

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

A growth area element, specifically identifying those areas, if any, that are particularly suitable for planned multimodal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses, such as residential, office, commercial, tourism and industrial uses. This element shall include policies and implementation strategies that are designed to:

(a) Make automobile, transit and other multimodal circulation more efficient, make infrastructure expansion more economical and provide for a rational pattern of land development.

(b) Conserve significant natural resources and open space areas in the growth area and coordinate their location to similar areas outside the growth area's boundaries.

(c) Promote the public and private construction of timely and financially sound infrastructure expansion through the use of infrastructure funding and financing planning that is coordinated with development activity.

11 – GROWTH AREA ELEMENT

The Growth Area Element identifies those parts of the Planning Area that are ideal for a concentration of a variety of land uses, including higher densities and intensities of uses. Equally essential is the need for growth to occur close to existing or planned public facilities and services. This Element promotes development that integrates housing, workplaces, shopping, and recreation into pedestrian-friendly, mixed use neighborhoods that are interconnected to the larger community by multimodal transportation. The Growth Area Element, as required by Arizona Revised Statutes (A.R.S.), is provided in the sidebar.

Through its policies and implementation strategies, the Growth Area Element provides an opportunity to build a better community according to Smart Growth Principles by: encouraging a mix of land uses; creating walkable neighborhoods; preserving open spaces; directing development towards existing communities; and by providing a variety of transportation choices.

In identifying Growth Areas, consideration is given to: areas with vacant or underutilized land; areas strategically located in proximity to existing infrastructure; areas that offer opportunities for more cost-effective expansion of infrastructure; and combining higher density development with the preservation of open space and natural resources.

This Element concludes with an action plan designed to achieve Growth Area goals, objectives, and policies consistent with the City's ability to provide public services and facilities.

BACKGROUND AND EXISTING CONDITIONS

LAND USE ELEMENT

Growth Areas have been formulated within the context of the Land Use Element of the General Plan, which promotes a concentration of urban development within areas currently provided or planned to receive City water or wastewater services. This urban pattern minimizes encroachment on the prime agricultural lands in the Gila and Yuma Valleys. Open space and recreation along the Colorado River are also recognized. Commercial centers are identified to guide development with the intent to minimize the congestion created by strip commercial development along major roadways. The Land Use Element addresses the need to plan for land uses that are compatible with airfield operations in the vicinity of the Marine Corps Air Station (MCAS) and the Yuma International Airport.

The Five Growth Areas (shown on Map 11-1) are as follows:

- The Crossroads of Avenue B and 32nd Street
- Araby Road from 24th Street to 32nd Street in the East Mesa
- Pacific Avenue at 8th Street north of Yuma Palms
- The North End (Old Town)
- The vicinity of 16th Street from 4th Avenue to Redondo Center Drive

An additional area of note is a “Future” Growth Area consisting of the Estancia annexation and adjoining transitional lands, totaling approximately 10 square miles of rural area generally southeast of Avenue A and County 16th Street. This area has had some Planning activity yet is possibly a decade or more away from commencing any infrastructure development. This area could be considered as a Growth Area in the distant future but inclusion at this time is premature.

Implementation programs and policies recommended in the Land Use Element support these five locations as Growth Areas. Priority programs are included that fall within the scope of ARS requirements and the Smart Growth Principles in this Element:

- New development should be encouraged contiguous to existing urban areas and have reasonable access to public services and facilities;
- Allow for flexibility in the application of land use densities on properties having more than one land use so that property development, design opportunities, and transportation choices may be improved or enhanced;
- Make use of the Smart Growth Overlay District for development areas covered by a specific or master development plan; encouraging creativity in planning and providing for integration and continuity of land use activities, while preserving open space;
- Consider implementation of credits or bonuses to attract timely and orderly development. Such programs may include tax credits, reduced fees, transfer of development rights, and density increases promoting development proposals that exceed development standards;
- Put into practice an infill development program for compact, transit-oriented development. This program should reduce development costs and create incentives for infill development projects. Incentives can target mixed-use development, accessory dwelling units, and in-fill within target neighborhoods; and
- Encourage minimum amounts of infill as a percentage of new development in designated growth areas with credits and bonuses where appropriate.

REGIONAL TRANSPORTATION PLAN

Smart Growth Areas must be transit-oriented developments. The Yuma Metropolitan Planning Organization 2010-2033 Regional Transportation Plan (YMPO Plan) is a multimodal plan with components for roadway, transit, non-motorized, freight rail, and airport. The eight major issues in the YMPO Plan are the need for:

- compatibility of regional land use and transportation plans
- improvements to and preservation of the existing transportation system
- future arterial/expressway/freeways
- alternative modes of transportation
- financing transportation improvements
- air quality improvements
- rural transportation systems
- the safe transportation of hazardous materials

Consideration of these issues when planning a Growth Area will ensure cost-efficient and convenient transportation options. Without alternative choices in commuter and leisure transportation in close proximity to high density residential areas and workplaces, a Growth Area will be less than a success. High density residential areas and a variety of transportation choices need each other's support to thrive.

There are several future projects in the YMPO Plan that should be noted due to their impact on the Growth Areas and YMPO forecasts of unacceptable levels of service in the near future. These projects of note are:

- 4 lanes on Co. 23rd Street from US 95 to SR 195
- A 6-lane expressway on 32nd Street from Ave 3E to Ave 9E
- A 6-lane expressway on 16th Street from Ave 2E to Ave 10E
- 5 lanes on Co. 14th Street (56th Street) from SR 195 to Ave 13E
- 7 lanes on 24th Street from Ave C to Ave D
- 7 lanes on 32nd Street from Ave C to Ave D
- 7 lanes on Fortuna Road from I-8 to US 95
- 7 lanes on 40th Street from Ave 3½E to Ave 10E

Additionally, the City of Yuma is considering studies of two major corridors:

- A new expressway along Co 14th Street and Ave D from Avenue 15E to I-8 in California
- A new expressway to continue SR195 from I-8 to US 95 using I-8 and Fortuna Road is under consideration by ADOT, along with other alternative routes.

Great strides have been made in the Yuma County Area Transit (YCAT) fixed route system. In the future, YCAT will focus on additional equipment in serving eligible riders, thereby promoting the long-term goal of enhanced accessibility. Encouraging more people to use fixed-route public transit through improved and more frequent service should mitigate complaints about timeliness and delays. Numerous bus shelters, with

route maps and other transit information, have been completed which should enhance the riders' experience and comfort within the system.

To compliment the YCAT fixed route system, a number of "local circulator routes" are under consideration to bring bus service to more residential neighborhoods. The flexibility of these local circulator routes would be crucial to the success of the Growth Areas; hopefully allowing a customizable transportation route within a Growth Area, based on the evolving needs of commuters.

The non-motorized component of the YMPO Plan builds on the system already in place by continuing to use canal banks and other facilities for paths as well as making provisions for on-street bicycle use. The City's Bicycle Facilities Master Plan, as amended in 2009, guides City staff and City Council decisions on the construction and placement of bike lanes, routes, and paths.

CITY POLICIES

A Growth and Development Policy was adopted by the City Council in June 1999 to guide City actions in these regards. This policy links City services with the City's ability to provide those services in a timely and cost-effective manner. Also it requires the City to make maximum use of existing public services and facilities by encouraging development of vacant and underutilized lands.

Through the Growth and Development Policy, the City Council recognizes the need to conserve significant natural resources and open space areas and to coordinate those locations with similar areas outside the City's boundaries.

An Economic Development Policy was adopted by the City Council in December 2000. It has since expired. This policy specified the kinds of businesses the City wanted to attract and the circumstances under which it would consider incentives. Various incentives were detailed in the policy, including waivers, deferrals, or amortization of certain fees, infrastructure credits, and even acceleration or creation of a Capital Improvement Program (CIP) project to serve a project's needs. Through the implementation of this policy, the City was seeking to accomplish several strategic objectives including:

- Retention and expansion of existing businesses.
- Redevelopment of designated redevelopment areas, neighborhood redevelopment strategy areas, and targeted infill areas.
- Compact, orderly development incorporating clean industries for shorter commute times, alternate transportation systems, and reduced automobile usage so that clean air standards may be maintained.
- Economic development efforts consistent with the Growth and Development Policy and the General Plan.

As a goal of this plan, a new Economic Development Policy should be adopted. Both the 1999 Growth and Development Policy and the expired 2000 Economic Development Policy support a planned concentration of land uses that encourage more efficient transportation options and provide for a sensible pattern of land development. The types of incentives included in these policies should encourage private development in Growth Areas.

ZONING CODE

Traditionally, zoning codes protect uses by buffering or separating them. Growth Areas need a mix of uses, many being high-density and high-intensity, in order to reach goals of efficiency, success in the marketplace, and cost-effectiveness.

In 2009, the City of Yuma amended the zoning ordinance by adding the Smart Growth Overlay (SGO) District, whose purpose is to: “promote compact, pedestrian-friendly development, encourage a compatible mix of uses, encourage more condensed residential subdivisions, provide a choice of housing types and transportation modes, preserve open space, and provide a consistent development review process.” Each SGO District will establish its own development patterns, allowed uses of land, and standards for the layout of structures and improvements through the use of unique pattern books or form-based codes to be used as regulatory documents. This allows a mix and a broad range of uses to create diverse and desirable neighborhoods.

The intent of the SGO District is to create communities with walkability, civic sites, connectivity, a mix of land uses, diverse housing types, high quality architecture and urban design, increased density, environmental sensitivity, and feasible, accessible public transportation.

Additionally, the Old Town (OT) District is a “mixed-use” zoning district. The priority of the OT District is to support a mix of commercial, cultural, government, and residential uses to ensure a lively pedestrian-oriented district. Special emphasis is placed on tourism and historic preservation due to the unique qualities present in Yuma’s North End. The adopted standards promote mixed-use projects, zero lot line construction, and other design elements to encourage private investment in keeping with the character of the area.

Except for the above two districts, other zoning districts and overlays in the zoning ordinance are probably not flexible enough to accommodate development with a mix of uses. The Planned Unit Developments (PUD) overlay, for example, is intended to permit greater flexibility and more creative and imaginative design, for the development of residential areas only within the strict density requirements of the underlying zoning district. The PUD overlay promotes more economical and efficient use of land while providing a variety of housing choices, a higher level of urban amenities, and preservation of the natural scenic qualities of open spaces.

SPECIFIC PLANS

Specific plans are detailed elements of the General Plan enacted under the provisions of the ARS. Section 9-461.08 provides cities with the authority to adopt specific plans “based on the general plan and drafts of such regulations, programs and legislation as may in the judgment of the (planning) agency be required for the systematic execution of the general plan.” A specific plan may address land use and infrastructure for a defined geographic area.

Specific plans may include:

- Regulation of the location of buildings and other improvements with respect to existing rights-of-way, floodplains and public facilities;
- Regulation of the use of land, open spaces, buildings and structures, and of the height and bulk of those buildings and structures;
- A plan and regulations determining the location of infrastructure service area boundaries consistent with the Growth Area Element, beyond which the municipality may limit or prescribe conditions on publicly-financed extensions of water, sewer and street improvements to serve the new development; and
- Measures required ensuring the execution of the General Plan.

There is one specific plan in the zoning ordinance, the Cielo Verde Specific Plan (CVSP). It is located in the East Mesa along the south side of 32nd Street between Avenue 8E and Avenue 8½E. CVSP is a mixed-use master-planned development, providing a variety of commercial uses and housing types in a pedestrian-oriented, neighborhood-focused community.

As of 2010, there has been significant commercial development in the CVSP yet little residential construction. There are two areas in this specific plan shown in the High Density Residential Land Use Category, yet there is no existing or proposed actual high-density residential development in the CVSP. Higher residential density is needed to support public transportation and more workplace/commercial development.

EVALUATION AND ANALYSIS OF GROWTH AREAS

Five Growth Areas are identified within the boundaries of the Land Use Element as shown in Map 11-1. The five areas fall into two types of Growth Areas.

Three of the areas are large expanses of undeveloped land:

The Crossroads of Avenue B and 32nd Street; Araby Road from 24th Street to 32nd Street in the East Mesa; and Pacific Avenue at 8th Street north of Yuma Palms, represent emerging development areas. These areas are designated on the Land Use Element map as having a concentration of a variety of land uses with commercial corridors.

The other two areas are underdeveloped:

The North End; and 16th Street from 4th Avenue to Redondo Center Drive, with their mix of commercial, cultural, governmental, and residential uses, are targeted as infill Growth Areas. These areas have potential for infill of high-density residential and have much infrastructure already in place. They are not redevelopment areas in the sense that the Growth Area Element is not intended as a means to remove any development already in place, but to add to the density of the area while remaining in harmony with existing development. The added residential density should strengthen the community as a whole.

Parks and open space within these Growth Areas should be linked by a system of linear parks and bikeways outside the Growth Areas. Expanded public transit would also serve these areas. Further, major infrastructure expansion and improvements are scheduled in the City's CIP for these areas. A more detailed analysis of each Growth Area follows.

THE CROSSROADS OF AVENUE B AND 32ND STREET (Map 11-2)

Prior to 2000, there was some development at the crossroads, but very little since. The General Plan Commercial land use designation is focused at the crossroads but the long-vacant Kmart building at the southeast corner is a hindrance to further development until it again becomes successfully occupied.

Lands farther to the northeast of the intersection have been developed to include a high school, medical business park, library, government buildings, and a large apartment complex. There is still a great deal of land designated Business Park in this area presently in agriculture.

An undeveloped area of Mixed Use Designation is planned along the south side of 32nd Street. The remainder of this Growth Area is designated Residential, primarily Low Density but with some Medium Density along 32nd west of Avenue B. Very little High Density Residential is designated in the General Plan in this Growth Area and more should be encouraged.

Avenue B and 32nd Street are classified as Principal Arterial Streets in the Transportation Element. 32nd Street is under reconstruction and widening in this area. Perhaps more development will occur upon completion of the intersection expansion. Two YCAT routes serve the area with the focus being the commercial center at the southeast corner of 24th Street and Avenue B. The East Main Canal Linear Park, including bike path, is along the east side of this Growth Area and there are several bike lanes and routes throughout.

Currently, several parks with recreation facilities are located near this area including the 240-acre Deyo Regional Park and the 40 acre Smucker Area Park. The Catholic High School/City of Yuma joint use athletic complex along the north of this Growth Area and several neighborhood parks are in place.

As this area continues to develop, additional parks will be needed and are planned as shown in the 2006 Parks and Recreation Facility Plan (refer to Chapter 4, Parks, Recreation and Open Space Element). The City of Yuma is considering acquiring land at the southwest corner of the East Main Canal and 32nd Street for a new area park and stormwater retention.

City water is delivered to the Yuma Valley by way of the Main Street Water Treatment Plant and the Figueroa Water Pollution Control Facility (WPCF) serves this area for sewage treatment. Construction upgrades are ongoing with facility improvements outlined in the Facilities Plans. Development is required to obtain entitlements to water and sewer prior to approval of new construction. Fire Stations #2, #4, and #6 serve this area with response travel times of zero to four minutes.

ARABY ROAD FROM 24TH STREET TO 32ND STREET (Map 11-3)

This is a large area with a mix of land uses currently ranging from recreational vehicle parks to industrial operations, yet the area is still largely vacant or in agricultural use. General Plan Commercial nodes are shown surrounding the intersection of Araby Road and 32nd Street, and along the north side of Araby Road and the Interstate 8 interchange. Very little commercial development has occurred. The area between the “B” Canal and Interstate 8 is identified as Industrial and is part of a much larger industrial area to the west with many large industrial, manufacturing, and storage operations.

A combination of Low, Medium, and High Density Residential uses is planned both north of Interstate 8 (including the upcoming Laurel community) and south of 32nd Street (including development of desert land south of 40th Street). The Cielo Verde area has had large commercial development and several residential subdivisions have completed infrastructure. The recent market downturn has greatly affected the pace of new residential development in this area. Areas of Public/Quasi-Public land use are also designated in this growth area, particularly north of Interstate 8. A new high school opened in 2006 east of the intersection of Araby Road and 24th Street.

This growth area includes both Interstate 8 and SR195, which are classified as Freeways in the Transportation Element- along with a connecting segment of Araby Road. Also, 32nd Street is defined as an Expressway. With completion of SR195, this area has excellent access. A concern is that these large traffic movers do not become barriers separating parts of the growing community.

Interstate 8, SR195, and 32nd Street are all designated as Gateway Routes. It is important that these corridors present the best image of our community to those persons entering or traveling through the City. With continued development in this area, the widening of other east-west roads will be necessary. Thus, 40th Street is classified as a Principal Arterial between Avenue 3½E and Fortuna Road. Avenues 6E and 7E and 24th Street are all planned as Minor Arterials. 24th Street was recently reconstructed and widened between Araby Road and Avenue 9E.

This Growth Area needs to accept traffic to and from Yuma and the Foothills. All east-west roads thru this Growth Area have some of the highest traffic counts in Yuma County. Traffic will only increase in this area. Decisions will need to be made about spreading out or concentrating this east-west traffic on particular roads as development occurs, since MCAS-Yuma presents a three mile barrier to east-west traffic between 32nd Street and 56th Street.

The YCAT provides service within this Growth Area, including stops at Araby Road, 24th Street, and 32nd Street. As the area grows, there are options to increase service. Bicycle paths and bike lanes are proposed for construction along the B Canal, paralleling 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. Additionally, the railroad runs through the center of this area with industrial possibilities as needed in the future.

Currently, public parks and recreation facilities are limited in this area. The National Guard Armory at 24th Street and Araby Road is a joint use facility combining Guard purposes with a community center. As the East Mesa continues to develop, Area and Neighborhood parks are planned to support the growing population. The City of Yuma recently acquired land on the east side of Avenue 6E at 36th Street for an athletic park. Linear parks are also proposed to serve the area, including great opportunities along the A and B Canals and along the South Gila Valley Main Canal.

City water is delivered to the area by way of the Agua Viva Water Treatment Plant at Avenue 9E and expansion has been planned into this treatment plant dependent on growth and financial support. A new wastewater treatment plant is also in operation on Avenue 6E, with expansion possibilities designed-in. Development will need to pay for its impact on these facilities.

The Fire Services and Facilities Plan – 2007 addresses the existing and future needs of these services to the growing East Mesa Area. Fire Station 5 is located within this growth area at 6490 E. 26th Street. Future stations are proposed in the Fire Services and Facilities Plan – 2007.

PACIFIC AVENUE AT 8TH STREET NORTH OF YUMA PALMS (Map 11-4)

This area is generally vacant land, mostly in agriculture. While protecting agriculture is a prime goal of the General Plan, this area has been squeezed by huge commercial development to the south with clear boundaries on the west (Interstate 8) and the north (Gila River levee) and by some industrial properties along its western edge at Pacific Avenue. Continuing agriculture in this high traffic area can be problematic.

The vast Yuma Palms and Las Palmillas shopping centers have been successful to the point of attracting more traffic than can be handled on several of the roads used as access to the area. Improvements to 16th Street and Interstate 8 access are underway, yet parts of Pacific Avenue and 8th Street are still inadequate as traffic increases.

This area is shown as Commercial, Business Park, and Industrial in the General Plan. Some consideration should be given to encouraging medium and high density residential development in this growth area. Presently, virtually all users of the shopping, hotels, and offices in the area travel by car from other areas. A large base of residents within walking distance of the retail and restaurants in this area is needed to encourage and sustain the YCAT and other transit-oriented development.

As noted, freeway access improvements from Interstate 8 (and other parts of Yuma) are underway with completion in the near future. Additional freeway access is convenient at the Giss Parkway freeway exit, although this interchange may soon become inadequate to handle the imminent level of traffic.

The YCAT has its main hub at the south end of this growth area and there is a great opportunity to expand here. Bike paths and lanes are proposed along the edges of this growth area, and they will need to be designed so as to interact safely with the high volume of traffic along Giss Parkway, Yuma Palms Parkway, and Pacific Avenue.

There are no parks proposed within this growth area. This is presently not an issue with the ease of access to the series of parks along the confluence of the Gila and Colorado Rivers along the north edge. New neighborhood parks will be incorporated into any medium or high density development as it occurs. Common or civic spaces must also be included.

Water and sewer service is in place to handle the large commercial development yet there is little room for expansion at the Main Street Water Treatment Plant and a costly expansion or rebuild would be needed at the Figueroa Wastewater Plant. Fire Station 1 serves this growth area with a response time of zero to four minutes.

THE NORTH END (Map 11-5)

From its beginning as Colorado City in the 1850's, the area north of 8th Street was the heart of the community. The North End continued to be the center of community social and commercial activity until the mid 1950's, when rapid expansion to the south began. Actions undertaken by downtown property owners in the 1960's to revitalize the central business district were unsuccessful, and by the mid 1970's fewer than half the businesses along Main Street remained.

Downtown revitalization efforts have been based on a strategy of economic development within the context of historic preservation, helping new businesses in the area. The area includes three Historic Districts: Main Street, Brinley Avenue, and Century Heights. Numerous properties are listed on the National Historic Register, and several National Historic Landmarks are along the riverfront. The recent opening of Main Street to through traffic for the first time since the 1970's along with a great deal of planned and completed Pivot Point development signal an increased commitment to investment in the North End.

The Land Use Element appropriately identifies this area as primarily Mixed Use with a government center focus. Opportunities exist for conversion of vacant structures and lands into mixed-use projects, including redevelopment of the Riverfront and former railroad yards south of Giss Parkway. There is a need for more residents in this area, and some higher density residential is proposed along 1st Street as part of the Pivot Point development. Many opportunities exist to renovate historic structures while preserving their character. New structures or the renovation of an existing structure must be in harmony with existing structures in the Historic District Overlay. Protecting the North End's identity is important as a link to Yuma's past.

Giss Parkway, classified as a Minor Arterial in the Transportation Element, bisects the area. Arizona Avenue has been planned for a number of years as a Minor Arterial linking the airport with the North End and some realignment of structures and right-of-way are ongoing to reach this goal. The success of the reopening of the Ocean-to-Ocean Bridge to traffic has helped bring life to this naturally-constricted part of town. Most of the streets and avenues in the North End are designated as Scenic & Historic Routes in the Transportation Element. A recent policy change by the City of Yuma is to ask for less future right-of-way on many of these local streets. This was done in order to maintain the appeal of these older neighborhoods, which have houses fronting close to the street.

The YCAT system offers a fixed bus route through the area and perhaps when more housing is occupied in this part of the City, opportunities for expansion of service will be needed. A relaxation of parking standards is a great benefit to this area and should be better promoted to developers.

Several bikeways serve the North End, connecting other parts of the community along the levees and the string of parks along the Colorado and Gila Rivers.

Parks along the river provide a variety of community recreation facilities-both active and passive. Included are two Historic Parks: the Yuma Crossing Park and the Yuma Territorial Prison. Completion of the West and East Wetlands Parks along with the Gateway Park and Riverside Park allow an almost seamless chain of public areas along the riverfront. Main Street continues to provide common and civic areas for a variety of venues large and small.

16TH STREET FROM 4TH AVENUE TO REDONDO CENTER DRIVE (Map 11-6)

This growth area would be a modern urban place for persons desiring a bright, vibrant, dynamic, and energetic environment. It has a great deal of infrastructure, transportation, office and retail already in place.

Opportunities to insert high-density residential in the many vacant and underutilized lands throughout this area could be accomplished with appropriate incentives to develop housing along this corridor. An increase in residents in this area would enhance and strengthen the existing commercial and transportation that already exists while opening

up more prospects to create a walkable neighborhood. New residential complexes of high and medium density would also be an ideal transition to buffer the existing low density residential neighborhoods to the south from the high traffic commercial development on 16th Street.

The majority of this area is designated as Commercial in the General Plan Land Use Element so some adjustment would be needed to accommodate such residential growth. Inclusion of this Growth Area would be an excellent opportunity to prompt and engage the public, property owners, and developers in the planning effort to obtain high densities while protecting existing development.

The ongoing reconstruction of 16th Street and plans for major upgrades to 4th Avenue will provide a portion of the needed framework to handle traffic and utilities in this Growth Area. There may even be possibilities to abandon or realign several side streets in order to accommodate a large residential development so as to incorporate Smart Growth Principles to create walkable neighborhoods and build in a strong sense of place. Since 16th Street could be a barrier to walkability, consideration could be given to greater incentives to develop high density residential more along the south side of this growth area. Relaxation of parking requirements will be needed as a part of the incentives for developing higher density residential and to avoid a proliferation of parking garages.

The YCAT bus system has several fixed routes through this area with a focus on the Yuma Mesa Shopping Center and the Greyhound Station with prospects to expand as ridership increases. When new residential development takes place here, the system of bikeways will need to be reconsidered to provide a safe and efficient way to traverse this mixed use neighborhood. Quick and convenient walkways/bikeways will be a large factor in the success of inserting high density development here.

There are no new parks proposed within this growth area, and it is underserved by the present Joe Henry Optimist Center Park on 1st Avenue. New neighborhood parks, open space, and other common areas must be incorporated into any medium or high density development as it occurs. Linking these common areas must be a requirement of development to avoid outdated, unused complexes with enclosed central courtyards. Careful planning will be needed to obtain a cohesive walkable community.

Water and Sewer service are adequate for the present time due to the number of large commercial and office developments in the area, yet capacity will need to be planned for and obtained for any intense residential development.

GOAL, OBJECTIVES, AND POLICIES

Goal 1.0: Promote Smart Growth Principles for growth areas to support a variety of land use types, provide transportation options, conserve open space, and be consistent with the City's ability to provide public services and facilities.

Objective 1.1: Encourage development within identified growth areas.

Policy 1.1.1: The City shall promote the use of Smart Growth Overlays and specific plans for development proposals in growth areas.

Policy 1.1.2: The City shall establish incentives that encourage high density mixed-use development in growth areas.

Objective 1.2: The City shall promote a development design that provides for alternative modes of transportation while still accommodating motorized vehicles within growth areas.

Policy 1.2.1: The City shall balance the mobility, safety, and other needs of pedestrians, bicyclists, and motorized vehicles.

Policy 1.2.2: The City shall promote transit-related improvements (bus stops, passenger shelters, etc.) that are coordinated with pedestrian and bicycle facilities.

Objective 1.3: Treat open space as an integral component of the development within growth areas to meet residents' recreational needs and to strengthen neighborhood identity and image.

Policy 1.3.1: The City shall encourage parks, plazas, paths, and other open spaces in both public improvements and private development.

Policy 1.3.2: The City shall coordinate the location of open space, linear parks, and bike paths in growth areas with similar areas and facilities outside the growth area.

Objective 1.4: Promote economical and logical expansion of public facilities.

Policy 1.4.1: The City shall provide priority funding for public facility projects within growth areas.

Policy 1.4.2: The City shall coordinate infrastructure financing and improvements with existing and projected development activity.

Policy 1.4.3: The City shall promote public and private construction of timely and financially sound infrastructure expansion.

ACTION PLAN

Several actions can be taken to achieve growth area goals, objectives, and policies. Because the CIP lays out the timing and location of public improvements, it may be the most important action item for directing development into growth areas. The zoning code has recently added sections that encourage mixed-use projects. More transit-oriented high density development opportunities should be included as the City matures. The City needs to provide developers with increased certainty of approval to encourage such projects in growth areas. The zoning code could be amended to allow mixed-use developments in specific districts and locations. Some combination of development incentives, similar to those offered through the City's Economic Development Policy, would also help to encourage development in growth areas.

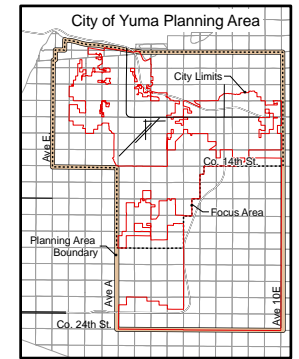
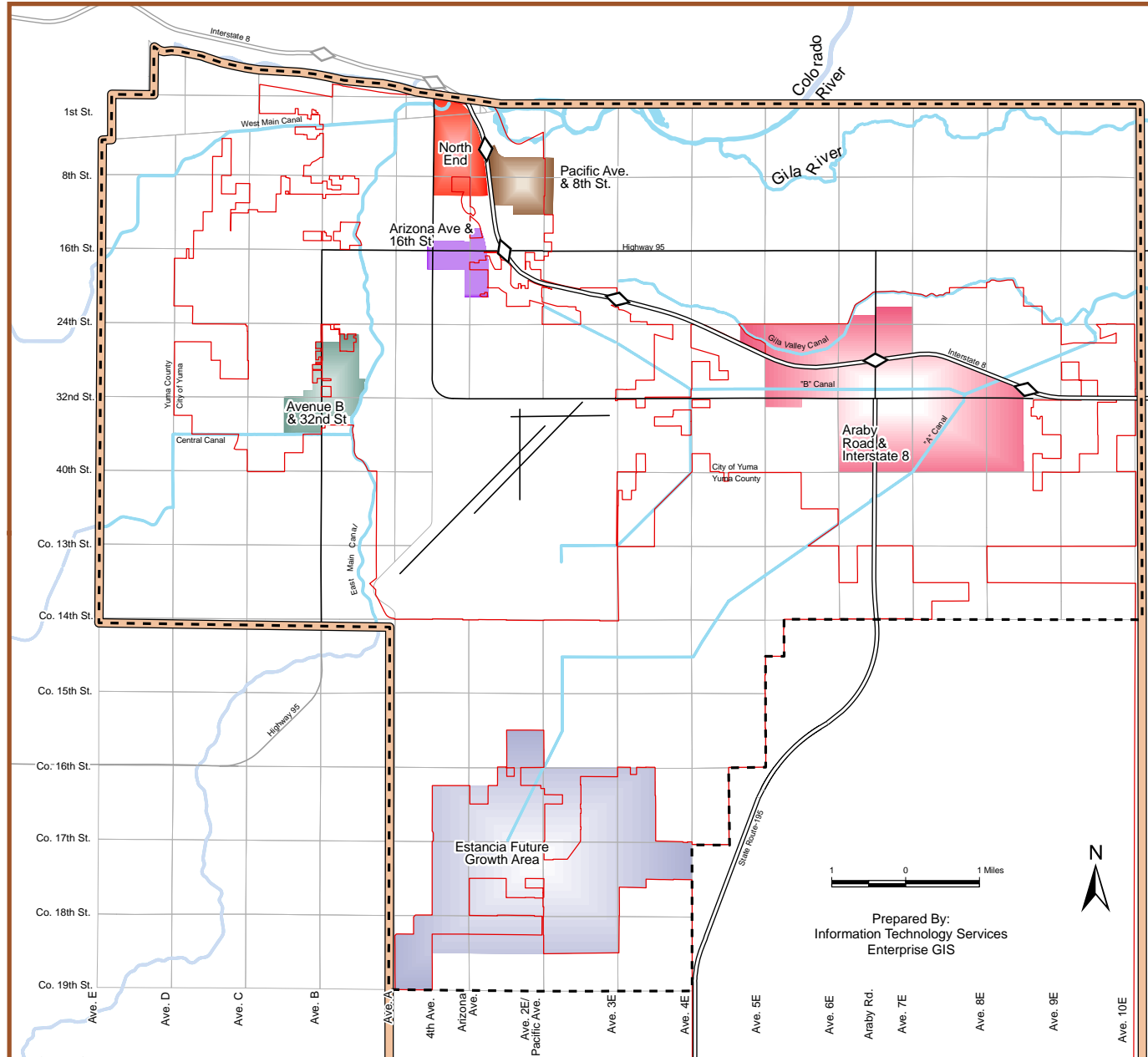
Phase	Project	Responsible Agency/Department	Funding Source
1-5 years	Identify & include transportation & infrastructure projects for Growth Areas in the 10-year CIP.	Public Works/ Community Development	Bond/ Development Impact Fees/ Grants
	Modify zoning ordinance districts, where appropriate, to allow for mixed-use zoning in designated Growth Areas in conformance with the General Plan.	Community Development	General
6+ years	Implement incentives for private and infill development in Growth Areas.	Community Development	General
	Prepare specific plans for identified Growth Areas.	Community Development	General

6/6/12



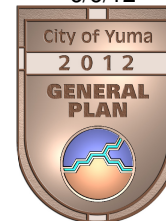
Growth Areas

- Existing Growth Areas**
- Araby Road & Interstate 8
 - Arizona Ave & 16th St
 - Avenue B & 32nd St
 - North End
 - Pacific Ave & 8th Street
- Future Growth Area**
- Estancia Future Growth
- Focus Area** - - - - -
- Planning Area Boundary** - - - - -



Prepared By:
Information Technology Services
Enterprise GIS

6/6/12



Ave B & 32nd Street Growth Area

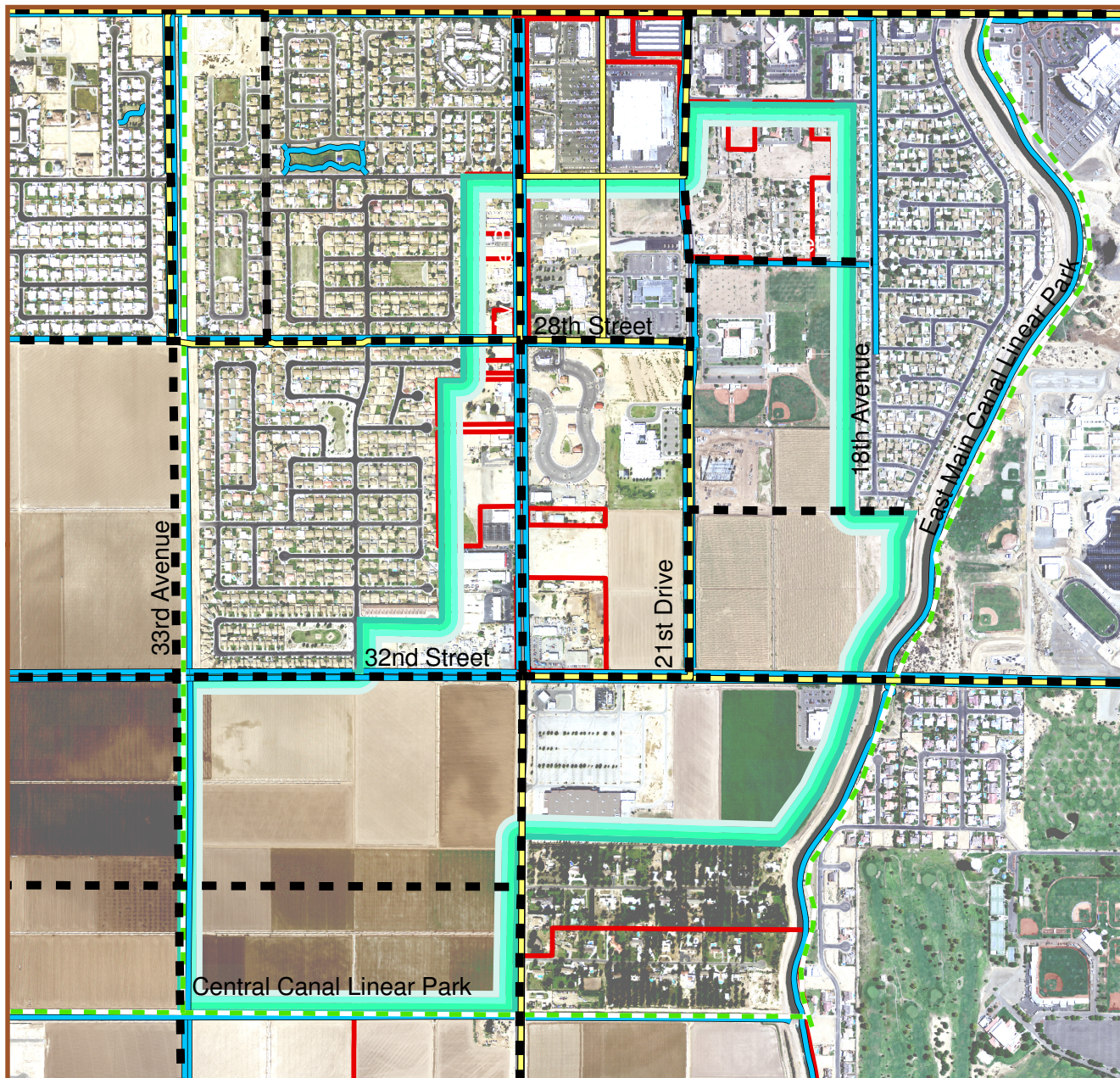
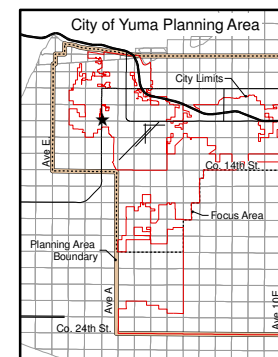
Transportation Mode

- Major Roadways ■
- YCAT Transit Route ■
- Linear Park ■
- Bikeway ■
- City Limits ■



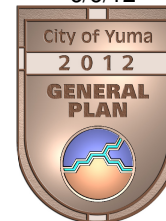
500 0 500 Feet

Prepared By:
Information Technology Services
Enterprise GIS



Growth Area Element - Avenue B and 32nd Street Vicinity MAP: 11-2

6/6/12



Araby Road & Interstate 8

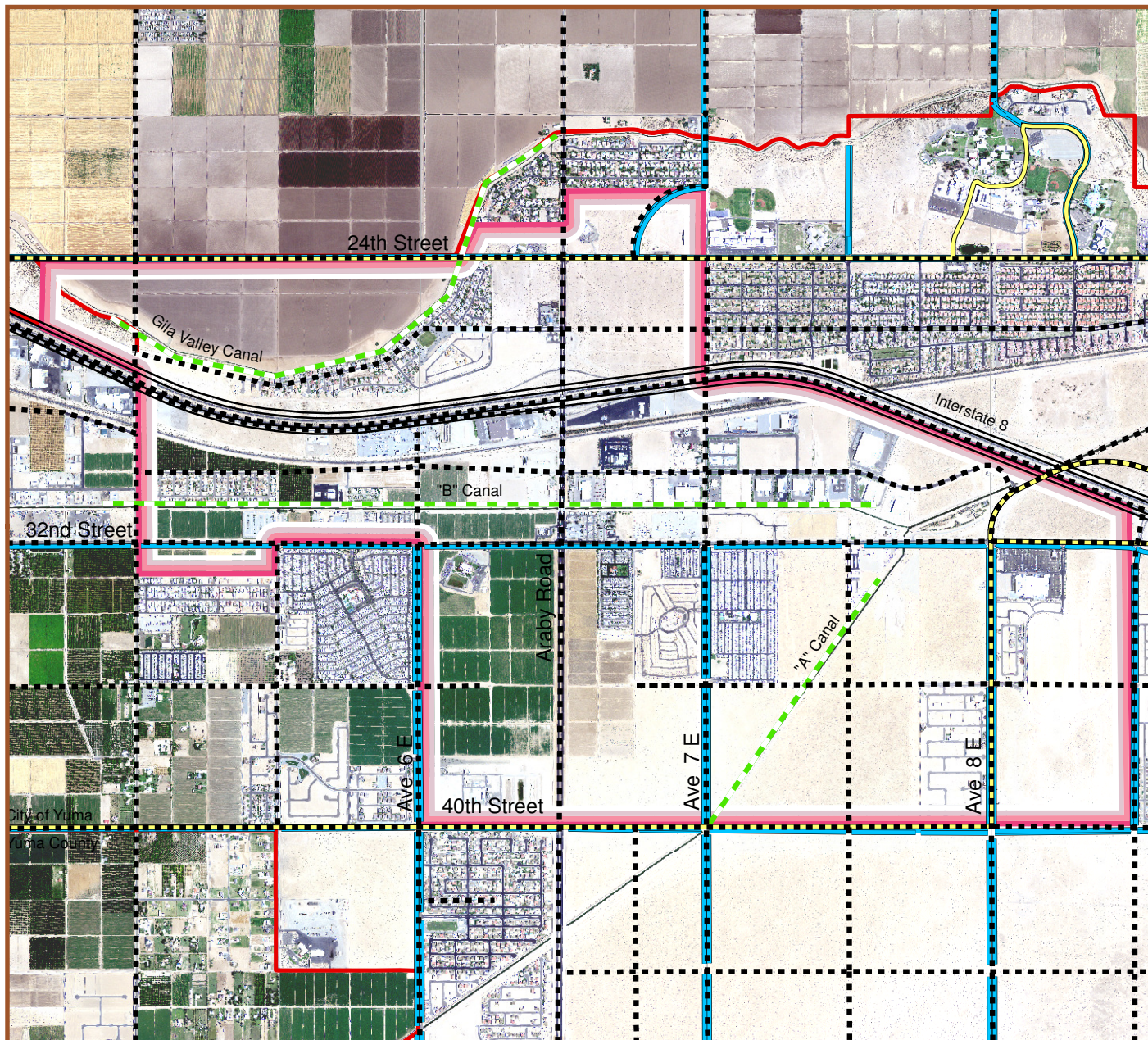
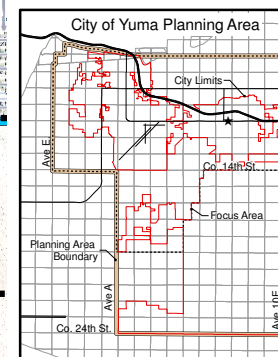
Transportation Mode

- Major Roadways
- YCAT Transit Route
- Linear Park
- Bikeway
- City Limits



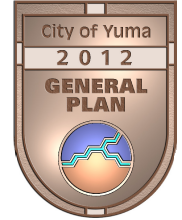
0 0.5 Miles

Prepared By:
Information Technology Services
Enterprise GIS



Growth Area Element - Araby Road and Interstate 8 Vicinity MAP: 11-3

6/6/12



Pacific Avenue & 8th Street

Transportation Mode

Major Roadways ■■■■■

YCAT Transit Route ———

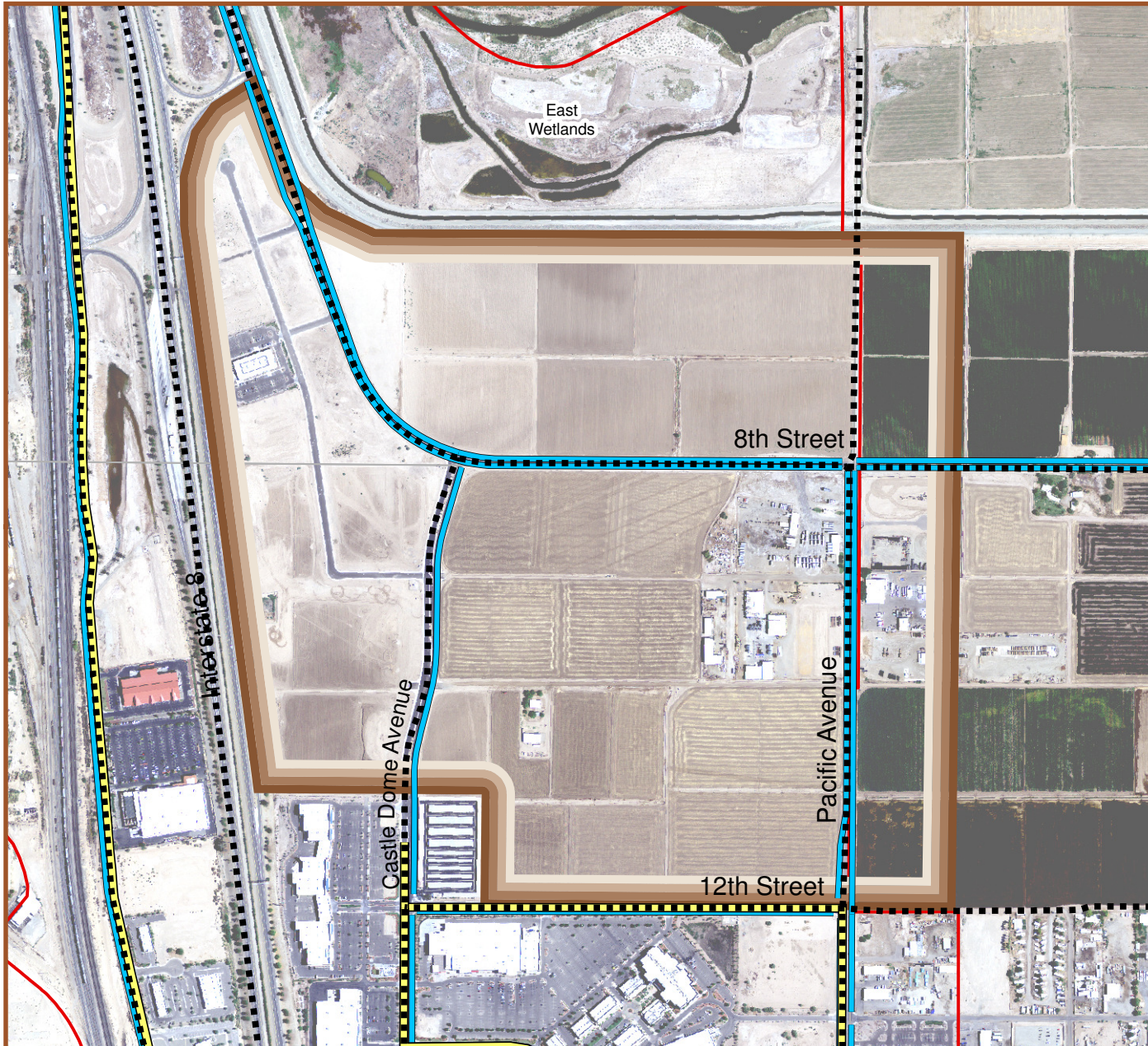
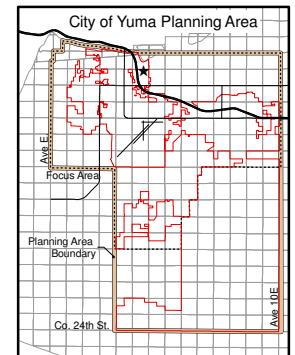
Bikeway ———

City Limits ———

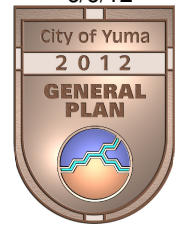


0 1,000 Feet

Prepared By:
Information Technology Services
Enterprise GIS








6/6/12



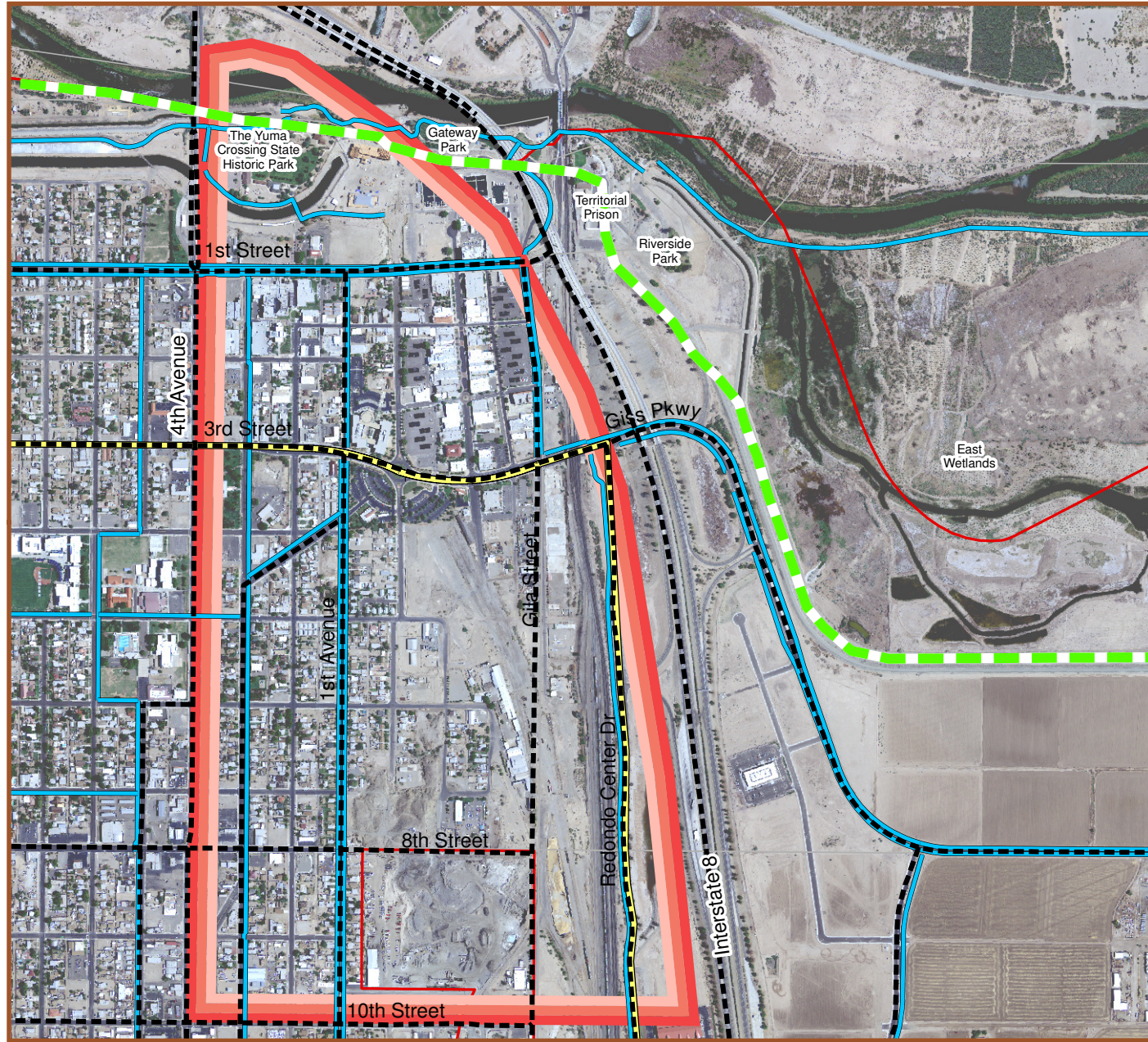
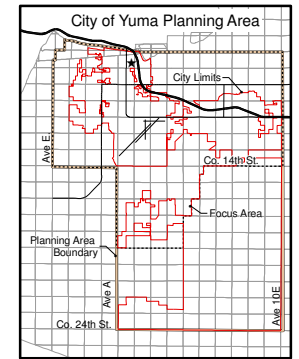
North End

Transportation Mode

- Major Roadways 
- YCAT Transit Route 
- Linear Park 
- Bikeway 
- AZ-CAL State Boundary 

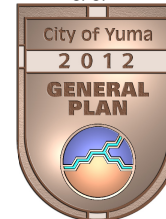


Prepared By:
Information Technology Services
Enterprise GIS



Growth Area Element - North End MAP: 11-5

6/6/12



Arizona Avenue & 16th Street

Transportation Mode

Major Roadways ■■■■

YCAT Transit Route ———

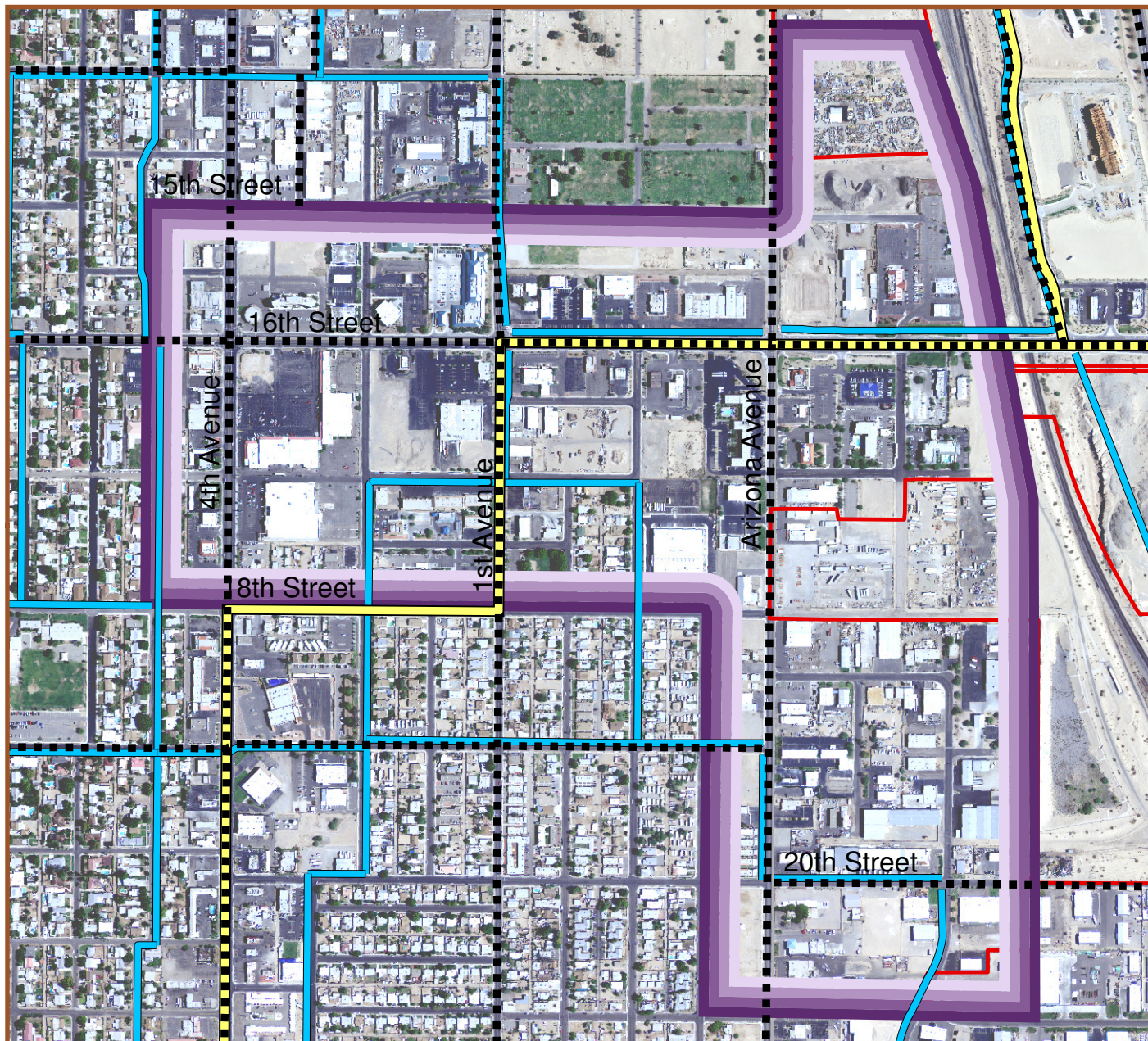
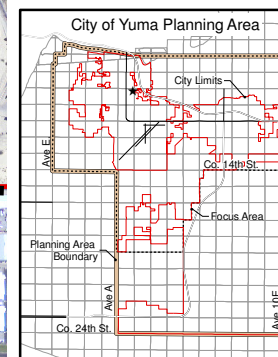
Bikeway ———

City Limits ———



0 500 Feet

Prepared By:
Information Technology Services
Enterprise GIS



Growth Area Element - Arizona Avenue & 16th Street MAP: 11-6