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# Table of Contents

Location Map .....	4
Executive Summary .....	6
Race and Ethnicity .....	8
Population by Census Block Map .....	9
Age Cohorts by Percentage of Population .....	10
Census Block Groups .....	11
Language Statistics .....	12
Commuting and Prior Residency Statistics .....	13
Employment by Sector .....	14
Employment by Industry .....	15
Income Statistics .....	16
Type of Housing .....	17
Community Facilities .....	18
State Route 195 .....	19
Soil and Groundwater .....	20
Soil Type Map .....	23
Depth to Groundwater Map .....	24
Airport Noise Zones .....	25
Parcels and Land Ownership .....	26
Land Use Designations Established in Yuma County .....	28
Changes in Land Use Designations .....	29
Zoning Districts Established in Yuma County .....	32
Zoning District Map .....	33
Rezoning .....	34
Housing Units Added .....	37

# Gila Valley Planning Area Background Study

## Location

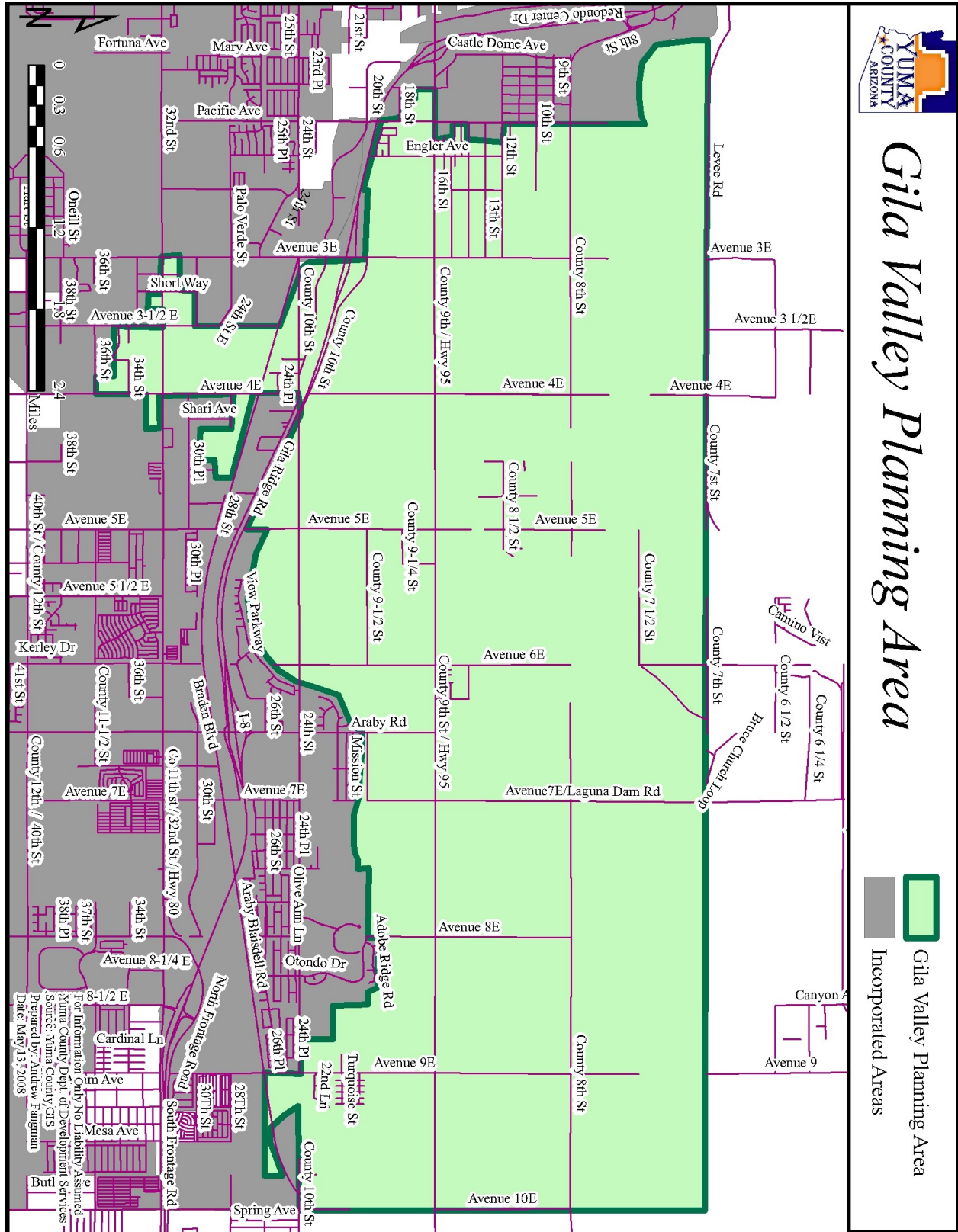


Figure 1: Location



# Gila Valley Planning Area Background Study

## Location

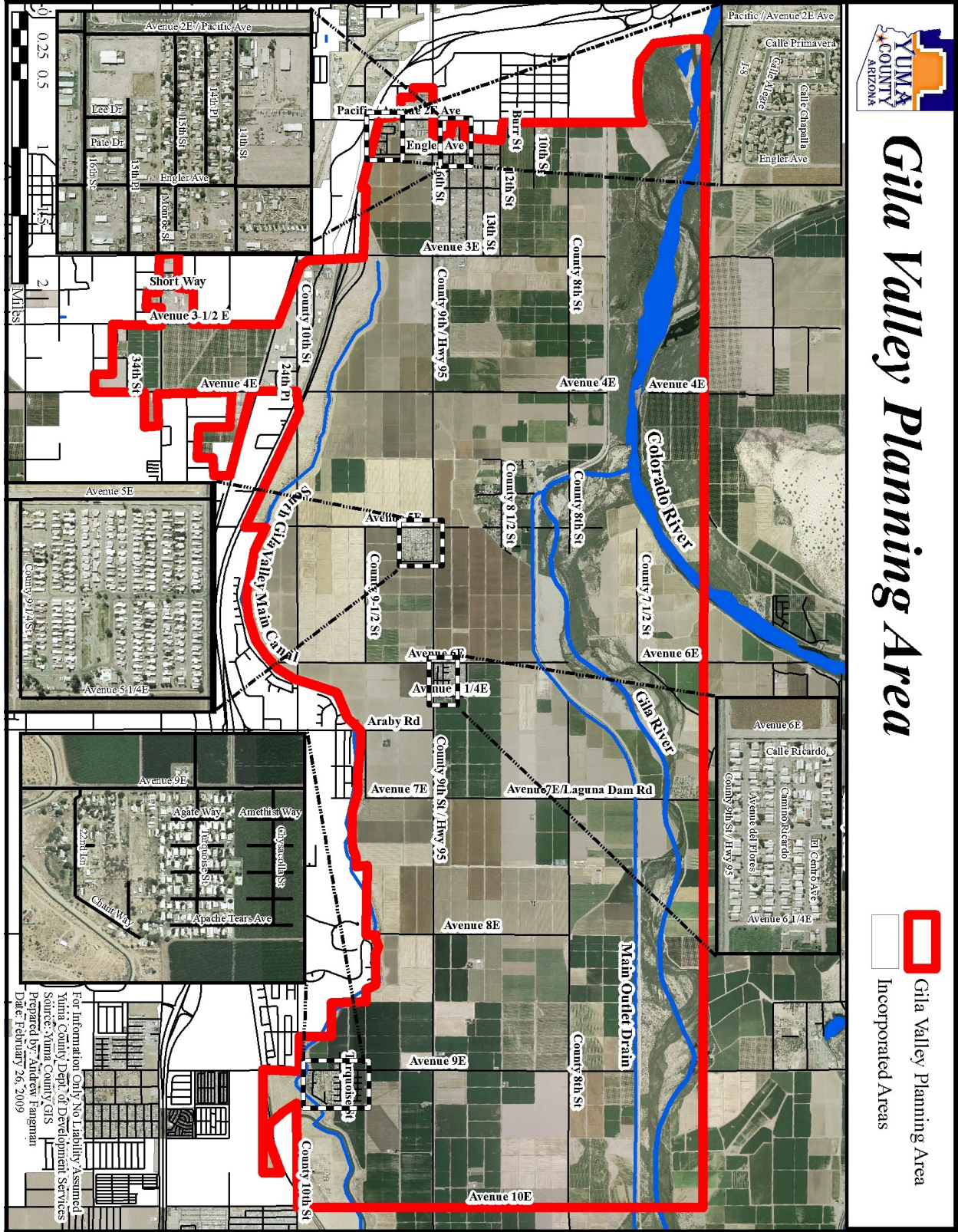


Figure 2: Aerial Photo

## ***Gila Valley Planning Area Background Study***

### **Executive Summary**

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The City and County of Yuma adopted the Joint Land Use Plan (JLUP) in September of 1996 as amendments to their respective planning documents covering land areas of mutual interest. The Plan was developed with two principal objectives: to plan for land uses in the vicinity of Marine Corps Air Station (MCAS) Yuma and the Yuma International Airport that would be compatible with airfield operations and to plan for other land uses meeting City and County growth objectives within a study area that extends beyond the immediate airfield environment. The JLUP provides comprehensive guidelines concerning the primary land uses, guiding development policies and implementation measures for the physical development of the planning area. The JLUP was designed to achieve the best use of land resources based on community input on how the Yuma metropolitan area should grow. It also provides the community with a common vision of desired development and the actions required to meet that vision. In December 2001, the Board of Supervisors adopted the Yuma County 2010 Comprehensive Plan, which included the JLUP. The Gila Valley Planning Area covers the northern portion of the area covered under the JLUP which remains unincorporated and is therefore under the planning jurisdiction of Yuma County (See Figure 1 on page 4).

Since the JLUP was adopted in 1996 and subsequently incorporated without modification into the Yuma County 2010 Comprehensive Plan (the Plan) in December of 2001, it has become necessary to identify the needed updates to the Plan to better reflect the goals and needs of the area. In order to accomplish this the Plan will be updated. The first step in this process is the preparation of the Gila Valley Planning Area Background Study which details the current conditions of the Planning area and how the area has changed since 2000.

The total population of the Planning Area according to the 2000 U.S. Census was 3,091. The vast majority of the Planning Area is composed of large parcels actively being used for agricultural purposes. Nearly all the population of the Planning Area is concentrated into five small distinct and noncontiguous areas. These five areas are manufactured home parks, platted subdivisions, and wildcat subdivisions that all had their residential usage established decades ago.

Between 2000 and 2008 Yuma County issued 201 building/placement permits for residential housing units in the Gila Valley Planning Area. Of these, 160 of permits were issued as placement permits for manufactured homes or mobile homes (units manufactured prior to 1976) in four distinct manufactured home parks. The Sierra Pacific Manufactured Home Park accounted for 124 of these permits.

Since 2000 there were sixteen citizen initiated rezonings in the Gila Valley Planning Area. These rezonings reinforced existing land use patterns, specific areas became more residential, industrial, or agricultural in nature. Ten of these rezonings changed the subject parcels to a zoning district that allows for industrial uses, three were to light industrial and seven to heavy industrial. There were six rezonings from light industrial to heavy industrial. All occurred in a small area bounded by Pacific Avenue, 12<sup>th</sup> Street, Avenue 3E, and Highway 95. There were two rezonings from a Rural Area zoning district to a residential zoning district.



## ***Gila Valley Planning Area Background Study***

### **Executive Summary**

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Both of these rezonings occurred in the small portion of the planning area that is located on the mesa and considered as prime farmland. In August of 2006 Commission Initiative 06-03 was approved by the Board of Supervisors. CI 06-03 rezoned 648 acres from Manufactured Home Subdivision, General Commercial, Heavy Industrial, and Light Industrial, to Rural Area – 20 Acre Minimum.

Since the creation of the JLUP in 1996, there have been only four amendments to the land use designation maps in the Gila Valley Planning Area to date. One amendment allowed a small expansion of the existing industrial area. Two amendments were to allow for residential uses in areas that were not being previously used for agricultural purposes. The final amendment was for 125 acres of land that was previously classified as Nonconforming were designated as Agriculture. Areas that were classified as Nonconforming represented holes in the land use designation map, as Nonconforming is not a true land use designation but rather represents unclassified areas in the Plan that are made up entirely of nonconforming uses and land use densities. The Agriculture designation was chosen because it most closely matches the Plan's vision for the area, the perseveration of currently existing agriculture activities, and existing residences, without increasing residential densities.

## Gila Valley Planning Area Background Study

### Demographics—Race & Ethnicity

Of the 3,901 people who live within the Gila Valley Planning Area, 61.7% classify themselves as Hispanic. This is notably more than Yuma County as whole, where 50.5% classify themselves as Hispanic. Proportionally more people in the Planning Area identify themselves as Hispanic than in Yuma County and Arizona as a whole.

	Gila Valley Planning Area	Yuma County	Arizona
Total Population	3,901	160,026	5,130,632
White, Non-Hispanic	1,366	70,956	3,274,258
Hispanic	2,405	80,772	1,295,617
African-American	33	3,136	149,941
American Indian	41	1,819	233,270
Asian	15	1,362	89,315
Other	41	1,981	88,231

Table 1: Population, Race, and Ethnicity<sup>1</sup>

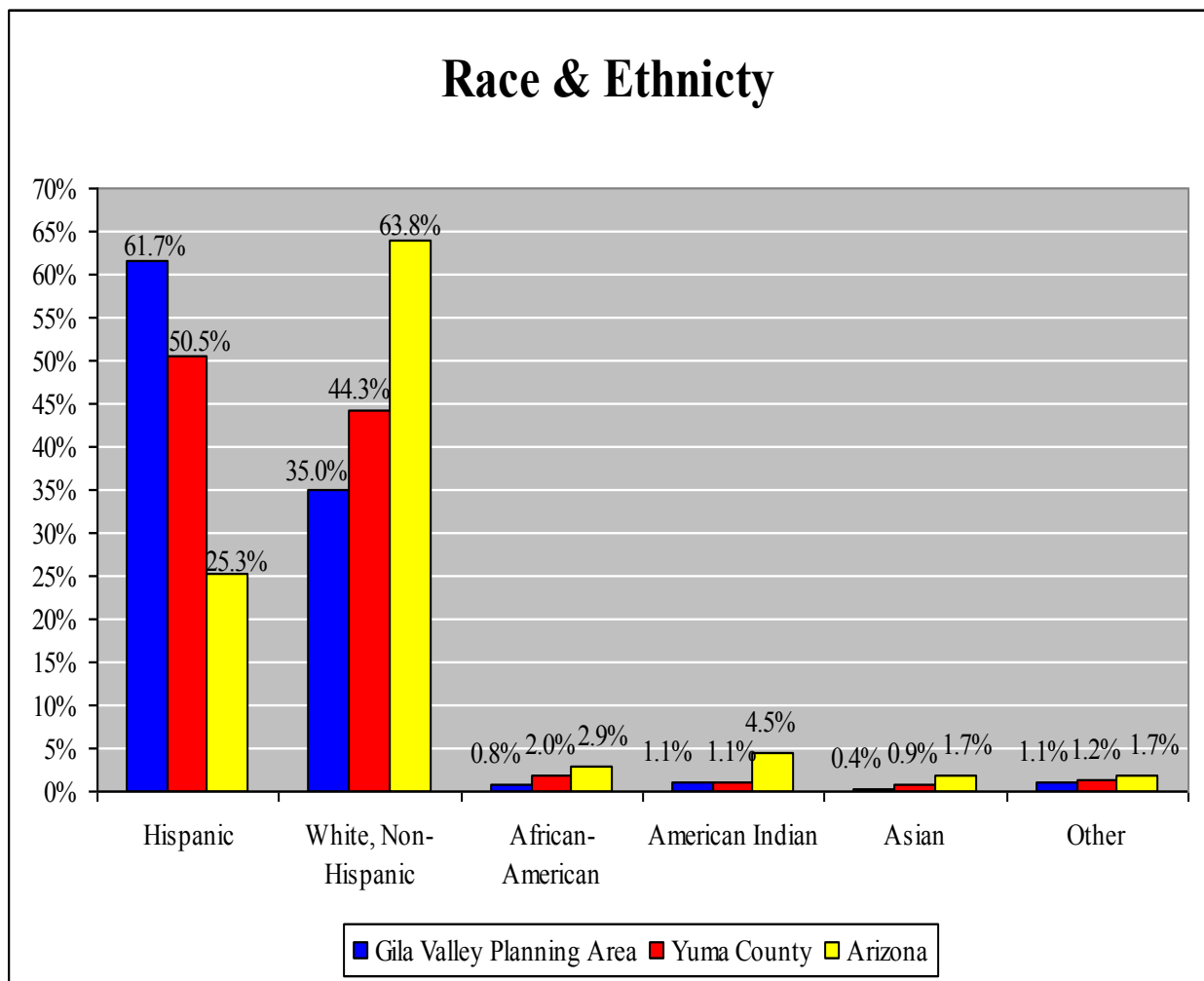


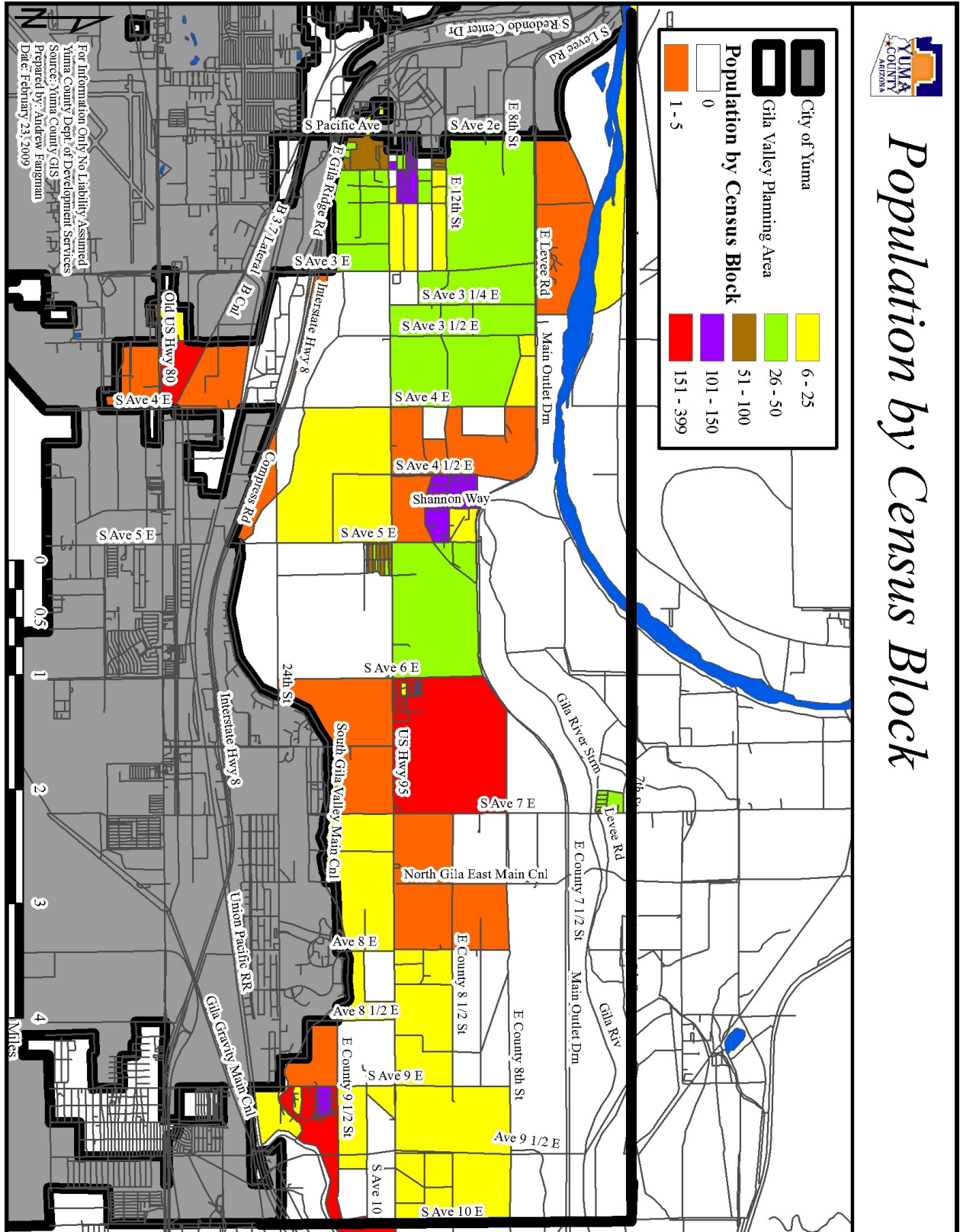
Figure 3: Race, and Ethnicity<sup>1</sup>

<sup>1</sup> 2000 U.S. Census



# Gila Valley Planning Area Background Study

## Population



# Population by Census Block

Figure 4: Population by Census Block

# Gila Valley Planning Area Background Study

## Demographics—Age Cohorts

Ages	#
Under 5 years	380
5 to 9 years	447
10 to 14 years	388
15 to 19 years	300
20 to 24 years	251
25 to 29 years	266
30 to 34 years	293
35 to 39 years	337
40 to 44 years	257
45 to 49 years	203
50 to 54 years	152
55 to 59 years	163
60 to 64 years	137
65 to 69 years	117
70 to 74 years	103
75 to 79 years	57
80 to 84 years	33
85 years and over	19

Table 2: Gila Valley Planning Area Population by Age Groups<sup>2</sup>

Figure 5 depicts the percentage of a given area’s population contained in 5-year age cohorts. Compared to Yuma County and Arizona as a whole the Gila Valley Planning Area has a younger population. In the age cohorts from birth to 20 years and younger this planning area has proportionally much more of its population in these age cohorts. The age cohort with the greatest percentage of people in it for the Gila Valley Plan Area is the one the that covers people from 5 to 9 years old. The most likely explanation for this phenomena is the residents of the planning area on average have more children than do residents of the State or County as a whole. The fact that average family size in the Gila Valley Planning

Arizona	Yuma County	Gila Valley Planning Area
2.64	2.86	3.15

Table 4: Average Family Size<sup>2</sup>

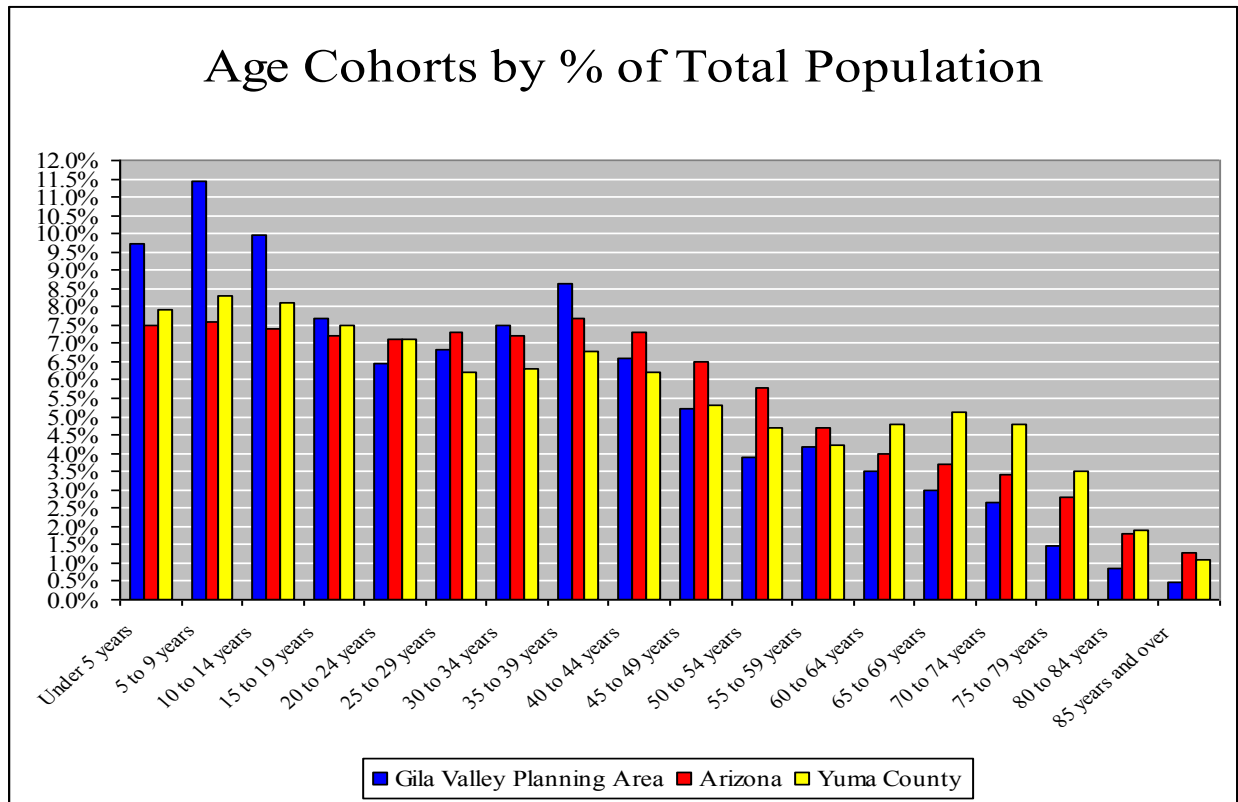


Figure 5: Age Cohorts<sup>2</sup>

<sup>2</sup> 2000 U.S. Census



# Gila Valley Planning Area Background Study

## Demographics—Census Block Groups

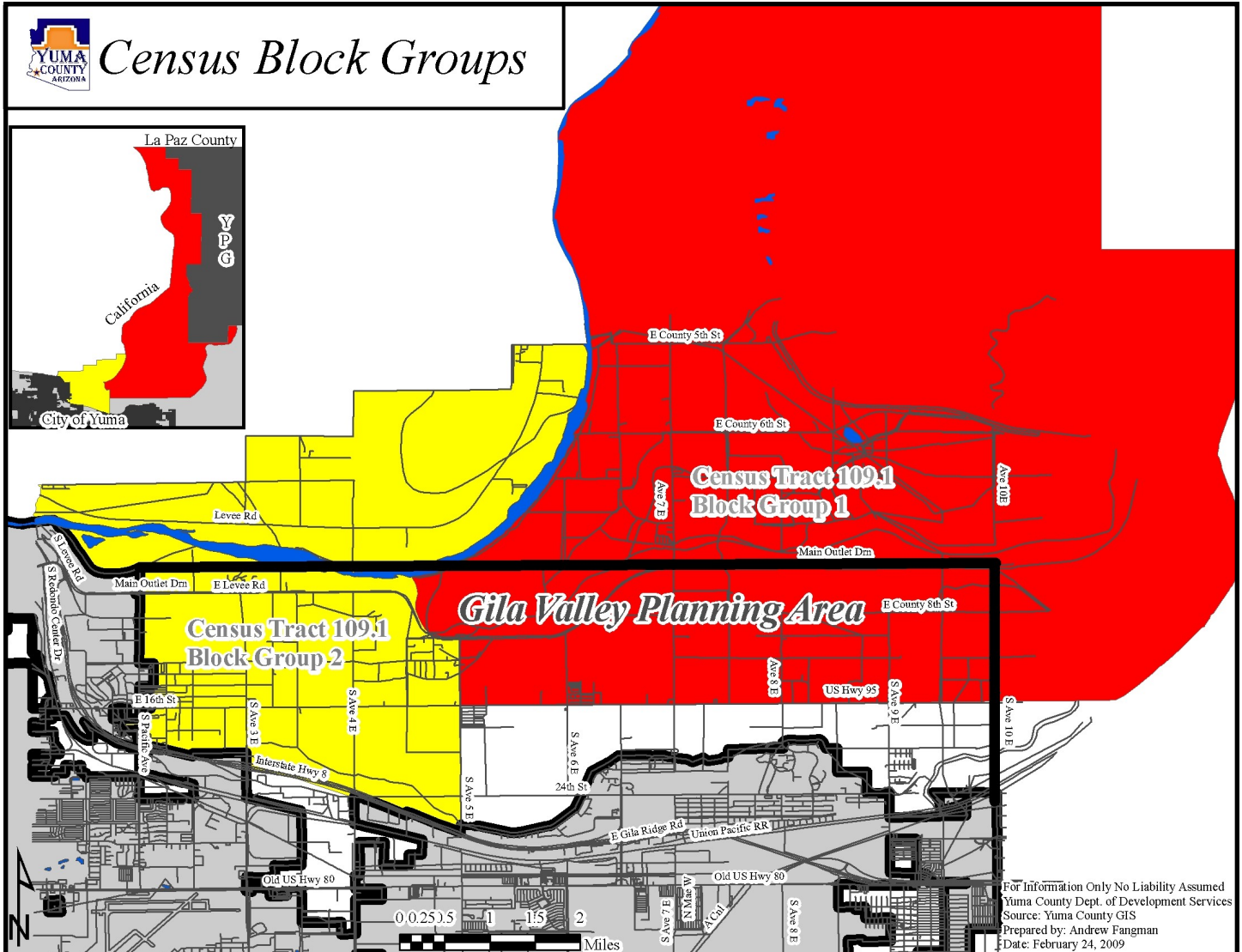


Figure 6: Census Block Groups

The Census Bureau reports more detailed demographic data at the census block group level. Unfortunately it is impossible to define an area using just census block groups that would exactly correspond with the boundaries of the Planning Area. A combination of the two census block groups shown on the map above is the best approximation of the Planning Area that can be made using just census block groups. These two census block groups contain approximately 51% of Planning Area residents, additionally approximately 64% of people residing in these two census block groups reside within the boundaries of the Planning Area. As a result, it is reasonable to assume that demographic trends observed in these two census block groups closely correspond to what is occurring in the Planning Area as a whole.

# Gila Valley Planning Area Background Study

## Demographics—Language Statistics

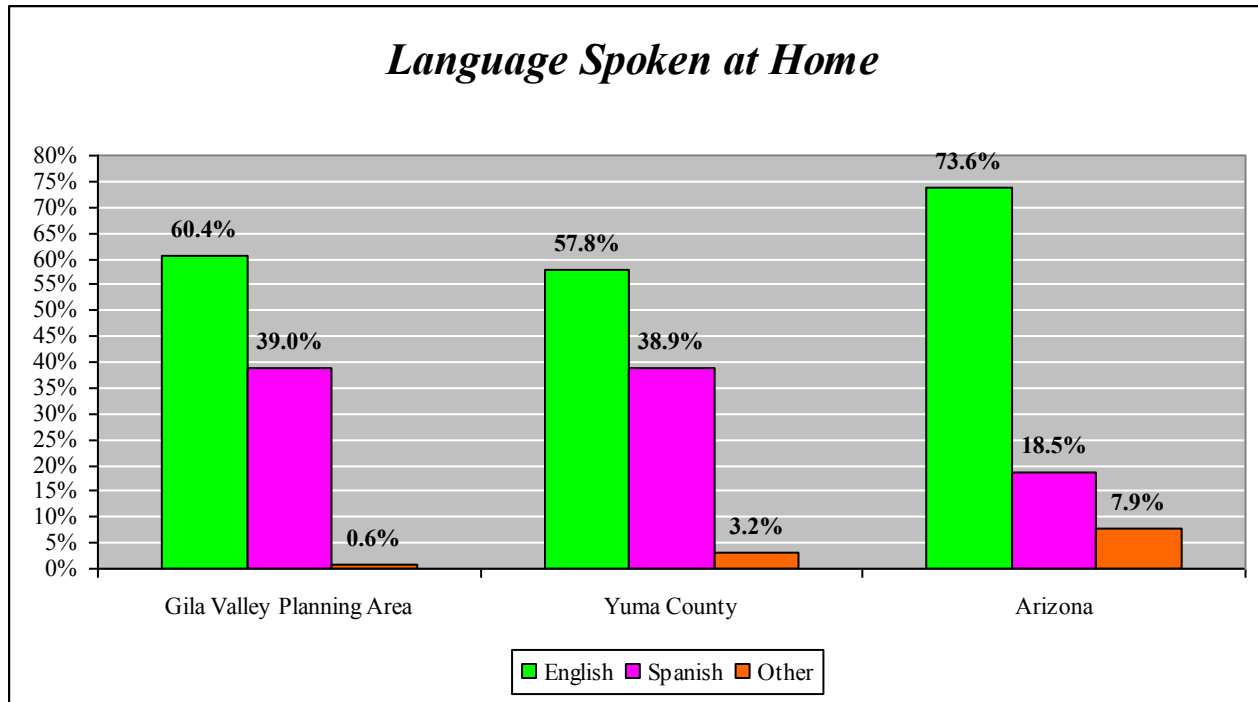


Figure 7: Language Spoken at Home<sup>2</sup>

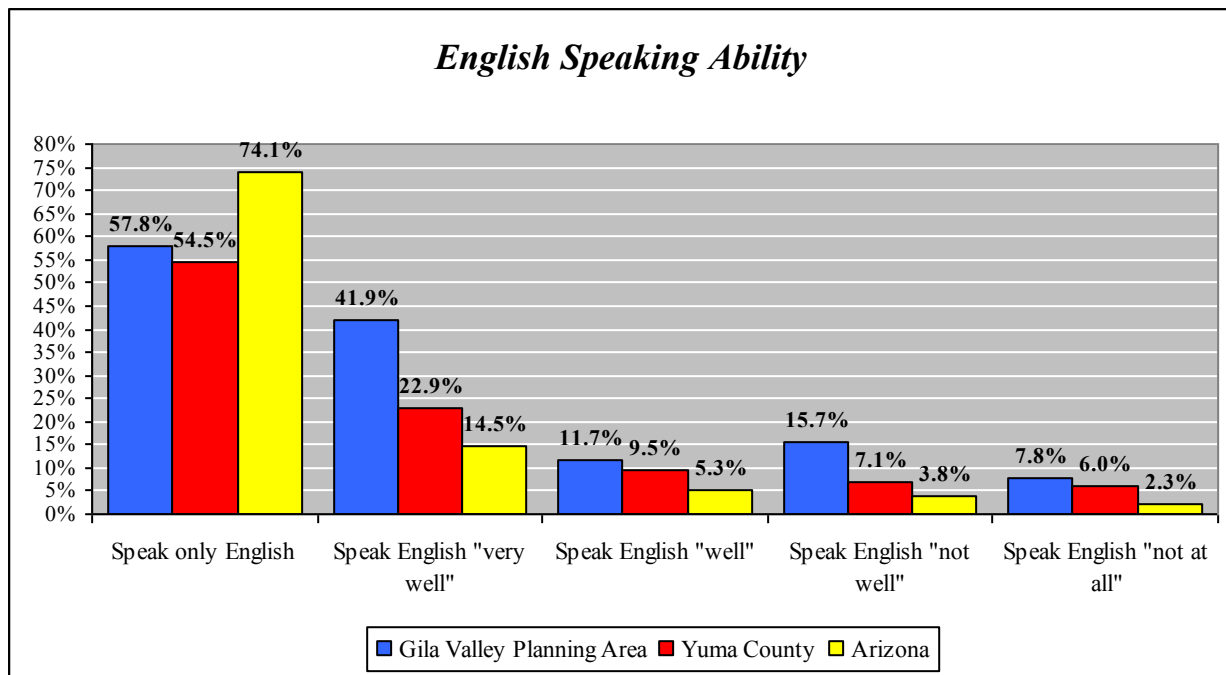


Figure 8: English Speaking Ability<sup>2</sup>

The Gila Valley Planning Area has a much different linguistic profile than that found in the State as a whole but one that matches up closely with that found in Yuma County as a whole. In the Planning Area, only 57.8% of the Planning Area reports being only able to speak English, 22.5% report not being able to speak English well or at all. This means that 34.3% of the population is bilingual, compared to 32.4% and 19.8% in the County and the State as a whole.

<sup>2</sup>2000 U.S. Census: Census Tracts 109.01 (Block Group 1 & 2)

**Gila Valley Planning Area Background Study**  
**Demographics—Where People Moved From and Commute Time**

Between 1995 and 2000 about 54% of Planning Area residents moved into a different residence; this rate not that different than found in the State and County as a whole. Of the Planning Area residents who did move, 77.6% relocated from somewhere outside of Yuma County, this was a higher rate than found for Yuma County residents as a whole. The two areas people relocating into the Planning Area were most likely to come from were other western states and foreign countries; the Planning Area saw people relocate from these areas at higher rate than that found in the State or County as a whole.

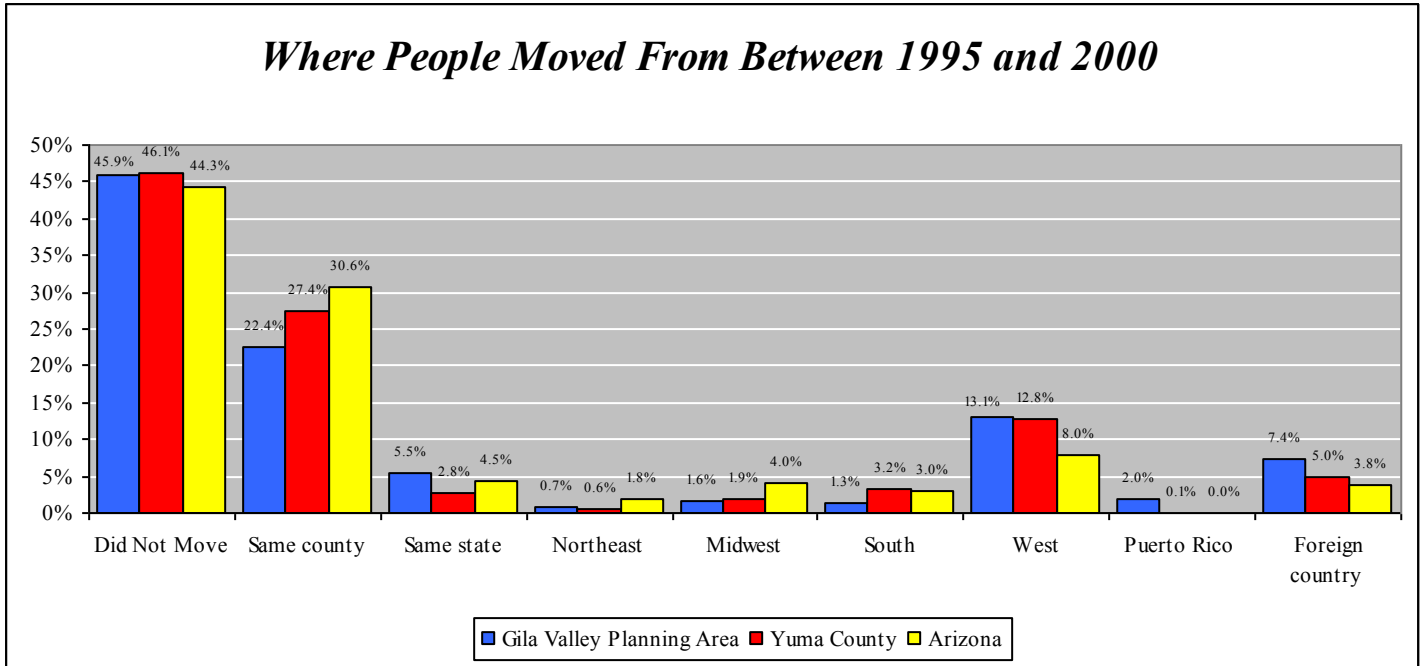


Figure 9: Where People Moved From Between 1995 and 2000<sup>3</sup>

Generally residents of the Planning Area have short commute times. Only 23% of residents report having a commute of longer than 30 minutes, which is a notably lower rate than is found in the County or State as whole. The likely explanation for the smaller commute times is the Planning Area’s proximity to industrial areas within the City of Yuma that are major employment centers.

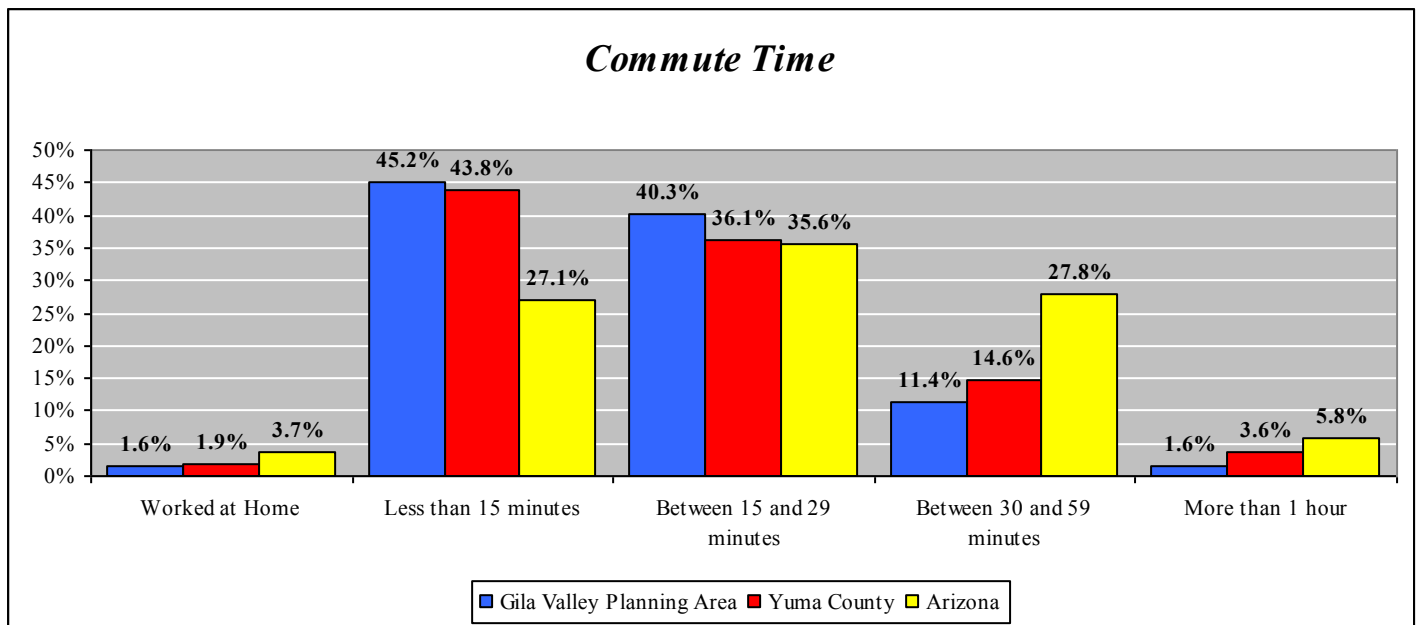
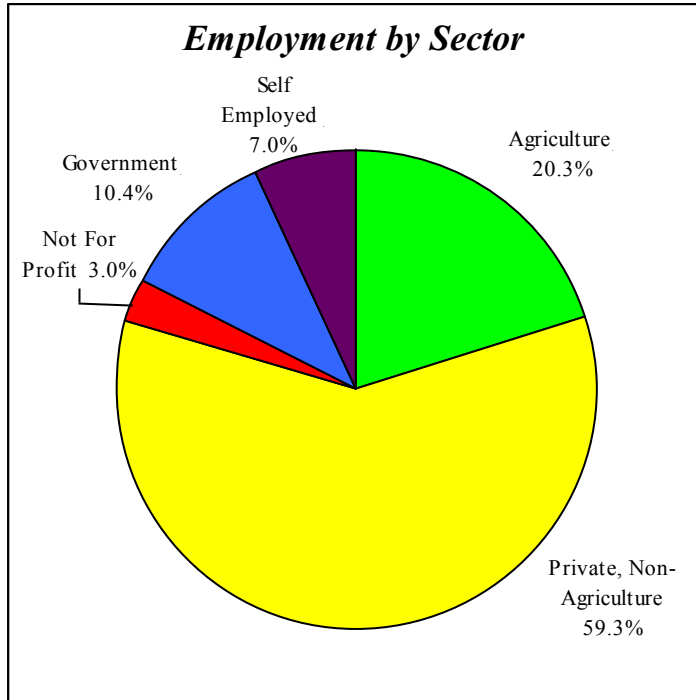


Figure 10: Commute Time<sup>3</sup>

<sup>3</sup>2000 U.S. Census: Census Tracts 109.01 (Block Group 1 & 2)

# Gila Valley Planning Area Background Study

## Demographics—Employment by Sector



In comparison to Yuma County and Arizona as whole, a higher percentage of Planning Area residents are employed in the agricultural sector of the economy. Approximately 20.3% of employed Planning Area residents report being directly employed in the agricultural sector; however, this does not include people who are employed in businesses that provide support to the agricultural sector. The Planning Area has a larger percentage of its workforce employed in the private, non-agriculture sector than does the County as a whole. This can likely be explained by the fact that the Planning Area has a smaller percentage of its workforce employed by governmental entities than is found in the County as a whole.

Figure 11: Employment by Sector<sup>4</sup>

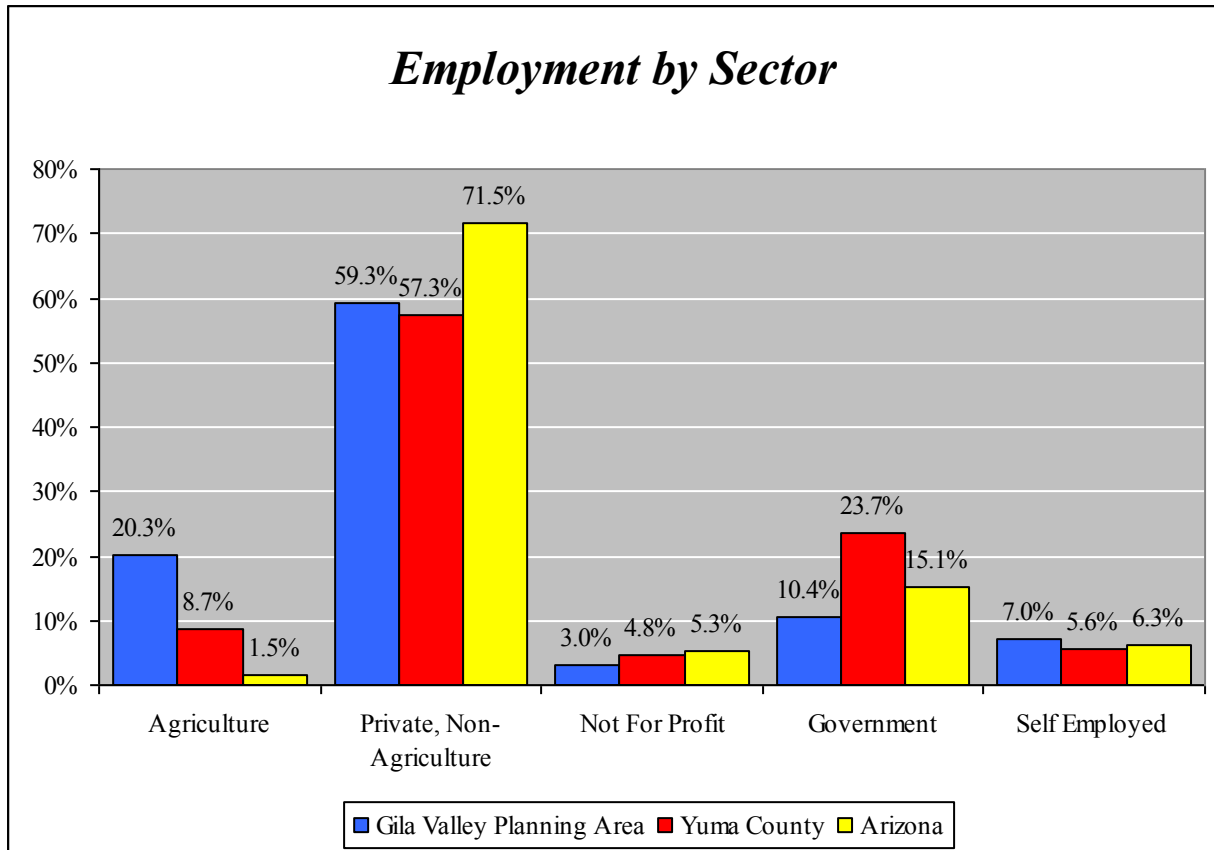


Figure 12: Employment by Sector<sup>4</sup>

<sup>4</sup>2000 U.S. Census: Census Tracts 109.01 (Block Group 1 & 2)



# Gila Valley Planning Area Background Study

## Demographics—Employment by Industry

Employment by Industry

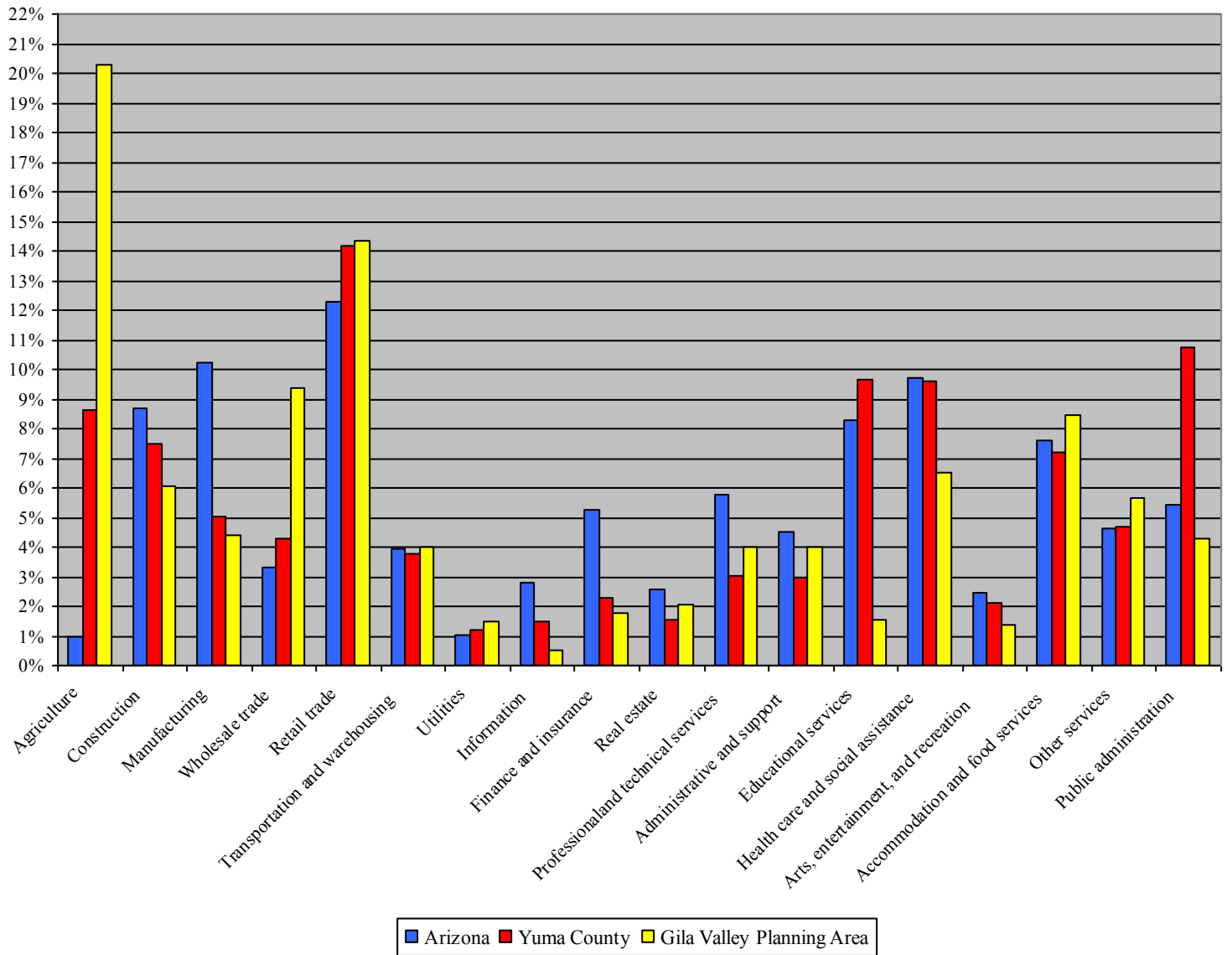


Figure 13: Employment by Industry<sup>5</sup>

Over 20% of employed Planning Area residents are directly employed in the Agriculture sector of the economy which is a much high rate than is found in the County or State as whole. This 20% only includes people who are employed in businesses that provide support to the agricultural sector, so the percentage of Planning Area residents employed in agricultural related jobs is likely a much higher number. Some these agricultural related jobs likely fall into the wholesale trade category which employs a much greater percentage of Planning Area residents that does the State or County as a whole. The only other industry in which a greater percentage of Planning Area residents work than found in the State or County as a whole is the accommodation and food service sector. Significantly fewer Planning Area residents are employed in the education or public administration sectors

<sup>5</sup>2000 U.S. Census: Census Tracts 109.01 (Block Group 1 & 2)

## Gila Valley Planning Area Background Study Demographics—Types of Household Income

Compared to Yuma County as a whole, fewer households in the Planning Area receive Social Security income or retirement income. This is an indication that retirement housing which is common in much of the County is less common in the Planning Area. Significantly less households in the Planning Area received income from, interest, dividends, or net rental income than did households in the State or County as a whole.

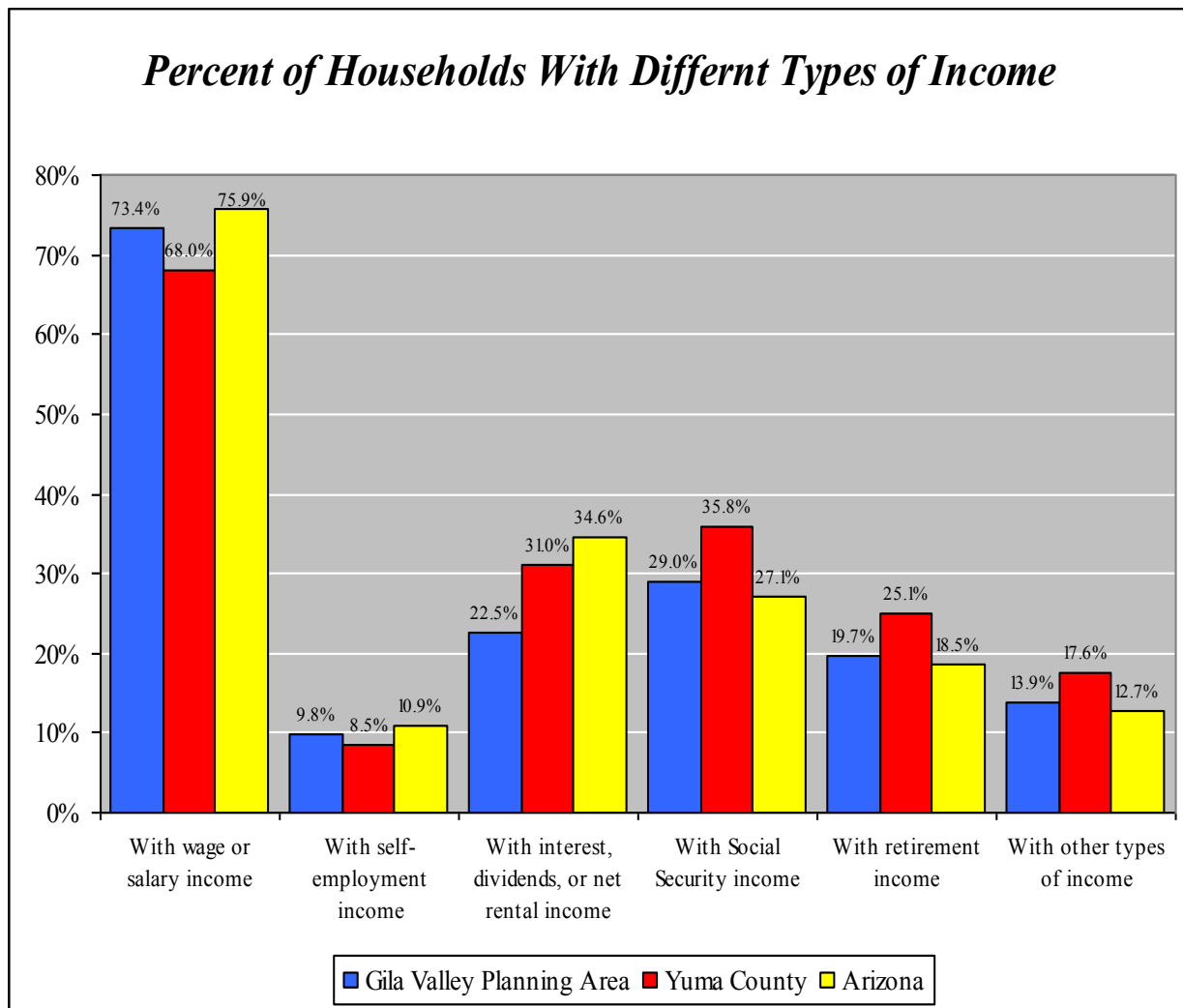


Figure 14: Types of Income<sup>6</sup>

### Definitions:

**Wage or salary income:** Wage or salary income earnings received for work performed as an employee

**Self-employment income:** Includes income from one's own business, professional enterprise, or partnership

**Interest, dividends, or net rental income:** includes interest on savings or bonds, dividends from stockholdings or membership in associations, net income from rental of property to others and receipts from boarders or lodgers, net royalties, and periodic payments from an estate or trust fund.

**Social Security income:** Social security income includes social security

**Retirement income:** includes: (1) retirement pensions and survivor benefits; (2) workers' compensation; disability income (3) periodic receipts from annuities and insurance; and (4) regular income from IRA and KEOGH plans.

**All other income.** All other income includes unemployment compensation, Veterans' Administration (VA) payments, alimony and child support, contributions received periodically from people not living in the household, military family allotments, and other kinds of periodic income other than earnings.

<sup>6</sup>2000 U.S. Census: Census Tracts 109.01 (Block Group 1 & 2)

# Gila Valley Planning Area Background Study

## Demographics—Types of Housing

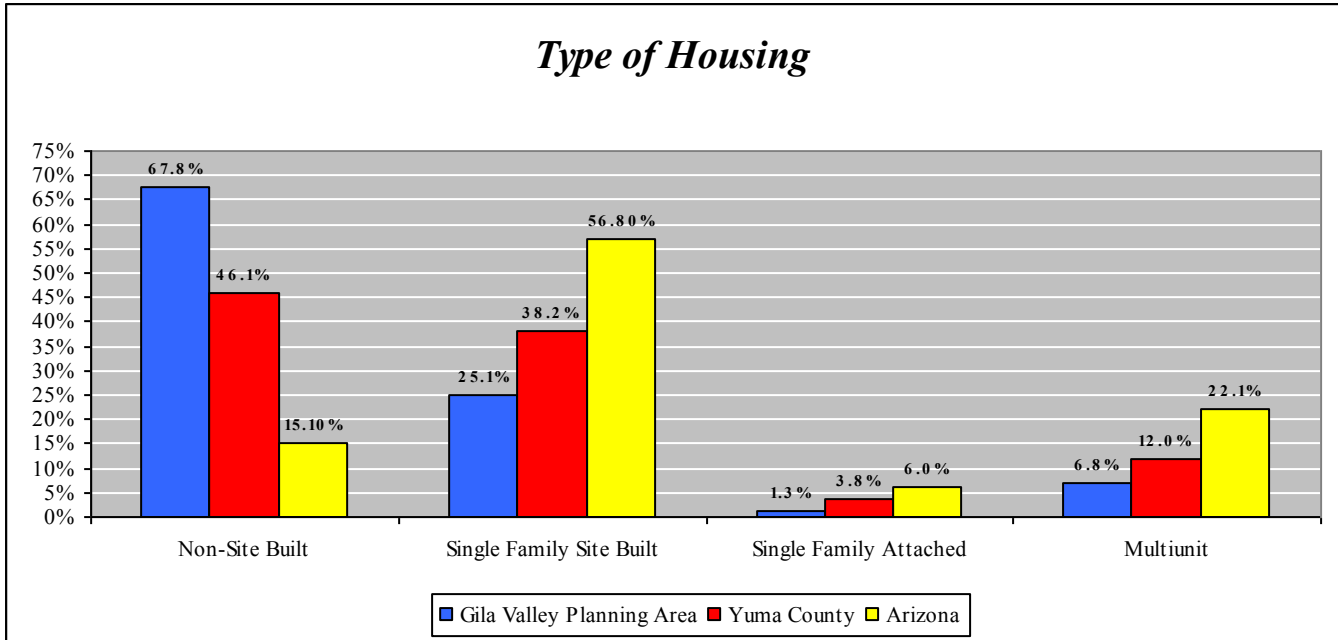


Figure 15: Type of Housing<sup>7</sup>

In the Gila Valley Planning Area 67.8% of housing units counted in the 2000 Census were non-site built units meaning that they were manufactured homes, mobile homes, or recreational vehicles. This is a much higher rate than found in the State or County as a whole. The predominance of non-site built housing units means that the redevelopment of lots previously used as residential is more likely to occur in the Planning Area than other areas of the County because non-site built housing units are easier to remove and retain value once removed. Compared to those found in the State and County as a whole, the housing stock in the Planning Area is older, as more housing units in the planning unit were constructed in the 1970's than in the 1990's.

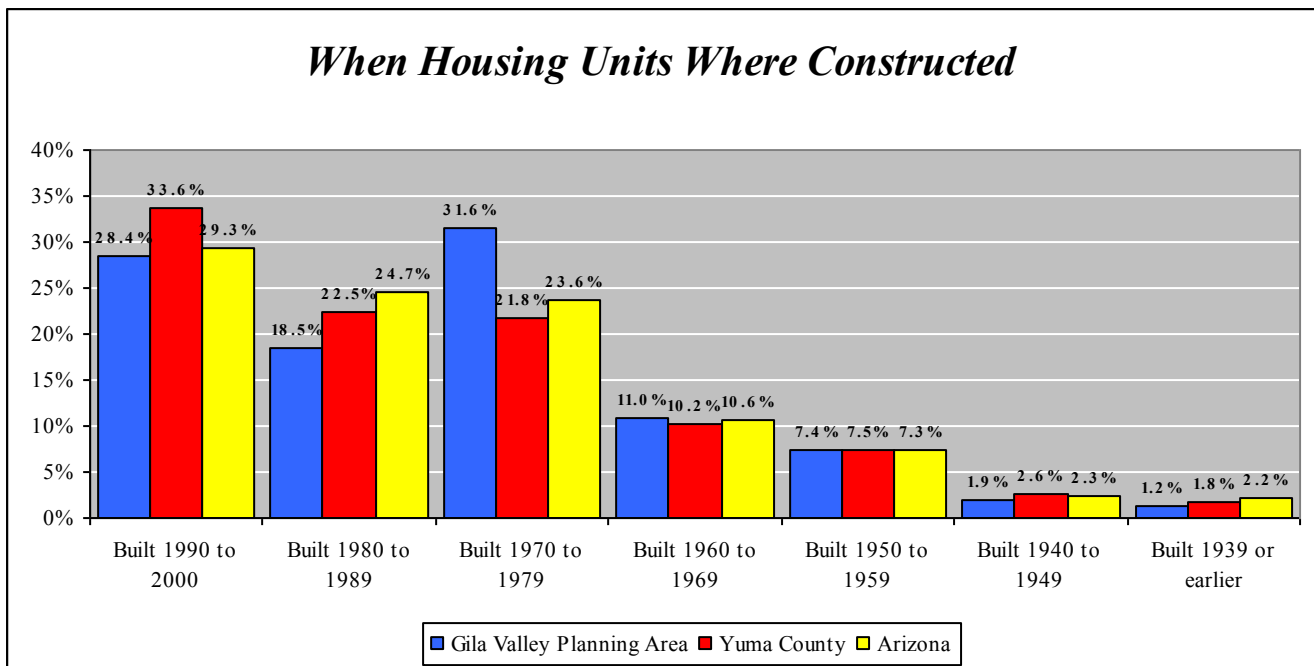


Figure 16: Year Housing Units Built<sup>7</sup>

<sup>7</sup>2000 U.S. Census: Census Tract s 109.01 (Block Group 1 & 2)



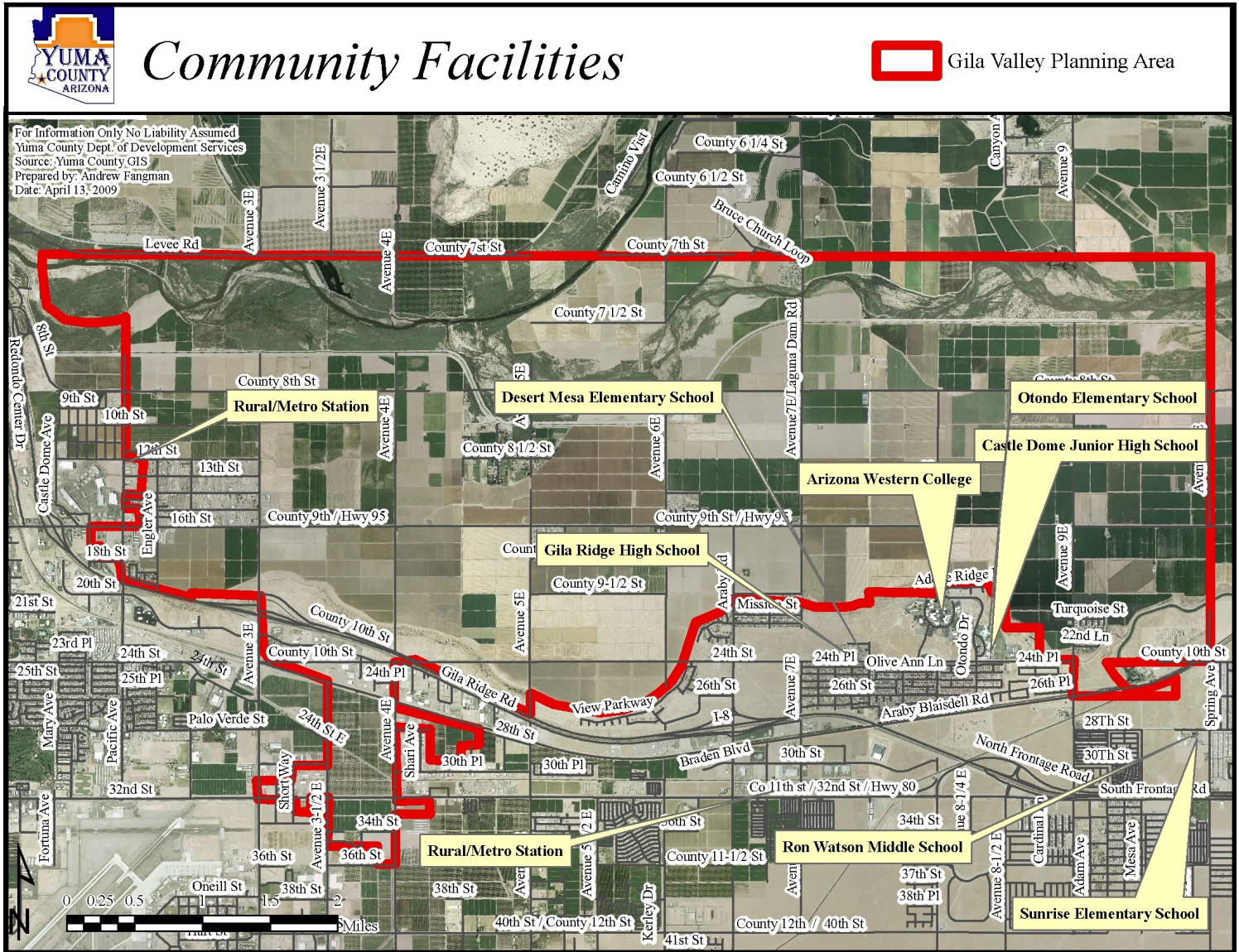


Figure 17: Community Facilities

Law enforcement services for the Gila Valley Planning Area are provided by the Yuma County Sheriff’s Office (YCSO). The closest YCSO facility to most of the Planning Area is the main YCSO office located at 141 South 3rd Avenue in downtown Yuma. For some of the further east portions of the Planning Area, the YCSO substation located at 13190 E. South Frontage Rd near the Foothills Blvd interchange is closer.

Fire and emergency services are provided by the Rural/Metro Corporation, which is funded through subscriptions. The Rural/Metro stations nearest to the Gila Valley Planning Area are located at 1275 South Pacific Avenue and at 6740 East Highway 80.

All of the South Mesa Planning Area is located within the Yuma Union High School District, Gila Ridge High School is located just to the south of the Planning Area at the intersection of 24<sup>th</sup> Street and Avenue 7E. The entire Planning Area is served by Yuma Elementary School District #1, which has several elementary and middle schools located within close proximity to the Planning Area. Arizona Western College is located directly adjacent to the southern boundary of the Planning Area.



# Gila Valley Planning Area Background Study

## State Route 195

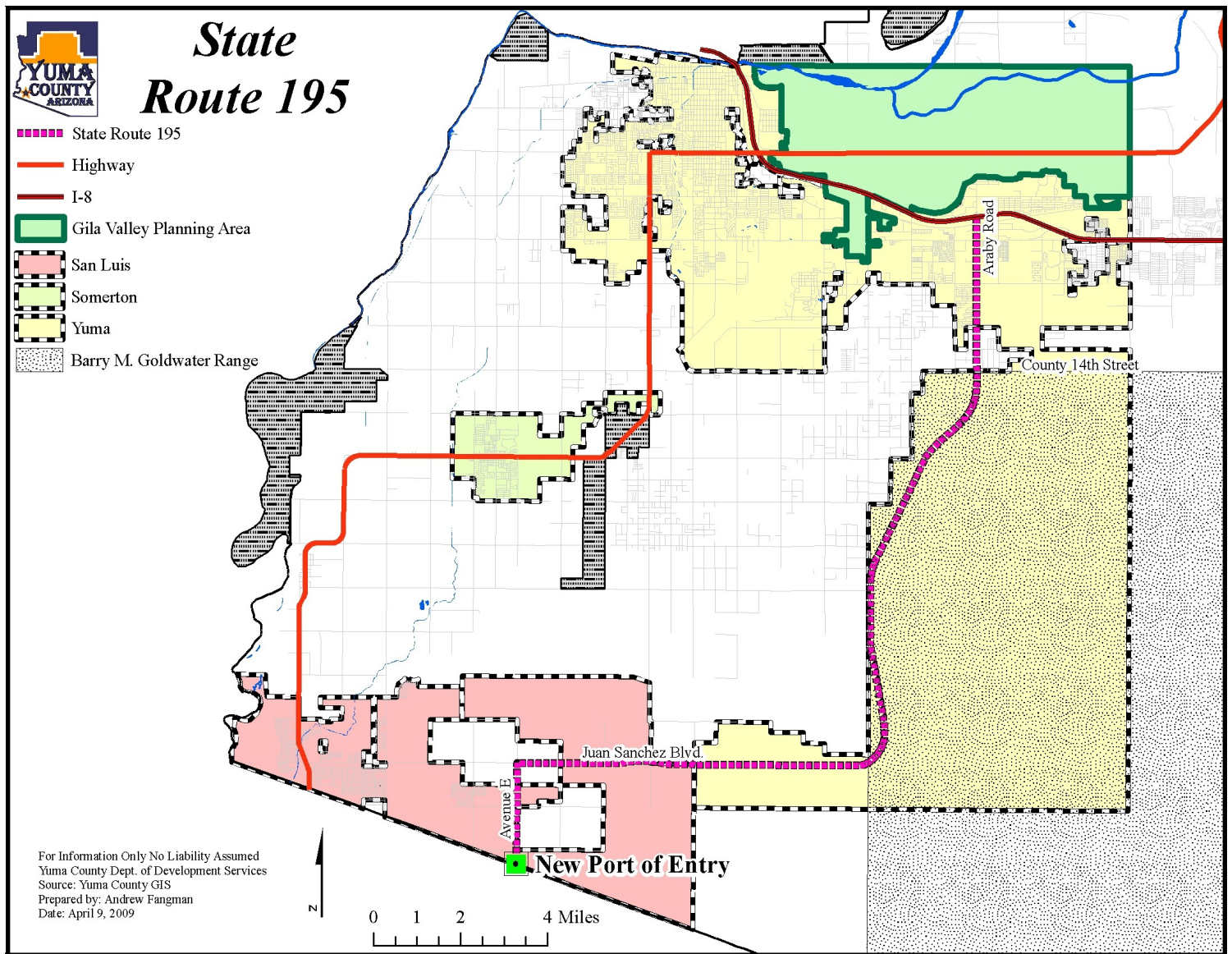


Figure 18: State Route 195

Construction began in January of 2008 on a new \$42.029 million state-of-the-art San Luis II Commercial Port of Entry which is targeted to open in September of 2009. In order to connect the new San Luis II Port of entry to Interstate 8 a new four lane divided highway is being constructed. This road officially known as State Route 195 is also known as the “Area Service Highway.” Construction of State Route 195 between the new port of entry and Interstate 8 should be completed in the Fall of 2009.

An extension of State Route 195 north of I-8 to connect to US 95 is being proposed to complement the local and regional road network. The connection to US 95 would provide access from the planned commercial port of entry at San Luis to another major highway (US 95), further facilitating the movement of goods between the United States and Mexico and would provide an additional, enhanced travel corridor within the City of Yuma. Currently eight corridors that would link up the soon to open portion of State Route 195 south of Interstate 8 and US 95 are being examined by the Arizona Department of Transportation. All eight corridors are within the Gila Valley Planning Area.



# SR 195; I-8 TO US 95

## Engineering and Environmental Study



### Public Meeting

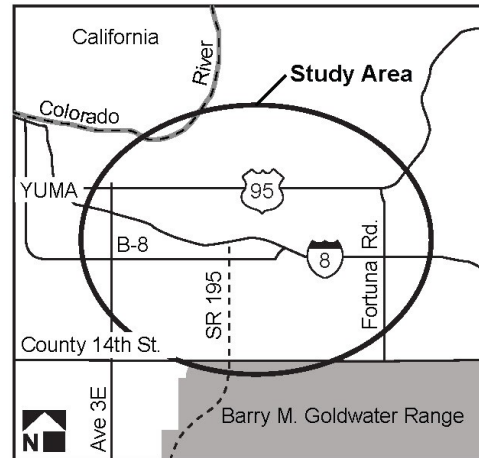
November 8, 2007

#### Purpose of Meeting

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are seeking comments about possible alignments for the proposed extension of State Route 195 (SR 195) between Interstate 8 (I-8) and US 95 in Yuma. Engineering and environmental studies have been initiated to determine what improvements would be needed.

#### Study Purpose and Need

The purpose and need for this study is to extend SR 195 north of I-8 to connect to US 95 and complement the local and regional road network. SR 195 between the new commercial San Luis Port of Entry and I-8 is programmed for construction between 2007 and 2010. Extending SR 195 north of I-8 to US 95 would provide a connection for the movement of goods north and south between the United States and Mexico, and would improve travel within the City of Yuma by providing an efficient travel route for commercial and regional traffic off of the local circulation system.



#### Possible Corridor Alternatives

Maps with possible corridor alternatives are provided on the back of this page. These corridor alternatives are very preliminary in nature and are presented as a starting point to initiate discussions and obtain comments from the public. Comments obtained will be used to identify the corridor alternatives that will be studied, in addition to the No Action Alternative.

#### Study Schedule and Process

- Fall 2007: Obtain agency and public input on the planned study, identify potential alternatives, prepare environmental overview
- Spring 2008: Present alternatives at a public information meeting
- Summer/Fall 2008: Prepare engineering and environmental studies
- Winter 2008: Present preferred alternative at a public hearing
- Summer 2009: Finalize study and environmental documents

#### Your Input

The primary objectives of public scoping are to learn about issues and concerns that you feel should be addressed in this study, to obtain your input on the preliminary corridor alternatives, and to listen to your suggestions. The information received will be used in the potential development of SR 195. Please provide your comments by November 23, 2007, to:

Karen Whitlock  
Arizona Department of Transportation  
c/o Logan Simpson Design Inc.  
51 West Third Street, Suite 450, Tempe, AZ 85281  
Phone: 480-967-1343, Fax: 480-966-9232, e-mail: gcraig@lsdaz.com

**Thanks for your participation!**



# Gila Valley Planning Area Background Study

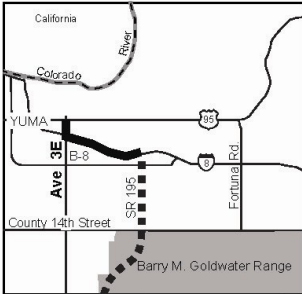
## State Route 195

### Preliminary Corridor Alternatives

**Key**

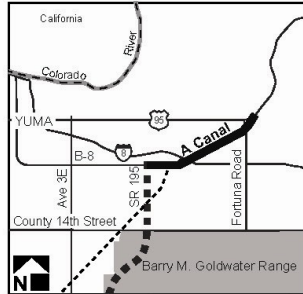
- Possible Corridor Alternative
- SR 195

**ALTERNATIVE 1 – AVENUE 3E**



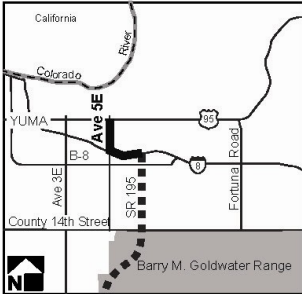
- I-8 west to Avenue 3E, Avenue 3E north to US 95

**ALTERNATIVE 5 – A CANAL**



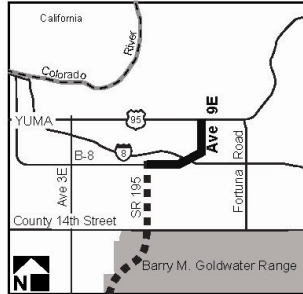
- B-8 east to the A Canal, then A Canal northeast to US 95

**ALTERNATIVE 2 – AVENUE 5E**



- I-8 west to Avenue 5E, Avenue 5E north to US 95

**ALTERNATIVE 6 – A CANAL / AVENUE 9E**



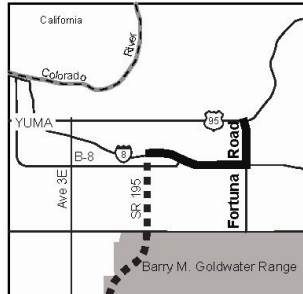
- B-8 east to the A Canal, A Canal northeast to Avenue 9E, Avenue 9E north to US 95

**ALTERNATIVE 3 – ARABY ROAD**



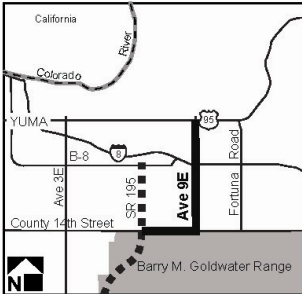
- Araby Road between I-8 and US 95

**ALTERNATIVE 7 – FORTUNA ROAD**



- I-8 east to Fortuna Road, Fortuna Road north to US 95

**ALTERNATIVE 4 – AVENUE 9E**



- County 14th Street east to Avenue 9E, Avenue 9E north to US 95

**ALTERNATIVE 8 – AVENUE 10E**



- B-8 east to Avenue 10E, Avenue 10E north to US 95

## ***Gila Valley Planning Area Background Study***

### **Soil and Groundwater**

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Extensive drainage systems and pumping are necessitated due to the high ground water that is found in much of the Planning Area. In January of 2009, the Bureau of Reclamation reported the depth to groundwater at eight feet or less in 1,509 acres of the Planning Area (Figure 21, page 24) . In the Planning Area, the groundwater tends to get shallower the further south of Colorado River it gets. Depth to groundwater fluctuates throughout the year as the amount of the irrigation water being applied changes with the different growing seasons. The Bureau of Reclamation releases monthly updates on groundwater depth. The most current report can be obtained at the following website: <http://www.usbr.gov/dataweb/html/yuma.html>. High ground water can complicate the installation of traditional septic systems and often necessitates the installation of alternative sewage disposal systems.

The most common soil type in the Planning Area is Glenbar Silty Loam, which is characterized as a deep well drained nearly level soil found in flood plains and low terraces. This type of soil is well suited to the production of crops and is only moderately limited for urban development because of moderate shrink-swell potential and low strength. It is severely limited for septic tank absorption field because of moderately slow permeability. Indio Silt Loam which is next most common soil type in the Planning Area has very similar characteristics, but is better suited for septic tanks because of better permeability.<sup>8</sup>



Figure 19: South Gila Valley Main Canal

<sup>8</sup> *Soil Survey of the Yuma-Wellton Area*. United States Department of Agriculture



# Gila Valley Planning Area Background Study

## Soil Types

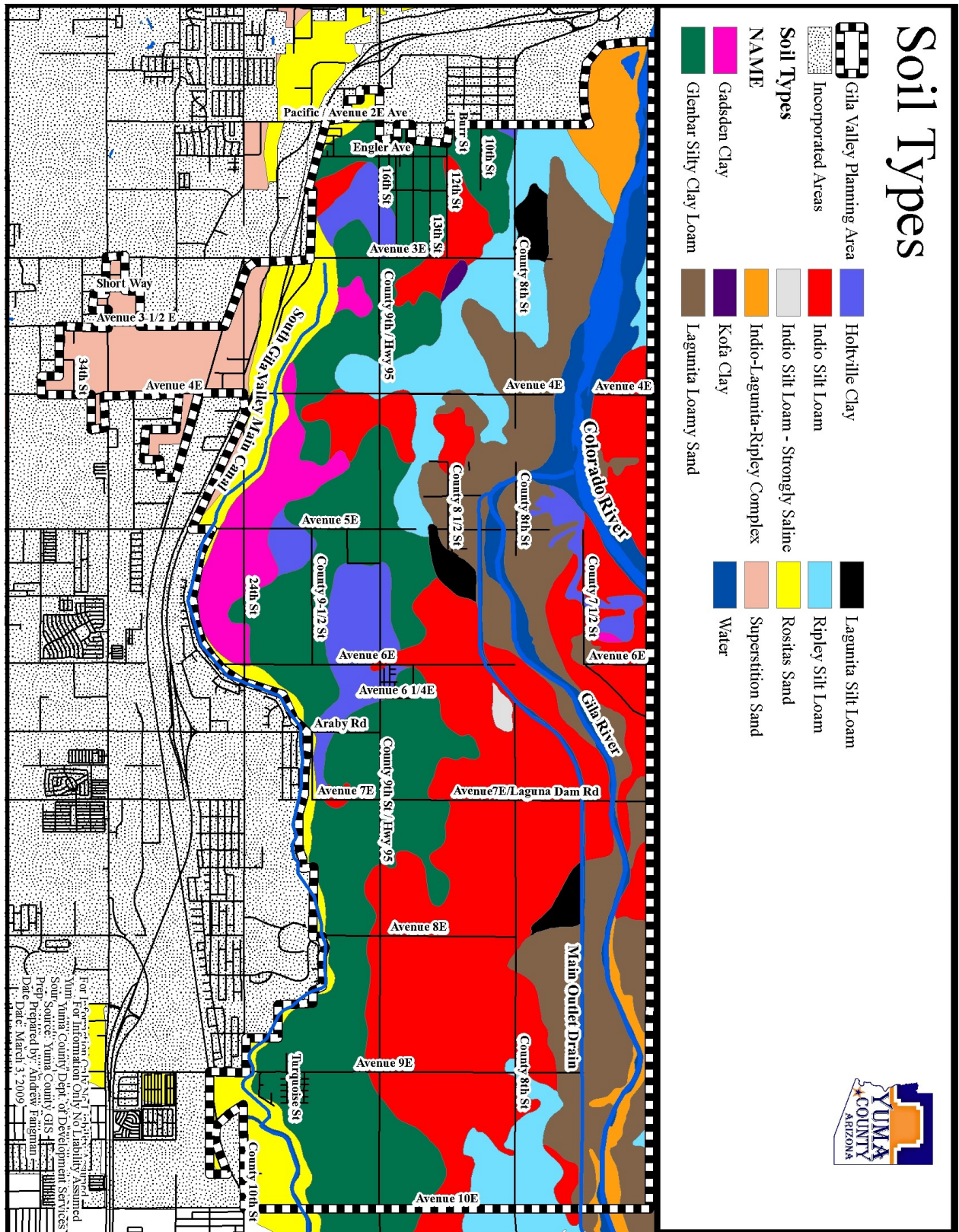


Figure 20: Soil Types



# Gila Valley Planning Area Background Study

## Depth to Groundwater

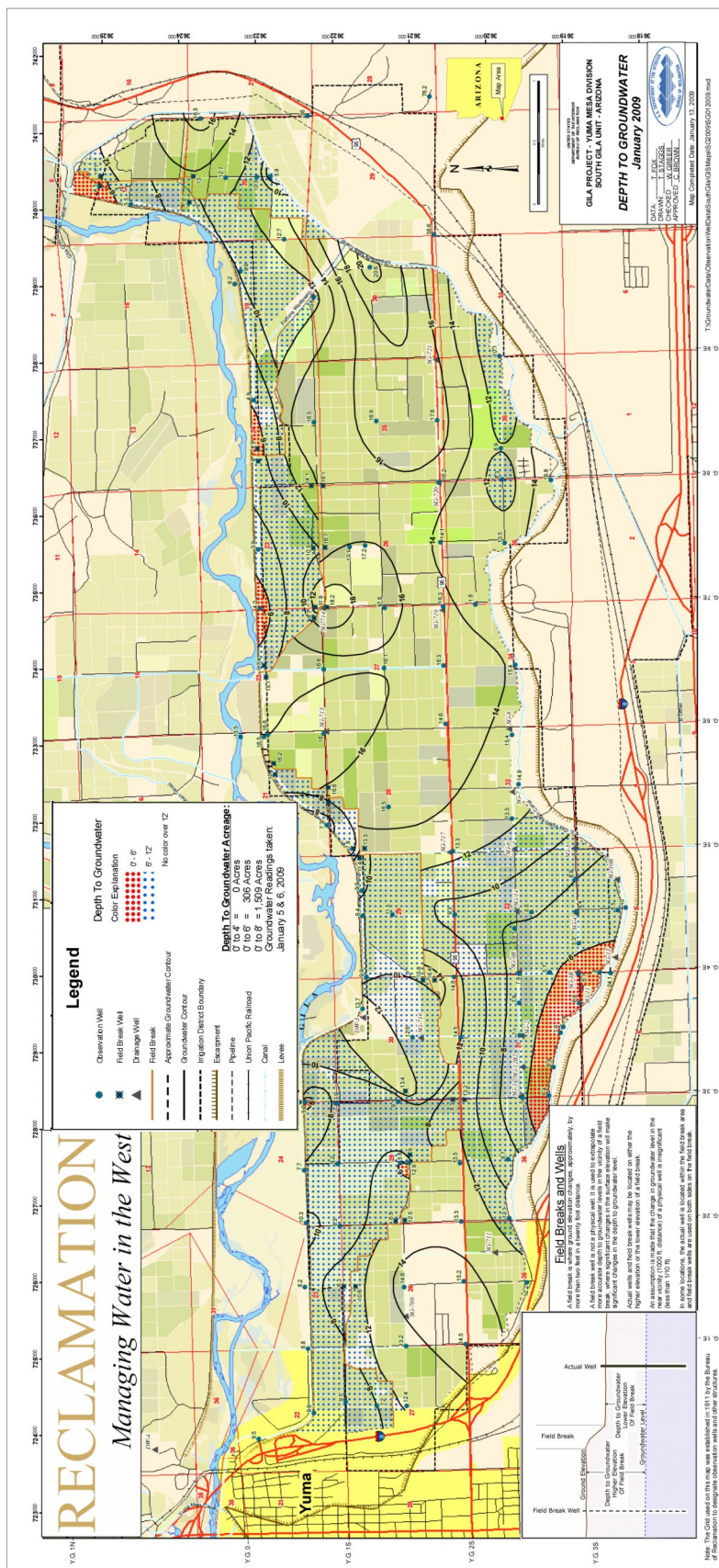


Figure 21: Depth to Groundwater<sup>9</sup>



# Gila Valley Planning Area Background Study

## Airport Noise Zones

The Gila Valley Planning Area includes areas that are covered by the provisions of A.R.S. §28-8481. The types of land use allowed under land located within the defined noise zones of facilities listed in A.R.S. §28-8481 have significant restrictions under A.R.S. §28-8481, in these areas urban style residential development is prohibited, and commercial and industrial development must be aviation compatible. These restrictions can be found in Article VII in the Yuma County Zoning Ordinance. Additionally, A.R.S. §28-8481 requires a major amendment for any change to the Comprehensive Plan that would increase residential density or allow for certain non-compatible land uses within any of the noise zones.

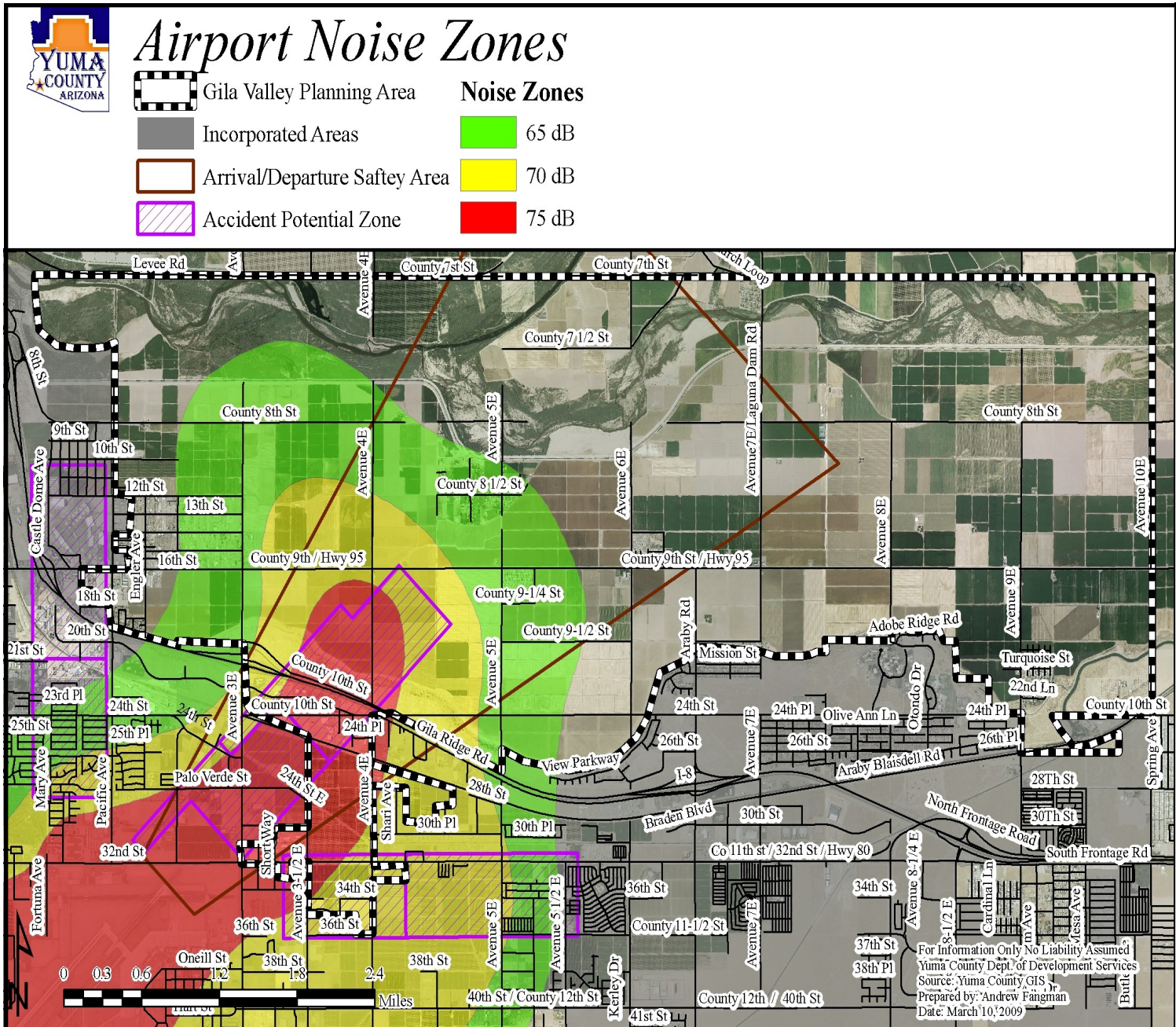


Figure 25: Airport Noise Zones

## Gila Valley Planning Area Background Study Parcels and Land Ownership

In the Gila Valley Planning Area there are 175 privately owned parcels that are ten acres or larger in size. These 175 parcels by acreage account for 92.2% of the Planning Area that is privately owned. Fifty-three percent of privately owned parcels are one acre or less in size; however this only accounts for 1.06% (154 acres) of privately owned parcels in the Planning Area. This is a reflection of the fact residential development in the Planning Area, while limited, does tend to occur at a higher urban style density, usually in locations that are adjacent to developed, urbanized and incorporated areas.

Size of Parcel	Acreage	Percent of Privately Owned Land	Number of Parcels	Percentage of Private Parcels by Number
Over 10 Acres	13,363	92.2%	175	16.1%
1 to 10 Acres	981	6.77%	331	30.5%
½ to 1 Acres	68	0.47%	88	8.1%
8,000 Sq. Feet to ½ Acre	43	0.30%	161	14.8%
Less than 8,000 Sq. Feet	40	0.28%	330	30.4%
<i>Total</i>	<i>14,495</i>	<i>N.A.</i>	<i>1,085</i>	<i>N.A.</i>

Table 3: Size of Privately Owned Parcels

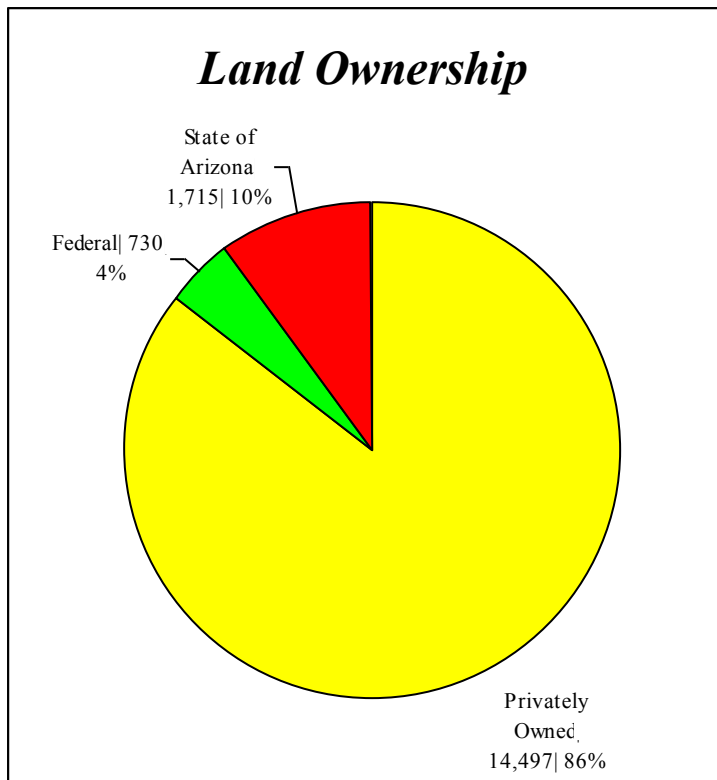


Figure 26: Land Ownership

Parcel Ownership	Acreage
Privately Owned	14,497
Federal	730
State of Arizona	1,715
<i>Total</i>	<i>16,942</i>

Table 4: Land Ownership

In the Planning area 86% of land is privately owned. This is a major difference from what is found in Yuma County as whole where more than 90% of land is governmentally owned. Of the 14% of the Planning Area that is governmentally owned is located in and around the Colorado and Gila Rivers and the portion of their flood plains not protected by levees. Because of this mix of government and private land is unlikely to change in the Planning Area, unlike other areas in the County, where the turning over of government lands for private development will be a major part of any future development.



# Gila Valley Planning Area Background Study

## Parcels and Land Ownership

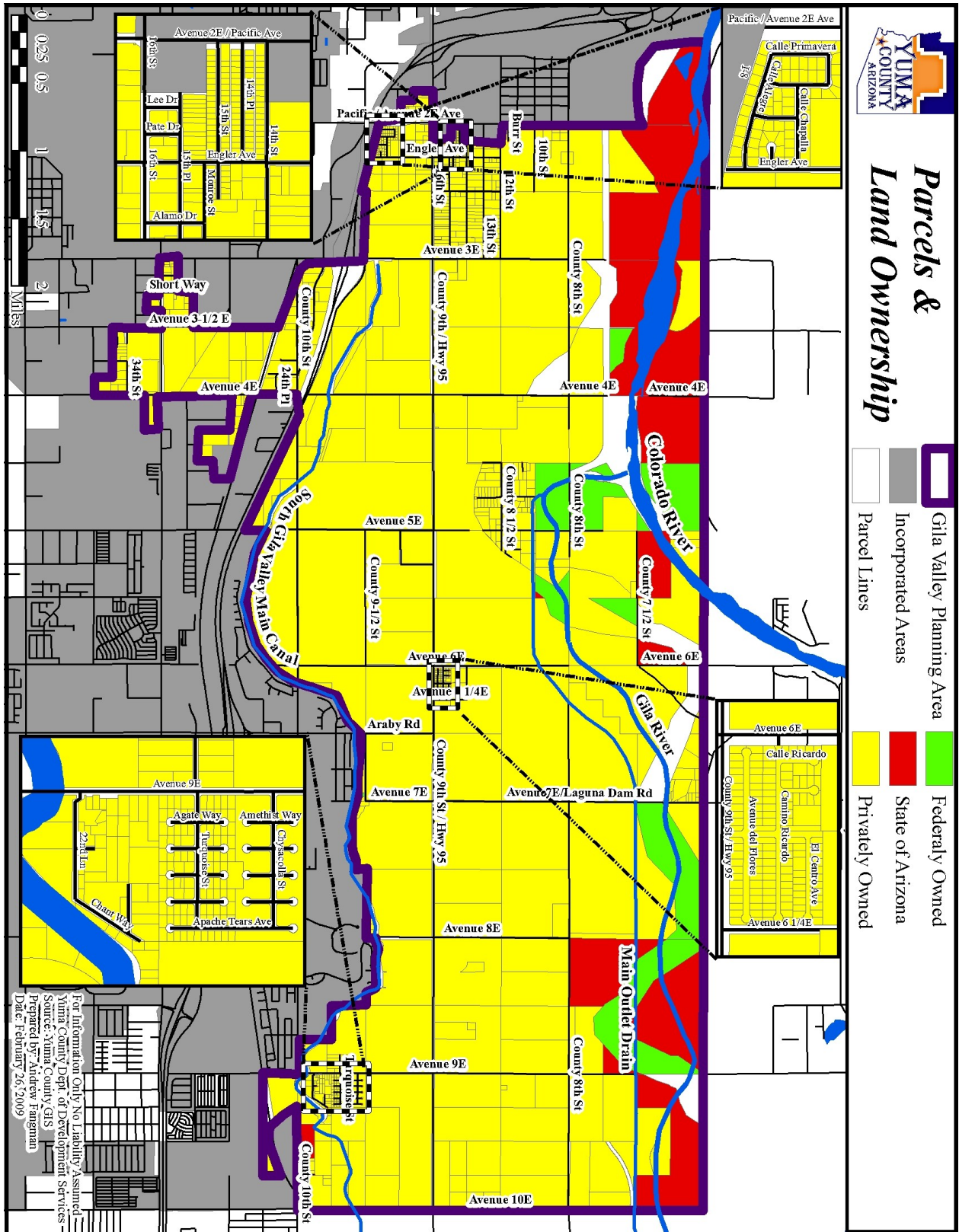


Figure 27: Parcels and Land Ownership



# Gila Valley Planning Area Background Study

## Yuma County Land Use Designations

Land Use Designation	Symbol	Allowed Uses
Agriculture		Lands principally devoted to agricultural production - Yuma Valley – minimum parcel size of 40 acres - Gila Valley – minimum parcel size of 40 acres - homesites on existing legal lots of record
Agriculture/Industrial		Continued agricultural uses - site-built residences with noise attenuation subject to the zoning densities in effect at the time of the Joint Land Use Plan adoption - 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
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
Commercial		- limited/local commercial uses - general commercial uses - offices - wholesale or retail activities
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
Low Density Residential		1 to 6 dwelling units per acre
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 homesite) - agriculture - resort commercial development (such as but not necessarily limited to the following: resort, hotels, theme parks, tennis or golf resorts or camps, water parks and slides, conference centers, golf courses, exotic animal parks, parks, zoos or amphitheaters) - areas available for public visitation and recreation with or without developed facilities and associated businesses (such as dude ranches, off-road vehicle parks or trails, horse riding academies, horse stables, arenas and trails, botanical gardens, lakes and waterways, campgrounds).
Rural Density Residential		Maximum density of one dwelling unit per two acres

Table 5: Land Use Designations

# Gila Valley Planning Area Background Study

## Land Use Designations

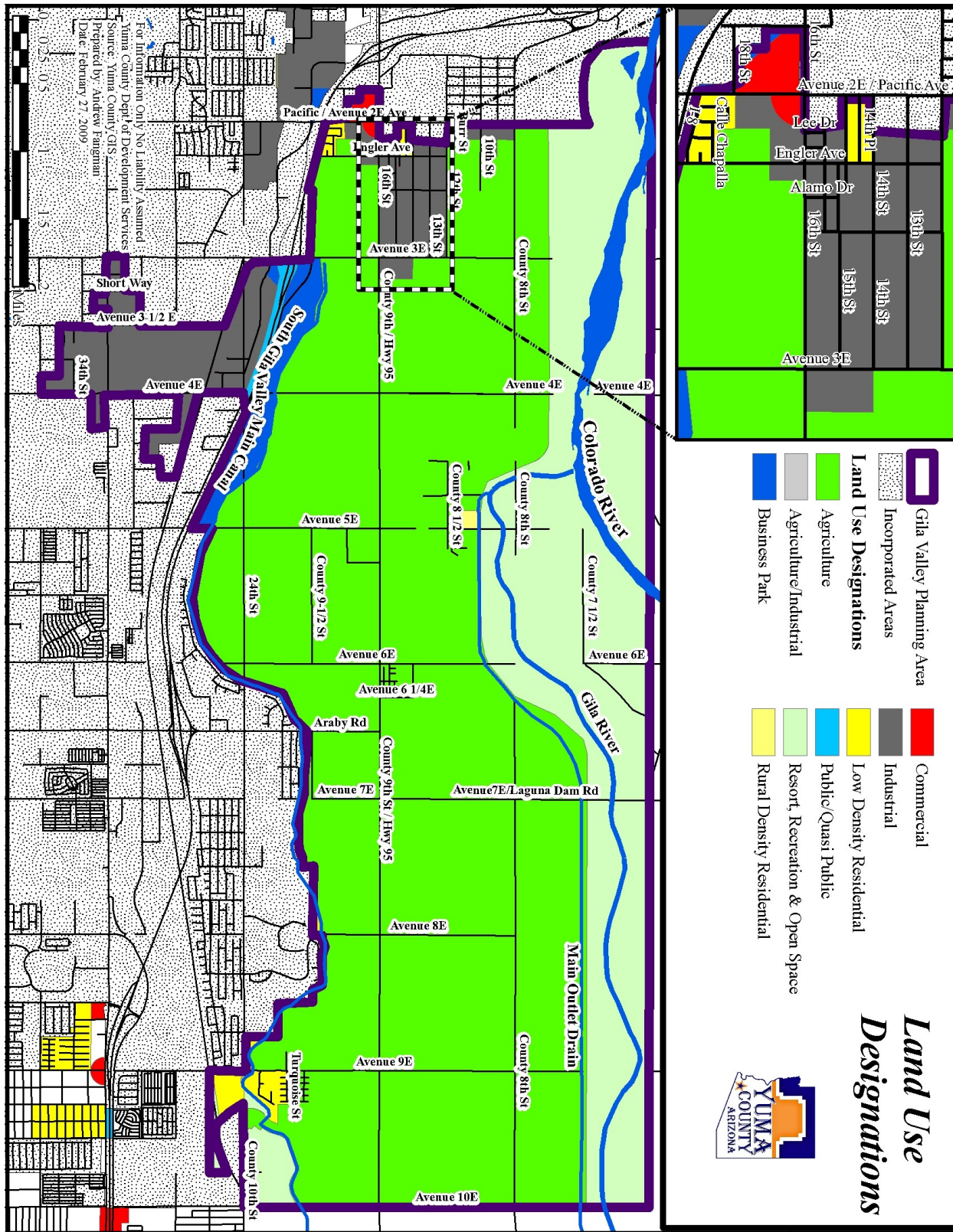


Figure 28: Land Use Designation

## ***Gila Valley Planning Area Background Study***

### **Land Use Designations**

Since the creation of the JLUP in 1996 and the present, there have been only four amendments to the land use designation map in the Gila Valley Planning Area. Major Amendment 2002-PA-02 changed the designation of five acres of land from Agriculture to Industrial. This amendment was a natural extension of the of the corridor of industrially d land located between Pacific Avenue and Avenue 3E .

Minor Amendment 2008-MA-05 designated 125 acres of land previously classified as Nonconformity to Agriculture. Areas that were classified as Nonconformity represented deficiencies in the land use designation map, as Nonconformity is not a true land use designation but rather represents unclassified areas in the plan that are made up entirely of nonconforming uses and land use densities. This lack of a land use designation was in contradiction to A.R.S. §11-829(A): “*All zoning and rezoning ordinances, regulations or specific plans adopted under this article shall be consistent with and conform to the adopted county plan. A rezoning ordinance conforms to the county plan if it proposes land uses, densities or intensities within the range of identified uses, densities and intensities of the county plan.*” It was not possible for the areas designated as Nonconformity in the JLUP to conform to A.R.S. §11-829(A), as there are no specified land uses, densities or intensities defined in the plan. For this reason through a series minor amendments, the land use designation in these areas. Areas that were classified as Nonconformity in the Gila Valley Planning Area were designated as Agriculture. The Agriculture designation was chosen because it most closely matches the Plan’s vision for the area, the perseveration of currently existing agriculture activities, and existing residences, without increasing residential densities.

Prior to the adoption Minor Amendment 2008-MA-05, Major Amendment 2007-PA-03 designated approximately eighteen acres of land previously classified as Nonconformity to Rural Density Residential. The amendment was applied to allow construction of a subdivision with the density of one dwelling unit per two acres in the vicinity of Avenue 5E and County 8½ Street. Because all the surrounding land was previously developed at similar density this amendment was not out of character for the area.

Major Amendment 2007-PA-08 changed the designation on 38.7 acres of land from Resort, Recreation, and Open Space to Low Density Residential. The subject area of this amendment was not prime farm land and was located on the mesa, thus furthering the major goal of the Plan of keeping residential development located as much as possible on non-prime farmland on the mesa. This amendment was also in character with surrounding residential developments.

Amendment	Amendment Date	Previous Plan Designation	New Plan Designation	Acreage
2002-PA-02	1/26/04	Agriculture	Industrial	5.2
2006-PA-05	3/28/07	Non-Conformity	Rural Density Residential	18.3
2007-PA-08	12/28/07	Resort, Recreation, and Open Space	Low Density Residential	38.7
2008-MA-05	12/11/08	Non-Conformity	Agriculture	125.0

Table 6: Approved Amendments to the Land Use Designation Map in the Planning Area



# Gila Valley Planning Area Background Study

## Changes to Land Use Designations

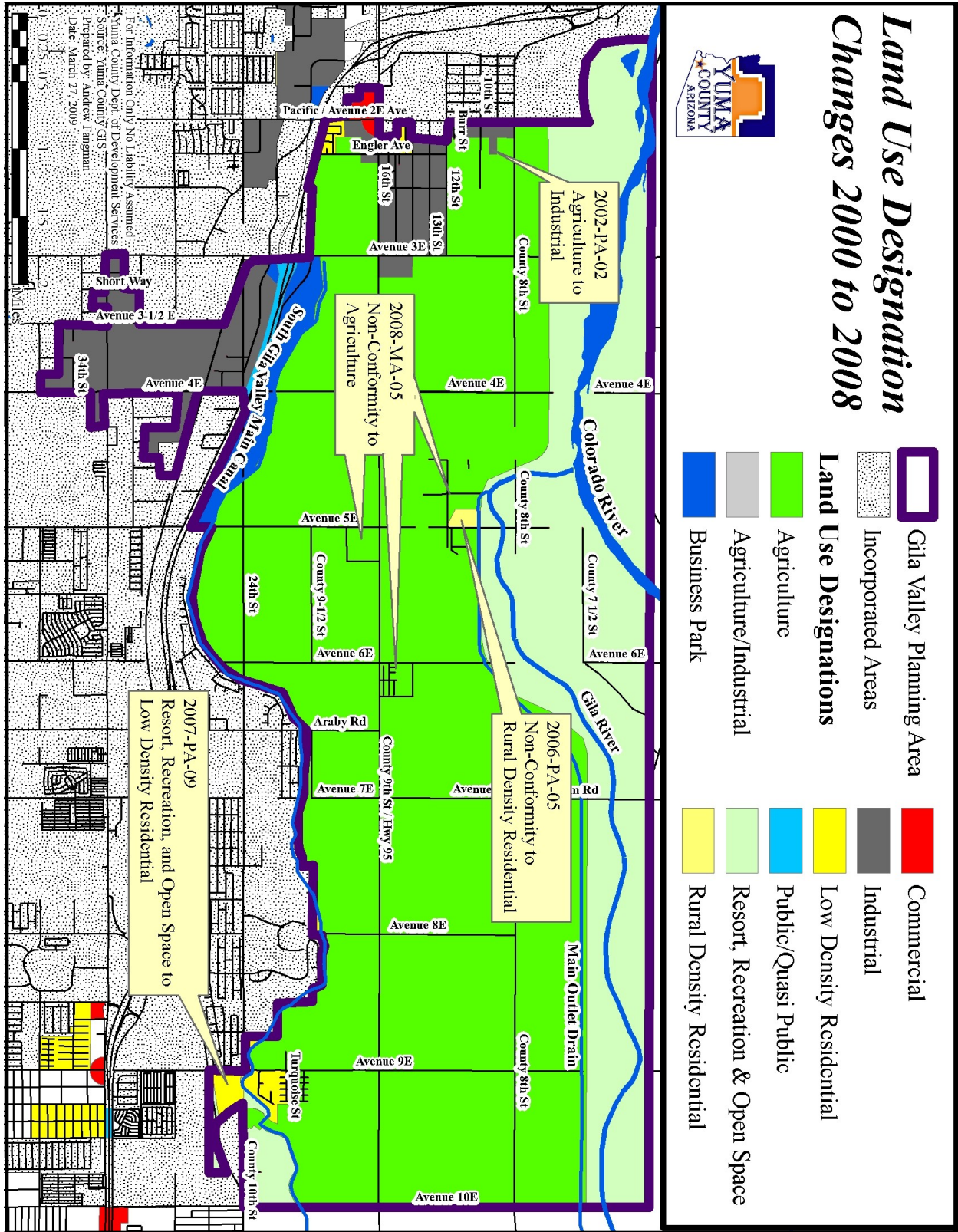


Figure 29: Changes to Land Use Designations



## ***Gila Valley Planning Area Background Study*** **Zoning Districts Established in Yuma County**

<b>Zoning Districts</b>	<b>Abbreviation</b>
Rural Area - 40 acre minimum parcels	RA-40
Rural Area - 20 acre minimum parcels	RA-20
Rural Area - 10 acre minimum parcels	RA-10
Rural Area - 5 acre minimum parcels	RA-5
Suburban Ranch - 4 acre minimum parcels	SR-4
Suburban Ranch - 3 acre minimum parcels	SR-3
Suburban Ranch - 2 acre minimum parcels	SR-2
Suburban Ranch - 1 acre minimum parcels	SR-1
Suburban Site Built - 20 acre minimum parcels	SSB-20
Suburban Site Built - 10 acre minimum parcels	SSB-10
Suburban Site Built - 5 acre minimum parcels	SSB-5
Suburban Site Built - 4 acre minimum parcels	SSB-4
Suburban Site Built - 3 acre minimum parcels	SSB-3
Suburban Site Built - 2 acre minimum parcels	SSB-2
Suburban Site Built - 1 acre minimum parcels	SSB-1
Low Density Residential- 40,000 square feet minimum parcels	R-1-40
Low Density Residential- 20,000 square feet minimum parcels	R-1-20
Low Density Residential – 15,000 square feet minimum parcels	R-1-15
Low Density Residential- 12,000 square feet minimum parcels	R-1-12
Low Density Residential- 8,000 square feet minimum parcels	R-1-8
Low Density Residential - 6,000 square feet minimum parcels	R-1-6
Medium Density Residential	R-2
High Density Residential	R-3
Manufactured Home Subdivision - 20,000 square feet minimum	MHS-20
Manufactured Home Subdivision - 15,000 square feet minimum parcels	MHS-15
Manufactured Home Subdivision - 12,000 square feet minimum parcels	MHS-12
Manufactured Home Subdivision - 10,000 square feet minimum parcels	MHS-10
Manufactured Home Subdivision - 8,000 square feet minimum parcels	MHS-8
Manufactured Home Subdivision - 6,000 square feet minimum parcels	MHS-6
Manufactured Home Subdivision - 4,500 square feet minimum parcels	MHS-4.5
Manufactured Home Park	MHP
Recreational Vehicle Subdivision	RVS
Recreational Vehicle Park	RVP
Residential Commercial	RC
Local Commercial	C-1
General Commercial	C-2
Light Industrial-8,000 square foot minimum	LI-8,000
Light Industrial-20,000 square foot minimum	LI-20,000
Light Industrial-1 acre minimum	LI-1
Light Industrial-2 acre minimum	LI-2
Light Industrial-5 acre minimum	LI-5
Heavy Industrial-8,000 square foot minimum	HI-8,000
Heavy Industrial-20,000 square foot minimum	HI-20,000
Heavy Industrial-1 acre minimum	HI-1
Heavy Industrial-2 acre minimum	HI-2
Heavy Industrial-5 acre minimum	HI-5
Intensive Industrial	II
Planned Development	PD
Public Facilities	PF
Airport District	AD
Sensitive Areas and Resource Land District	SA/RL
Transportation, Communications and Utilities District	TCU
Visual Corridor Overlay District	VCO
Open Space, Recreation, and Resources Zoning District	OS/RR

Table 7: Zoning Districts Established in Yuma County

# Gila Valley Planning Area Background Study

## Zoning Districts

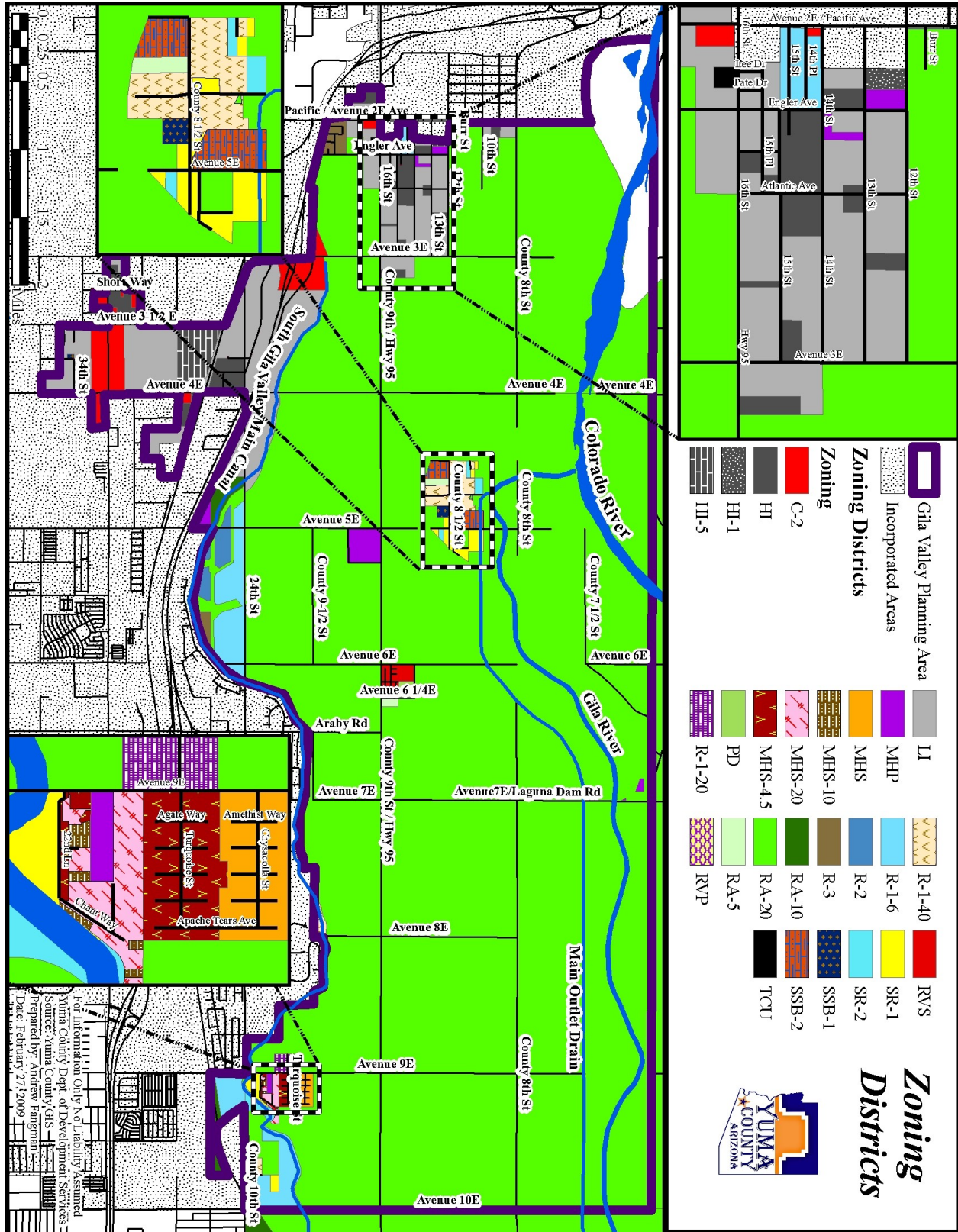


Figure 30: Zoning Districts

***Gila Valley Planning Area Background Study***  
**Rezoning**

Case	Location	Acreage	Zoning District	
			Old	New
CI00-04	NW Corner Co 8½ & Shannon Way	2.76	R-1-40/MHS-20	SR-1
CI06-03	Various Locations	271	C-2	RA-20
CI06-03	Various Locations	40	HI	RA-20
CI06-03	Various Locations	80	LI	RA-20
CI06-03	Various Locations	80	MHS	RA-20
RZ01-12	County 11¼ St. and Ave. 3½E	9	RA-10	LI
RZ01-55	SE corner of Ave 2E & Co. 8th St.	5.09	RA-20	HI
RZ01-61	NW corner of Avenue 4E & Co. 11½ St.	40	RA-10	LI
RZ02-42	Highway 95 & Avenue 6¼E	10	RVS	PD
RZ03-09	3705 E. Highway 80	1	RA-10	SSB-1
RZ03-22	Atlantic Avenue & 13th St.	2.6	LI	HI
RZ04-26	2730 E. 13th Street	3.7	LI	HI
RZ04-29	9474 S. Avenue 8E	8	RA-20	R-1-40
RZ05-005	2280 E. 14th Street	4.41	LI	HI
RZ05-057	Atlantic Avenue & 15th Place	1	LI	HI
RZ05-096	Pacific Avenue & 8th Street	9.34	RA-20	LI
RZ06-02	3206 E. Highway 95	6.22	LI	HI
RZ06-41	County 8½E and Avenue 5E	20	SSB-3	SSB-2
RZ07-15	2255 East Burr Street	4.61	RVP	HI-1
RZ07-43	Highway 95 east of Pacific Avenue	2.43	LI	TCU
RZ08-06	NEC of Avenue 3½E & County 10½ St	72.4	LI	HI-5

Table 8: Rezoning 2000-2008



# Gila Valley Planning Area Background Study

## Rezoning

Between 2000 and 2009 there were sixteen citizen initiated rezonings in the Gila Valley Planning Area. Eleven of these rezoning were to a zoning district that allow for industrial uses, three to light industrial and seven to heavy industrial. There were six rezonings from light industrial to heavy industrial, all these rezonings occurred in small area bounded by Pacific Avenue, 12<sup>th</sup> Street, Avenue 3E, and Highway 95. This is a very clear indication that the industrial uses found in this area are intensifying, thus necessitating the rezoning to heavy industrial.

There were two rezonings from a Rural Area zoning district to a residential zoning district. Both of these rezonings occurred in the small portion of the Planning Area that is located on the mesa and is considered prime farmland. This is significant because a major goal of the Comprehensive Plan is to prevent prime farmland from being converted into residential uses. The fact that no prime farmland that was zoned with a Rural Area district was rezoned to residential indicates that this goal has largely been met between 2000 and 2008.

In August of 2006 Commission Initiative 06-03 was approved by the Board of Supervisors. CI 06-03 rezoned 648 acres, scattered throughout the Planning Area (Figures 31 & 32) from Manufactured Home Subdivision, General Commercial, Heavy Industrial, and Light Industrial, to Rural Area – 20 Acre Minimum. All parcels effected by this rezoning are undeveloped parcels still are being actively used for agricultural purposes. The Planning and Zoning Commission’s stated intent in initiating the rezoning was to correct incompatible zoning districts on undeveloped parcels that are prime farmland in order to achieve the a major goal of the Comprehensive Plan, that of preserving prime farmland for agricultural uses. Only property owners who did not object were included in this rezoning.

The one overarching trend of all rezonings that occurred in the Planning Area since 2000 is that they all strengthened existing land use patterns rather than changing them. Areas previously zoned for industrial uses are seeing a slow intensification of their industrial zonings. Residential zonings are only occurring on land not being use for growing crops. Zoning on farmland being actively farmed now more effectively supports its retention as farmland.

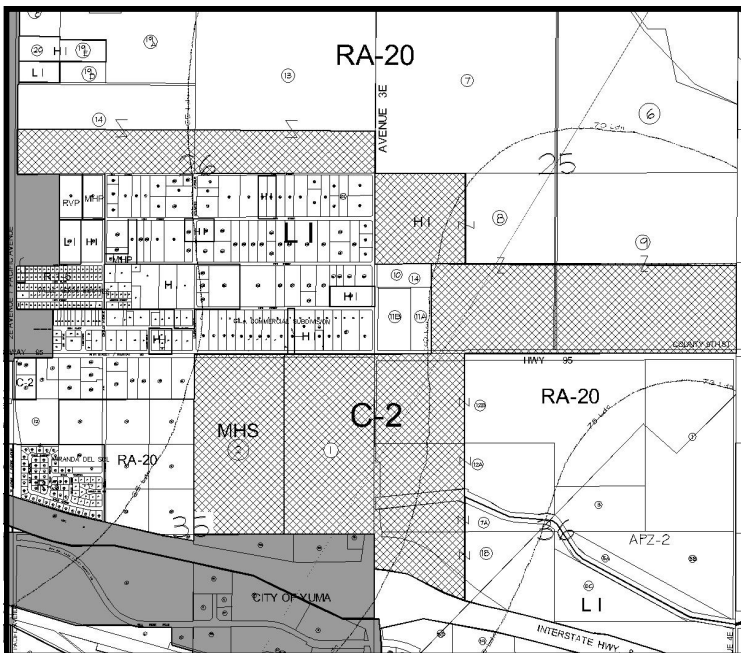


Figure 31: Commission Initiative 06-03 (effected are crosshatched)

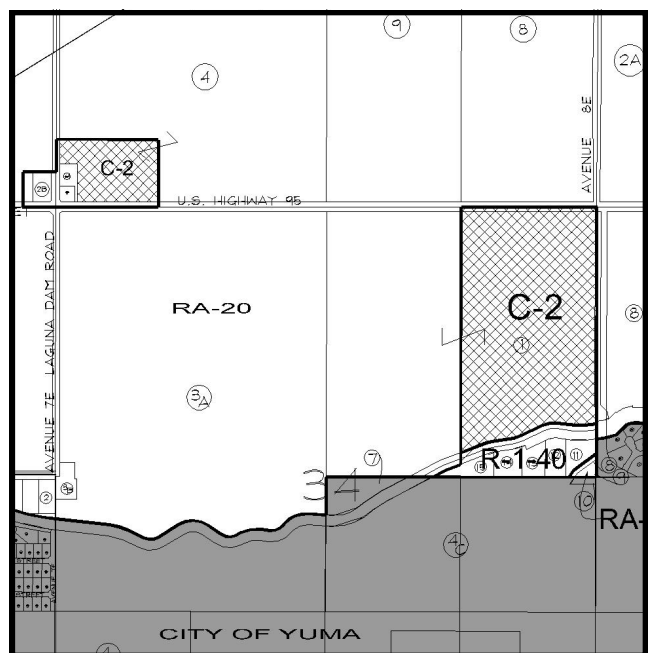


Figure 32: Commission Initiative 06-03 (effected are crosshatched)



## ***Gila Valley Planning Area Background Study***

### **New Housing Units**

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Between 2000 and 2008 Yuma County issued 201 building/permits for residential housing units in the Gila Valley Planning Area. Of these 160 of these permits were issued as placement permits for manufactured homes or mobile homes (units manufactured prior to 1976) placement permits in four distinct manufactured home parks. The Sierra Pacific Manufactured Home Park located at the Southeast corner Highway 95 and Avenue 5E accounted for 124 of these permits. Because all of these parks were established well before 2000, these permits almost certainly represent replacements for previously placed housing units rather than additional housing units being added to the area.

In total, thirteen single family site built homes were constructed in the Planning Area between 2000 and 2008, about half of these were constructed in the vicinity of Avenue 5E and County 8½ Street, the remainder were scattered throughout the Planning Area. Manufactured home placement permits issued outside of manufactured home parks were largely concentrated in the El Prado Mobile Estates and Loma Vista subdivisions.

Typically between ten and fifteen permits for construction or placement of a housing unit are issued in the Gila Valley Planning Area each year. In some years the number of permits has surged to nearly fifty, but the long term trend always seems to stabilize around ten to fifteen permits per year. Surges in the number of permits have always been a result of a large number manufactured home placement permits being issued for one of the manufactured home parks. This activity is most likely related to the replacement of older units, and is not resulting in any net addition of housing units to the Planning Area. Unlike the trend seen in the county, state, and nation as a whole the number of building/placement permits for housing units has slightly increased in the Planning Area between 2006 and 2008.

Nearly all the housing units added in the Gila Valley Planning Area are located in areas already developed for residential use, in manufactured home parks, platted subdivisions, or pre-existing wildcat subdivisions. Significantly, very few housing units were constructed or placed on land that was previously being farmed. This is a very strong indicator the agricultural lands within the Planning Area are not being converted into residential uses, and that policies designed preserve agricultural lands in the Gila Valley are having their intend effect..



**Gila Valley Planning Area Background Study**  
**New Housing Units**

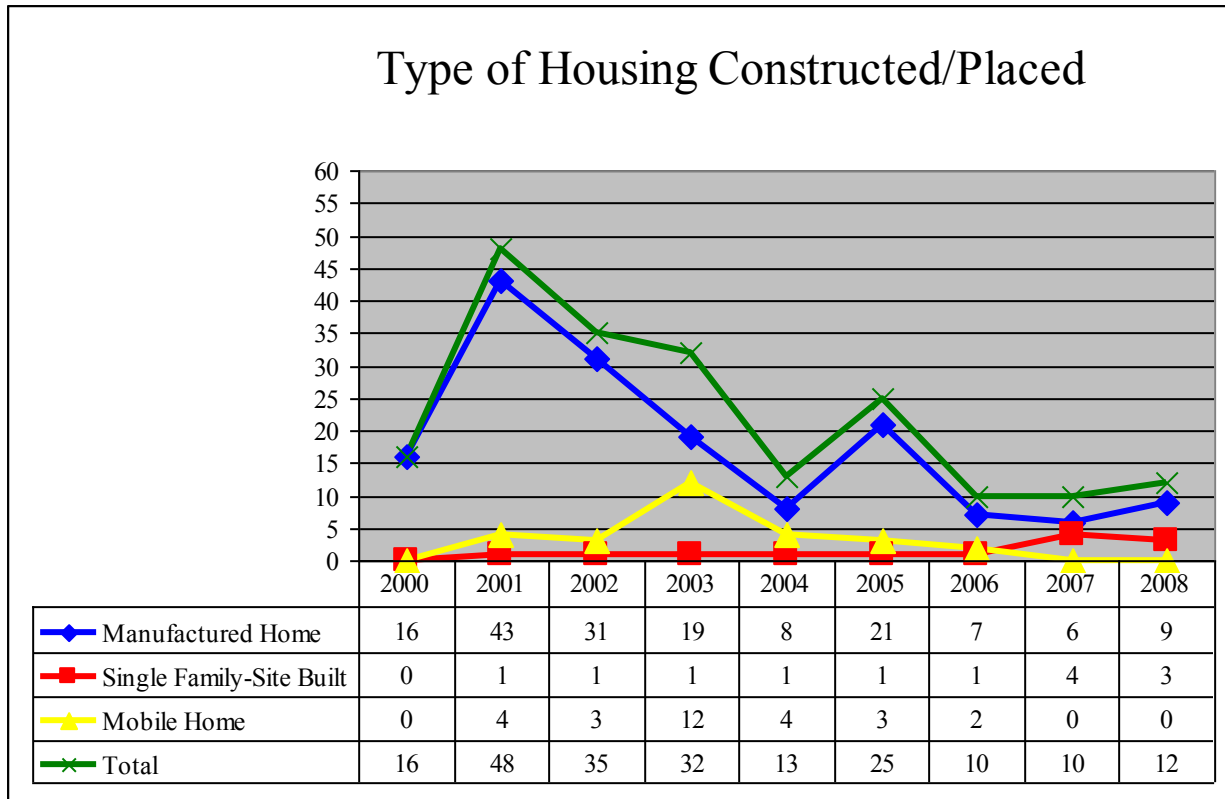


Figure 34: Type of Housing Constructed/Placed 2000 to 2008

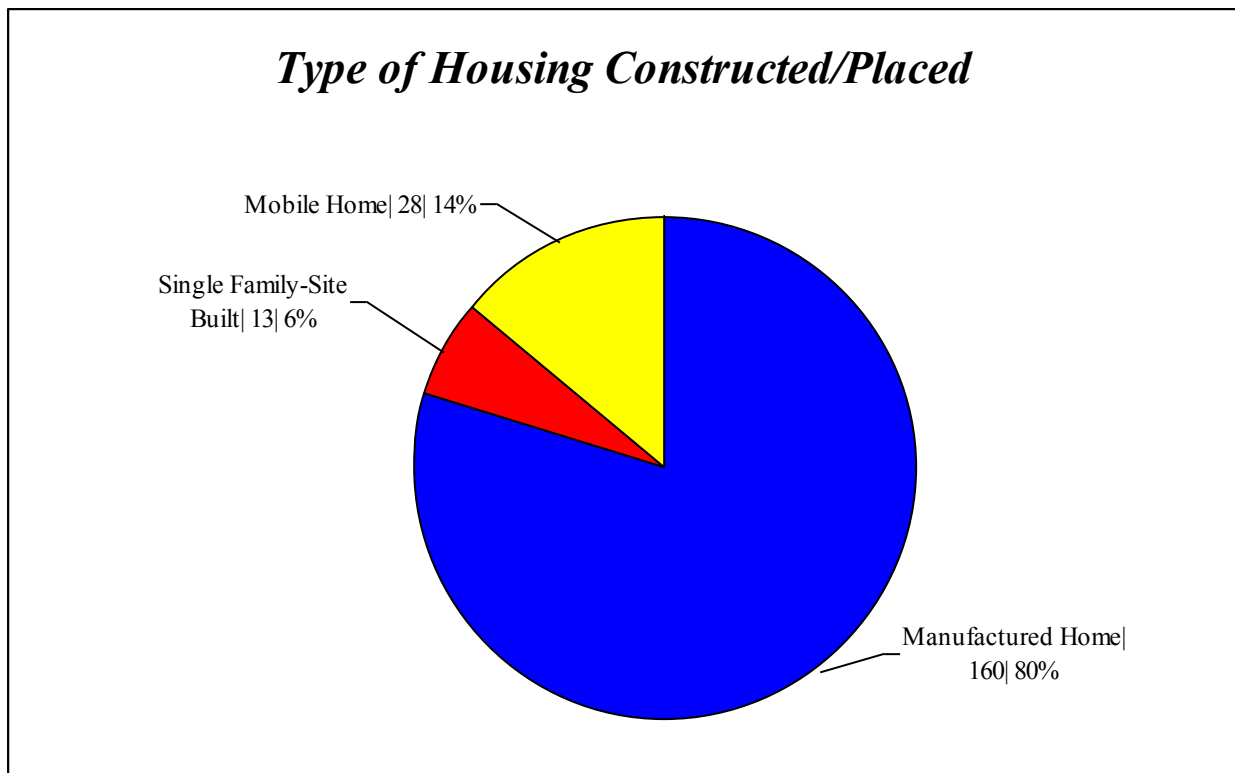


Figure 35: Type of Housing Constructed/Placed

# Gila Valley Planning Area Background Study

## New Housing Units

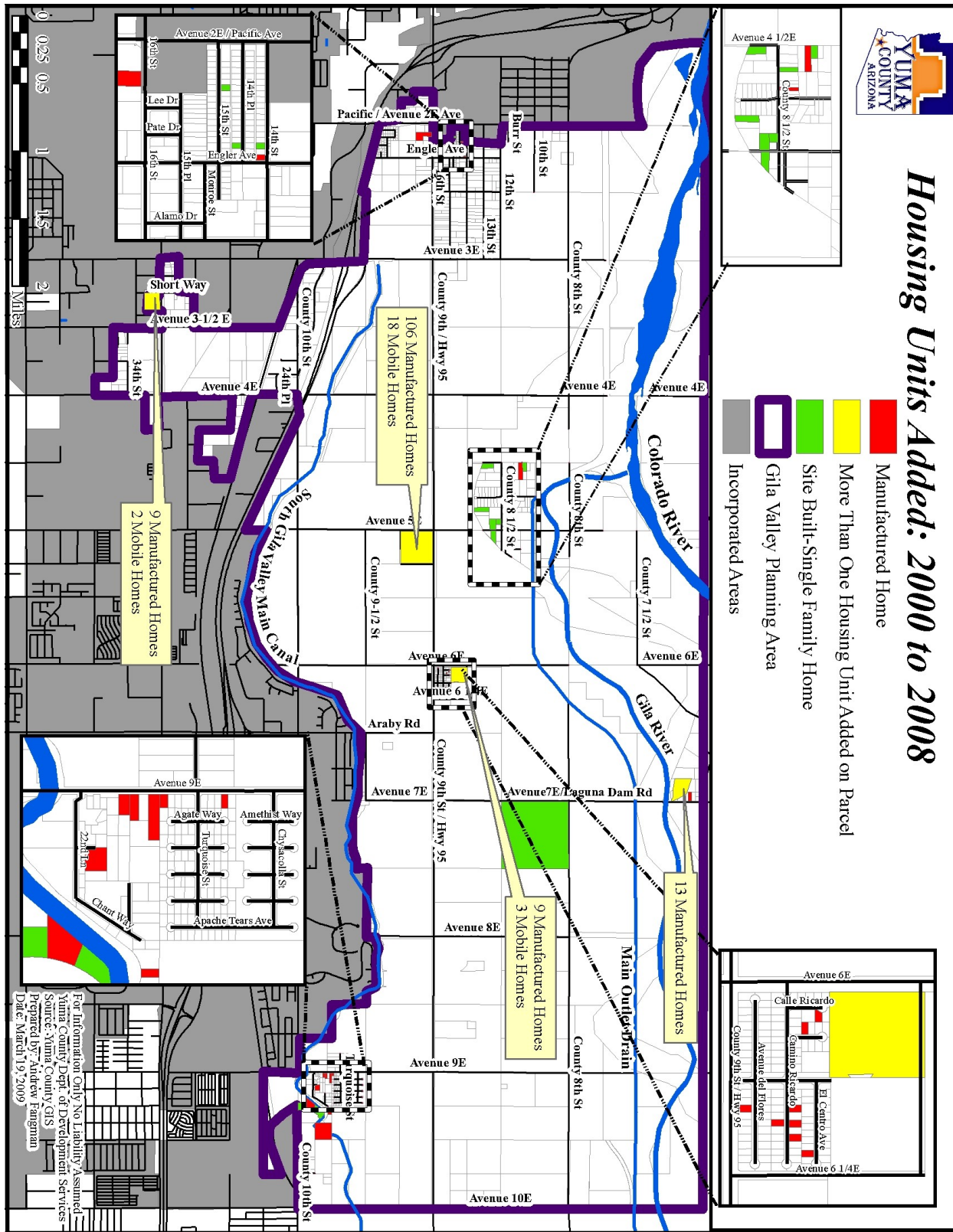


Figure 36: Housing Units Added: 2000 to 2008