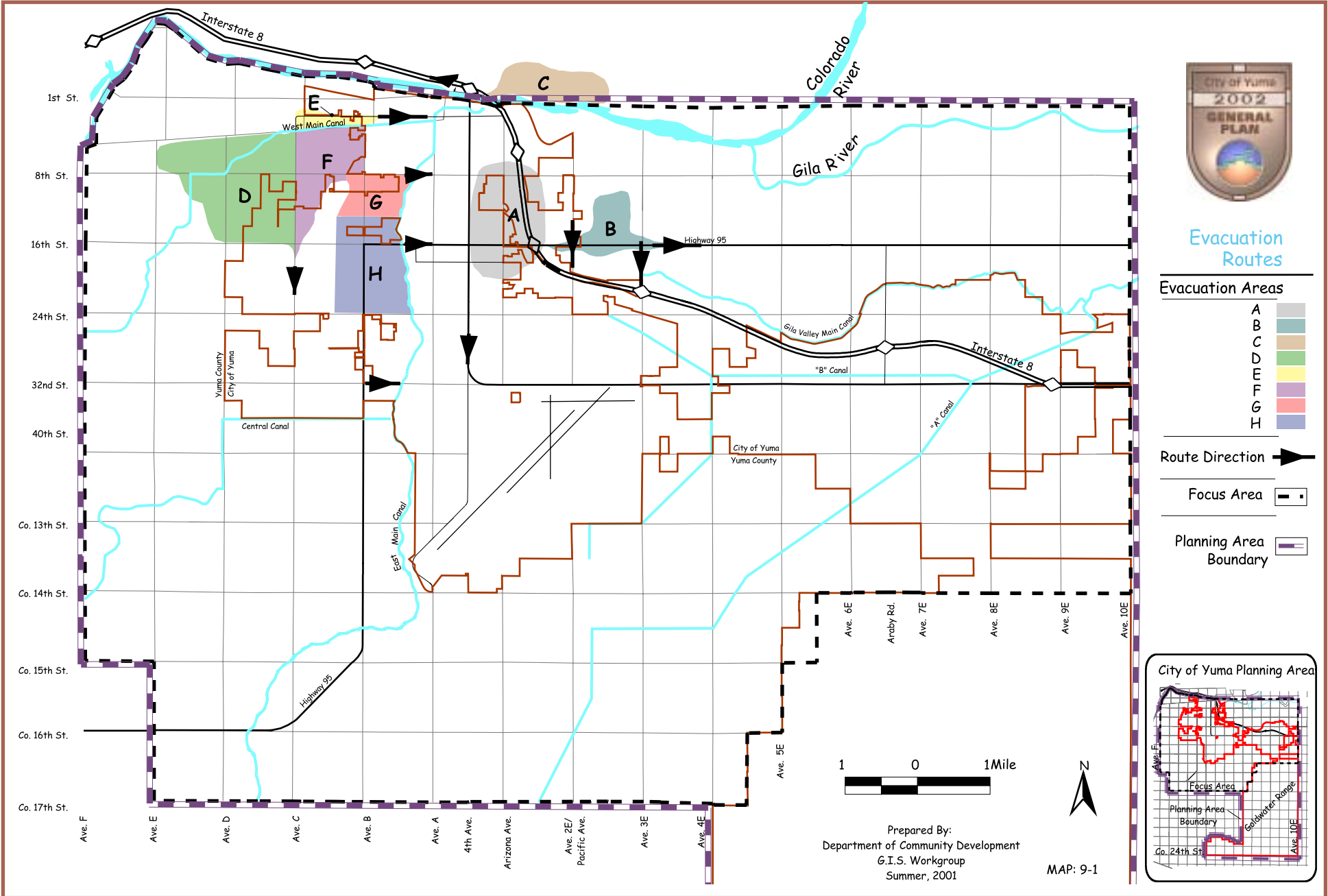
Objective: Promote and facilitate sustainable redevelopment during the post-disaster recovery and reconstruction process by identifying opportunities for building a disaster-resistant community.

Policy: The City shall ensure that development in identified natural hazard zones shall be designed to safe, appropriate engineering standards.

Policy: 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	Implement <i>Project Impact “Proposed Actions”</i> which identify mitigation measures to reduce vulnerability of buildings, infrastructure, and people to natural hazards	Emergency Management/ Public Works/ Community Development	HURF/ Grant/ General
	Evaluate and update emergency evacuation routes	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
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



Evacuation Routes

Evacuation Areas

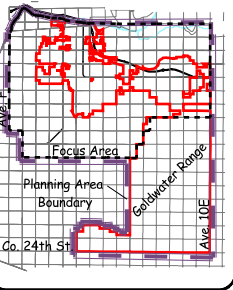
- A
- B
- C
- D
- E
- F
- G
- H

Route Direction

Focus Area

Planning Area Boundary

City of Yuma Planning Area



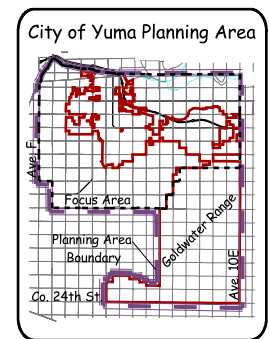
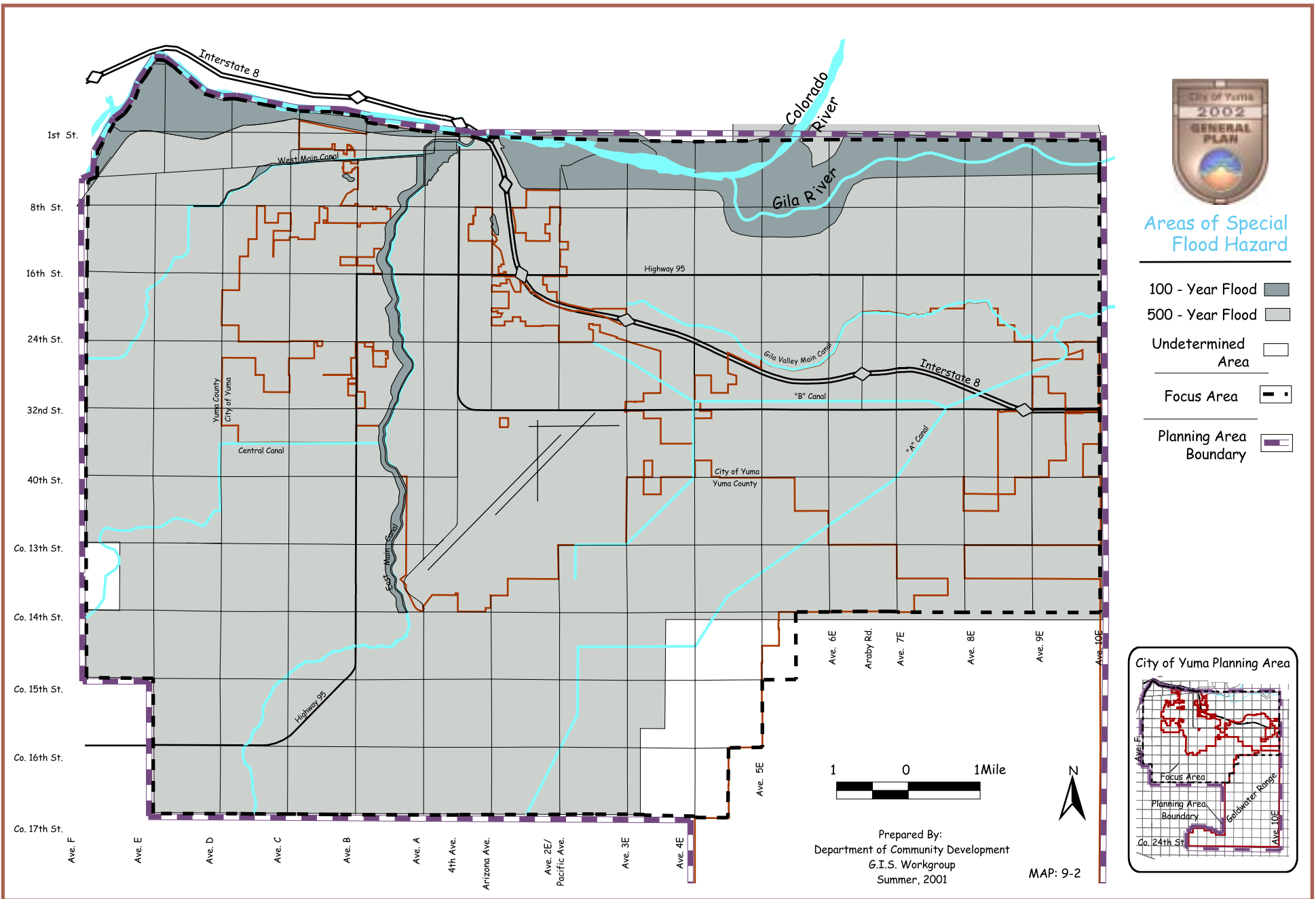
Prepared By:
 Department of Community Development
 G.I.S. Workgroup
 Summer, 2001

MAP: 9-1



Areas of Special Flood Hazard

- 100 - Year Flood
- 500 - Year Flood
- Undetermined Area
- Focus Area
- Planning Area Boundary



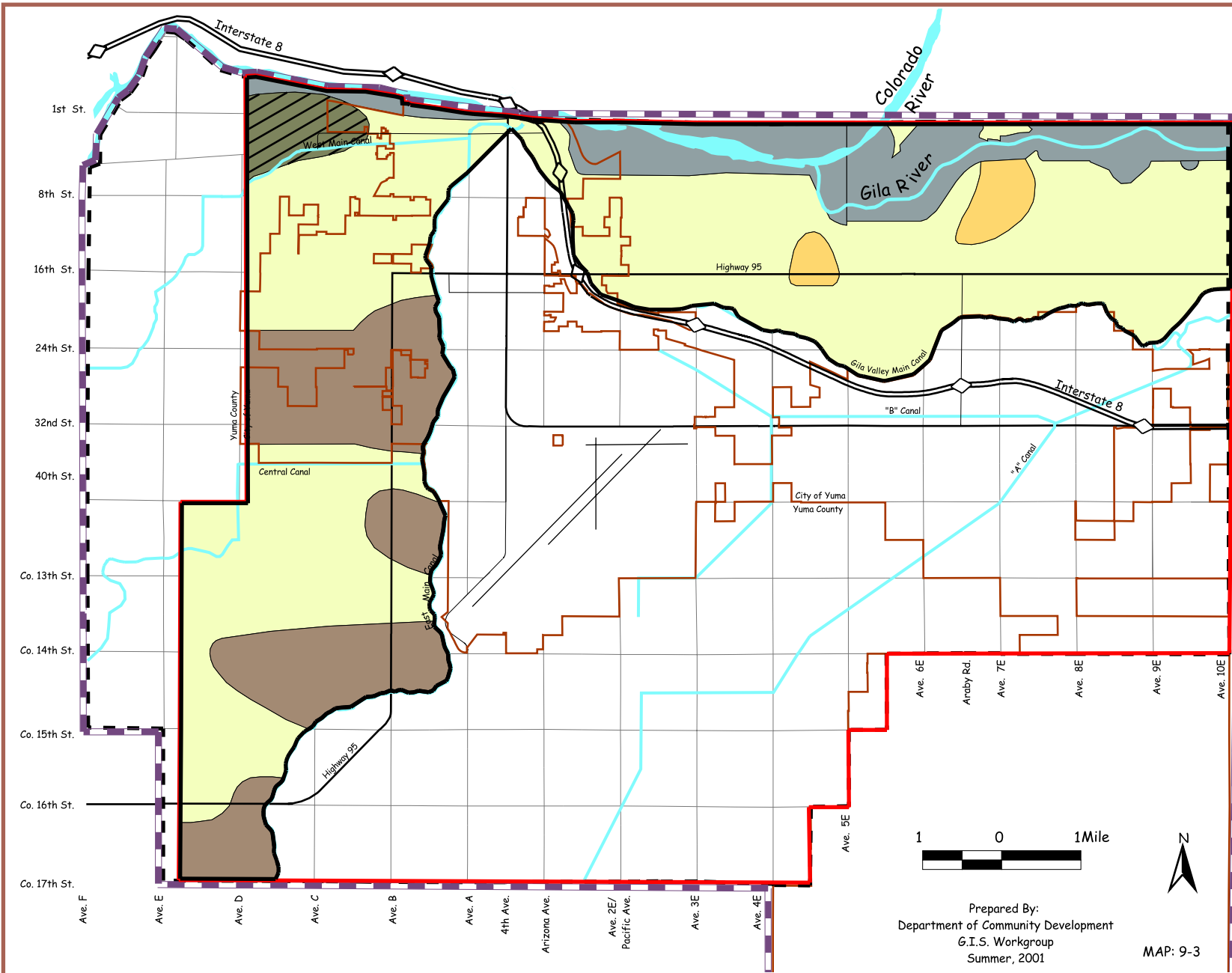
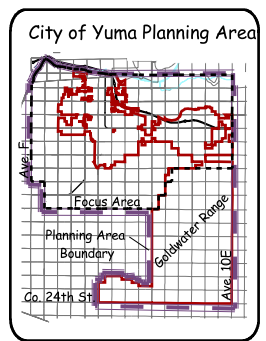
Prepared By:
 Department of Community Development
 G.I.S. Workgroup
 Summer, 2001

MAP: 9-2



Liquefaction Hazard Map

- Study Area Boundary
- Liquefaction Hazard Zone
- Historic (1940) Liquefaction Zone
- Current Floodplain
- Groundwater less than 6 feet deep
- Groundwater 6 to 12 feet deep
- Groundwater over 12 feet deep
- Focus Area
- Planning Area Boundary



Prepared By:
 Department of Community Development
 G.I.S. Workgroup
 Summer, 2001

MAP: 9-3

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 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 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.

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 East Mesa Wastewater Treatment 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 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 ProRata.

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. If the particular major roadway were not ripe for construction, then the developer would provide in-lieu monies for the construction of the road that is directly proportional to their fair share based on street frontage. This methodology assures that new residents will have the necessary infrastructure to support their needs. Additionally, it minimizes 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 may allow for future payback from later construction that connects to water and sewer transmission lines or pump stations. This does not apply to roadway construction.

PRORATA

A second methodology developed by the City is called ProRata. This system, adopted for two fast growing areas of the Yuma Valley, provides a different method of paying for needed transportation and recreation needs. This system was developed as a more equitable alternative to the standard method of “you touch it, you build it”. ProRata is accomplished through the adoption of Specific Infrastructure Financing Plans (SIFP). The plans identify specific transportation and recreation facilities that will be needed as the area develops and spreads the costs of those facilities among all the landowners in the area who will benefit from the public improvements. The application of ProRata fees applies to all properties that are planned to go through an increase in use and density. Additional transportation and recreation infrastructure will be needed to support new development.

- The per acre fee, or local share, is determined by the cost of the facility and the size of the benefit area. The cost per acre of each facility is calculated by dividing the cost of constructing the facility by the number of acres in the benefit area. The benefit area is the adjacent area where users of that facility will reside or work.
- The individual preliminary per acre fees for a project are determined as the property begins the development process, with a specific per unit fee derived when the exact number of dwelling units or structures is known.
- The per unit fee is calculated by dividing the total project fair share fee by the total number of units in the project. The per unit fees are typically paid at the time of building permit issuance.

Land dedicated by a property owner for identified recreation or transportation

facilities can be credited to the owner's fair share participation in that facility's development. The credit is determined by the average value of land in the Plan areas. In some cases, where a property owner has overpaid for their fair share of a facility, a payback agreement may be necessary to compensate the property owner for their overpayment. As the City collects ProRata fees for that facility from subsequent development, the original property owner will be paid back for those costs above their fair share.

INFRASTRUCTURE FINANCING

Developer Construction/In-Lieu Fees and ProRata 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 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 cities 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 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 will centralize a number of City operations. Built by a private company, the City is employing a build-lease option for this new facility. The General Fund will pay for leasing costs. New urban development does not contribute to the provision of City Administration activities.

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 Station #2 and Fire Station #5 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. Any additional construction from this fund is likely to require approval from the voters to extend the sunset of this tax. 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.

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 or Highway Users 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 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 Parks 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 and the Highway Users 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. The Highway Users Tax is composed of a combination of the State Gasoline Tax and Lottery dollars. It is apportioned to communities based on their population and can only be used for street or street related projects. 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 collector and arterial roadway funding and construction are through the previously identified ProRata fair share or developer construction/In-lieu fees. A third means of transportation facility funding is through a fair share contribution for traffic signalization applied to specific properties where a traffic signal is anticipated at the section or mid-section roadway crossings. This fair share method is

applied area-wide. The amount applied for the project is equivalent to a per acre share of the cost of and installation of a traffic signal. The fee is held until sufficient funds are available to install the traffic signal.

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;
- 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 Infrastructure Fund, 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 staff operations. The Water Utility Fund and the 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, 12 to 20 inches. The Water Utility Fund also funds the construction of the remaining water lines and system enhancements. New development provides new water facilities through construction of on-site and connecting water lines and the payment of system enhancement fees.

The Sewer Utility Fund is the primary fund for wastewater treatment staff operations. The Sewer Utility Fund, the Sanitary Sewer Infrastructure Charge/Fund and the Sewer Capacity Fund are the primary funds to maintain the wastewater system and the installation of new lines. 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 will provide needed system upgrades and support the urban development of the east mesa. The facilities include:

Water Projects

1. Main Street Zone 2 Booster Pump Station
2. Zone 1 Water Transmission Line
3. 8th Street Water Transmission Line
4. Avenue A Water Transmission Line

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5. Avenue B Water Transmission Line
 6. Avenue 9E Water Transmission Line
 7. Main Street Safe Drinking Water Act Upgrade
 8. 16th Street Booster Pump Station
 9. 24th 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. 36th Street and 40th 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. Also utility companies may also pay a fee to another utility for use of their equipment. Such as when the cable or telephone provider place there 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 and to a limited extent fund capital improvements. There is a limited amount of the General Fund available for 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 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.
- ✓ Bed and Board 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, facility development at the

Yuma crossing area and to support tourism activities of the Convention & Visitors Bureau. The tax was re-approved by the citizens of Yuma on 1/94 and concludes on 6/09.

- ✓ Public Safety Tax: Approved 11/8/94, 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, Fire Station #2 and Fire Station #5.

The remaining sales tax in Yuma County is composed of 5.6% dedicated to the State of Arizona and 1.5% dedicated to Yuma County.

DEVELOPMENT FEES

The four types of development fees the City collects that are dedicated to specific infrastructure include: transportation and park facilities within the ProRata areas, water and sewer system development charges applied area wide, the 3-year retention basin maintenance fee and the fair share contribution to traffic signalization.

Prorata - ProRata has been successful in that over \$1.4 million has been collected for needed facilities and it also has the support of the development community. Specific plans that identify where and what infrastructure will be built within and around their developments helps the developer plan for their infrastructure needs. But there are four major lingering issues that must be considered.

- First, ProRata was adopted in 1995 and implemented for two fast growing areas: the 20th Street Corridor and the South Yuma Valley (Appendix B). The facility cost estimates and land dedication credits reflect 1995 and 1996 dollars. An annual or bi-annual mechanism that incorporates current cost estimates and dedication credits needs to be incorporated into the ProRata method. Additionally, the roadway construction cost estimates did not take into account the high cost of stormwater control. Therefore, not only are the estimates more than five years old, they underestimate the cost of construction.
- Second, although significant funds have been collected to date, the monies collected for each individual project are not sufficient to construct needed facilities at today's cost. Funds collected range from \$140 dollars for a portion of the East Main Canal Linear Park to \$165,000 for the construction of 45th Avenue from 20th to 24th Street. A system that groups fees for completion of transportation or recreation projects should be incorporated.
- Third, ProRata only considers previously identified transportation and recreation needs. As areas have developed, needed facilities that were not considered in the Specific Infrastructure Financing Plans have been identified. These facilities, such as additional traffic signals, are related to the new development but no funding stream has been identified for their installation.
- And lastly, the land acquisition costs were not considered for linear parks. It was believed at the time that the underlying ownership of many of the linear park facilities, which are located along canal or drainage ditch alignments, was held by a public agency, such as the Bureau of Reclamation or the Yuma County Water Users Association. But over time it has

been found that in many cases these public agencies only have an easement for their use. The City has found that although the land cannot be used for development, it is only fair to reimburse the underlying private property owners in ProRata credits, for the transfer of the underlying ownership to the City. An update of the ProRata fee program should include a review of this policy.

An overall issue for both ProRata and Development Construction is that not all public services needed by new development have been included. Those missing include schools, general administration, police and fire, as well as needed utilities such as stormwater control and solid waste for the general area.

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 under grounding has been required. The issue appears to be the under grounding of main lines and the associated costs. A more detailed study on the viability of under grounding distribution lines and how the costs can be allocated or shared community wide would be appropriate.

Water and Sewer System Fees - Over the past two years, 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. A Sewer Utility Rate Study was completed for the wastewater system and currently under development is a Water Utility Rate Study. The results of the Sewer Utility Rate 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 in 2000. 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. It is likely the Water Utility Rate Study will result in a similar recommendation as a need has been identified to increase capacity in the growing East Mesa area as well as upgrade systems within the developed parts of the City.

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 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.

Additional development fees the City may want to consider include Public Safety police and fire services and emergency management, General Administration and regional Stormwater Control as well as an update to the ProRata system. An issue identified earlier is the changing needs for infrastructure. It has been found that additional traffic signals or rights-of-way may be needed that were not initially identified within the Specific Infrastructure Financing Plans. There are no funds available to install or purchase these facilities, thereby causing a drain on City resources. Also, because the Specific Plans identify each needed facility and, as a result, funds are collected and accounted for separately for each project over time, the funds collected have not been sufficient to construct the needed project. If the funds were grouped then they could be used to fully and consecutively construct each needed project in that area. A more general fee that is applied area wide may be a solution to respond to changing infrastructure needs.

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 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 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 owner's 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 respon-

sible 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. 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 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. The drawback to this methodology is that it is specific to the project and does not consider neighboring or area wide facility needs to which the new development may be adding additional pressure, such as fire safety.

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 infra-

structure 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 recently 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 recent park added to the City inventory that successfully provide this joint use is Kiwanis Park. Another joint purpose facility includes the future enhancements to Smucker Park that will provide not only a large urban lake but also stormwater retention for 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 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.

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 - 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 may require voter approval if the term of the loan is more than 13 months. 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 Transportation Efficiency Act (TEA-21) 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.

GOALS, OBJECTIVES AND POLICIES

Goal: Utilize financing mechanisms to pay for the cost of new development that do not place an unreasonable financial burden on the entire community.

Objective: Ensure that new development pays its fair share of growth.

Policy: The City shall implement and periodically update a comprehensive Development Fee Ordinance that incorporates annual adjustments of current land values and construction costs.

Policy: The City shall continually research additional funding sources. This includes additional development fees, creation of improvement districts and grants.

Policy: The City shall regularly audit development fees to determine if service levels and amounts collected are meeting needs.

Objective: Invest funds accruing in development fee accounts to enhance funding capacity.

Objective: Maximize public/private partnerships in infrastructure development.

Objective: Maximize the community's utilization of existing investment in infrastructure and services

Policy: The City shall encourage growth in areas that have excess capacity in existing infrastructure.

Goal: Determine and manage monetary and facility impacts as a result of new development.

Objective: 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.

ACTION PLAN

Phase	Project	Responsible Department/Agency	Funding Sources
1-5 Years	Conduct a state-wide survey to establish a threshold of minimum existing development fees.	Community Development	General
	Complete a Community Assessment to determine the local feasibility to support a range of Public Facility Fees.	Community Development/ Outside Source	General
	Complete a User Fee Assessment to determine if the costs of service are adequately addressed through development fees.	Community Development/ Outside Source	General
	Research and consider a community wide impact fee that pays for needed public infrastructure.	Community Development/ Outside Source	General/ Highway Users Tax
	Bi-annually review and modify the Facility Fee Structure to ensure current cost estimates and fairness.	Community Development	General
6+ Years	Periodically review and modify the Facility Fee Structure for water and sewer infrastructure.	Public Works/ Community Development	Water & Sewer Funds
	Bi-annually review and modify the Facility Fee Structure to ensure current cost estimates and fairness	Community Development	General

A.R.S. Section 9-461.05 D.2. -- Growth Areas Element

A growth areas 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 AREAS ELEMENT

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 City of Yuma Growth Areas Element identifies those parts of the Planning Area that are planned for a concentration of a variety of land uses, including relatively high density and intensity uses, due to their proximity to existing or planned public facilities and services. This Element also promotes a development pattern within growth areas that integrates housing, workplace, shopping, and recreation into compact, pedestrian-friendly, mixed-use neighborhoods connected to the larger community by multiple modes of transportation. The scope of the growth areas element, as required by Arizona Revised Statutes (ARS), is provided in the sidebar.

The City of Yuma has already adopted plans, policies, and codes that address aspects required of a growth areas element. The next section of this Element demonstrates that the City is committed to: coordinating development activity with public facilities and services, supporting alternate means of transportation, balancing development with conservation of open space, and encouraging creativity in design of new development. This Element, then, builds on the positive steps the City has taken to provide for rational land development patterns.

The evaluation and analysis that follows identifies growth area needs and opportunities for multimodal transportation and public facilities. Goals, objectives, and policies are established in this Element to promote growth areas which support a variety of land use types, provide transportation choices, and conserve open space areas, consistent with the City's ability to provide public services and facilities. The Element concludes with an action plan designed to carry out the legislative intent of the ARS and achieve growth area goals, objectives, and policies.

BACKGROUND AND EXISTING CONDITIONS

LAND USE ELEMENT

Growth areas for the City of Yuma have been formulated within the context of the Land Use Element, Chapter 2 of this General Plan. The Land Use Element promotes 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. Public open space and commercial recreational opportunities along the Colorado River are recognized. Commercial nodes or centers are identified to minimize congestion created by strip commercial development along major roadways. The Land Use Element also 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.

Planned concentrations of a mixture of land uses are identified at three locations: 1) the vicinity of Avenue B and 32nd Street in the Yuma Valley; 2) Araby Road in the vicinity of Interstate 8 and 32nd Street in the East Mesa; and, 3) Old Town in the North End.

Implementation programs and policies recommended in the Land Use Element support these locations as "growth areas." Priority programs are included that fall within the scope of the statutory requirements of this Element:

- New development should be encouraged contiguous to existing urban areas and have reasonable access to public services and facilities;
- Allow flexibility in application of land use densities on properties having more than one land use density so that property development, design opportunities, use of space, and traffic movements may be improved or enhanced;
- Make use of Planned Development/Planned Unit Development zoning 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; and
- 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.

REGIONAL TRANSPORTATION PLAN

The City of Yuma is a participating member of the Yuma Metropolitan Planning Organization (YMPO) on both its executive board and technical advisory committee. The executive board adopted the latest update of the area-wide transportation plan in November 2000 (*2000-2023 Regional Transportation Plan*). The basis for the plan is continued growth in accordance with the Land Use Element. The plan is multimodal with components for roadway, transit, non-motorized, freight rail, and airport.

Highlights of the roadway component include the construction of the Area Service Highway (ASH) connecting Interstate 8 and the Mexican border; widening portions of 16th Street, 24th Street, 32nd Street, 4th Avenue, Avenue 3E, and US 95; and the extension of 56th Street to the Foothills.

The Yuma area presently has a limited public transit system. The first phase

of the transit component of the area-wide transportation plan (incorporated into the Transportation Element, Chapter 3 of this General Plan) calls for: establishing a transit service identity; developing a marketing campaign to promote services; and, continuing existing dial-a-ride service and two regional fixed-route demonstration projects (Yuma-San Luis route initiated November 2000 and Yuma-Foothills/Arizona Western College (AWC) route initiated October 2001). Recommendations for the future include:

- Construct Multimodal Transportation Center, including restoration of the Hotel Del Sol.
- Identify a mid-town transit center location suitable for leasing.
- Install bus stop signage, passenger shelters and facilities.
- Implement four "Yuma Circulators" which are deviated fixed route services. The circulators would directly connect with the Yuma-San Luis and Foothills/AWC routes.
- Launch the MCAS Express demonstration express route that would operate during peak hours and would connect the mid-town transit center to the MCAS

City Council adopted a "fixed route transit system" resolution (R2001-29) in May 2001 supporting and endorsing the Yuma Circulators as recommended in the transit component.

The non-motorized component of the area-wide transportation 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 Bikeway Location Plan (incorporated into the Transportation Element, Chapter 3 of this General Plan) has acted as a policy guide for City staff and Council decisions on the construction and placement of bikeways since adoption by Council in 1995.

GROWTH AND DEVELOPMENT POLICY

A policy was adopted by City Council in June 1999 to guide City actions with regard to growth and development decisions. This policy links City services with the City's ability to provide those services in a timely and cost-effective manner; it consolidates previously adopted water and annexation policies. The resolution recognizes that the City must make maximum use of existing public services and facilities by encouraging development of vacant and underutilized lands. Section 12 states that the City should take appropriate action to protect taxpayers' long-term interest in the following areas:

- Desert, mountain, river valley or watercourse areas to provide opportunities for recreation and open space.
- Agricultural land to preserve this important sector of the economy.
- Major highway corridors.
- Public facilities financed, owned, or operated by the City of Yuma.
- Existing urbanized areas or areas of potential urbanization.

Through this policy, Council recognizes the need to conserve significant natural resources and open space areas in the City and to coordinate their location to similar areas outside the City's boundaries. Council also seeks an effi-

cient major roadways system. Finally, Council underscores its commitment to timely and financially sound infrastructure expansion that is coordinated with development activity.

ECONOMIC DEVELOPMENT POLICY

City Council also adopted an Economic Development Policy in December 2000. This policy specifies the kinds of businesses the City wants to attract and the circumstances under which it would consider incentives. Economic development incentives are available to these qualifying businesses: 1) industrial or non-retail commercial; 2) large retail; 3) large private commercial recreational or tourism; and also, 4) redevelopment areas. Various incentives are 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 is seeking to accomplish several strategic objectives including:

- Support retention and expansion of existing businesses.
- Support redevelopment of designated redevelopment areas, neighborhood redevelopment strategy areas, and targeted infill areas.
- Support compact, orderly development incorporating clean industries that allow for short commute times, alternate transportation systems, and reduced automobile usage so clean air standards may be maintained.
- Economic development efforts should be consistent with the Growth and Development Policy and General Plan for the Yuma area.

The economic development policy, therefore, is intended to support a planned concentration of land uses that make automobile, transit, and other modes of transportation more efficient and provide for a rational pattern of land development. The types of incentives included in this policy can encourage private development in growth areas.

ZONING CODE

The "Old Town" district is the only real "mixed-use" district currently in the City Zoning Code. The priority of this district is to support a mixture of commercial, cultural, governmental, and residential uses that will help to ensure a lively pedestrian-oriented district. Special emphasis is placed on tourism and historic preservation due to the unique qualities present in the Old Town area that set it apart from all other districts in the City. The adopted standards promote mixed-use projects, zero lot line construction, and other design elements that encourage private investment in keeping with the character of the area.

Except for the Old Town District, the other zoning districts and overlays in the City Zoning Code 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, but for the development of residential areas only. PUD's should, however, promote 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.

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:

- Regulations determining the location of buildings and other improvements with respect to existing rights-of-way, floodplains and public facilities;
- Regulations of the use of land, buildings and structures, the height and bulk of buildings and structures and the open spaces around buildings and structures;
- A plan and regulations determining the location of infrastructure service area boundaries, consistent with the growth areas element of the general plan, beyond which the municipality may limit or prescribe conditions on publicly financed extensions of water, sewer and street improvements that are necessary to serve needs generated by new development; and
- Measures required to insure the execution of the general plan.

There are two types of specific plans established in the Zoning Code. The “Pro Rata Facility Fee Ordinance of the City of Yuma” requires new development to pay a fair pro rata share of the costs associated with providing necessary public services to the development as in the case of the 20th Street Corridor Specific Infrastructure Financing Plan and the South Yuma Valley Facility Plan (refer to Appendix B) adopted by Council. The plan to expand the use of pro rata citywide is addressed in the Cost of Development Element, Chapter 10 of this General Plan.

Specific plans also became an established district in the Zoning Code in June 2001. The Cielo Verde Specific Plan (CVSP) is currently the only such district. It is located in the East Mesa along the south side of 32nd Street between Avenue 8E and Avenue 8½ E. CVSP is a mixed-use master-planned development, providing a variety of commercial uses and housing types in a pedestrian-oriented, neighborhood-focused community. Project and design policies include:

- To create a development which offers a variety of housing types with support commercial facilities and centrally located park/recreation area with convenient walking or bicycle access from all areas of the community.
- To provide the necessary infrastructure and services for residential and commercial uses.
- To create distinct neighborhoods throughout the plan linked by pedestrian and non-automotive personal vehicular pathways.

-
- To create a sense of community and neighborhood identity.
 - To use open space, landscaping, and urban design to strengthen identity and image.
 - To provide common automotive parking areas which facilitate both vehicular and pedestrian movements.

A specific plan, therefore, can also be an important tool to achieve design objectives in growth areas so that housing, workplace, shopping, and recreation are integrated into compact, pedestrian-friendly, mixed-use neighborhoods.

EVALUATION AND ANALYSIS OF GROWTH AREAS

Three growth areas are identified within the boundaries of the Land Use Element as shown in Map 11-1. Two of the areas -- Avenue B and 32nd Street vicinity and Araby Road and Interstate 8 vicinity -- represent emerging development areas. Each area is designated on the Land Use Element map as having a concentration of a variety of land uses with a commercial center. Old Town -- with its mix of commercial, cultural, governmental, and residential uses -- is targeted as an infill growth area. Existing or proposed parks and open space within these growth areas would be linked with parks and open space outside the growth areas by a system of linear parks and bikeways. 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.

AVENUE B AND 32ND STREET VICINITY (Map 11-2)

Only within the past ten years has there been substantial development in this area. The Super K-Mart at the southeast corner characterizes the suburban development pattern that has evolved near the intersection of 32nd and Avenue B. Unimproved lands farther to the northeast of the intersection are planned for Business Park use. Farther to the north along the east side of Avenue B is the County Government complex.

An area of Mixed Use designation is planned along the west side of Avenue B north and south of 32nd. Another area of Mixed Use is identified along both sides of 24th east of Avenue B. Uses north of 25th Street east to 18th Avenue include medical-related spin-offs from Yuma Regional Medical Center, farther to the east.

The remainder of this growth area is designated Residential, primarily Low Density but with some Medium Density along 32nd west of Avenue B. Residential subdivisions in this area include Hacienda Estates east of 18th Avenue and Edenwood and Ponderosa Valley west of Avenue B between 24th and 28th Streets; Las Casitas is platted west of Avenue B south of 28th to 32nd. A smaller High Density Residential area is identified at the southwest corner of 24th and Avenue B (River Park apartments).

Avenue B (US 95) and 32nd Street are classified as Principal Arterial Streets in

the Transportation Element. Avenue B and 32nd Street east of B are also designated as Gateway Routes to the City. Development along Gateway Routes should be visually pleasing and inviting and provide community focal points. Avenue C and 24th Street are classified as Principal Arterial Streets. Avenue B, 24th, and 32nd are designated Truck Routes. Minor Arterial Streets, including Avenue B½ and 28th Street, are also identified in the Transportation Element.

The Yuma-San Luis fixed route public transit provides service within this growth area. YMPO contracts this service to a private operator (Valley Transit). It is expected that future transit routes will serve this area. As part of the transit plan component of the Transportation Element, Chapter 3 of this General Plan, a deviated fixed route service is designed to provide access and mobility for short trips in the City.

Several additional bikeways will serve this area. The East Main Canal Linear Park, including bike path, is proposed for extension from its current south terminus at about 21st Street south to the City limits. Another bike path is proposed along Thacker Canal south to 32nd. Bike lanes are proposed along Avenues B and C and along 24th and 32nd Streets. Streets planned as bike routes include 18th Avenue between 24th and 27th Streets, 27th between 18th and 21st Drive, 21st between 27th and 32nd, and 28th Street between 21st and Avenue C½.

Currently, several parks with recreation facilities are located near this area. The 240-acre Deyo Regional Park, including the Civic and Convention Center, is located south of 32nd Street between Avenue A and the East Main Canal. Smucker Area Park covers 40 acres between the East Main Canal and Avenue A between 24th and 32nd Streets. The Catholic High School/City of Yuma joint use athletic complex is located on 28th Street east of Avenue B. The 3.6-acre Ponderosa Neighborhood Park is in the center of Ponderosa Valley Subdivision.

As the South Yuma Valley continues to develop, additional Area and Neighborhood parks are planned to support the growing population (refer to Chapter 4, Parks, Recreation and Open Space Element). Linear parks are also proposed to serve the area. In addition to the extension of the East Main Canal Linear Park, the Thacker Canal Linear Park will eventually connect the West Main Canal Linear Park to the north with the Central Canal Linear Park to the south.

The Figueroa Water Pollution Control Facility (WPCF) serves this area. The Yuma Valley Sanitary Sewer Master Plan encompasses the approximate area from 16th Street on the north to 40th Street on the south and from the East Main Canal on the east to Avenue D on the west. Construction is ongoing with facility improvements outlined in the Wastewater Facilities Plan Update. Capacity to handle additional growth in Yuma Valley through the Figueroa facility will be available when the East Mesa WPCF becomes operational in 2003 or 2004.

City water is delivered to the Yuma Valley by way of the Main Street Water Treatment Plant. The plant was last upgraded in 1992 and has a 40 million gallons per day (MGD) treatment capacity. The distribution system doesn't meet current needs because it wasn't designed to handle 40 MGD capacity. Planned transmission line improvements, with the first segment begun along Avenue B between 16th and 32nd Streets during 2001, will accommodate a future storage tank in the vicinity.

Fire Station 2, located at 3284 S. Avenue A, serves the area along and south of 32nd Street. Fire Station 4, 2850 W. 16th Street, serves the remainder of the area. The Fire Services and Facilities Plan identifies future fire station locations based on future land use. Fire Station B, proposed for construction along 32nd Street west of Avenue C, would serve the portion of the growth area west of Avenue B. Fire Station 2 would continue to serve the areas east of Avenue B.

ARABY ROAD AND INTERSTATE 8 VICINITY (Map 11-3)

A mix of land uses currently exists in this area ranging from recreational vehicle parks to industrial operations, although it is still largely vacant or in agricultural use. Commercial nodes are shown surrounding the intersection of Araby and 32nd and along the north side of the Araby Road and Interstate 8 interchange. Very little in the way of commercial development has occurred in this area yet. 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.

A combination of Low, Medium, and High Density Residential uses is planned both north of Interstate 8 (including development to be called The View) and south of 32nd (including development to be called The Lakes of Yuma). The Cielo Verde site is farther to the east. An area of Mixed Use separates the Commercial area south of 32nd from a Medium Density Residential area beyond. Areas of Public/Quasi-Public land use are also designated in this growth area, particularly north of Interstate 8. A new high school is planned to open in 2006 near the intersection of Araby and 24th.

Interstate 8 and Araby Road south of Interstate 8 (the planned ASH) are both classified as Freeways in the Transportation Element. 32nd Street is defined as an Expressway. With construction of the ASH, this area would have excellent access and visibility. Interstate 8, Area Service Highway and 32nd are all designated as Gateway Routes. North of Interstate 8, Araby Road is considered a Principal Arterial up to 24th Street. With continued development in this area, the widening of other east-west roads will be necessary. Thus, 40th Street is classified as a Principal Arterial between 5E and Fortuna Road. Avenues 6E and 7E, 36th Street and 24th Street are all planned as Minor Arterials. 24th Street is scheduled for reconstruction and widening between Araby and Avenue 9E in the next few years. A system of collector streets will also be necessary. Gila Ridge Road is currently shown as a Collector.

The Foothills/AWC fixed route public transit provides service within this growth area, including stops at Araby Road and 32nd Street. YMPO contracts

this service to a private operator (Valley Transit). This service began in the fall of 2001.

Non-motorized transportation is planned to serve this growth area. Bicycle paths are proposed for construction along B Canal, paralleling 32nd 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. Bike lanes are to be built as part of the roadway along Araby (north of 32nd), 24th Street, Avenues 6E and 7E, and 40th Street.

Currently, public parks and recreation facilities are limited in this area. The future National Guard Armory site is located at 24th Street and Araby Road. This project is to be a joint use facility combining Guard purposes with a community center. But as the East Mesa continues to develop, Area and Neighborhood parks are planned to support the growing population. Linear parks are also proposed to serve the area, including A and B Canals and along the South Gila Valley Main Canal.

City water is delivered to the area by way of the East Mesa Water Treatment Plant at Avenue 9E and the Gila Valley Main Canal. However, existing City capability to supply water volume and pressure necessary to meet growth needs east of 4E is limited. Growth of the East Mesa warrants construction of a new water treatment plant. Design and construction of a ten MGD plant with expansion capacity to 30 MGD to replace the existing 1 MGD plant is proposed. To meet the growth needs of the area and to loop the system, a 20-inch waterline is to be installed along 32nd Street from 9E to 7E.

This growth area is located within the City's "service area" for the future provision of wastewater treatment. The East Mesa WPCF would serve this growth area. The City is in the process of design. It is to be built at 40th Street and 6¼ E. It may not be available for service until 2003 or 2004. The collection system will be all new construction as the area develops.

Fire and Police Facility Plans address 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. 26th Street. It serves that part of the City east of Avenue 4E. A public safety training facility is to be co-located with this fire station. A Fire Station D, proposed for construction at 32nd Street and Avenue 8E, possibly within the next five years, would serve the eastern portion of this growth area. The Police Facility Plan identifies an East Mesa Sub-station and a Cop Shop to support the growing population in the area.

OLD TOWN AREA (Map 11-4)

From its beginning as Colorado City in the 1850's, on the south bank of the Colorado River at the Yuma Crossing, and for more than 100 years, the area north of 8th Street was the heart of community activity. Old Town continued to be the center of community social and commercial activity until the mid 1950's, when rapid expansion to the south began with housing development on the mesa and retail competition from the Highway 80 commercial strip.

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.

Recent Downtown revitalization efforts have been based on a strategy of economic development within the context of historic preservation, and have helped provide many new businesses in the area. The area includes three Historic Districts -- Main Street, Brinley Avenue, and Century Heights Conservancy Residential -- numerous properties listed on the National Historic Register, and several National Historic Landmarks along the riverfront. Yuma's historic resources are rich and varied, and careful and appropriate development can preserve the best of the past while adding vitality to the future.

The Land Use Element appropriately identifies this area as primarily Mixed Use with a government center focus (new City Hall and expanded County Courthouse complex). 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. Such projects could include tourist, retail, office, and housing uses. Renovation of an historic site must preserve its distinguishing historic qualities or character and new structures or the renovation of an existing structure must be in harmony with the general character of existing structures in the Historic District Overlay.

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 Minor Arterial linking the airport with Old Town. The recent speedup in the pace of Old Town and riverfront development, including the reopening of the Ocean-to-Ocean Bridge to traffic, has put new urgency on the Arizona corridor. Several Collector Streets are part of the plan to serve Old Town, including Redondo Center Drive connecting Giss with 16th Street, 1st Avenue, and 1st Street. Most of the streets and avenues in Old Town are designated as Scenic/Historic Routes in the Transportation Element.

The centerpiece of Old Town's renewed role as a multimodal transportation center (MMTC) is the restoration of the Hotel Del Sol. It would become a hub for persons traveling by inter-city train or bus, local transit operations, tourist transportation, Interstate 8, bicycle, and multi-use paths to the Del Sol. A deviated fixed route service is designed to provide access and mobility for short trips in the City (refer to the Transportation Element, Chapter 3 of this General Plan). This local transit service would directly connect with existing fixed routes, as well as offer a transfer point to the MMTC.

Several bikeways serve central Yuma. Bike paths include the Colorado River Levee Linear Park from the Yuma Crossing Park to Joe Henry Park, with a planned connection to the Gila/Colorado confluence, and Redondo Commerce Center bike path connecting 16th with Giss. Bike lanes, to be constructed as part of the street, are proposed along 1st Avenue (Giss to 12th), Giss (Avenue 2E to 4th), and 10th Street (1st to Arizona Avenue). Streets desig-

nated and signed as bike routes include Gila (Giss to 1st), 1st Street (Gila to 5th), 3rd Avenue (1st to 14th), 7th Street (from 1st to 14th), and 9th Street (from 1st to 14th).

Parklands along the Colorado River are an integral part of the Riverfront Regional Park and Wetlands Area and function as multiple community recreation facilities featuring both active and passive opportunities. The Park area includes two State Historic Parks: Yuma Crossing and Yuma Territorial Prison. The Yuma Crossing National Heritage Area designation, a 22 square mile area including all of Old Town and the East and West Wetlands, was approved by Congress and signed into law in October 2000. The legislation requires that a ten-year Heritage Area Plan be developed locally and then approved by the Secretary of the Interior by October 1, 2003. Emphasis will be placed on preserving and interpreting the historic themes of Yuma's history in the planning and development of this area.

GOAL, OBJECTIVES, AND POLICIES

Goal: Promote growth areas that support a variety of land use types, provide transportation options, conserve open space, and are consistent with the City's ability to provide public services and facilities.

Objective: Encourage development within identified growth areas.

Policy: The City shall promote the use of specific plans and mixed-use zoning districts for development proposals in growth areas.

Policy: The City shall establish incentives that encourage mixed-use development in growth areas.

Objective: Promote a development design that provides for alternative modes of transportation while still accommodating motorized vehicles within growth areas.

Policy: The City shall balance the mobility, safety, and other needs of pedestrians, bicyclists, and motorized vehicles.

Policy: The City shall promote transit-related improvements (bus stops, passenger shelters, etc.) that are coordinated with pedestrian and bicycle facilities.

Objective: Treat open space as an integral component of development within growth areas to meet residents' recreational needs and to strengthen neighborhood identity and image.

Policy: The City shall encourage parks, plazas, paths, and other open spaces in public improvements and private development.

Policy: 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: Promote economical and logical expansion of public facilities.

Policy: The City shall provide priority funding for public facility projects within growth areas.

Policy: The City shall coordinate infrastructure financing and improvements with existing and projected development activity.

Policy: 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 current zoning code, however, is not designed to encourage mixed-use projects. The City needs to provide developers with increased certainty of approval to encourage mixed-use projects in growth areas. Specific plans, only recently established as a district in the zoning code with the approval of Cielo Verde, are a step in that direction. The zoning code could be amended to allow mixed-use developments in more 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 and include transportation and infrastructure projects for growth areas in 5-year CIP	Public Works/ Community Development	Bond/ HURF/ TEA-21/ STP/ ProRata/ WUF
	Modify planned unit development guidelines to allow for mixed-use zoning and/or develop new mixed-use zoning districts conforming to the General Plan	Community Development	General
6+ years	Research and develop incentives promoting private development in growth areas	Community Development	General
	Prepare Specific Plans for identified growth areas	Community Development	General



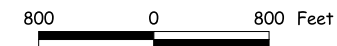
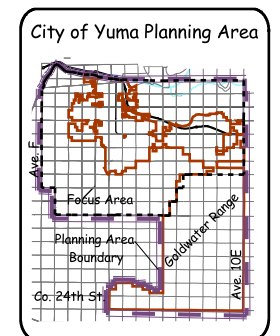
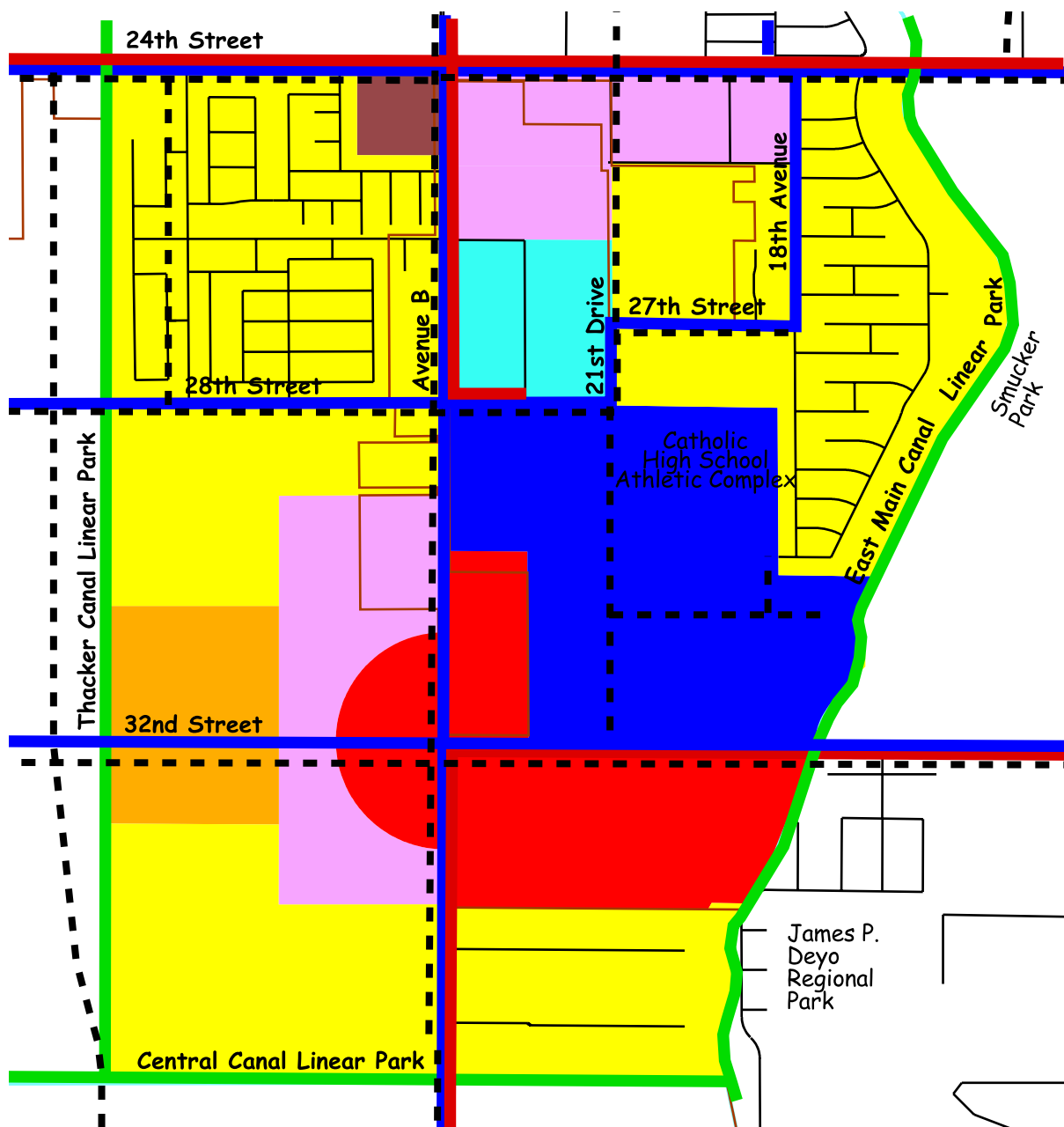
Ave B & 32nd Street Growth Area

Planned Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Business Park
- Public/Quasi Public

Transportation Mode

- Bikeway
- Linear Park
- Major Roadway
- Transit Route



Prepared By:
Department of Community Development
G.I.S. Workgroup
Summer, 2001



MAP: 11-2



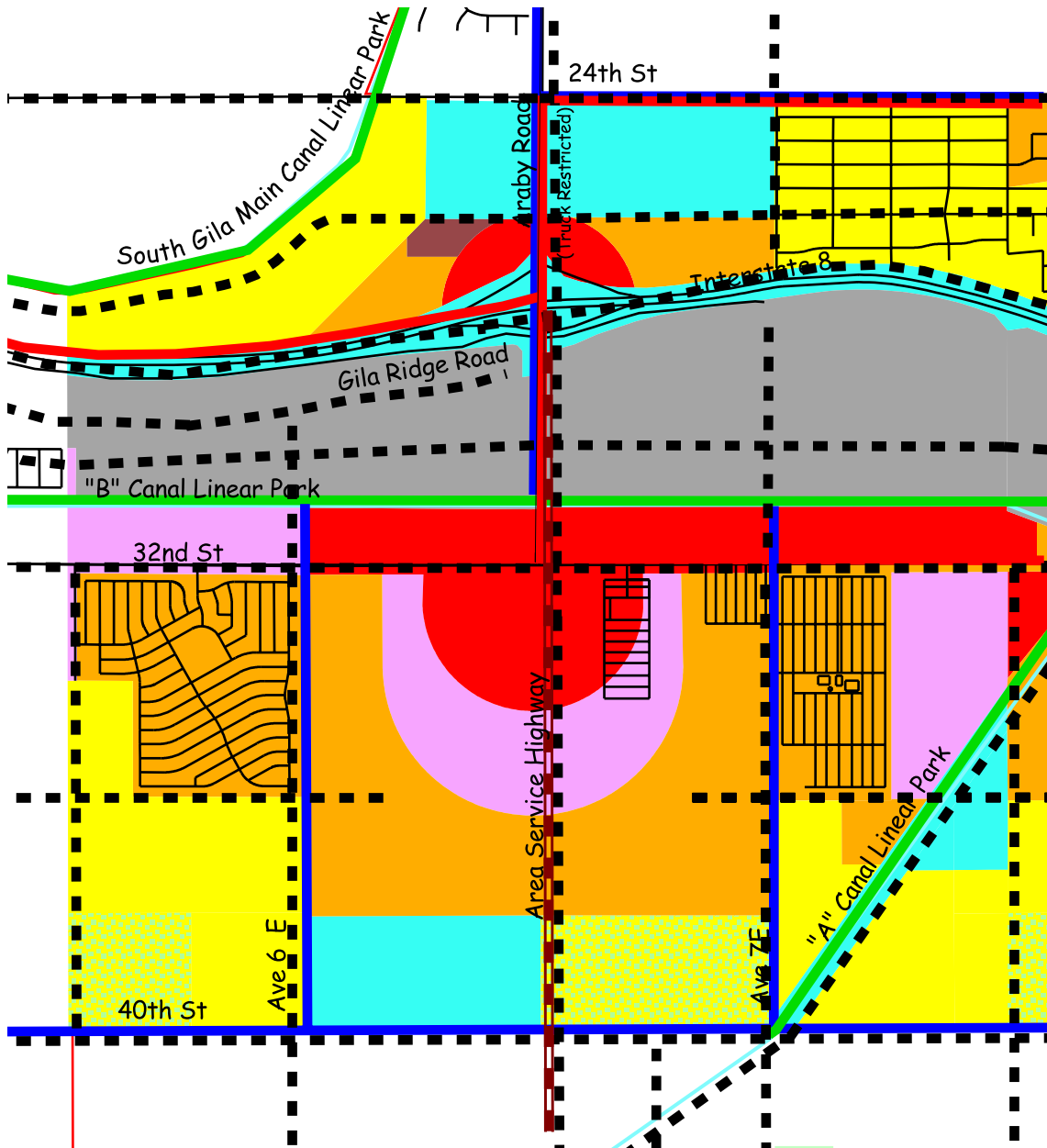
Araby Road & Interstate 8 Growth Area

Planned Land Use

- Suburban Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Industrial
- Public/Quasi Public

Transportation Mode

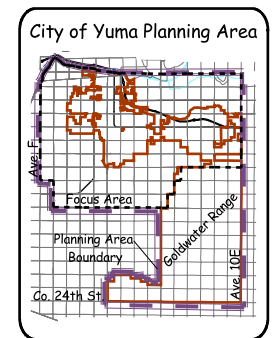
- Bikeway
- Linear Park
- Major Roadway
- Transit Route
- Area Service Highway



800 0 800 Feet

Prepared By:
Department of Community Development
G.I.S. Workgroup
Summer, 2001

MAP: 11-3





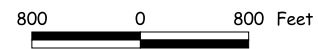
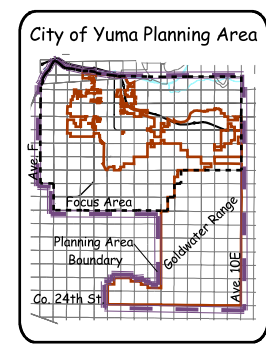
Old Town Growth Area

Planned Land Use

- Agriculture █
- Resort, Recreation & Open Space █
- Low Density Residential █
- Medium Density Residential █
- Mixed Use █
- Commercial █
- Business Park █
- Industrial █
- Public/Quasi Public █
- Multimodal Transportation Center

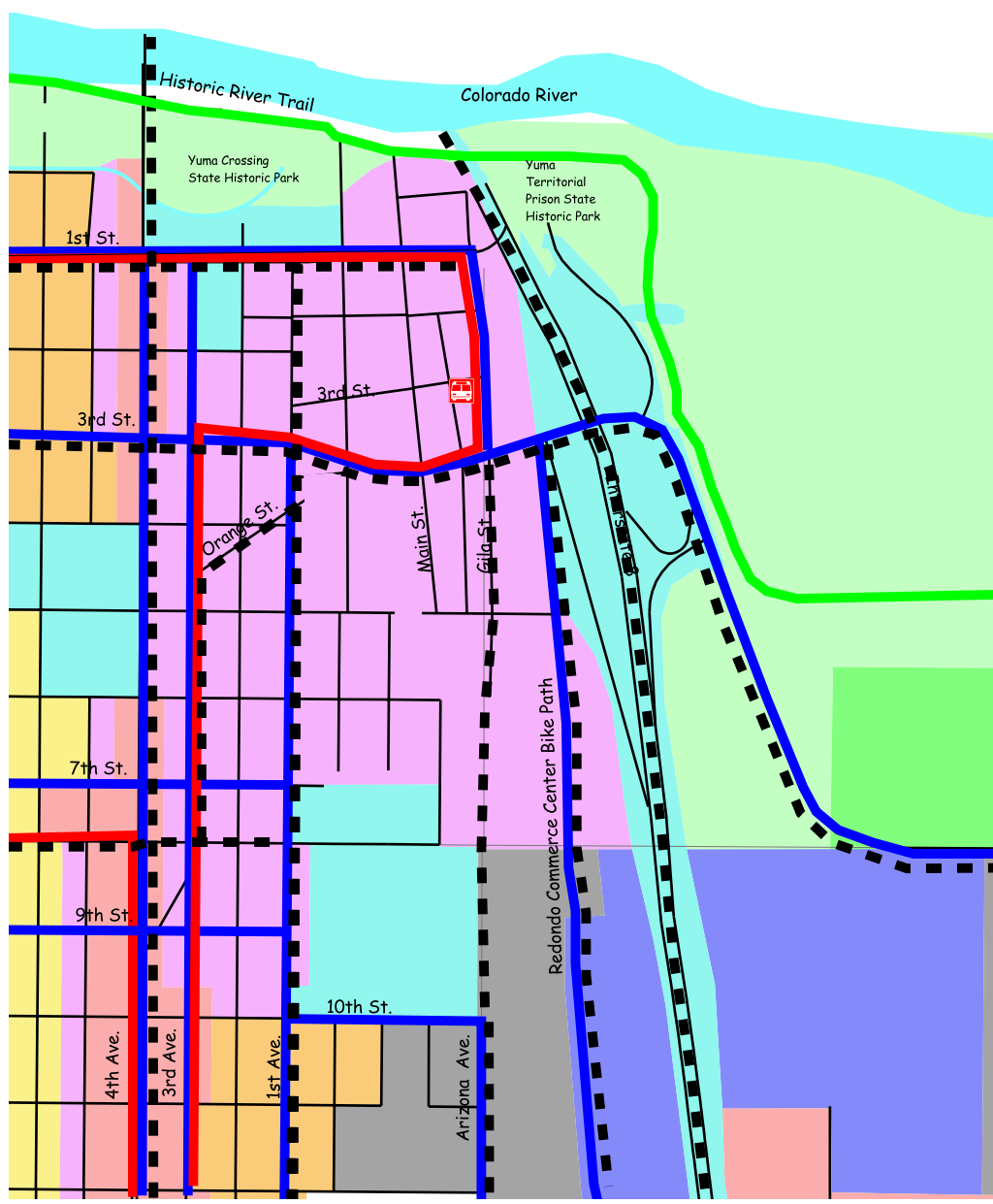
Transportation Mode

- Bikeway █
- Linear Park █
- Major Roadway
- Transit Route █
- Focus Area
- Planning Area Boundary



Prepared By:
Department of Community Development
G.I.S. Workgroup
Summer, 2001

MAP: 11-4



A.R.S. Section 9-461.06 B - 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, other appropriate government jurisdictions, public utility companies, civic, educational, professional and

12 – PUBLIC PARTICIPATION

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 purpose of the public participation element 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 citizen 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.

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 Plan. In 1996, in order to protect the agriculture industry and the Marine Corps Air Station, the City and the County of Yuma adopted a Joint Land Use Plan for the urban region. Consequently, a joint review process was developed with the County of Yuma. 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.

For Major Amendments to the City/County Joint Land Use Plan, the second public hearing will be a joint meeting between the City and County Planning Commissions. A joint report and recommendation will be submitted to both the City Council and the County Board of Supervisors for review and consideration at a joint meeting of the Council and Board. In accordance with State Statutes, all Major Amendments to the Land Use Element must be reviewed during the Calendar Year in which the proposal is made. Therefore, to ensure proper review by both agencies, the deadline to submit Major Amendments is June 15th.

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 a the public hearing.*

- The information regarding the amendment and scheduled public hearing will be posted on the City's Internet web-site and the

other organizations, property owners and citizens generally to secure maximum coordination of plans and to indicate properly located sites for all public purposes on the general plan.

Government Access Channel (YCTV) at least seven (7) days prior to the meeting date.

- 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 4'x6' 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 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.
- 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 include, 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 County Airport Authority
- ADOT
- Arizona Fish & Game
- Arizona Department of Commerce
- The County of Yuma: Planning, Engineering, and Public Works
- Utility Companies: APS, Southwest Gas, Adelphia, 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 Main Street
- Yuma 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 prior to 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.

PUBLIC PARTICIPATION METHODS

NOTIFICATION AND PARTICIPATION TECHNIQUES	Element (New or Revised)	Major Amendment	Minor Amendment	Re-Adoption of General Plan (every 10 years)
Printed Notification				
① The Sun – Display Ad	✓	✓	✓	✓
① Distribute for Case Comments	✓	✓	✓	✓
② 660 Foot Radius Notification (by applicant)		✓	✓	
② Posting of Site (by applicant)		✓	✓	
② City Web Page Notice	✓	✓	✓	✓
② Post Flyers	✓	✓		✓
③ Press Release	✓	✓		✓
③ Articles	✓	✓		✓
③ Mass Mailing	✓			✓
TV/Radio Advertisements				
② YCTV Notice	✓	✓	✓	✓
③ Public Service Announcement	✓			✓
③ Interviews	✓	✓		✓
Community Forums				
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.

13 – IMPLEMENTATION & ADMINISTRATION

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 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. 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. Fur-

ther 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 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 5-Year 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.

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.

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 5-Year Capital Improvement, the City Council sets the course for and is directly involved in the development of the City. Within the annual budget and the Capital Improvement Program can be found the 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 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. Examples include:

- Bed and Breakfast Ordinance
- Monument Sign Ordinance
- Bicycle Element
- General Plan Workgroup

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.

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 ordinance 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 G):

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 and/or the Joint City and /or the County Land Use Plan will be reviewed in light of the effect on the City and County'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 respective public agencies are 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**.

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 /OR THE CITY/COUNTY JOINT LAND USE PLAN 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/Joint Land Use Plan 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. Additionally, the City of Yuma and Yuma County, have adopted the Joint Land Use Plan, as the Land Use Element for their shared geographic area of concern. The City of Yuma and Yuma County follow a joint amendment process for Major Amendments to the Joint Land Use Plan. This process identifies public hearing dates and joint meetings between the City and County Planning Commissions and the City Council and Board of Supervisors. For these reasons, the deadline to submit Major Amendments is June 15th 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 proposed use/zoning is non-conforming with the General Plan

Current General Plan Land Use Designation	Result of Proposed Amendment	Amendment Not Needed	Minor Amendment	Major Amendment
Agriculture	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
Residential - Rural, Estate, Suburban, Low, Medium, High and Mixed Use	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
Commercial Mixed Use, Commercial and Business Park	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
Industrial - Industrial and Ag./Industrial	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
Public/Quasi-Public	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
Resort, Recreation & Open Space	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)

Adjacent Land Use ►	AG	RDR	SDR	LDR	MDR	HDR	MU	COM	BP	IND	AG/IND	P/Q-P	OS
▼ Proposed Land Use													
Agriculture (AG)					M	M	M	M					
Rural Density Residential (RDR)– Maximum density of 1 dwelling unit per 2 acres					M	M	M	M	M	M			
Estate Residential (EDR) 1 dwelling per 5 acres du per 5 to 2du per 1 acre					M	M	M	M	M	M			
Suburban Density Res. (SDR) – 1 du per 2 acres to 3 du per acre						M	M	M	M	M	M		
Low Density Residential (LDR) – 1 to 4.9 du per acre								M	M	M	M		
Medium Density Residential (MDR) – 5 to 12.9 du per acre	M	M							M	M	M		
High Density Residential (HDR) – 13 to 18 du per acre	M	M	M							M	M		
Mixed Use (MU) – 5 to 10 du per acre	M	M	M							M			
Commercial (COM)	M	M	M	M									
Business Park (BP)		M	M	M	M								
Industrial (IND)		M	M	M	M	M	M						M
Agriculture/Industrial (AG/IND)			M	M	M	M							M
Public/Quasi-Public (P/Q-P)													
Resort, Recreation & Open Space (OS) – 1 du per 5 acres										M	M		

ZONING CONFORMITY MATRIX

Residential Development	Zoning District																		
	SR-1	SR-2	SR-3	SR-4	RE-12	RE-18	RE-35	R-1-6	R-1-8	R-1-12	R-1-20	R-1-40	R-2	R-3	RMH	RVS	MHS	MHP	
City/County JLUP Designations																			
Rural Density Res (1du/2ac)		X	X	X											X _O				
Estate Residential (1du/5acres to 2du/1acre)	X	X	X	X			X				X	X			X _O				
Suburban Density Res. (3du/ac to 1 du/2ac)	X	X			X	X	X			X	X	X			X _P				
Low Density Residential (1-4.9 du/ac)	X				X	X	X	X	X	X	X	X			X				
Medium Density Residential (5.0-12.9 du/ac)													X			X _C	X	X _C	
High Density Residential (13.0-18 du/ac)														X	X _D	X		X _E	
Mixed Use (5-10 du/ac)								X						X _F	X _F		X _F		
Public/Quasi Public	X _M	X _M	X _M	X _M	X _M	X _M	X _M	X _M	X _M	X _M	X _M	X _M	X _M	X _M		X _N	X _M	X _M	

Mixed Development	Zoning District												
	AG	TR	OT	PSC	B-1	B-2	BP	I-P	L-1	H-1	HP	CVSP	MR
City/County JLUP Designations													
Low Density Residential (1-4.9 du/ac)													X
Medium Density Residential (5.0-12.9 du/ac)													X
High Density Residential (13.0-18 du/ac)													X
Mixed Use (5-10 du/ac)		X	X _A	X _G	X	X _H		X					
Commercial													X
Public/Quasi Public	X _L	X _L	X _L		X _L	X _L			X _L	X _L	X		X

Non-Residential Development	Zoning District												
	AG	TR	OT	PSC	B-1	B-2	BP	I-P	L-1	H-1	HP	MR	RO
City/County JLUP Designations													
Agriculture	X										X	X	
Resort, Recreation & Open Space	X		X _A			X _B					X		X
Commercial		X	X _I	X _C	X	X	X						
Business Park						X _J	X	X _K					
Industrial								X	X	X			
Agriculture/Industrial	X							X	X	X			

Matrix Footnotes	
X _A - 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 _I - The commercial category is only applicable along 4th Avenue, north of Giss Parkway.
X _B - 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 _J - Retail businesses (except in the 70 or higher Ldn noise zone), offices, light industrial uses and commercial outlets only.
X _C - Maximum 12 dwellings units an acre.	X _K - Minimum site size of 35,000 square feet is required.
X _D - High Density (maximum 18 du/ac) development with a CUP only.	X _L - Restricted to publicly owned and operated facilities or those devoted to public use by government, quasi-public, or non-profit entities.
X _E - RV Park and Co-op only.	X _M - Public Schools, parks, playgrounds, & recreational uses.
X _F - Maximum 10 dwelling units an acre.	X _N - Public Schools, parks, playgrounds, & recreational uses with a CUP only.
X _G - Minimum site size of 4 acres is required.	X _O - Maximum 2 dwelling units an acre. Conforming zoning district: RMH-20.
X _H - Permitted only in Mixed Use designation north of 12th Street and east of 4th Avenue	X _P - Maximum 3 dwelling units an acre. Conforming zoning districts: RMH-10, RMH-12 or RMH-20.



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